# Council meeting agenda

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

**Thursday, June 29, 2023** **10:30 AM** **Metro Regional Center, Council chamber, https://www.youtube.com/live/jraOhY2QHoY?feature=share, https://zoom.us/j/615079992 Webinar ID: 615 079 992 or 888-475-4499 (toll free)**

**This meeting will be held electronically and in person at the Metro Regional Center Council Chamber. You can join the meeting on your computer or other device by using this link: https://www.youtube.com/live/jraOhY2QHoY?feature=share**

## 1. Call to Order and Roll Call

## 2. Public Communication

Public comment may be submitted in writing. It will also be heard in person and by electronic communication (video conference or telephone). Written comments should be submitted electronically by emailing legislativecoordinator@oregonmetro.gov. Written comments received by 4:00 p.m. the day before the meeting will be provided to the council prior to the meeting.

Those wishing to testify orally are encouraged to sign up in advance by either: (a) contacting the legislative coordinator by phone at 503-813-7591 and providing your name and the agenda item on which you wish to testify; or (b) registering by email by sending your name and the agenda item on which you wish to testify to legislativecoordinator@oregonmetro.gov. Those wishing to testify in person should fill out a blue card found in the back of the Council Chamber.

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## 3. Consent Agenda

3.1 Consideration of the April 20, 2023 Council Meeting Minutes 23-5901

Attachments: 042023c Minutes

3.2 Consideration of the May 25, 2023 Council Meeting Minutes — 23-5902

Attachments: 052523c Minutes

**4. Other Business**

4.1 Metro Supportive Housing Services FY22 Regional Annual Report — **23-5895**

Presenter(s): Patricia Rojas, Regional Housing Director
Liam Frost, Assistant Director
Nui Bezaire, Supportive Housing Services Manager
Susan Emmons, Supportive Housing Services Oversight Committee Co-Chair
Dr. Mandrill Taylor, Supportive Housing Services Oversight Committee Co-Chair

Attachments: Staff Report
Attachment 1

**5. Resolutions**

5.1 Resolution No. 23-5342, For the Purpose of Approving Initial Round Funding for Nature in Neighborhoods Capital Grants — RES 23-5342

Presenter(s): Jon Blasher (he/him), Metro
Elizabeth Guzman Arroyo (she/they), Metro
Crista Gardner (she/her), Metro
Gabe Sheoships, Friends of Tryon

Attachments: Resolution No. 23-5342
Exhibit A
Staff Report

5.2 Resolution No. 23-5343, For the Purpose of releasing the draft 2023 Regional Transportation Plan (RTP) and project list for public review and policy discussion — RES 23-5343

Presenter(s): Kim Ellis (she/her), Metro
Tom Kloster (he/him), Metro

Attachments: Resolution No. 23-5343
Exhibit A
Exhibit B
Exhibit C
Staff Report
Attachment 1

**6. Chief Operating Officer Communication**

**7. Councilor Communication**

**8. Adjourn**

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

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January 2021

**Consideration of the April 20, 2023 Council Meeting Minutes**
*Consent Agenda*

Metro Council Meeting
Thursday, June 29th, 2023

# Metro

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

## Minutes

**Thursday, April 20, 2023**

**10:30 AM**

**Metro Regional Center Council Chamber,**
**https://www.youtube.com/live/TkyQNo9andQ?feature=share,**
**https://zoom.us/j/615079992, or 877-853-5257 (toll free)**
**(Webinar ID: 615079992)**

# Council Meeting

## 1. Call to Order and Roll Call

Deputy Council President Lewis called the Metro Council Meeting to order at 10:30 a.m.

**Present:** 5 - Council President Lynn Peterson, Councilor Christine Lewis, Councilor Mary Nolan, Councilor Gerritt Rosenthal, and Councilor Duncan Hwang

**Excused:** 2 - Councilor Juan Carlos Gonzalez, and Councilor Ashton Simpson

## 2. Public Communication

Deputy Council President Lewis opened the meeting to members of the public wanting to testify on a non-agenda items.

There were no members of the public that wanted to testify.

Seeing no further discussion on the topic, Deputy Council President Lewis moved on to the next agenda item.

## 3. Consent Agenda

3.1 Consideration of the January 5, 2023 Council Meeting Minutes

Attachments: 010523c Minutes

3.2 Consideration of the January 12, 2023 Council Meeting Minutes

Attachments: 011223c Minutes

3.3 Consideration of the January 19, 2023 Council Meeting Minutes

Attachments: 011923c Minutes

3.4 Consideration of the February 9, 2023 Council Meeting Minutes

Attachments: 020923c Minutes

3.5 Consideration of the February 23, 2023 Council Meeting Minutes

Attachments: 022323c Minutes

3.6 Consideration of the March 2, 2023 Council Meeting Minutes

Attachments: 030223c Minutes

3.7 Consideration of the March 16, 2023 Council Meeting Minutes

Attachments: 031623c Minutes

**Note**: Consideration of the March 16, 2023 Council Meeting Minutes were removed from the agenda due to an error.

3.8 Consideration of the March 30, 2023 Council Meeting Minutes

Attachments: 033023c Minutes

Deputy Council President Lewis called for a motion to approve the Consent Agenda.

*Council Discussion:*

**Councilor Rosenthal** asked for the March 16th, 2023, Council Minutes to be withdrawn for correction because some of the votes of councilors that were online were not recorded.

**Deputy Council President Lewis** noted that there did not need to be a motion but asked for item 3.7 on the Consent Agenda to be removed.

**A motion was made by Councilor Nolan, seconded by Councilor Rosenthal, to adopt items on the consent agenda. The motion passed by the following vote:**

**Aye:** 4 - Councilor Lewis, Councilor Nolan, Councilor Rosenthal, and Councilor Hwang

**Excused:** 3 - Council President Peterson, Councilor Gonzalez, and Councilor Simpson

## 4. Presentations

4.1 2024-2027 Metropolitan Transportation Improvement Program (MTIP) - Public Comment

Presenter(s): Grace Cho (she/her), Metro
Ted Leybold (he/him), Metro

Attachments: Staff Report

Deputy Council President Lewis introduced Grace Cho

(she/her), Metro and Ted Leybold (he/him), Metro] to present the 2024-2027 Metropolitan Transportation Improvement Program (MTIP) - Public Comment.

Staff pulled up the *2024-2027 MTIP - Overview of Public Review Draft Presentation PowerPoint* to present to Council. Cho began the presentation by explaining what the Metropolitan Transportation Improvement Program (MTIP) is, which included its purpose and function. She described the overview of the 2024-2027 MTIP and noted that $1.3 billion would be spread across 130 projects. Some project highlights of the 2024-2027 MTIP are the Council Creek Regional Trail, the 82nd Avenue Jurisdictional Transfer, the Columbia Slough Bridge Replacement, and the Beaverton Bus Garage Renovation. Cho discussed the overall results for the system evaluation and explained the draft findings for the 2024-2027 MTIP. She mentioned when the public comment was open and the next steps for the 2024-2027 MTIP.

*Council Discussion*

**Councilor Nolan** asked for clarification of what were $73 billion worth of projects. They also asked about how the system evaluation was done, especially how climate change is neutral and how they evaluated equity.

Cho stated that the $1.3 billion represents the 2024-2027 Metropolitan Transportation Improvement Program. In the 2023 Regional Transportation Plan, the investment profile calls for $73 billion over 22 years to meet the regional vision planning goals.

Cho mentioned that staff was using the evaluation measures applied in the 2018 Regional Transportation Plan. The measures tend to focus on capital projects. Cho stated that about half of the projects are under the Preservation and

Maintenance category, so they are looking at a smaller amount of capital projects that are evaluated. For example, repainting parts of I-405 on the Fremont bridge.

**Councilor Nolan** asked if Cho meant restriping.

Cho noted that they look at descriptions of projects and their context to see if they fit under the category. The results are showing a neutral to positive trend because it is highly focused on smaller community projects.

**Councilor Nolan** noted that this is a small fraction of federal and local resources to be invested in transportation for the region. They feel that the measurement ignores about half of the investments because it ignores about half of the projects. Councilor Nolan suggested that staff should look at how they evaluate.

**Councilor Hwang** mentioned that there was engagement process happening for MTIP and JPACT. He asked if they inform each other and why they sequence them this way.

Cho stated that the MTIP must be updated every four years and the RTP now must be updated every five years. In this cycle, they ended up being at the same time when normally it would be staggered. The MTIP is drawn from the RTP. MTIP is made up of multiple allocation processes that each have their own steps for engagement. For the RTP, staff are making sure that the 2024-2027 MTIP is included in the 2023 RTP discussions.

**Councilor Hwang** asked for an example of question in the RTP engagement that is different for the MTIP.

Cho mentioned that the regional objectives from the 2018 RTP, such as equity and safety, helped to guide allocation process for the 2021-2024 MTIP and for the 2024-2027 MTIP. Staff work with Metro's transit partners, like ODOT, to talk about how regional objectives are applied within their allocation processes.

**Councilor Rosenthal** commented that they are prioritizing maintenance and preservation over their other priorities. Councilor Rosenthal asked to clarify what projects are requested to be added soon.
Cho stated that those are large-scale projects that were not ready to be included in the draft 2024-2027 MTIP. She mentioned that there will be an amendment to include these projects in the 2024-2027 MTIP later.

4.1.1 Public Hearing for 2024-2027 Metropolitan Transportation Improvement Program (MTIP)

Deputy Council President Lewis opened the meeting to members of the public wanting to testify on the 2024-2027 Metropolitan Transportation Improvement Program (MTIP). There were no members of the public that wanted to testify.

Seeing no further discussion on the topic, Deputy Council President Lewis moved on to the next agenda item.

**4.2 Public Hearing on the FY 2023-24 Proposed Budget**

Deputy Council President Lewis opened the meeting to members of the public wanting to testify on the FY 2023-24 Proposed Budget

There were two members of the public that testified:
Jackie Kirouac-Fram, Executive Director of the Rebuilding Center: mentioned that there is no investment in reuse organizations in the budget. With funding from Metro, they can expand their work and help Metro met its reuse, affordable housing, and workforce development goals.
Anna Kurnizki, Executive Director of Community Warehouse: mentioned the work that the Reuse Collective does. They do not have enough resources to respond to the need in the community.

*Council Discussion:*

**Councilor Nolan** mentioned that they have volunteered at the Rebuilding Center and the Community Warehouse. They have also been a customer. They noted that they should find ways to partner.

Seeing no further discussion on the topic, Deputy Council President Lewis moved on to the next agenda item.

4.3 Planning, Development and Research Department Budget Presentation

Presenter(s): Andy Shaw (he/him), Metro

Attachments: Staff Report

Deputy Council President Lewis introduced Andy Shaw (he/him), Metro to present the Planning, Development and Research Department Budget Presentation.

Staff pulled up the *Planning, Development & Research FY 2023-24 Proposed Budget Presentation PowerPoint* to present to Council.

Shaw began the presentation by explaining the different areas of the program structure and the work staff were doing. Rachael Lembo, Metro described the FY23-24 Revenue Budget and mentioned that most of their funding comes from grants.

*Council Discussion*

**Councilor Nolan** asked Lembo to mention the sources of the grants.

Lembo continue the presentation by mentioning the sources of the grants. Lembo described the FY23-24 Expense Budget and the proposed FY23-24 FTE.

Shaw mentioned that the Key Equity metric is to increase the number of stipends and grants to build capacity and engage BIPOC community members in our work. He noted that the budget decrease is because they expect to get to locally preferred alternatives with two of the corridors, so they would not have as many meetings. Shaw explained that the

budget modifications were to add four positions, which are three new positions for internal support and one new position that would be funded by the Safe Streets for All grant.
Malu Wilkinson (she/her), Metro noted the investments in target areas of economy, housing, and environment/climate.

*Council Discussion*
**Councilor Rosenthal** mentioned that he liked the metrics for the equity focus. He asked since there is a DEI department, why did the planning department need staff to regional equity management.
Shaw mentioned that other departments have equity program managers. He also mentioned that the department has had trouble getting diverse candidates. There are DEI liaisons, but they people to consistently support the program managers.

**Councilor Hwang** asked why the Planning department is not having a tribal liaison and if they would be working more with GAPD on this. He also asked if the new DEI director has some flexibility to put their input on the budget.
Shaw noted that the positions being requested in CAM and Parks and Nature are specialist on tribal work. As they make park improvements and purchase land, they need to identify and mitigate for potential historic and cultural resources.
Marissa Madrigal (she/her), Metro noted that there are some modest changes, but overall, the department is the same that gives the new Planning director stability. There will be flexibility in the next fiscal year for the Planning director to make changes.

**Councilor Nolan** asked about Climate Start integration into the RTP and how it will change their approach to the RTP.

Shaw mentioned that Metro includes other things, like the Climate Smart Plan, into the RTP that is not federally required. They can come back with other staff to better answer the question.

**Councilor Nolan** noted that since the Climate Start plan and the state's Greenhouse Gas Policy were adopted and implemented, the situation has gotten worse. They wanted to know how this would change.

Shaw noted that there will be upcoming discussions about the analysis of the projects coming into the RTP.

**Councilor Rosenthal** commented on the slide about protecting farmland. He asked if they have considered programs to encourage agricultural land within the urban reserves. He mentioned that there was an agricultural owner that was concerned.

Shaw noted that in the Urban-Rural Reserves Intergovernmental agreements, the counties agreed to not to do zoning changes in urban reserve areas, so that there are places to expand for future urban growth. Rural reserves are areas they might ensure that agriculture could continue.

Wilkinson mentioned that they are not looking at easements to protect farmland in the urban reserves right now.

**Councilor Nolan** asked what else the department is doing for equitable outcomes. They commented that their key metric was an output, instead of an outcome that effects the public.

Shaw noted that the community engagement and advisory committees are weighing on items that Council considers and acts on. Staff are examining projects in the RTP for how they advance transit and mobility outcomes in equity areas. They also have ongoing engagement with community, particularly people of color. Shaw mentioned that staff is

working on new ways of looking at urban growth and who has benefited.

**Councilor Nolan** thanked Madrigal for her work on the budget process to try to understand outcomes from a racial equity perspective.

Madrigal mentioned that if they diversify and improve the community's capacity to engage in conversations, then the decisions and outcomes that are made will be better for the community.

Seeing no further discussion on the topic, Deputy Council President Lewis moved on to the next agenda item.

4.4 Waste Prevention and Environmental Services (WPES) Department Budget Presentation

Presenter(s): Marta McGuire (she/her), Metro

Attachments: Staff Report

Deputy Council President Lewis introduced Marta McGuire (she/her), Metro to present Waste Prevention and Environmental Services (WPES) Department Budget Presentation.

Staff pulled up the *Waste Prevention and Environmental Services FY 2023-2024 Proposed Budget Presentation PowerPoint* to present to Council.

McGuire began the presentation by discussing the three key program areas of Waste Prevention and Environmental Services department. McGuire explained the Total Operating Budget, the FY 23-24 Proposed Budget Overview, the FY 23-24 Proposed Budget Detail, and the Capital Improvement Plan. She also mentioned the department's strategic priorities and their progress on several of their equity metrics. Some of these equity measures were the median hourly wage of Metro solid waste workers and the Regional Refresh Fund. She discussed the feedback they received

from engagement forums and explained the requested budget modifications. McGuire explained the different investments in environment, economy and in Garbage and Recycling Operations.

*Council Discussion*

**Councilor Rosenthal** commented that the city councils that are very interested in Regional Refresh. He asked how to respond to reuse facilities and what are their goals for reuse.

McGuire mentioned that there are opportunities for the program to be restructured. There are opportunities to think about larger grants and strategic partnerships with the resources they have.

**Councilor Nolan** commented that there are two chooses to handle growing demand. They can build more capacity to handle the growth or make investments to lower the demand. They suggested staff to look at the cost per ton and explore different ways to handle it.

McGuire noted that they have historically been focused on the disposal of materials, instead of on preventing waste or reuse and repair. She mentioned that conversations on the facility system plan will help identify areas to make investments and move materials to benefit the community. McGuire noted that there is a cost to manage reuse, but they need to figure out the cost differences and the social and environmental benefits.

**Councilor Hwang** mentioned that the Community Warehouse could potentially be eligible for SHS finding. He also commented on how the different departments act individually but do work related to the same outcome. He asked about opportunities for interdepartmental conversations and shared programs.

Madrigal mentioned that they can look at the restrictions on the SHS funding, but there is an opportunity to look at connections. She also mentioned how interconnected Metro is and the need to be in community with their reuse and repair partners.

**Councilor Hwang** mentioned that he did a tour of Community Warehouse and that people need furniture when they move into new housing.

**Councilor Nolan** asked about the upgrade of the point-of-sale system. They hoped staff were looking at a commercial off the shelf (COTS) system instead of completely customed.

Staff noted that they are looking at bidders soon. They have talked about off-shelf products, but the system needs to interface with several other systems. Staff mentioned that they are trying a tool as simple as possible.

**Councilor Rosenthal** asked if they thought about focusing on plastics. He mentioned that there were some I & I grant proposals for dealing plastics. He also asked if they have the resources to deal with plastic generation and disposal in the area.

Staff acknowledge that plastics are a high impact material for the environment, but the primary focus has been on bulky waste items. Staff suggested that conversations about plastics may come up when they look at the Facilities System Plan.

**Councilor Hwang** asked about their longer-term strategic planning for facilities and the organization of the system. He mentioned that he wants a defined process for them having conversations with their community partners.

Staff explained that the 2030 Waste Plan is their long-term strategic plan. On about a three-year basis, staff works with

cities and counties on short-term work plans that identify priorities. These plans are more aspirations and commitments, but there are some requirements. Staff noted that there are opportunities to adapt and evolve.
**Councilor Hwang** commented about thinking about reimaging the system and the balance between operations and their aspirational goals.

Seeing no further discussion on the topic, Deputy Council President Lewis moved on to the next agenda item.

4.5 For the Purpose of the Budget Committee to Deliberate on the FY 2023-24 Proposed Budget

Presenter(s): Marissa Madrigal (she/her), Metro
Brian Kennedy (he/him), Metro
Attachments: Staff Report

Deputy Council President Lewis introduced Marissa Madrigal (she/her), Metro and Brian Kennedy (he/him), Metro to present For the Purpose of the Budget Committee to Deliberate on the FY 2023-24 Proposed Budget.

Kennedy mentioned several upcoming deadlines for submitting amendments to the budget.
*Council Discussion*
There was no Council discussion.

Deputy Council President Lewis opened the meeting to members of the public wanting to testify on the FY 2023-24 Proposed Budget
No members of the public wanted to testify.

Seeing no further discussion on the topic, Deputy Council President Lewis moved on to the next agenda item.

**5. Chief Operating Officer Communication**

Marissa Madrigal provided an update on the following events or items:

- Gave an update on the nature and neighborhood community choice grants. The pilot grant is live and accepting parks and nature ideas until May 15th, 2023.
- Gave an update on the nature and neighborhood capital grants programs. They have received 16 letters of intent and ten projects are invited to submit a full application.

**6. Councilor Communication**

Councilors provided updates on the following meetings and events:

- **Councilor Nolan** gave an update on the oversight committee for the affordable housing bond measure. They are preparing to present its annual report to the Council. They mentioned that there were conversations about adding home ownership programs to the bond, regulatory and permitting streamlining, and diversity data.
- **Councilor Hwang** gave an update on the Northwest Chamber of Commerce Trip to Washington D.C. He mentioned they talked about transportation funding, addressing the housing and homelessness crisis, and other topics.
- **Councilor Rosenthal** went to a public forum on tolling of the Boone Bridge. He noted that people were very concerned and not happy with.

**Councilor Lewis** gave an update on JPACT. She mentioned there were discussions on MTIP, Unified Work Plan (UPWP) and on the project list for the draft RTP. She also mentioned that their letter to ODOT about I-205 tolling is due soon.

**7. Adjourn**

There being no further business, Deputy Council President Lewis adjourned the Metro Council Meeting at 12:51 p.m.

Respectfully submitted,

Jemeshia Taylor

Jemeshia Taylor, Legislative Assistant

**ATTACHMENTS TO THE PUBLIC RECORD FOR THE MEETING OF APRIL 20, 2023**

| ITEM | DOCUMENT TYPE | DOC DATE | DOCUMENT DESCRIPTION | DOCUMENT NO. |
|---|---|---|---|---|
| **1.0** | Powerpoint | 04/20/2023 | Planning, Development & Research FY 2023-24 Proposed Budget Presentation | 042023c-01 |
| **2.0** | Powerpoint | 04/20/2023 | 2024-2027 MTIP –Overview of Public Review Draft Presentation | 042023c-02 |
| **3.0** | Powerpoint | 04/20/2023 | Waste Prevention and Environmental Services FY 2023-2024 Proposed Budget Presentation | 042023c-03 |

**Consideration of the May 25, 2023 Council Meeting Minutes**
*Consent Agenda*

Metro Council Meeting
Thursday, June 29th, 2023

# Metro

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

## Minutes

**Thursday, May 25, 2023**

**10:30 AM**

**Metro Regional Center, Council chamber,**
**https://www.youtube.com/live/zUweC3jvFhw?feature=share**
**https://zoom.us/j/615079992 or 877-853-5257 (toll free) (Webinar ID: 615079992)**

## Council meeting

This meeting will be held electronically and in person at the Metro Regional Center Council Chamber.
You can join the meeting on your computer or other device by using this link: https://www.youtube.com/watch?v=zUweC3jvFhw

**Present:** 4 - Councilor Christine Lewis, Councilor Juan Carlos Gonzalez, Councilor Mary Nolan, and Council President Ashton Simpson

**Excused:** 3 - Council President Lynn Peterson, Councilor Gerritt Rosenthal, and Council President Duncan Hwang

**1. Call to Order and Roll Call**

Deputy Council President Lewis called the Metro Council Meeting to order at 10:32am
Present: Councilor Gonzales, Councilor Nolan, Councilor Simpson, Council Deputy Lewis
Excused: Council President Peterson, Councilor Hwang, Councilor Rosenthal

**Present:** 4 - Councilor Christine Lewis, Councilor Juan Carlos Gonzalez, Councilor Mary Nolan, and Council President Ashton Simpson

**Excused:** 3 - Council President Lynn Peterson, Councilor Gerritt Rosenthal, and Council President Duncan Hwang

**2. Public Communication**

Deputy Council President Lewis opened the meeting to members of the public wanting to testify on a non-agenda items.

There were none

Public comment may be submitted in writing. It will also be heard in person and by electronic communication (video conference or telephone). Written comments should be submitted electronically by emailing legislativecoordinator@oregonmetro.gov. Written comments received by 4:00 p.m. the day before the meeting will be provided to the council prior to the meeting.

Those wishing to testify orally are encouraged to sign up in advance by either: (a) contacting the legislative coordinator by phone at 503-813-7591 and providing your name and the agenda item on which you wish to testify; or (b) registering by email by sending your name and the agenda item on which you wish to testify to legislativecoordinator@oregonmetro.gov. Those wishing to testify in person should fill out a blue card found in the back of the Council Chamber.

Those requesting to comment virtually during the meeting can do so by joining the meeting using this link: https://zoom.us/j/615079992 (Webinar ID: 615079992) or 888-475-4499 (toll free) and using the "Raise Hand" feature in Zoom or emailing the legislative coordinator at legislativecoordinator@oregonmetro.gov. Individuals will have three minutes to testify unless otherwise stated at the meeting.

**3. Consent**

3.1

Attachments: Resolution 23-5340
Staff Report

Deputy Council President Lewis called for a motion to approve the 23-5340 Consent Agenda.
Councilor Gonzales moved the consent agenda and Councilor Simpson seconded it.
Consent Agenda was approved.

**A motion was made by Councilor Gonzalez, seconded by Simpson, that this item be approved. The motion passed by the following vote:**

**Aye:** 4 - Councilor Lewis, Councilor Gonzalez, Councilor Nolan, and Simpson

**Excused:** 3 - Council President Peterson, Councilor Rosenthal, and Hwang

**4. Presentation**

4.1 **Council Discussion of FY 2023-24 Approved Budget**

Attachments: Staff Report

Deputy Council President Lewis introduced CFO Brian Kennedy to go over the Council Discussion of FY 2023-24 Approved Budget
There was no presentation however Brian Kennedy explained that the ACT supervising and conversation admission meeting is on June 1st and the deadline for submission of councilor budget notes is due on June 2nd.

*Council Discussion:*
*Councilor Lewis asked if the TCC letter looks the same every year or if it is different this year*

*Brian Kennedy explained it is the same.*

*End of council discussion.*

4.1.1 Public hearing on the Approved Budget

**5. Resolutions**

5.1 Resolution No. 23-5339 For the Purpose of Readopting the Metro Investment Policy for Fiscal Year 2022-23

Attachments: Resolution No. 23-5339
Exhibit A
Staff Report

Deputy Council President Lewis called on Brian Kennedy, Metro, to present to Council.

There was no presentation however Brian Kennedy explained went over the resolution and explained that the investment policy for this year includes some formatting changes, and makes no substantial changes.

*Council Discussion:*

*No council discussion*

**A motion was made by Simpson, seconded by Councilor Gonzalez, that this item be adopted. The motion passed by the following vote:**

**Aye:** 4 - Councilor Lewis, Councilor Gonzalez, Councilor Nolan, and Simpson

**Excused:** 3 - Council President Peterson, Councilor Rosenthal, and Hwang

**6. Chief Operating Officer Communications**

Marissa Madrigal provided an update on the following events or items:

- Marissa Madrigal gave thanks to the Oregon Zoo Foundation for organizing a trip to Monterey to learn about how the Oregon zoo will play a part in helping sea otters.

**7. Councilor Communications**

Councilors provided updates on the following meetings and events:

- Councilor Gonzales gave an update on the ODOT plan and JPACT updates
- He explained that JPACT gave an allocation of $18M.
- Councilor Simpson explained he went to speak with the Parks Service Division and went over safety plans.
- Councilor Nolan discussed the approach of development readiness and discussion of the RTP.
- Council President Lewis went over the meetings she attended on Monday and explained the opening agenda had a lot of discussion and then went over the SHS oversite committee and explained that they had discussion about the

numbers from 3 counties and expects them to give Metro to give recommendations.

**8. Adjourn**

There being no further business, Deputy Council President Lewis adjourned the Metro Council Meeting at 10:58am

Sermad Mohamad

Respectfully submitted,

Sermad Mohamad, Legislative Assistant

**Metro Supportive Housing Services FY22 Regional Annual Report**
*Other Business*

Metro Council Meeting
Thursday, June 29th, 2023

SUPPORTIVE HOUSING SERVICES FY22 REGIONAL ANNUAL REPORT

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Date: June 13th, 2023
Department: Housing
Meeting Date: June 29, 2023

Prepared by:
Breanna Hudson, Program Coordinator
breanna.hudson@oregonmetro.gov

Presenters:
Patricia Rojas, Regional Housing Director;
Liam Frost, Assistant Director;
Nui Bezaire, Supportive Housing Services Manager;
Susan Emmons, Supportive Housing Services Oversight Committee Co-Chair;
Dr. Mandrill Taylor, Supportive Housing Services Oversight Committee Co-Chair

Length: 1 hour

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**ISSUE STATEMENT**

In accordance with Metro Code, Housing Department staff will present findings from the Supportive Housing Service's (SHS) first regional annual report highlighting implementation progress, successes and challenges, and Supportive Housing Services Oversight Committee co-chairs will present committee recommendations.

During its first year of implementation, the SHS program laid a strong foundation to deliver on the promises made to voters and our neighbors experiencing homelessness over the next ten years. The pandemic exacerbated our region's homelessness crisis and created unprecedented challenges with SHS implementation in its first year. Nonetheless, the SHS Oversight Committee confirms that counties and their partners advanced the fund's 10-year goals and developed key infrastructure needed to achieve those goals over time. In response to challenges and opportunities as well as strengthening oversight and accountability, the committee developed recommendations for improvements moving forward.

Committee recommendations:

- Create a **robust communications strategy** on the progress and nature of Metro supportive housing services that effectively reaches the broader community.

- **Improve reporting templates** by the start of FY23-24 to clearly show quarterly and annual progress toward annual work plan goals.

- Develop a work plan and timelines that incorporate short-term and long-term strategies for **addressing workforce issues**.
    - Determine the feasibility and potential design of multi-year capacity building investments for service providers and report findings back to the oversight committee.

    - Address service provider wage/compensation equity to provide better guidance to county partners in meeting their SHS equity goals and to develop more consistency in wage standards across the region.

- Identify and implement regional strategies that facilitate **integration of health services**, with a focus on behavioral health including mental health and substance use services, that lead to increased service access/options for people experiencing homelessness.

- Evaluate current practices for **data collection, reporting and evaluation** to ensure that all reporting, evaluation, and program needs are being met.
    - Create a plan to address ongoing regional data alignment and community input needs, including developing regional data definitions, standards and methodologies.

**ACTION REQUESTED**

No Council action is requested at this time.

**IDENTIFIED POLICY OUTCOMES**

- Metro Council has strong awareness of implementation progress, challenges and opportunities for the Supportive Housing Services fund, as well as opportunities to further improve outcomes.
- Metro Council considers the Supportive Housing Services Oversight Committee's recommendations for improving program outcomes.

**POLICY OPTIONS FOR COUNCIL TO CONSIDER**

Council may consider the recommendations from the Supportive Housing Services Oversight Committee or choose other courses of action to address the challenges and opportunities identified in the Annual Report.

**STAFF RECOMMENDATIONS**

Staff suggest that Metro Council accept the Committee's recommendations and provide direction to staff to implement the recommendations.

Staff will return to Council in the winter of 2024 to provide an update on progress towards implementing recommendations.

**STRATEGIC CONTEXT & FRAMING COUNCIL DISCUSSION**

The purpose of the Supportive Housing Services Oversight Committee is to provide independent program oversight on behalf of the Metro Council to ensure that investments achieve regional goals and desired outcomes and to ensure transparency and accountability in Supportive Housing Services Program activities and outcomes.

The SHS Oversight Committee is charged with the following duties:

- Evaluate Local Implementation Plans, recommend changes as necessary to achieve program goals and guiding principles, and make recommendations to Metro Council for approval;
- Accept and review annual reports for consistency with approved Local Implementation Plans and regional goals;
- Monitor financial aspects of program administration, including review of program expenditures; and
- Provide annual reports and presentations to Metro Council and Clackamas, Multnomah and Washington County Boards of Commissioners assessing performance, challenges and outcomes.

On October 31, 2022, the IGA deadline, Metro received annual progress reports from the three local implementation partners, Clackamas, Multnomah and Washington counties. The Committee reviewed local progress through those reports, analysis from staff and presentations from each implementing partner and Metro staff. County partners provided presentations to the Committee in December of 2022. Between January and April, Metro staff engaged the SHS Oversight Committee to analyze report data, deliberate on regional progress and performance, and prepare a regional report with recommendations to improve implementation and strengthen oversight and public transparency.

The regional report includes:

- A transmittal letter from the oversight committee covering key highlights, challenges, and their recommendations;
- An overview of year one progress;
- A summary of the following bodies of work across the region:
    - housing and services,
    - partnerships and capacity building,
    - cross-sector work,
    - regional coordination;
- Progress in advancing racial equity;
- An overall performance assessment; and
- A financial review of Fiscal Year 21-22.

**BACKGROUND**

Approval of Measure 26-210 created a new tax that is projected to generate an average of $250M per year to fund a regional system of care governed by four jurisdictions: Metro and Clackamas, Multnomah and Washington counties. The tax took effect in January 2021 and will expire in 2031 unless reauthorized by voters.

In December 2020, the Metro Council adopted a supportive housing services work plan to guide implementation. The work plan defines the fund's guiding principles, racial equity goals, priority populations, service areas, accountability structures and funding allocations.

Within the framework of the regional work plan, each county's specific SHS investments and activities are guided by local implementation plans informed by community engagement and approved by Metro Council in spring 2021.

SHS implementation is guided by the following regionally established principles:

- Strive toward stable housing for all.
- Lead with racial equity and work toward racial justice.
- Fund proven solutions.
- Leverage existing capacity and resources.
- Innovate: evolve systems to improve.
- Demonstrate outcomes and impact with stable housing solutions.
- Ensure transparent oversight and accountability.
- Center people with lived experience, meet them where they are, and support their self-determination and well-being.
- Embrace regionalism: with shared learning and collaboration to support systems coordination and integration.
- Lift up local experience: lead with the expertise of local agencies and community organizations addressing homelessness and housing insecurity.

Since the measure's passage, Metro Council has taken the following actions to direct implementation of the program:

- Creation and appointment of the **Supportive Housing Services Oversight Committee**, to provide program oversight on behalf of the Metro Council;
- Approval of the **Supportive Housing Services Work Plan**, which provides an operational framework for the program;
- Approval of **local implementation plans** for all three of Metro's local implementation partners, as part of **intergovernmental agreements** which lay out the terms and conditions upon which Metro will disburse tax funds to local implementation partners; and
- Creation and appointment of the **Tri-County Planning Body** to strengthen coordination and alignment of program implementation across the Metro region.

**ATTACHMENT**

1) Supportive housing services regional annual report July 1, 2021 – June 30, 2022

oregonmetro.gov

# Supportive housing services

## Regional annual report

## July 1, 2021 – June 30, 2022



Photo of Charisse in her new home at the Hattie Redmond Apartments

**Metro respects civil rights**

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# Memo

Date: March 27, 2023

To: Metro Council

From: Supportive Housing Services Regional Oversight Committee

Subject: Supportive housing services regional annual report 2021-22

## A report to the Metro Council and the community from the Supportive Housing Services Regional Oversight Committee

Our region has seen a steady rise in the number of families and individuals struggling to maintain stable housing in the face of rising housing costs and insufficient housing supply. Increasing rates of homelessness are rooted in decades of under-investment that have led to the dramatic loss of housing options to meet the needs of people in our community with very low incomes. In May 2020, voters in greater Portland approved a significant new funding source to address the region's growing homelessness and housing crisis. The supportive housing services fund (SHS) provides critical resources to support housing access and stability for people across our region.

We are proud to present the first annual regional report for the SHS fund, covering the period from July 1, 2021 through June 30, 2022.

The Supportive Housing Services Regional Oversight Committee has reviewed and accepted annual reports from Clackamas, Multnomah and Washington counties for consistency with their approved local implementation plans and SHS regional goals. We also received presentations on year-one progress from each county and Metro staff and reviewed quarterly data and financial reports throughout the year. This report provides the committee's assessment of counties' performance, challenges and outcomes in year one.

### KEY HIGHLIGHTS

During its first year of implementation, the SHS fund laid a strong foundation to deliver on the promises made to voters and our neighbors experiencing homelessness. The pandemic exacerbated our region's homelessness crisis and created unprecedented challenges with SHS implementation in its first year. Nonetheless, our review confirms that counties and their partners advanced the fund's 10-year goals and developed key infrastructure needed to achieve those goals over time.

Programmatic outcomes from SHS investments in year one include:

- SHS-funded housing and services supported placements into permanent housing for 1,674 people who had previously experienced homelessness.
- The new regional long-term rent assistance program enabled 690 of those households to secure permanent housing through flexible rent subsidies.
- SHS-funded rent assistance, case management and legal supports prevented 9,222 people from losing their housing.
- SHS funds created or sustained 689 emergency shelter beds.

At the same time counties were making new SHS services available, they were also building systems and partnerships that will create the foundation for effective program implementation over the next decade:

- **Partnerships and capacity building:** Nonprofit and community-based organizations are the backbone of SHS implementation. Counties worked to build a robust regional system of care through service provider partnerships, with a particular focus on engaging new partners and culturally specific organizations. Counties qualified 116 organizations for a regional SHS supplier pool, established 83 contracts with providers to deliver SHS services in year one, and invested almost $8M in service contracts with culturally specific providers.
- **Cross-sector work:** Counties leveraged SHS resources to strengthen service integration with other systems critical to building an effective regional homelessness response infrastructure. This includes new and expanded cross-sector initiatives with the behavioral health system to increase access to mental health and addiction services for people experiencing homelessness.
- **Metro affordable housing bond alignment:** The counties worked with Metro to integrate SHS-funded rental assistance and supportive services with bond-funded capital investments to create 315 permanent supportive housing units in year one, with more in the pipeline.
- **Regional coordination:** The SHS fund has created an unprecedented level of regional collaboration and alignment across jurisdictional partners. In year one, counties and Metro coordinated on the development and implementation of the regional long-term rent assistance program, creation of a tri-county SHS service provider pool and the development of regional data systems and reporting templates.
- **Advancing racial equity:** While it is too early in the implementation process to measure whether the SHS fund is achieving its racial equity goals, initial findings from counties' equity analyses suggest that SHS investments are leading to improved access to services for people of color who are disproportionately impacted by housing instability and homelessness.

## CHALLENGES

The SHS fund's first year also involved significant challenges associated with the launch of a brand new initiative:

- **System building:** SHS implementation required counties to build new programs and systems, in many cases from the ground up. Much of counties' focus in the initial months of the fiscal year was on the foundational work needed to create the internal infrastructure and capacity to support this work.
- **Ramp up:** The pace of ramp up required to develop and implement SHS programs in year one was challenging for many service providers. This was particularly the case for smaller and emerging organizations and those without extensive experience with government contracts.
- **Workforce:** Scaling up programs to meet counties' year-one goals required significant increases in staffing, but counties and service providers faced challenges in hiring and training program staff due to regional workforce shortages affecting every sector of the economy.
- **Revenue flow:** SHS programming launched in July 2021 but most of the revenue to fund year-one services was not collected until April 2022. This meant counties did not receive most of their year-one revenue until the fourth quarter of the fiscal year, requiring them to fund most year-one programming through loans. This impacted each county differently and created challenges for some counties during the fund's first year.

The counties worked with Metro throughout year one to develop regional SHS data and evaluation standards, but standardized data and financial reporting templates weren't adopted until the beginning of year two. This created challenges for the oversight committee in analyzing the counties' year-one data in a consistent way at a regional level. It particularly limited the committee's ability to report on disaggregated demographic and SHS population A and B data.

## LOOKING FORWARD

With a strong foundation built for implementation in year one, regional SHS programming is well positioned to grow and expand in year two.

- Programs launched in year one are poised to grow with increased investments and expanded capacity.
- New programs will be introduced in year two to fill gaps and strengthen the effectiveness of the region's homelessness response system.
- Counties plan to further expand their service provider networks and strengthen their capacity building support for culturally specific organizations and other community-based partners.

- Implementation of new regional data standards and reporting templates in year two will support regional monitoring, evaluation and quality improvement.
- The launch of the tri-county planning body will strengthen regional coordination and problem-solving.

## RECOMMENDATIONS

The oversight committee has developed recommendations to advance the goals of the program and improve its ability to exercise oversight of SHS implementation. Recommendations are responsive to challenges and themes that have consistently been identified in oversight committee meetings over the last year and a half and were developed by input via surveys and in person over the course of two public committee meetings. Annual report and recommendation discussions followed a review of county annual reports and associated presentations and review of analysis prepared by Metro staff. The committee charges Metro staff with carrying the following recommendations forward, developing plans and timelines for each strategy and bringing a first update on the development of those plans to the committee in July 2023.

### Category 1: Regional communication strategy

1. **Create a robust communication strategy on the progress and nature of Metro supportive housing services that effectively reaches the broader community.** Metro staff will lead and coordinate with jurisdictional partners and nonprofit providers to create and implement a communication strategy that helps the public understand the nature and goals of Metro supportive housing services and communicates progress, successes and challenges of the supportive housing services fund in a manner that is easily accessible and understandable by the general public. Additionally, Metro will offer communication support to jurisdictions and nonprofit providers in the form of technical assistance and access to the Metro communications team.

   Metro will contract with external communications experts to help design the campaign and allocate internal resources to implement and manage the campaign.

   A successful strategy will ensure the public understands clearly what the Metro supportive housing services team and each county are doing in layperson's terms and that the information is shared through various mediums.

   By July 2023, Metro will provide the oversight committee with an update on the status of the communication strategy.

### Category 2: Budgeting/financial reporting and expectations

1. **Update reporting templates by the start of FY23-24 to clearly show quarterly and annual progress toward annual work plan goals.** In coordination with jurisdiction partners, Metro will update all programmatic and financial tools, including the annual budget template, spend down plans, and quarterly and annual financial reporting, to effectively communicate the fiscal state of supportive housing services. Adjustments include the following elements:

    a. Improved communication on budget to actuals
    b. Quarterly reporting on roll-over and spend down plans to actuals
    c. Clarity on unspent funds and their intended use
    d. Clarity on future financial obligations such as long-term rental assistance payments
    e. Narrative regarding financial challenges
    f. Information about number of contracts and amount of contracted funding
    g. Semi-annual reporting of total invoiced by providers by investment area
    h. Clearly articulated financial expenditures to outcomes, including spending on Population A and Population B
    i. Updates on tax collections costs, implementation and challenges

    Metro will also coordinate technical assistance for jurisdictions and partners as necessary.

    By July 2023, Metro will provide the oversight committee with an update on the status of budgeting/financial reporting and expectations.

### Category 3: Workforce issues

1. **Develop a work plan and timelines that incorporate short-term and long-term strategies for addressing workforce issues.** Though the supportive housing services regional goals and metrics include workforce-related items, these represent minimum standards.

    The work plan should consider the following:

    a. More robust training for providers
    b. Multi-year capacity building investments
    c. More intentional capacity support to small/emerging culturally specific providers
    d. Evaluating current allocation and use of administrative funds with the goal of ensuring that all expenses related to Metro supportive housing services administration are covered. Research will include incorporating feedback from providers and jurisdictions

e. More capacity building support for providers
f. Increased ability to hire and retain workers
g. Specific data on the number of staff positions and diversity of organizations' workforce, what they are doing for employee retention including preventing burnout and average pay for peers/outreach
h. Raising awareness that these workforce problems exist for other publicly funded services as well, and those challenges must also be addressed
i. Additional supports for existing staff (e.g. mental health and wellbeing) for retention

Metro will update the committee by July 2023 on progress toward a work plan that includes strategies for expanding resources, technical assistance, training and other supports to service providers in service of strengthening provider capacity. Workforce-related goals and metrics may also be updated as part of the tri-county planning body's recommendations.

2. **Determine the feasibility and potential design of multi-year capacity building investments for service providers and report findings back to the oversight committee.** The feasibility analysis should answer:
   a. Can these types of investments be made? If not, why?
   b. Could these be made available at least to culturally specific and small/emerging organizations? If not, why?

   Then, create a multi-year funding program for culturally specific, small and emerging supportive housing services providers. Report back to the committee with funding requirements, expected outcomes, potential funding commitments and implementation timeline.

   The above are specific strategies the oversight committee recommends being deployed within one year, with a report back from Metro staff or counties on commitments and timelines by May 2023.

3. **Address service provider wage/compensation equity to provide better guidance to county partners in meeting their SHS equity goals and to develop more consistency in wage standards across the region.** Strategies should be developed in collaboration with local and state stakeholders and prioritize culturally specific providers.

   Metro staff will provide an update to the oversight committee on this work by July 2023.

### Category 4: Program expansions

1. **Identify and implement regional strategies that facilitate integration of health services, with a focus on behavioral health including mental health and substance use services, that lead to increased service access/options for people experiencing homelessness.** The strategies should prioritize the

needs of Black, Indigenous and other people of color (BIPOC) and LGBTQ+ households in accessing health services. The strategies that are developed should apply in outreach, shelter, housing navigation, short-term housing and permanent housing, including strengthening crisis and long-term health supports.

Metro staff will provide an update to the oversight committee on this work by July 2023.

### Category 5: Data, reporting and evaluation

1. **Evaluate current practices for data collection, reporting and evaluation to ensure that all reporting, evaluation and program needs are being met.** Metro staff will come back to the oversight committee with any additional considerations for reporting needs from this evaluation, including the following suggestions from the committee:
    a. Numbers served, disaggregated by demographics
    b. Key performance measures for each intervention
    c. Overall regional numbers and trends
    d. Regional long-term rent assistance vouchers deployed and retention
    e. Evidence-based reporting on contributing factors
    f. Other evaluation, programmatic and compliance needs that arise

    Metro staff will provide an update to the oversight committee on this work by July 2023.

2. **Create a plan to address ongoing regional data alignment and community input needs, including developing regional data definitions, standards and methodologies.** Metro staff may consider launching an ongoing regional data workgroup.

    Metro staff will provide an update to the oversight committee on this work by July 2023.

## TRANSFORMING LIVES

Behind the numbers in this report are thousands of people in our region whose lives have been transformed by the services and supports made possible through the SHS fund. Consider the story of Phillip, a Yaqui elder who found stable housing through SHS-funded services after years of sleeping outside. With housing case management from the Native American Rehabilitation Association and a regional long-term rent assistance voucher, Phillip moved into an apartment he loves and feels safe when he goes to sleep for the first time in a long time. “I’ve been around everywhere and tried to find my place in the world,” Phillip explained. “I think I’ve found it.”

Stories like Phillip's demonstrate the transformative impact of our region's commitment to invest in services that help people exit homelessness and transition into safe, stable housing.

We are honored to have the opportunity to provide oversight for this important work and would like to thank Metro and the counties for their support. We'd especially like to extend our gratitude to the nonprofit and community-based organizations across the region working to implement SHS programs and services.

Thank you,

*Supportive Housing Services Regional Oversight Committee members:*

Susan Emmons (Co-chair)
Mandrill Taylor (Co-chair)
Dan Fowler
Maria Hernandez
Stef Kondor
Jenny Lee
Seth Lyon
Carter MacNichol
Felicita Monteblanco
Jeremiah Rigsby
Mike Savara
Kathy Wai
Becky Wilkinson

*Elected delegates:*

Chair Tootie Smith, Clackamas County delegate
Kathryn Harrington, Washington County delegate
Susheela Jayapal, Multnomah County delegate
Christine Lewis, Metro Council delegate
Mayor Ted Wheeler, City of Portland delegate

## TABLE OF CONTENTS

Introduction……1
Supportive housing services background ……3
Year one overview ……6
Housing and services……8
Partnerships and capacity building…… 11
Cross-sector work……14
Regional coordination …… 15
Progress in advancing racial equity…… 17
Performance assessment …… 19
Financial review……23
Looking forward……27
Glossary of terms…… 29
Exhibits……31

## INTRODUCTION

In May 2020, voters in the greater Portland region approved Measure 26-210 to create a dedicated revenue stream to address the region's homelessness crisis. The supportive housing services (SHS) tax funds a continuum of services to address the underlying conditions of homelessness and support connections with stable housing. The new funding supplements existing local, state and federal resources to increase the region's capacity to meet the needs of people experiencing homelessness and housing insecurity.

SHS funds have supported an unprecedented expansion of our regional homelessness response system. Metro, the three counties, and numerous nonprofit partners have built the infrastructure for a regional system of care that will provide services for 5,000 people experiencing prolonged homelessness and 10,000 households experiencing short-term homelessness or at risk of homelessness over the next 10 years.

This report provides an assessment of the SHS fund's first year of implementation, covering the period from July 1, 2021 through June 30, 2022. It includes:

- A summary of SHS-funded investments in housing and services and key regional outcomes
- An assessment of counties' work to build a regional system of care through partnerships and capacity building with community-based organizations
- An overview of system development work including regional and cross-systems coordination
- Analysis of counties' progress to advance the fund's racial equity goals
- An assessment of each county's performance in relation to its approved local implementation plan
- A financial review of year-one budgets and expenditures
- An overview of planned investments and program expansions in year two.

To put this assessment in context, it is important to understand the broader framework for the SHS fund's investments:

- The services funded by the SHS tax are just one component of the region's broader homeless services system. The information in this report focuses specifically on the activities and outcomes in fiscal year 2021-22 that were supported with SHS funding, but this work is part of a much larger infrastructure of services, programs and outcomes funded by other local, state and federal resources.
- Homelessness is a complex issue that involves multiple systems of care. While the region's homeless services system plays a critical role in identifying people experiencing homelessness and connecting them with services, addressing the

underlying conditions of people's homelessness requires cross-sector alignment between homeless services, behavioral health, housing, community justice, healthcare and other related systems.

- While SHS investments have increased our region's capacity to help people experiencing homelessness transition to stable living, broader systemic forces outside of the SHS fund's control continue to push more people out of their homes. These include high rents, insufficient housing supply, the economic impacts of the coronavirus pandemic, incomes that do not enable people to meet their basic needs and Oregon's failure to provide an adequate system of mental health and addiction services. The impact of these factors is even greater for people of color due to the pervasive effects of institutional and systemic racism. Achieving an end to homelessness in our region will require federal and state policy changes to address these root causes.

## SUPPORTIVE HOUSING SERVICES BACKGROUND

Approval of Measure 26-210 created a new tax that is projected to generate an average of $250M per year to fund a regional system of care governed by four jurisdictions: Metro and Clackamas, Multnomah and Washington counties. The tax took effect in January 2021 and will expire in 2031 unless reauthorized by voters.

In December 2020, the Metro Council adopted a supportive housing services work plan to guide implementation. The work plan defines the fund's guiding principles, racial equity goals, priority populations, service areas, accountability structures and funding allocations.

Within the framework of the regional work plan, each county's specific SHS investments and activities are guided by local implementation plans informed by community engagement and approved by Metro Council in spring 2021.

### Guiding principles

SHS implementation is guided by the following regionally established principles:

- Strive toward stable housing for all
- Lead with racial equity and work toward racial justice
- Fund proven solutions
- Leverage existing capacity and resources
- Innovate: evolve systems to improve
- Demonstrate outcomes and impact with stable housing solutions
- Ensure transparent oversight and accountability
- Center people with lived experience, meet them where they are, and support their self-determination and well-being
- Embrace regionalism: with shared learning and collaboration to support systems coordination and integration
- Lift up local experience: lead with the expertise of local agencies and community organizations addressing homelessness and housing insecurity.

### Leading with racial equity

People of color are overrepresented in the region's homeless population due to the impact of systemic, institutional and interpersonal racism. To account for and correct these disparities, the SHS fund is guided by a commitment to lead with racial equity by especially meeting the needs of communities of color who are disproportionately impacted by housing instability and homelessness. The fund aims to increase the availability of culturally specific services across the region, improve outreach and language access and ensure that all SHS services are delivered in a manner that is anti-racist and culturally responsive.

The fund is also designed to engage people of color in planning and oversight of SHS services through significant representation on local and regional advisory bodies.

## Priority populations

The SHS fund serves two primary populations:

- Population A, defined as people with extremely low incomes and one or more disabling conditions, and who are experiencing or at imminent risk of experiencing long-term or frequent episodes of literal homelessness
- Population B, defined as people who are experiencing homelessness or have substantial risk of experiencing homelessness

As defined by the measure, 75% of SHS investments will be dedicated to meeting the housing and service needs of population A, while 25% of the investments will be dedicated to housing and services that address the needs of population B.

The goal of this distribution of SHS investments is to build a system of care that fully addresses the needs of people experiencing prolonged homelessness, while also investing in programs that end and prevent episodic homelessness.

## Service areas

SHS tax revenue is distributed to Clackamas, Multnomah and Washington counties to invest in local strategies to meet the needs in their communities. The three county governments work in partnership with nonprofit service providers and community-based organizations to develop and implement services based on priorities identified in counties' local implementation plans.

Eligible uses of SHS funding include:

- Outreach and engagement to connect people experiencing homelessness with available services and address their housing barriers
- Emergency housing to provide people experiencing homelessness with interim stability and connect them with pathways to stable housing
- Housing navigation, placement and rent assistance to assist people in moving from homelessness to stable housing
- Housing retention case management to support people exiting homelessness to stabilize in and retain permanent housing
- Eviction prevention, case management and rent assistance to prevent people from becoming homeless
- Wrap-around supports including peer support services, employment services, legal services and assistance with accessing medical care, mental health care and addiction services.

Funding can also be used for capacity building and systems development to support program implementation, as well as administrative costs within applicable limits.

SHS funding is intended to work in tandem with other systems and investments. The fund was designed to strengthen the impact of the 2018 Metro affordable housing bond and other local, state and federal housing investments by providing the supports that people experiencing or at risk of homelessness need to find and stay in housing.

Similarly, because access to mental health and addiction services is an essential element in addressing homelessness, SHS is designed to work in close alignment with the behavioral health care system to connect people experiencing homelessness with clinical services and to link people accessing clinical services with housing. SHS is also designed to work in coordination with other related systems including the criminal justice, workforce and healthcare systems.

## Accountability structure

Counties' SHS investments and activities are guided by their local implementation plans and led by designated agencies – Clackamas County's Housing and Community Development Division, Multnomah County's Joint Office of Homeless Services and Washington County's Department of Housing Services – with oversight by local community advisory committees and each county's board of commissioners.

The Metro Council appointed the Supportive Housing Services Regional Oversight Committee to provide regional oversight of the fund's implementation. The committee reviews counties' quarterly and annual reports, assesses performance and reports to the Metro Council and each county's board of commissioners regarding the fund's challenges, successes and outcomes.

## Funding allocations and requirements

As required by the voter-approved measure, SHS funding is allocated within the portions of Clackamas, Multnomah and Washington counties that are inside the Metro jurisdictional boundary in amounts proportionate to the tax revenue estimated to be collected from individuals in each county. Metro is responsible for distribution and oversight of SHS funding.

Metro's intergovernmental agreements with each county include specifications for budgets, administrative costs, use of funds, financial reporting, contingency funds, stabilization reserves and debt service. The oversight committee provides high-level financial oversight of funding investments and expenditures.

## YEAR ONE OVERVIEW

The supportive housing services fund operates on a fiscal year system, July 1 through June 30. The fund's first year, (July 1, 2021 through June 30, 2022) was a foundational year. SHS implementation required counties to build new programs and systems, in many cases from the ground up. While counties worked quickly to make new services available, much of the focus in year one was on the system-building work required to lay the foundation for SHS implementation over the next decade.

### Foundational work

- **Internal capacity building:** All three counties created new internal program teams and added program staff to support SHS implementation (including a three-fold increase in program staff in Clackamas County). While Multnomah County already had a robust infrastructure for delivering homeless services, Clackamas and Washington counties had to develop new systems to support a rapid expansion of their existing programs.
- **Partner capacity building:** SHS implementation relies on the on-the-ground work of nonprofit and community-based service providers across the region. Building a robust regional provider network was a key priority for counties' year-one foundational work. Counties invested significant time developing and implementing procurement processes to expand government contracting opportunities to a diverse pool of providers.
- **Program development:** Counties' year-one SHS plans included the development and expansion of dozens of programs and services, each requiring administrative systems and infrastructure. Implementation of new programs such as the regional long-term rent assistance program required the development of complex new policies, protocols, systems, staffing, partnerships and administrative structures. Scaling up of existing programs also required additional capacity building and system development work.
- **Coordinated access:** To support SHS implementation, the counties made updates to their coordinated access systems to reduce barriers and expand equitable access to services. Clackamas County contracted with the Coalition of Communities of Color and Unite Oregon for technical assistance to improve their assessments. Washington County streamlined their intake process, increased access points, and trained culturally specific partners to conduct assessments. In Multnomah County, SHS funding supported the creation of a new culturally specific assessment team.

### Challenges

- **Ramp up challenges:** Staffing shortages and the time required to develop new programs and administrative systems made it challenging to implement services at the pace that would have been required to meet counties' year-one

goals. The ramp up challenges were particularly difficult for smaller and emerging organizations, but even larger organizations faced challenges in expanding programs in the context of a pandemic and regional workforce shortage.

- **Revenue flow:** While SHS implementation launched in July 2021, most revenue to fund the program was not collected until April 2022. This meant counties did not receive the bulk of their year-one SHS funding until the fourth quarter of the fiscal year, requiring them to fund much of their initial programming through loans. This impacted each county differently and created challenges for some counties.

Despite these challenges, counties' year-one activities and outcomes were well-aligned with the year-one priorities and goals in their local implementation plans, though at a smaller scale than originally planned. The remaining sections of the report provide an overview of counties' year-one work, analyze key accomplishments and challenges and assess counties' overall performance.

## HOUSING AND SERVICES

### Housing placement

In year one, counties focused on placing people experiencing chronic homelessness into permanent housing, a key priority for the SHS measure. Counties' housing placement services are tailored to meet each household's specific situation and needs and typically include:

- Assessment of housing barriers, needs and preferences
- Support and flexible funds to address immediate housing barriers
- Housing search assistance including landlord outreach and engagement
- Assistance with preparing applications for housing, filing appeals and advocating with landlords
- Support with application fees, security deposits and other move-in costs
- Rent assistance or placement in subsidized affordable units
- Ongoing case management and connections to wrap-around services as needed to support housing stability and retention

In year one, 1,674 people across the region were placed into permanent housing with support from SHS-funded services and rent assistance.

| | Clackamas County* | Washington County | Multnomah County | Regional total |
|---|---|---|---|---|
| Total people placed in housing with SHS funds | 175 | 370 | 1,129 | 1,674 |

**The housing outcomes for Clackamas County in this report incorporate final data updates completed after Clackamas County submitted its annual report.*

#### Regional long-term rent assistance

A key strategy in the SHS fund's housing placement work is regional long-term rent assistance (RLRA), a new SHS-funded rent subsidy. The program supports both tenant-based subsidies (tenants receive a rental voucher that they can use to rent a unit in the open market) and project-based subsidies (the rental voucher is attached to a specific rental unit, often in an affordable housing building). Program participants pay 28.5% of their income toward the rent and the remaining amount is covered by the voucher. Participants are provided with ongoing case management and supportive services to help them achieve housing stability.

In year one, 690 households across the region were placed into permanent housing with an RLRA subsidy.

| | Clackamas County | Washington County | Multnomah County | Regional total |
|---|---|---|---|---|
| Households placed in housing with an RLRA subsidy | 125 | 305 | 260 | 690 |

*RLRA placements are a subset of the total year-one housing placements.*

## Homelessness prevention

In addition to supporting housing placements for people experiencing homelessness, counties used SHS funds to prevent thousands of additional households from becoming homeless in the first place. Homelessness prevention is a critical investment because it is much more difficult and expensive to stably house people once they have lost their homes than to support them to remain in their homes.

During the pandemic, the risk of eviction and homelessness among financially vulnerable households was particularly high due to the economic impacts of covid-19. Counties worked to prevent evictions through a combination of emergency rent assistance, legal support, housing case management and other services. While Clackamas and Washington counties funded most of their eviction prevention services with non-SHS resources, Multnomah County combined SHS revenue with other resources to significantly expand their homelessness prevention capacity in year one.

Across the region, SHS-funded services and supports helped prevent evictions for 9,222 people.

| | Clackamas County | Washington County | Multnomah County | Regional total |
|---|---|---|---|---|
| Total people prevented from homelessness with SHS funds | 0* | 66 | 9,156 | 9,222 |

**Clackamas County provided eviction prevention services using other funding sources.*

## Emergency housing

The SHS fund supports a range of emergency housing options to provide households experiencing homelessness with interim stability and support. In year one, counties used SHS funds to support a mix of emergency housing models to meet diverse community needs. SHS funds supported the creation of new emergency beds in congregate, non-congregate, facility-based and alternative shelters, with a particular emphasis on programs that support connections to stable housing. SHS funds also helped to stabilize existing shelter programs by supporting operating costs and funding supportive services to connect participants with pathways to permanent housing.

Across the region, SHS funds created or sustained a total of 689 emergency housing beds in year one.

| | Clackamas County | Washington County | Multnomah County | Regional total |
|---|---|---|---|---|
| Emergency beds created or sustained with SHS funds | 100 | 277 | 312 | 689 |

## Housing and shelter capacity

SHS investments have led to long-term increases in system capacity across the region. In year one, for example, SHS funding supported the creation of 1,672 new supportive housing units and 252 new year-round shelter beds. These critical housing resources would not exist without SHS funding, and they will expand the region's overall capacity to transition people out of homelessness and into permanent housing.

| | Clackamas County | Washington County | Multnomah County | Regional total |
|---|---|---|---|---|
| New supportive housing units created with SHS funds | 125 | 790 | 757 | 1,672 |
| New year-round shelter beds created with SHS funds | 0* | 102 | 150 | 252 |

*New year-round shelter beds are a subset of the emergency beds created or sustained with SHS funds.*

** While Clackamas County did not open new shelter beds with SHS funds in year one, SHS funding prevented the closure of shelter beds at risk of ceasing operation.*

## Disaggregated data

Counties are required to include disaggregated data on SHS populations A and B, race and ethnicity, disability status and gender identity in their quarterly and annual reports. However, because regional data standards and reporting templates were not adopted in time for the year-one reports, there is limited disaggregated data available in a consistent format across the three counties.

The table below provides a snapshot of the race and ethnicity of people served through housing placements and homelessness prevention services in year one. More comprehensive disaggregated data will be available in the year-two annual report.

| | Clackamas County (n=175) | Washington County (n=436) | Multnomah County (n=10,285) | Regional total (n=10,896) |
|---|---|---|---|---|
| American Indian, Alaska Native or Indigenous | 6% | 5% | 6% | 6% |
| Asian or Asian American | 2% | 2% | 6% | 5% |
| Black, African American or African | 17% | 7% | 38% | 36% |
| Hispanic or Latine | 5% | 33% | 21% | 22% |
| Native Hawaiian or Pacific Islander | 1% | 4% | 4% | 4% |
| Non-Hispanic White* | 68% | 53% | 25% | 27% |
| White | 76% | 84% | 41% | 43% |
| Race/Ethnicity unreported | 0% | 5% | 6% | 6% |

*The table uses "alone or in combination" categories. This means people may identify as many races and ethnicities as they choose, and they are counted once in each category.*

**The category "Non-Hispanic White" is a subset of the category "White."*

## PARTNERSHIPS AND CAPACITY BUILDING

The successful implementation of SHS programs relies on the work of nonprofit and community-based housing and service providers across the region. Counties focused significant time and resources in year one to build a strong regional network of SHS providers, with a particular focus on engaging new partners and culturally specific organizations.

### Procurement strategies

Counties implemented procurement strategies designed to expand partnership opportunities to a diverse range of providers. A central goal of the procurement strategies was to ensure all SHS services are delivered in a manner that is anti-racist and culturally responsive, and to create a robust network of culturally specific service providers.

The core elements of the counties' procurement strategies are reflected in their joint work on a cooperative tri-county Request for Programmatic Qualifications that incorporated:

- One-on-one outreach to potential applicant organizations with a particular focus on culturally specific providers
- Bilingual pre-proposal information sessions that engaged 276 participants
- Technical assistance available upon request to assist smaller and emerging organizations with writing their proposals
- Application questions and evaluation criteria that emphasized racial equity and the delivery of culturally responsive and culturally specific services
- A large panel of diverse reviewers representing all three counties and a wide range of community partners

### Provider partnerships

The tri-county Request for Programmatic Qualifications qualified 116 organizations to be eligible to contract with the three counties to deliver SHS services. All of these organizations demonstrate the capacity to provide culturally responsive or culturally specific services. Many of the organizations are small or emerging organizations that have never had a government contract before. Others are well-established providers that have leveraged SHS resources to scale up their existing programs, expand into other service areas or begin serving other parts of the region.

#### SHS service provider contracts

The three counties established a total of 83 contracts with service providers to deliver SHS services in year one and completed additional contracts during the year for services to be delivered in year two.

| | Clackamas County | Washington County | Multnomah County | Regional total |
|---|---|---|---|---|
| Total contracts with service providers to deliver SHS services in year one | 6 | 20 | 57 | 83 |

*Some providers contracted with more than one county. The regional totals in this table and the one below reflect the total number of contracts, not the total number of providers.*

**Culturally specific provider contracts**

The counties' procurement strategies resulted in 14 contracts worth $7.7M with culturally specific organizations to provide SHS services in year one. The counties developed additional contracts with culturally specific providers in year one for services to be delivered in year two, positioning them to further expand their investments in culturally specific services.

| | Clackamas County | Washington County | Multnomah County | Regional total |
|---|---|---|---|---|
| Contracts with culturally specific providers to deliver services in year one | 3 | 4 | 7 | 14 |
| SHS funding received by culturally specific providers for services in year one | $0.5M | $3.4M | $3.8M | $7.7M |

*Culturally specific provider contracts are a subset of the total contracts with service providers.*

Clackamas County's culturally specific providers delivered housing navigation and housing case management services to Latine, Indigenous, Black and other communities of color. Washington County's culturally specific providers delivered housing case management services, shelter services and housing liaison services to Latine, Black and immigrant and refugee communities. Multnomah County's culturally specific providers delivered supportive housing, system access and navigation, prevention, housing placement and retention services to Black, Indigenous, Latine and immigrant and refugee communities.

## Partner capacity building

The pace of ramp up required to develop and implement SHS programs in year one was challenging for many contracted providers. This was particularly the case for smaller and emerging organizations and those without extensive experience with government contracts. Partners' implementation challenges included:

- Hiring and training new staff amid a workforce shortage that has affected all sectors of the labor market
- Developing financial and administrative systems to receive and track government funding in alignment with counties' specific requirements
- Developing data collection and reporting infrastructure and capacity in alignment with SHS requirements

- Developing systems to administer programs that are new or being implemented with new populations or in new geographic areas

The counties are committed to supporting partner organizations' capacity building as they scale up to implement SHS programs. In year one, for example, Multnomah County provided capacity building funds to SHS partner organizations to support organizational infrastructure, increased wages and program development. Washington County's SHS program offered weekly office hours, frequent trainings and one-on-one technical support to new and existing partners. In addition, Washington County provided culturally specific providers with three-year administrative support grants. All three counties plan to provide additional capacity building funding and technical support to providers in year two.

## CROSS-SECTOR WORK

Homelessness is a complex issue requiring coordination between multiple systems of care. Cross-sector alignment between homeless services, behavioral health, community justice, housing, healthcare and other related systems is key to building an effective regional homelessness response infrastructure. SHS investments are leveraging increased capacity and alignment with these other systems through service integration partnerships.

In year one, counties prioritized cross-sector alignment and partnerships with the behavioral health system to expand access to mental health and addiction recovery services for people experiencing homelessness. For example, in Clackamas County, the SHS program partnered with the county's Behavioral Health Division to fund two mental health positions to support housing case management. In Washington County, SHS investments in five housing liaison positions leveraged the capacity of 11 registered nurses, 53 resource coordinators, five behavioral health care coordinators and population-specific resource navigation services funded through the county's Health and Human Services Department. Multnomah County's SHS program partnered with the county's Behavioral Health Division to create designated supportive housing apartments to serve people with significant behavioral health needs.

Another key example of cross-sector work in year one is the alignment between the SHS fund and the Metro affordable housing bond. The counties worked with Metro to integrate SHS-funded rental assistance and supportive services with bond-funded capital investments to create a total of 315 permanent supportive housing (PSH) units in year one, with more in the pipeline. Clackamas County incorporated supportive services funded by SHS into three bond-funded housing developments (Tukwila Springs, Fuller Road Station and Marylhurst Commons) to create 101 units designated as PSH. Washington County integrated SHS and bond funding in two projects – the Aloha Inn, which will provide 54 units of PSH, and the Viewfinder, which uses SHS funding to provide supportive services in 30 PSH units. In Multnomah County, SHS will fund supportive services in 130 bond-funded units.

| | Clackamas County | Washington County | Multnomah County | Regional total |
|---|---|---|---|---|
| Bond-funded units that will use SHS-funded services to create supportive housing | 101 | 84 | 130* | 315 |

**Multnomah County's figure includes Metro housing bond and Portland housing bond funded units.*

## REGIONAL COORDINATION

The SHS fund has created an unprecedented level of regional collaboration and alignment across jurisdictional partners to address homelessness. Three key examples of SHS regional coordination work in year one are the development and implementation of the regional long-term rent assistance program, the development of a tri-county SHS service provider network and the development of regional data systems and reporting templates.

### Regional long-term rent assistance

A workgroup with representatives from all three counties and Metro has been meeting bi-weekly since early 2021 to develop regional policies and guidelines for the SHS-funded regional long-term rent assistance program. The program's regional policy framework provides consistency for participating landlords and tenants while enabling flexibility to meet local needs. Specific program and administrative practices are tailored to reflect local variations and be responsive to the needs and capacities of each county.

Since the program's launch in July 2021, the jurisdictions have continued to work together to engage in quality improvement and shared learning. Data teams from each county have co-developed customized data collection and reporting tools for the program, informed by shared regional guidelines. The regional workgroup has reviewed and analyzed tri-county data reports on a quarterly basis to monitor progress, identify areas for improvement and ensure the program is achieving its goals. Updates to the regional policy framework have been used to clarify expectations, refine specific guidelines in response to lessons learned and support effective implementation.

### Regional service provider network

In year one the three counties coordinated on a collaborative procurement process to build a pool of service providers eligible to contract with the counties to deliver SHS services. Led by Washington County, the tri-county Request for Programmatic Qualifications brought together representatives from all three counties to develop regionally consistent service delivery guidelines and shared priorities for provider evaluation and selection. The development of a single, coordinated process for providers to qualify to deliver homeless services throughout the tri-county area reduced barriers to government contracting, particularly for smaller and emerging organizations. The procurement resulted in the formation of a tri-county SHS provider pool which the counties plan to expand in future years through additional collaborative procurements.

## Regional data systems and standards

A tri-county workgroup composed of technical experts worked with Metro throughout year one to develop regional data definitions and standards to ensure consistent SHS data collection and reporting practices. These standards were incorporated into a regional data reporting template for the counties' quarterly and annual reports to Metro.

While these standards were not adopted in time for the year-one report, they will ensure regional consistency for future reports, improve data collection practices throughout the region and increase clarity in the communication of programmatic outcomes. Evaluation practices and reporting structures will continue to evolve and improve on an annual basis in response to shared learning.

## Next steps

Regional coordination will be enhanced in year two through the June 2022 launch of the tri-county planning body (TCPB), which is charged with setting regional goals, strategies and outcome metrics related to addressing homelessness in the region. Five percent of SHS funds are reserved for a regional investment fund designed to support the counties and Metro in achieving SHS alignment, coordination and outcomes at a regional level. The TCPB will guide the fund's investments and support coordination on solutions to regional challenges.

## PROGRESS IN ADVANCING RACIAL EQUITY

In the greater Portland region and nationally, people of color are far more likely than their white counterparts to experience homelessness due to the cumulative impacts of systemic and institutional racism. Recognizing that to effectively reduce homelessness we must account for and correct these disparities, the SHS fund is guided by a commitment to serve people of color at higher rates than the general population, and to show equal or better outcomes for people of color.

### Strategies to advance racial equity

In year one, counties advanced the SHS fund's racial equity goals through strategies that included:

- **Prioritizing racial equity:** All three counties' local implementation plans include a commitment to lead with racial equity by meeting the needs of communities of color who are disproportionately impacted by housing instability and homelessness. This commitment is reflected in regional outcome metrics that articulate clear and specific goals for achieving equitable service delivery and housing outcomes.
- **Investing in culturally specific services:** A core strategy for connecting communities of color to SHS services is by engaging culturally specific organizations as SHS service providers. All three counties implemented procurement strategies designed to increase their partnerships with culturally specific organizations. Counties also provided technical assistance and capacity building support to assist culturally specific partners to expand their work.
- **Reducing barriers:** All SHS programs are designed to use low-barrier program eligibility requirements. Counties also made changes to their coordinated entry systems to improve access to services for people of color. For example, Multnomah County created a new culturally specific assessment team and Washington County trained culturally specific partner organizations to conduct coordinated entry assessments.
- **Equitable decision making:** Implementation of each county's SHS work is overseen by community advisory bodies with representation from communities of color and people with lived experience of homelessness. For example, 50% of Clackamas County's Youth Action Board members are people of color and 100% have lived experience of homelessness; the board advises the SHS program on youth-related policy and programming. Clackamas County also recently launched a lived experience board to provide feedback on service planning and provision. In Multnomah County, 48% of the advisory board that oversaw year-one implementation are people of color and 28% have lived experience of homelessness; a new SHS advisory committee and lived experience committee will launch in year two.
- **Monitoring and evaluation:** The counties worked with Metro to develop standardized data definitions and templates for reporting on disaggregated

demographic data for their SHS programs. They also worked with their contracted providers to develop systems for demographic data collection. In addition to providing quarterly reports with demographic data, they updated the system-level racial equity analyses from their local implementation plans to assess the impact of year-one strategies and identify areas requiring additional focus. More specific evaluation efforts will occur locally and regionally in the third program year and beyond.

## Equity analysis

While it is too early in the implementation process to be able to measure the full impact of the counties' racial equity strategies, findings from counties' initial data analyses suggest that SHS programs are leading to improved access to services for populations of color. Each county conducted a year-one equity analysis and summaries of their findings indicate that populations of color were served by SHS programs at a rate that was proportionate to or higher than the percentage of each racial or ethnic group within the county's overall population in need. The specific findings varied by demographic group within each county. While the goal for SHS is to over-serve populations that experience disproportionate housing instability, this preliminary analysis provides an early indication that SHS strategies are helping to correct historic disparities in access to services.

The counties' equity analyses also highlight the need for ongoing work to ensure the SHS fund achieves its equity goals. Challenges linked to long-standing systemwide disparities will continue to require focused attention and strategic interventions. For example, in some counties, the legacy of past practices means there are still disproportionate numbers of white households retained in mainstream housing programs. Counties will also continue to be faced with disproportionate rates of new homelessness among populations of color as long as deep-rooted, systemic racial economic disparities continue to persist.

Counties plan to use the data from their equity analyses to inform targeted strategies to increase service access for specific communities. Counties will also need to monitor SHS outcomes over time to ensure SHS programs are leading to housing retention rates for populations of color that are equal to or better than housing retention rates for white populations. Counties will be able to begin reporting on 12-month housing retention rates in year two.

Additional work will also be needed in year two to improve demographic data collection by contracted partner organizations. The ramp up challenges in year one and overall capacity limitations in smaller and emerging partner organizations meant some partners were unable to collect consistent, high quality demographic data. Counties plan to provide training, technical assistance and capacity support as needed to improve demographic data collection and reporting.

## PERFORMANCE ASSESSMENT

This section compares counties' year-one performance with the priorities and goals identified in their local implementation plans (LIPs). Overall, counties made considerable progress in developing the structures and systems needed to meet their LIP phase-one goals, which focus on years one through three. Their year-one strategies were generally well aligned with the priorities identified in their LIPs, though they did not meet all of their year-one goals because of the ramp up and capacity building challenges described earlier in the report. A few phase-one priorities weren't launched in year one, but in most cases counties plan to launch those programs in year two.

### Clackamas County

Clackamas County's year-one activities and investments align with its planned phase-one investments, but with implementation at a smaller scale due to a reduced year-one budget compared with LIP projections. In response to the delays in SHS revenue flow, the county recalibrated its budget to remain fiscally sound. Some planned phase-one investments will therefore not be launched until year two.

The county's phase-one priorities that were implemented in year one include:

- **Increase emergency shelter capacity**: Clackamas County didn't add new beds in year one, but it increased long-term shelter capacity by using SHS to sustain 100 beds at risk of closing.
- **Increase housing placement services**: Clackamas County provided housing placement to 125 households and expanded housing placement capacity through regional long-term rent assistance vouchers and partnerships with nonprofits to provide housing navigation and placement services.
- **Expand case management and wrap-around services to support housing stabilization**: Clackamas County provided supportive housing case management to all 125 households placed in housing through new and expanded partnerships with service providers.
- **Expand behavioral health services integrated with homelessness and housing services**: Clackamas County's SHS program partnered with the county's Behavioral Health Division to fund two mental health positions to support housing case management.

The phase-one priorities that were not implemented in year one were:

- **Expand eviction prevention**: Clackamas County used other funding sources to support eviction prevention in year one and plans to launch SHS-funded eviction prevention services in year two.
- **Increase outreach and engagement**: Clackamas County plans to launch its SHS outreach and engagement initiative in year two.

**Year-one goals:**
Clackamas County made significant progress toward achieving its LIP year-one goals for housing services and placements, and exceeded its year-one goals for emergency housing.

| Program category | Year one goals in LIP | Year one achieved |
|---|---|---|
| Supportive housing services | 200 households | 125 households |
| Long-term rent assistance | 250 units | 202 units |
| Short-term rent assistance | 130 households | * |
| Eviction prevention | 110 households | * |
| Housing placement | 200 households | 125 households |
| Emergency housing | 65 units | 100 units |
| Outreach | 500 households | * |

**SHS-funded short-term rent assistance, eviction prevention and outreach were not launched in year one, but the county established contracts for outreach and eviction prevention services to launch in year two.*

## Multnomah County

Multnomah County's year-one housing investments and activities generally align with its LIP priorities. Its LIP listed overall priorities for the 10-year program rather than specific year-one or phase-one priorities.

The county's LIP priorities where progress was made in year one include:

- **Supportive housing in bond-funded projects and for specific communities**: Multnomah County helped 1,129 people secure supportive housing with SHS funds and created 130 designated permanent supportive housing units in bond-funded projects.
- **Regional long-term rent assistance:** Multnomah County placed 260 households in housing with a regional long-term rent assistance voucher.
- **Flexible medium-term rental assistance:** Multnomah County's housing placements included 646 people placed through rapid rehousing programs with flexible medium-term rental assistance.
- **Eviction prevention**: SHS funds helped prevent evictions for 9,156 people through a combination of rental assistance, case management and legal support.
- **Shelter services including housing-focused year-round and alternative sheltering options**: SHS funds helped to create or sustain 312 year-round beds in shelters that included alternative and non-congregate shelter projects.

- **Behavioral health services:** Multnomah County expanded behavioral health outreach to 223 people experiencing homelessness and matched SHS housing funds to programs providing behavioral health case management.
- **Education, training, employment and benefits:** More than 359 people received employment training and services leveraged with SHS funds**.**
- **Housing placement and retention case management:** SHS investments supported 465 people to access and retain housing through intensive case management and wrap-around support services.
- **Legal assistance:** SHS funds provided 136 households experiencing homelessness with legal services and connected 537 households facing eviction with legal support.

The one priority area listed in Multnomah County's LIP that was not clearly reflected in the county's year-one SHS investments was a category focused on investments in childcare and other supports that make it possible for families with children to obtain and maintain housing.

**Year-one goals:**
Multnomah County made significant progress toward achieving its year-one goals for housing placements, and it exceeded its goals for homelessness preventions, shelter and outreach and engagement.

| Program category | Year one goals in LIP* | Year one achieved |
|---|---|---|
| Housing placements | 1,300 people | 1,129 people |
| Preventions | 600+ people | 9,156 people |
| Shelter/temporary housing | Up to 400 new beds system-wide (all funding sources) | 150 SHS-funded beds (407 beds system-wide) |
| Outreach/engagement | 1,500 people | 2,640 people |
| Employment | 100 people engaged in low-barrier employment | 359 people received employment training |

**Multnomah County's LIP did not include specific year-one goals. The goals listed in the table were approved by Multnomah County's Board of Commissioners for year one.*

## Washington County

Washington County's year-one investments and activities generally align with the phase-one priorities listed in its LIP. The county reduced the scale of its investments in some areas, and it delayed implementation of some priorities until year two to focus on the system building and program development work that was needed during year one.

The county's LIP phase-one priorities where progress was made in year one include:

- **Emergency winter and year-round shelter operations:** Washington County created 102 new year-round beds and 212 new winter beds.
- **Regional long-term rent assistance:** Washington County placed 305 households in housing with a regional long-term rent assistance voucher.
- **Behavioral health services:** The SHS program partnered with the county's Health and Human Services Department to embed housing liaisons within five programs including behavioral health programs to create better access to housing while leveraging existing services.
- **Supportive services:** Washington County partnered with 19 agencies to provide housing placement and retention services to 305 households.

Washington County's LIP phase-one priorities that were not implemented in year one were:

- **Housing barrier costs and short-term rent assistance:** Washington County plans to launch rapid rehousing and rapid resolution programs in year two that will address immediate housing barriers and offer short- to medium-term rent assistance.
- **Outreach services:** Washington County provided outreach services in year one using non-SHS funds; it plans to use SHS funds to expand its outreach services in year two.

**Year-one goals:**
Washington County made significant progress toward achieving its year-one goals for supportive housing and culturally specific provider partnerships, and it exceeded goals for year-round and winter shelter.

| Program category | Year one goals in LIP | Year one achieved |
|---|---|---|
| Supportive housing | 500 placements* | 305 placements |
| Housing stability | 500 households | ** |
| Year-round shelter | 100 new beds | 102 new beds |
| Winter shelter | 150 new beds | 212 new beds |
| Culturally specific provider partnerships | Network of culturally specific service providers established | 4 culturally specific providers under contract |

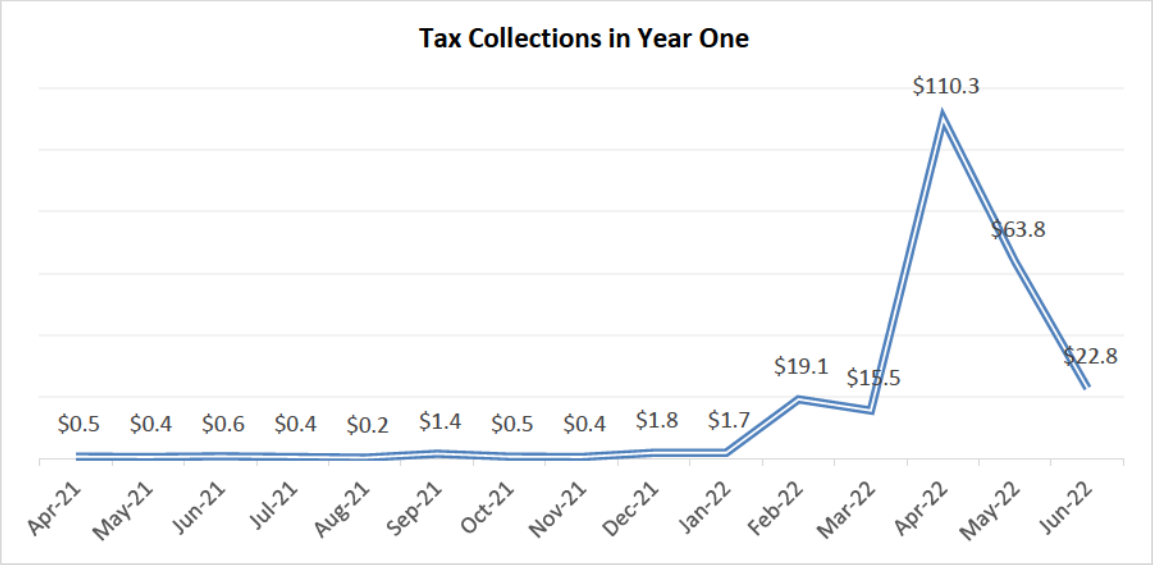
*Washington County revised the supportive housing goal to 300 placements in year one.
**SHS-funded housing stability programs (rapid rehousing and rapid resolution) launch in year two.

## FINANCIAL REVIEW

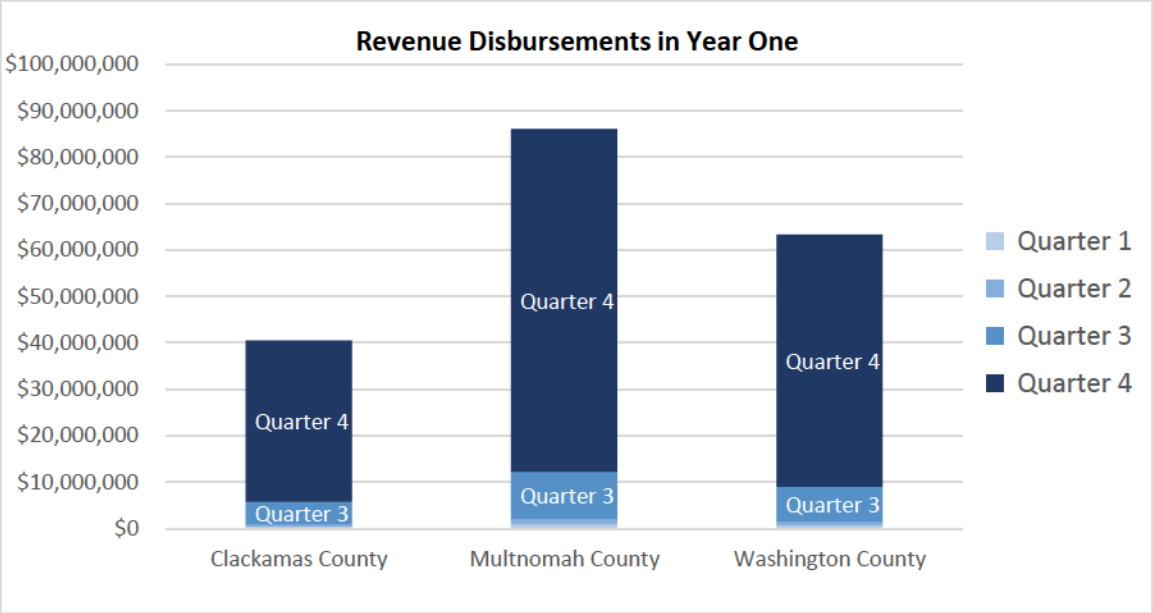
### Revenue allocation

When the SHS fund was launched, Metro forecast $180M in revenue for year one. Total collections for year one exceeded the initial forecast, with nearly $240M in revenue collected through June 30, 2022.

Tax collection began in April 2021, but most of the collections did not come in until April 2022.




Counties received the bulk of year-one funding in the fourth quarter of the fiscal year.



## Year-one budgets and expenditures

The program ramp up and capacity building challenges identified in previous sections of the report led counties to spend less in year one than they had originally projected in their local implementation plans. This section compares the year-one budgets from counties' LIPs with actual year-one expenditures.

Overall, the programmatic priorities reflected in counties' year-one expenditures were closely aligned with their original year-one budget projections. The amounts spent within each programmatic area were generally less than projected, and in some cases counties delayed spending in some program categories until year two to prioritize year-one revenue for their highest priority programs.

Direct comparisons between year-one budgets from the counties' LIPs and actual expenditures for year one are hindered by inconsistencies in the line-item categories used in the LIPs and the year-one reports. Differences between the counties' budget categories also create challenges with county-to-county comparisons. The counties worked with Metro during year one to develop regionally consistent SHS budget templates that were adopted at the beginning of year two, which will facilitate future budget analyses.

### Clackamas County

Year-one budget projections in Clackamas County's LIP were based on an estimated $24.5M in SHS revenues, and included:

- Housing and services for populations A and B: $19.3M
- Capacity building for CBOs/program operations: $2.7M
- Administrative: $1.25M
- Regional projects/efforts: $1.25M

Due to the uncertainty of when funding would become available, and Clackamas County's policy of spending cash received rather than estimated future revenue, the SHS program revised its first year budget to $10M. The program's year-one spending was $3.4M, or 34% of the revised year-one budget of $10M, and 14% of the original LIP budget of $24.5M. Expenditures in year one included:

- Housing and services for populations A and B: $2.4M
- SHS program operations: $516,328
- SHS program and RLRA administration: $391,523
- Regional strategic initiatives: $18,000
- Debt service and interest distribution fees: $31,248

### Multnomah County

Multnomah County's year-one budget projections were based on an estimated $52M in SHS revenues, and included:

- Shelter, outreach and safety on/off street: $10.3M

- Short-term housing assistance: $9.4M
- Permanent supportive housing services: $8.7M
- Long-term rent assistance: $4.7M
- Other supportive services: $5.4M
- System development and capacity building: $5.3M
- System support, planning and coordination: $3.4M
- Admin: $3M
- Other costs: $2M

Multnomah County's year-one spending was $36.4M, or 70% of the budget of $52M. Expenditures in year one included:

- Shelter, outreach and safety on/off street: $5.3M
- Short-term housing assistance: $18.5M
- Permanent supportive housing services: $3.9M
- Long-term rent assistance: $743,076
- Other supportive services: $2.7M
- System development and capacity building: $3.4M
- System support, planning and coordination: $587,815
- Admin: $1.3M
- Other costs: $0M

**Washington County**

Year-one budget projections in Washington County's LIP were based on an estimated $38M in SHS revenues, and included:

- Supportive housing to serve population A: $22.5M
- Housing stability to serve population B: $7.5M
- Building a shelter system for populations A and B: $5M
- Building an equitable system of care for populations A and B: $3M

Washington County revised its year-one budget to $29.3M, reflecting delays in program ramp up due to the system building and program development work that was needed during year one. Year-one spending was $16.2M, or 55% of the revised budget of $29.3M and 43% of the original LIP budget of $38M. An additional $7.9M was allocated toward required reserves in alignment with SHS intergovernmental agreements. Program expenditures in year one included:

- Housing and support services: $2.8M
- Shelter services: $4.0M (plus $3.3M pending FEMA reimbursement)
- Housing financial assistance: $1.3M
- Systems and capacity building: $200,000
- Program operating costs: $3.4M
- Interfund payment: $1.1M

## Year two budgets

Counties' year-two budgets are based on a combination of funding carried over from year one and projected revenue for year two. This section provides an overview of each county's total year-two budget amounts. Detailed line-item budgets are submitted to Metro each quarter and will be reviewed by the oversight committee throughout the year.

### Carry-over funding

Because counties' year-one expenditures were lower than the total SHS revenue each county ultimately received, all three counties carried over some year-one revenues to year two. Carry-over of funding from one fiscal year to the next is to be expected for a tax-funded program where the bulk of revenue is collected in April and distributed during the final months of the fiscal year. Carry-over is also expected during the initial years of program ramp-up as counties continue to scale up operations.

Carry-over funding that is the result of higher revenue than expenditures can fund one-time costs such as capital investments, start-up costs of new programming or reserves. Carry-over that is the result of the timing of tax collections can be used to fund ongoing program operations.

### Clackamas County

Metro initially projected that Clackamas County would receive $24.5M in SHS revenue in year one. Year-one revenues ultimately surpassed this initial estimate, and by the end of the year Clackamas County had received $44.2M, with most of the funding received in the final months of the fiscal year. This funding is used as the basis for Clackamas County's year-two budget as the County budgets using prior year collections rather than estimated future revenue.

### Multnomah County

Metro initially projected that Multnomah County would receive $52M in the first year of the program. Revenues outperformed projections, and by the end of the year Multnomah County had received $92M, with much of the revenue coming in during the final months of the fiscal year. For year two, Multnomah County's SHS budget totals approximately $107M.

### Washington County

Metro initially projected that Washington County would receive $38M in SHS revenue in year one. Washington County ultimately received more than $63M in revenue, with most funding received in the final months of the fiscal year. Washington County will roll over this additional revenue and unspent funding from year one to stabilize programs and support significant expansion in year two. Washington County's year-two budget totals approximately $50.5M.

## LOOKING FORWARD

With a strong foundation built for SHS implementation in year one, the counties' SHS programs are well positioned to grow and expand in year two. New programs will be launched to fill gaps in year-one implementation while programs put in place in year one are poised to scale up. Counties also plan to expand their provider networks and strengthen their capacity building support for community-based partners.

- **Scaling up supportive housing placements:** Counties plan to build on the foundations developed in year one to scale up their supportive housing placements in year two while continuing to support ongoing housing retention for households placed in year one. For example, Washington County plans to place 500 additional households in supportive housing, in addition to providing ongoing retention support and rent assistance to the more than 300 households already placed in year one. In Multnomah County, eight buildings with SHS-funded project-based supportive housing are slated to open in year two.
- **Continuing shelter system expansions:** Counties plan to continue their work to increase year-round shelter capacity. For example, in Clackamas County SHS funds will support operations and ongoing case management services at a transitional shelter community for veterans. In Washington County the SHS program will fund a safe rest pod shelter program and launch a $10M shelter capital fund.
- **Launching new programs:** Clackamas and Washington counties will implement new programs in year two to fill gaps in their SHS programming. For example, in Clackamas County the SHS program will launch its first outreach and engagement services initiative. In Washington County the SHS program will launch rapid rehousing and rapid resolution services to support households experiencing episodic homelessness or at risk of homelessness with short-to-medium term rent assistance and supports.
- **Expanding provider networks:** Counties plan to expand their service provider networks in year two through additional contracts and procurements, with a particular focus on culturally specific organizations. For example, Clackamas County entered year two with 14 contracts totaling approximately $7.5M for services to launch in year two. This includes three new partnerships with culturally specific providers in addition to the partnerships built in year one. Multnomah County plans to release five procurements in year two with funding opportunities related to permanent supportive housing services, alternative shelters, employment services, rapid rehousing, outreach services and landlord engagement. The three counties also plan to coordinate on another tri-county procurement to qualify additional providers for the regional SHS provider pool.

- **Strengthening capacity building:** Counties are committed to strengthening the capacity of new and emerging community-based providers, particularly culturally specific organizations, through additional technical assistance and funding in year two. For example, Multnomah County plans to implement capacity building funding for providers as well as funds to provide technical assistance with data management, fiscal policies and organizational development. Washington County will continue to provide three-year capacity building grants to an expanded number of culturally specific providers along with technical assistance to program partners to support their administrative capacity.
- **Expanding cross-sector work:** Counties also plan to strengthen and expand their cross-sector partnerships and programs in year two. For example, in Clackamas County SHS funds will support a collaboration with the justice system to divert households experiencing or at risk of experiencing homelessness from arrest and incarceration and toward housing and services. Washington County will implement a Workforce Development Pilot to provide training and supported employment services in the housing services sector for people with lived experience of homelessness.

## GLOSSARY OF TERMS

**Carry-over funds:** Funding remaining from one fiscal year that is "carried over" and used in a future fiscal year. One-time carry-over results from higher than expected revenue or lower than expected spending. Recurring carry-over results from the timing of revenue flow, such as fourth quarter tax collections.

**Contingency funds:** An account that is established to provide resources for emergency situations or unplanned program expenditures that, if left unattended, could negatively impact service delivery. Counties may establish contingency accounts that do not exceed 5% of budgeted program funds in a given fiscal year.

**Homelessness:** An individual or family who lacks a fixed, regular and adequate nighttime residence including:

- Individuals or families who are sharing the housing of others due to loss of housing, economic hardship or a similar reason; are living in motels, hotels, trailer parks or camping grounds due to the lack of alternative adequate accommodations; are living in emergency or transitional shelters; or are abandoned in hospitals
- Individuals or families who have a primary nighttime residence that is a public or private place not designed for or ordinarily used as a regular sleeping accommodation for human beings. This includes individuals or families who are living in cars, parks, public spaces, abandoned buildings, substandard housing, bus or train stations or similar settings.

**Local implementation plan (LIP):** A plan developed through extensive community engagement that defines a county's priorities and goals for supportive housing services program activities and investments.

**Measure 26-210:** A ballot measure approved by voters in May 2020 that creates a new regional tax to fund supportive housing services.

**Metro affordable housing bond:** A 2018 voter-approved bond that provides capital funding to support affordable housing development across the region.

**Metro supportive housing services work plan:** A plan developed by Metro with community input to guide implementation of the regional fund.

**Permanent supportive housing (PSH):** Permanent housing with supportive services to assist people with a disability who have experienced long-term homelessness to achieve housing stability.

**Procurement:** The process by which county governments secure the services needed to support SHS implementation by identifying and contracting with qualified service providers. Each county's procurement procedures are strictly regulated to ensure responsible stewardship of tax-funded resources.

**Regional investment fund:** A fund created through a five percent set-aside from each county to be used for regional supportive housing services strategies.

**Regional long-term rent assistance (RLRA):** A regional program that subsidizes the cost of rent so that households with very low incomes can afford housing.

**Stabilization reserve:** Counties are required to establish a stabilization reserve to protect ongoing services from the impact of revenue fluctuations. The target minimum reserve level is equal to 10% of budgeted program funds in a given fiscal year. Reserves must be fully funded within the first three years of implementation.

**Supportive Housing Services Regional Oversight Committee:** A community committee established to ensure transparent oversight of the supportive housing services fund on behalf of the Metro Council.

**Tri-County Planning Body (TCPB):** A community committee established to set regional priorities and guide implementation of the regional investment fund.

## EXHIBITS

### Fiscal year 2021-22 SHS quarterly reports

**Quarter 1**

- Clackamas County
- Multnomah County
- Washington County

**Quarter 2**

- Clackamas County
- Multnomah County
- Washington County

**Quarter 3**

- Clackamas County
- Multnomah County
- Washington County

**Quarter 4**

- Clackamas County
- Multnomah County
- Washington County

### Fiscal year 2021-22 SHS annual reports

- Clackamas County
- Multnomah County
- Washington County

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

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**Auditor**
Brian Evans

600 NE Grand Ave.
Portland, OR 97232-2736
503-797-1700

**Resolution No. 23-5342, For the Purpose of Approving Initial Round Funding for Nature in Neighborhoods Capital Grants**
*Resolutions*

Metro Council Meeting
Thursday, June 29th, 2023

BEFORE THE METRO COUNCIL

| | | |
|---|---|---|
| FOR THE PURPOSE OF APPROVING INITIAL ROUND FUNDING FOR NATURE IN NEIGHBORHOODS CAPITAL GRANTS | ) ) ) ) ) | RESOLUTION NO. 23-5342<br><br>Introduced by Chief Operating Officer Marissa Madrigal in concurrence with Council President Lynn Peterson |

WHEREAS, in June 2019, the Metro Council referred to the Metro area voters a ballot measure, Resolution No. 19-4988, authorizing the issuance of general obligation bonds in an amount not to exceed $475,000,000.00 for the purpose of funding natural area and water quality protection and to connect people to nature close to home (the Bond Measure); and

WHEREAS, at the general election held on November 5, 2019, the Metro Area voters approved the Bond Measure, creating a Nature in Neighborhood capital grants program (the Program) to fund community-led projects that benefit people and nature, with an emphasis on historically marginalized communities; and

WHEREAS, the Program requires Metro to establish a Capital Grants Review Committee (the Committee) to review all projects and make recommendations to the Metro Council and also requires the Metro Council to make all grant awards; and

WHEREAS, in spring 2022, Metro worked with a program design and review committee to build the framework of the Program, and in winter 2023, Metro finalized the Program handbook, which identifies the desired outcomes and eligibility requirements for the initial cycle of funding; and

WHEREAS, the Committee has reviewed and evaluated the Program grant applications and recommends to the Metro Council for award the seven projects listed in Exhibit A; now therefore

BE IT RESOLVED that the Metro Council

1. Awards Program grant funds for the seven projects listed in Exhibit A; and
2. Directs the Chief Operating Officer to execute all contracts necessary to implement the grant awards.

ADOPTED by the Metro Council this 29th day of June 2023.

Lynn Peterson, Council President

Approved as to Form:

Carrie MacLaren, Metro Attorney

Nature in Neighborhoods Capital Grants Program
First Round Grant Awards
Grant Review Committee Recommendations to the Metro Council

Total award amount recommended: $2.7 million

**Project:** Back 5 Garden Expansion
**Grant Amount:** $101,381
**Recipient:** Leach Garden
**Partners:** Wisdom of the Elders, the Blueprint Foundation, David Douglas High School, and AYCO (African Youth Community Organization), Johnson Creek Watershed Council, National Society for Black Engineers PDX Chapter

Leach seeks a grant in support of opening its Back 5 property to the general public. Acquired in 2016, this 5-acre property has become a robust hands-on educational site in collaboration with organizations serving primarily BIPOC youth.

**Project:** 3-Creeks Restoration Project
**Grant Amount:** $620,000
**Recipient:** Clackamas Water Environment Services
**Partners:** North Clackamas Watersheds Council, North Clackamas Parks & Recreation District

The project will restore a deeply incised Mt Scott Creek in the 89 acre 3-Creeks natural area, enhancing habitat for threatened fish, improving community resilience to extreme weather, and connecting residents to nature.

**Project:** Future Generations at Tryon Creek
**Grant Amount:** $350,000
**Recipient:** Friends of Tryon Creek
**Partners:** Oregon State Parks, Cultural Lifeways Community

Friends of Tryon Creek seek to create a new education space for the whole community within the urban forest, grounded in ancestral design.

**Project:** Connecting more people to nature by improving accessibility and education and gathering spaces at Hoyt Arboretum
**Grant Amount:** $500,000
**Recipient:** Hoyt Arboretum Friends
**Partners:** Portland Parks & Recreation, Henneberry Eddy Architects, COLAS Construction

This project will increase connection to nature for visitors by improving accessibility while creating meaningful learning experiences in a unique global tree collection. Metro funding will support new outdoor classrooms or gathering spaces.

| | |
|---|---|
| **Project:** | Milwaukie Neighborhood Park Development |
| **Grant Amount:** | $350,000 |
| **Recipient:** | City of Milwaukie |
| **Partners:** | Equity Steering Committee, Parks and Recreation Board, FACT Oregon, Boys & Girls Club of the Portland Metropolitan Area |

The City of Milwaukie is requesting funds to finalize the design and construction of the City's remaining undeveloped neighborhood parks. The request will provide for design charrettes for play features with new and existing community partners.

Recommended for partial funding

| | |
|---|---|
| **Project:** | Gresham Civic Hub |
| **Grant Amount:** | $389,000 |
| **Recipient:** | Tri-County Metropolitan Transportation District of Oregon |
| **Partners:** | Multnomah County Library, City of Gresham, Native American Rehabilitation Association (NARA) |

The Gresham Civic Hub project constructs a sustainably designed plaza brings the natural environment into an urban civic space. This creates outdoor space at the new East County Library to provide responsive programs with a wide community appeal.

| | |
|---|---|
| **Project:** | Hillside Park |
| **Grant Amount:** | $389,000 |
| **Recipient:** | Housing Authority of Clackamas County |
| **Partners:** | Related Northwest, Northwest Housing Alternatives |

Alongside the delivery of 275 units of affordable housing through the redevelopment of Hillside Park, HACC and its partners would like to complete a variety of green and recreational improvements to enhance the quality of life for residents.

**STAFF REPORT**

IN CONSIDERATION OF RESOLUTION NO. 23-5342, FOR THE PURPOSE OF APPROVING INITIAL ROUND FUNDING FOR NATURE IN NEIGHBORHOODS CAPITAL GRANTS

Date: June 12, 2023

Department: Parks and Nature

Meeting: June 29, 2023

Prepared by: Crista Gardner, Elizabeth Arroyo Guzman

Presenters: Jon Blasher, Crista Gardner

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## ISSUE STATEMENT

Since 1995, voters in greater Portland have passed three bond measures that protect the region's air and water, restore fish and wildlife habitat, and connect people with nature. In November 2019, voters in greater Portland overwhelmingly approved a $475 million parks and nature bond which included three critical aspects to this work: racial equity, community engagement and climate resilience. All six programs in the bond are launched and making investments in parks, trails and natural areas across the region.

The Nature in Neighborhoods capital grants program is designed to support community driven projects that protect and improve water quality and fish and wildlife habitat, support climate resiliency and/or increase people's experience of nature at the community scale and to fund community-led projects, with an emphasis on benefitting historically marginalized communities.

Staff have completed the solicitation and review for an initial round of awards up to $2.7 million.

Metro received many strong proposals for this initial round and is presenting for Council consideration and approval a slate of funding awards recommended by the grant review committee based on the information submitted, the stated evaluation criteria, and the review committee's professional and collective judgment. Staff ensured that the review adhered to Council policy and were prepared to elevate any potential deviations to senior leadership and Council if needed. Feedback and lessons learned from this initial round will help shape and adjust future funding rounds.

## ACTION REQUESTED

Council consideration and approval of Resolution No. 23-5342

## IDENTIFIED POLICY OUTCOMES

By approving this initial round of capital grants funding, Metro Council advances the intended purpose, principles and criteria of the 2019 PN Bond resolution. Nature in Neighborhoods provides grants to projects led by community organizations, park providers, local governments, and others.

Metro Council direction has shaped the Nature in Neighborhoods capital grants program to help deliver investment to protect and improve water quality and fish and wildlife habitat, support climate resiliency and/or increase people's experience of nature at the community scale.

The recommended projects from the grant program must meet bond legal requirements to result in a publicly owned capital asset and address bond criteria and program goals as is stated in the Nature in Neighborhoods Capital Grants Handbook.

## POLICY QUESTION(S)

These grant awards implement the Metro Council direction for the Nature in Neighborhoods capital grants program.

## POLICY OPTIONS FOR COUNCIL TO CONSIDER

Approval of Resolution No. 23-5342 allows staff to advance Council direction to award funding to all seven proposed projects through successful executed funding agreements.

## STAFF RECOMMENDATIONS

Staff recommends that Metro Council accept the Nature in Neighborhoods capital grants review committee recommendation to the Metro Council for the following seven grant awards in Exhibit A.

## STRATEGIC CONTEXT & FRAMING COUNCIL DISCUSSION

### HOW IS THIS RELATED TO METRO'S STRATEGIC FRAMEWORK OR CORE MISSION?

*Nature in Neighborhoods Capital Grants Program background*

The roots of Metro's Nature in Neighborhoods capital grants program can be found in the Regional Framework Plan which unites all of Metro's adopted land use planning policies and requirements including the 2040 Growth Concept and is designed to create sustainable and prosperous communities for present and future generations.

Metro Council adopted Ordinance 05-1077B (a.k.a. Nature in Neighborhoods) in September 2005. The ordinance established standards for development in streamside and wetland areas to conserve and protect fish and wildlife habitat and included Title 13 of Metro's Urban Growth Management Functional Plan, which implements Oregon Statewide Planning Goal 5 (natural resources, scenic and historic areas and open spaces) and Goal 6 (air, water and land resources quality).

In 2006, Metro Council approved and directed staff to develop the Nature in Neighborhoods capital grants program by submitting to voters the Bond of $227.4M to fund natural area acquisition and water quality protection in Resolution No. 06-3672B.

In 2019, Metro Council approved and directed staff to refine the Nature in Neighborhoods capital grants program by submitting to voters the Parks and Nature Bond of $475M to fund nature area and water quality protection and connect people to nature close to home in Resolution No. 19-4988. Metro Council approved new criteria in the PN Bond: racial equity, community engagement and climate resilience.

### HOW DOES THIS ADVANCE METRO'S RACIAL EQUITY GOALS?

The Nature in Neighborhoods capital grants program advances Metro's racial equity goals set by 2019 PN Bond criteria around meaningful community engagement and racial equity and program specific criteria.

During solicitation for this initial round, parks and nature staff intentionally broadened outreach about this opportunity through social media, online, email listservs, parks director meetings, and non-profit events. Outreach was conducted with the help of local parks providers, grant makers,

and other Metro teams, such as the Metro transit-oriented development team outreach to affordable housing providers.

The resulting portfolio of projects reflect that outreach. Projects span the three-county area within Metro's jurisdictional boundary. The primary applicants cross many sectors, including affordable housing providers, community organizations, non-profit park operators, park providers, a library and transit agency. Partners demonstrate a wide breadth and diversity of community-based organizations and public agencies. Projects range from outdoor classrooms to large scale restoration projects to public plazas to nature play. Projects include a variety of community engagement, strong and established partnerships, and high level of involvement with BIPOC and marginalized communities.

Furthermore, the Nature in Neighborhoods capital grants Review Committee and the capital grants pilot (now called community choice grants) Program Design and Review Committee members were selected through an open recruitment process. The committees' composition and focus reflect the agency's focus on advancing racial equity. Grant applicants were eligible to serve on the review committee and stipends of $250 were available for review committee members upon request. Metro recruited for people with backgrounds in Water quality and habitat restoration, Landscape architecture, Real estate, Community development, Workforce development, job training and apprenticeship programs, Climate adaptation and resilience policies and practices, Sustainable development techniques.

In addition, the bond also included a Nature in Neighborhoods capital grants pilot (now called community choice grants) that will be designed by community members and award grants through a participatory process in 2023 in Metro Council District 4 (Washington County).

**HOW DOES THIS ADVANCE METRO'S CLIMATE ACTION GOALS?**

The Nature in Neighborhoods capital grants program advances Metro's climate action goals through implementation of the 2019 PN Bond and program criteria around climate resilience. The resulting project applications and recommended funding awards demonstrated a focus on watershed health, restoration of natural areas and connecting people to parks and nature fulfills climate resiliency in a broad way.

**KNOWN OPPOSITION/SUPPORT/COMMUNITY FEEDBACK**

Since 2006, the Nature in Neighborhoods capital grants has played an essential role in meeting the needs of the community and organizations connecting people to nature in the region, with a focus on serving underserved communities and helping to embody the agency's goals on racial equity. The program has been well-loved and supported by community members and local partners. Through successive grant cycles, the program has evolved and adapted to reflect Metro Council direction and meet the needs of the community and organizations.

**EXPLICIT LIST OF STAKEHOLDER GROUPS AND INDIVIDUALS WHO HAVE BEEN INVOLVED IN POLICY DEVELOPMENT.**

The Nature in Neighborhoods capital grants program and initial solicitation round has been shaped at each step by community members and partner organizations. The program focus and description in the 2019 parks and nature bond measure explicitly reflects the feedback received during the bond development process in 2018 and 2019 through focused stakeholder discussions and community forums. In addition, feedback collected during the refinement of other bond programs

in 2021 and 2022 have also helped shape the solicitation handbook, review committee composition and focus for this initial round.

In Spring 2022, Metro staff worked with the Nature in Neighborhoods capital grants pilot (now called community choice grants) Program Design and Review Committee, to refine and build the framework of the Program based on the direction of the 2019 PN Bond and in winter 2023, Metro staff finalized the Nature in Neighborhoods capital grant handbook that identified the desired outcomes for investments and eligibility requirements for the initial cycle of Program funding.

The Nature in Neighborhoods capital grants pilot (now called community choice grants) Program Design and Review Committee was selected through an open recruitment process and included Blanca Gaytan Farfan (East Portland Rising Community Projects), Theresa Huang (Urban Greenspaces Institute), Jeffrey Lee (Portland Bureau of Environmental Services), Jairaj Singh (Unite Oregon), Alisa Chen (Grow Portland), and Kevin Hughes (Hillsboro Parks and Recreation). One committee member was invited but unable to serve: Anthony Bradley (Play Grow Learn).

As outlined in the parks and nature bond measure, with support from Metro staff, the Review Committee comes from a wide variety of backgrounds and experience on best practices related to racial equity, community engagement, and climate resilience and water quality, habitat restoration and traditional ecological knowledge to create the greatest benefits for people, plants and wildlife. Committee members are committed to Metro's parks and nature mission and to supporting opportunities for communities of color and other historically marginalized groups to design and build access to nature for their communities.

In Spring 2023, the Nature in Neighborhoods Capital Grants Review Committee, staffed by Metro, was established to review all projects and make funding recommendations to the Metro Council. The application process has two stages: a pre-application phase and a full application phase. The Nature in Neighborhoods capital grants review committee met twice in spring 2023 to review 16 pre applications totaling $6.08M in funding requests and 8 full applications totaling $4.17M respectively.

The Nature in Neighborhoods capital grants review committee was selected through an open recruitment process and included Chips Janger (Urban Green, Park Ave Station Grant Recipient, Former Review Committee member), Colleen Mitchell (BES, Grants Administrator), Vio Rubiani (Seeding Justice), S.K. Amaro (BES), and Max Zapf Geller (PSU). Due to scheduling conflicts, two additional community committee members were invited but unable to serve during this grant cycle: Katya Reyna (Depave), Som Sobedi (Regional Arts Council and Bhutanese Community in America).

In addition to Metro's grants program manager, the Nature in Neighborhoods capital grants review was aided by Metro staff in areas of land acquisition, landscape architecture, planning and development, science and natural areas management. Committee members declared any direct conflict of interest in the proposals and did not score or participate directly in the discussion or ranking of an application where they had a conflict.

## LEGAL ANTECEDENTS

Resolution No. 19-4988, "For the Purpose of Submitting to the Voters of the Metro Area General Obligation Bonds in the amount of $475 million to Fund Nature Area and Water Quality Protection and to Connect People to Nature Close to Home; and Setting Forth the Official Intent of the Metro Council to Reimburse Certain Expenditures Out of the Proceeds of Said Bonds upon Issuance" was adopted on June 6, 2019.

Resolution No. 06-3672B, "For the Purpose of Submitting to the Voters of the Metro Area A General Obligation Bond Indebtedness in the Amount of $227.4 Million to Fund Natural Area Acquisition and Water Quality Protection" was adopted March 9, 2006.

Resolution No. 05-3574A, Establishing a Regional Habitat Protection, Restoration and Greenspaces Initiative called Nature in Neighborhoods.

## ANTICIPATED EFFECTS

Approval of Resolution No. 23-5342 allows staff to advance Council direction to award funding to all seven proposed projects through successful executed funding agreements. Metro will enter into Intergovernmental Agreements (IGAs) with governmental agencies and grant agreements with non-governmental agencies.

## FINANCIAL IMPLICATIONS (CURRENT YEAR AND ONGOING)

No new financial implications result from this resolution. Metro Council approved funding in the 2019 PN Bond for the Nature in Neighborhoods Capital Grants program for grants funding community-led projects, with an emphasis on benefitting historically marginalized communities over the next ten years.

## BACKGROUND

In summary, by soliciting this initial round of grants, the Nature in Neighborhoods grants program implements Council policy direction and builds on years of grant solicitation and management expertise. The grant solicitation, which was built on a guidebook developed with a community committee for the capital grants pilot, now called the community choice grants, launched in January 2023 and resulted in 16 letters of support submitted for over $6 million in requests. Ten of those projects were invited to submit a full application and in early May, eight projects submitted an application then reviewed by the grant review committee.

The Metro Council has received updates on this program and progress to date in the initial round of solicitation through email updates and briefings as needed. Council consideration and feedback during this initial round will help staff adjust and shape future solicitation rounds.

## ATTACHMENTS

1. Exhibit A: Recommended Nature in Neighborhoods Capital Grant awards to the recipients and projects, and for the funding amounts

**Resolution No. 23-5343, For the Purpose of Releasing the Draft 2023 Regional Transportation Plan (RTP) and Project List for Public Review and Policy Discussion**

*Resolutions*

Metro Council Meeting
Thursday, June 29th, 2023

BEFORE THE METRO COUNCIL

| | | |
|---|---|---|
| FOR THE PURPOSE OF RELEASING THE DRAFT 2023 REGIONAL TRANSPORTATION PLAN (RTP) AND PROJECT LIST FOR PUBLIC REVIEW AND POLICY DISCUSSION | ) ) ) ) ) | RESOLUTION NO. 23-5343<br><br>Introduced by Chief Operating Officer Marissa Madrigal in concurrence with Council President Lynn Peterson |

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

WHEREAS, the Regional Transportation Plan (RTP) is the federally recognized transportation policy for the Portland metropolitan region, and must be updated every five years; and

WHEREAS, the RTP fulfills statewide planning requirements to implement Goal 12 Transportation, as implemented through the Transportation Planning Rule (Oregon Administrative Rules Chapter 660 Division 12), and must be updated every five to seven years; and

WHEREAS, the RTP is a central tool for implementing the Region 2040 Growth Concept, and constitutes a policy component of the Regional Framework Plan; and

WHEREAS, the most recent update to the RTP was completed in December 2018, and approved and acknowledged by the Land Conservation and Development Commission (LCDC); and

WHEREAS, the next update must be completed by November 30, 2023 to allow time for review and approval prior to the plan's expiration on December 6, 2023, and to ensure continued compliance with federal planning regulations and funding eligibility of projects and programs using federal transportation funds; and

WHEREAS, the 2023 RTP update will serve as a major vehicle for implementing and updating the region's Climate Smart Strategy, first adopted in December 2014, approved by the LCDC in 2015 and incorporated in the RTP in 2018, in response to House Bill 2001 and Oregon Administrative Rules Chapter 660 Division 44, to help meet statewide goals to reduce greenhouse gas emissions to levels at least 75 percent below 1990 levels by the year 2050; and

WHEREAS, the 2023 RTP update and 2023 Climate Smart Strategy will seek to help meet revised statewide goals identified in the Governor's Executive Order 20-04 that require accelerated reductions in greenhouse gas emissions to levels at least 45 percent below 1990 emissions levels by 2035 and at least 80 percent below 1990 levels by the year 2050; and

WHEREAS, from October 2021 to April 2022, Metro engaged local, regional, state, business and community partners as to what priorities and challenges should be addressed as part of the update and the process for how the region should work together to address them; and

WHEREAS, the scoping phase concluded with approval of Resolution No. 22-5255 by the Joint Policy Advisory Committee on Transportation (JPACT) and Metro Council, approving the work plan and engagement plan to guide the update; and

WHEREAS, from May 2022 to May 2023, the Metro Council, the Joint Policy Advisory Committee on Transportation (JPACT), the Metro Policy Advisory Committee (MPAC), Metro's Committee on Racial Equity (CORE), the Metro Technical Advisory Committee (MTAC), the Transportation Policy Alternatives Committee (TPAC), the TransPort Subcommittee of TPAC, the Southwest Washington Regional Transportation Council (SWRTC) staff, county-level coordinating committees and elected officials, city and county staff, representatives from federally recognized tribes, representatives from state, federal and resource agencies, port and transit districts, business, environmental, social equity, and transportation organizations, and community members from the Portland-Vancouver metropolitan area provided input that identified regional transportation needs and challenges and shaped the draft 2023 RTP vision, goals, policies and investment priorities for the region's transportation system; and

WHEREAS, as part of the process, Metro issued a Call for projects through which jurisdictional partners and transportation agencies were asked to identify projects that addressed regional and local needs and challenges and supported regional goals, consistent with adopted local Transportation System Plans or other locally adopted plans, were reasonably expected to be implemented within the timeframes established within a regionally-coordinated financially constrained revenue forecast, and provide eligibility for strategic state and federal funding opportunities; and

WHEREAS, the draft Regional High Capacity Transit Strategy is a component of the RTP and 2018 Regional Transit Strategy; and

WHEREAS, in 2022 Metro and TriMet, as a Project Management Team, created a High Capacity Transit Working Group consisting of transit providers and city, county and state representatives and agency partners, which was tasked with providing technical input to the team regarding development of a new coordinated vision and strategy for high capacity transit in the greater Portland region; and

WHEREAS, the Regional High Capacity Transit Working Group met more than six times from 2022 through 2023, through scheduled meetings, review sessions, and office hours, and provided input to Metro staff regarding the development of a new Regional High Capacity Transit Strategy (HCT) to be adopted concurrently with the 2023 Regional Transportation Plan (RTP); and

WHEREAS, the 2023 RTP and 2023 HCT Strategy include a regional high capacity transit vision to make transit more frequent, convenient, accessible and affordable for everyone, and new and updated high capacity transit-related polices aimed at providing a stronger backbone for the regional transit system in the greater Portland region; and

WHEREAS, the 2023 RTP and 2023 HCT strategy includes updates to the Regional Transit Network map to include the updated 2023 high capacity transit lines, adjusted routes proposed in TriMet's Forward Together service concept, and new existing and planned County shuttles, along with enhanced Better Bus transit corridors, streetcar and future transit service identified by TriMet's Service Enhancement Plans and Wilsonville's South Metro Area Regional Transit (SMART) Master Plan; and

WHEREAS, the 2023 HCT Strategy updates existing transit-related policies, performance measures and actions that are described in the 2018 Regional Transit Strategy and are reflected in the draft 2023 RTP; and

WHEREAS, Metro staff have conducted planning activities that were informed by extensive inclusive public engagement to support a regional policy discussion on the future of the region's transportation system and the role that investment can play in providing safe, reliable and affordable

mobility options to access to jobs, education, healthcare and other services and opportunities and building healthy, climate-friendly and equitable communities and a strong economy; and

WHEREAS, development of the 2023 RTP and 2023 HCT Strategy aimed to increase regional collaboration and coordination through a combination of partnerships, focused policy discussions, sound technical work, and inclusive public engagement to update the vision, goals, policies and investment priorities for the region's transportation system to support ongoing efforts to link land use and transportation planning to implement the 2040 Growth Concept and community visions within fiscal constraints while addressing urgent global and regional challenges facing the region – including rising inequities, climate change and safety, housing affordability, homelessness, public health and economic disparities that were intensified by the global pandemic; and

WHEREAS, the inclusive public engagement that informed development of the 2023 RTP and 2023 HCT Strategy aimed to strengthen existing partnerships, and build new partnerships with local, regional, Tribal, state and federal governments, small and large businesses and economic development interests, business and community leaders, and underrepresented communities, including Black, Indigenous and people of color (BIPOC) communities, federally recognized tribes, people with low income, people who speak limited English, people experiencing a disability, youth and older adults, build public trust in government, build support for and momentum to adopt the 2023 RTP and 2023 HCT Strategy, and make the case for funding and investment in the region's transportation system; and

WHEREAS, the system analysis of the draft project list is not yet complete and will be added to the Chapter 7 of the draft 2023 RTP, identified in Exhibit A, along with design and copy edits, technical corrections and minor updates as the plan is finalized for public review; and

WHEREAS, Chapter 8 of the 2023 RTP, which establishes the ongoing work plan for regional planning activities, will evolve throughout the remainder of this RTP update - it will continue to be revised by Metro staff prior to release of the public review draft 2023 RTP and additional revisions are also anticipated in response to public comment and policy discussion as part of final adoption of the plan; and

WHEREAS, on June 2, 2023, Metro's Transportation Policy Alternatives Committee (TPAC) recommended that JPACT approve this resolution; and

WHEREAS, on June 15, 2023, JPACT approved and recommended the Metro Council approve this resolution; now therefore

BE IT RESOLVED that the Metro Council approves releasing the Draft 2023 RTP, identified in Exhibit A; the Draft 2023 RTP Project List, identified in Exhibit B; and the Draft 2023 High Capacity Transit Strategy, identified in Exhibit C, for public review and policy discussion, and supports staff making necessary design and copy edits, technical additions and corrections and minor updates when preparing the documents for release.

ADOPTED by the Metro Council this 29th day of June 2023.

Lynn Peterson, Council President

Approved as to Form:

Carrie MacLaren, Metro Attorney

# Chapter 1

# **Toward a Connected Region**

# 2023 Regional Transportation Plan

June 5, 2023 WORKING DRAFT

*This draft is subject to design and copy edits, technical corrections and minor updates as it is finalized for public review.*

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## TABLE OF CONTENTS

**Chapter 1 ..... 1-1**

**purpose ..... 1-1**

**Chapter organization ..... 1-2**

**1.1 Introduction ..... 1-3**

**1.1 Introduction ..... 1-5**

**1.3 Metropolitan transportation planning process ..... 1-8**

**1.3.1 The region has several planning boundaries with different purposes ..... 1-11**

**1.3.2 Metro facilitates the metropolitan transportation planning process through Metro's advisory committees ..... 1-12**

**1.4 Process and engagement overview ..... 1-15**

**1.5 What's next moving forward? ..... 1-16**

## FIGURES

**Figure 1.1 Portland-Vancouver metropolitan region geographic context ..... 1-5**

**Figure 1.2 Cities and counties of the Portland-Vancouver metropolitan region ..... 1-7**

**Figure 1.3 National goal areas and federal planning factors ..... 1-8**

**Figure 1.4 How federal and regional transportation policies have evolved since the 1990s 1-10**

**Figure 1.5 Metropolitan planning area boundaries ..... 1-11**

**Figure 1.6 Regional transportation decision-making process ..... 1-13**

**Figure 1.7 Timeline and process for development of the 2018 Regional Transportation Plan 1-15**

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## PURPOSE

Transportation planning means more than deciding where to build roads, sidewalks, bikeways and transit and freight routes. It's about taking care of what we have and building great communities. It's about ensuring that no matter where you are or where you're going, you can have safe, reliable, healthy and affordable options to get there. It's about nurturing a strong economy, advancing equity and protecting the quality of life we all value.

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

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

How we respond to these challenges today will set the course for generations to come. Since Fall 2021, Metro has been working with local, regional and state partners and the public to update our region's shared transportation vision and investment strategy for the next two decades. The updated RTP defines a safe, reliable, healthy and affordable transportation system that is environmentally responsible, efficiently moves products to market, and ensures all people can connect to the education and work opportunities they need to experience and contribute our region's economic prosperity and quality of life. The plan laid out in these pages, will take sustained, focused work from every partner in the region.

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## Chapter organization

This chapter is organized into the following sections:

**1.1 Introduction**: This section broadly describes the Regional Transportation Plan and trends and challenges facing the region that were the focus of this update.

**1.2 Geographic setting**: This section describes the geographic context of the Portland-Vancouver metropolitan region.

**1.3 Metropolitan transportation planning process**: This section describes Metro's role in transportation planning and planning areas of responsibility to address state and federal requirements.

**1.4 Process and engagement overview**: This section describes the timeline and process for developing the 2023 Regional Transportation Plan.

**1.5 What's next moving forward**: This section provides a brief introduction to the rest of the plan.

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## 1.1 INTRODUCTION

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

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

We are at a pivotal moment. The greater Portland region continues to grow and change, straining our aging transportation system. A half-million new residents are expected to live in the Portland region by 2045 – about half from growing families. Our communities are becoming more culturally diverse, bringing rich cultural activity to neighborhoods. A new generation will grow to adulthood as others move toward retirement.

The greater Portland region is facing urgent global and regional challenges, and the future is uncertain. Climate change is happening and our system is not prepared for the expected Cascadia Subduction Zone earthquake. We are experiencing technological changes in transportation that could radically alter our daily lives..

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

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

During the past eighteen months, Metro worked with policy makers, federal, state and local government partners and transportation agencies, federally recognized Tribal governments as well as community members, community-based organizations, businesses, business groups and members of the public to develop the 2023 Regional Transportation Plan. The result of that work is an updated vision, goals and policies that

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guide our transportation planning and investment decisions overall, an understanding of the region's transportation trends[1], needs[2 and 3], and priorities for investment, strategies to help meet those goals and policies, a shared understanding about available financial resources, and a recommended set of projects that make progress addressing the region's significant and growing transportation needs and challenges.

The plan takes into account the changing circumstances and challenges facing our growing region and addresses them directly, adopting new approaches for addressing mobility and prioritizing investments to advance transportation equity, climate, safety, mobility and economic goals. The goals, policies, projects and strategies in this plan also address federal, state and regional planning requirements based on our shared values and the outcomes we are trying to achieve as a region, including implementation of the 2040 Growth Concept.

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[1] The emerging transportation trends research summary is available at: https://www.oregonmetro.gov/sites/default/files/2022/10/12/Metro-Emerging-Trends-summary-final_1.pdf

[2] Factsheets summarizing the regional transportation needs assessment are available at: https://www.oregonmetro.gov/sites/default/files/2022/11/29/2023-RTP-Needs-Assessment-fact-sheets.pdf

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

## 1.1 INTRODUCTION

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

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




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

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

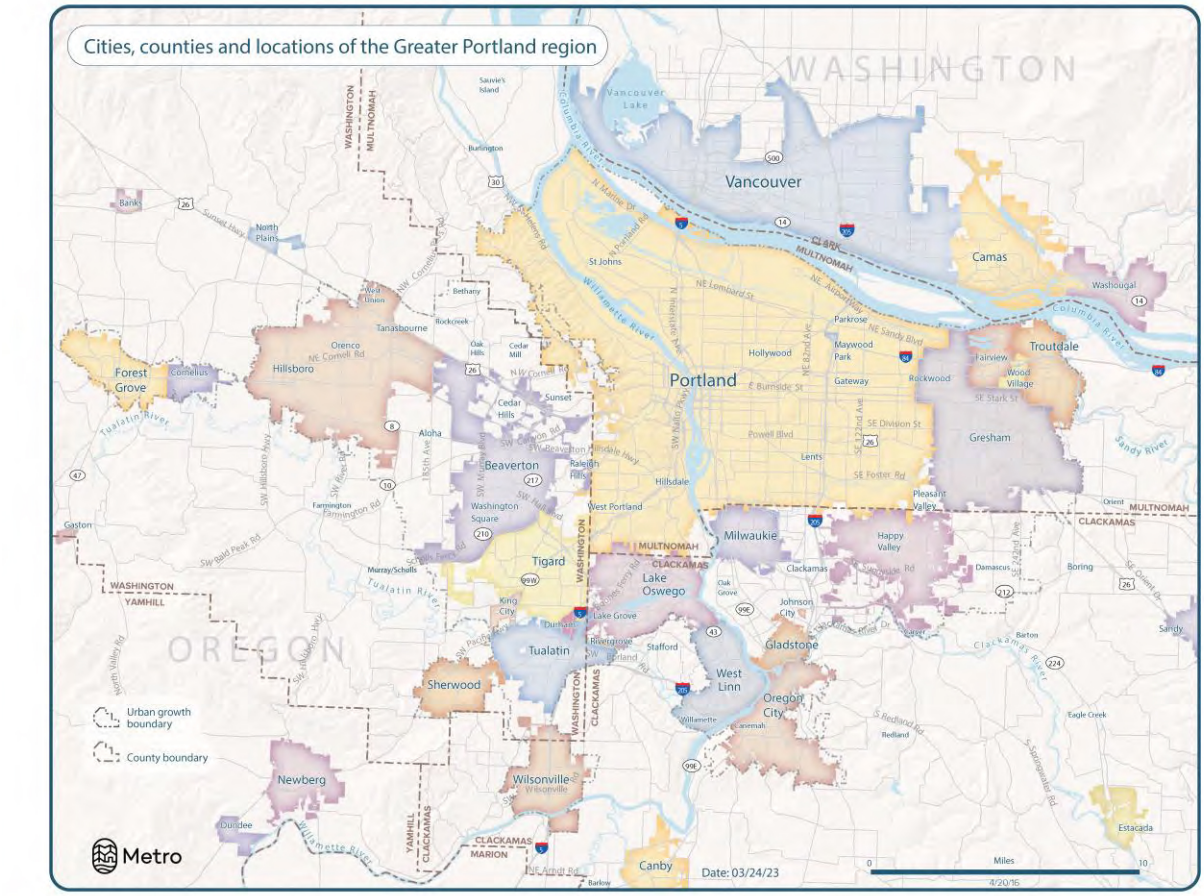
Although not the largest gateway on the U.S. West Coast, the Portland-Vancouver metropolitan region is one of four international gateways on the West Coast, including the Puget Sound, the San Francisco Bay area and Southern California. In this role, the region serves as a gateway to domestic and international markets for businesses located throughout the state of Oregon, Southwest Washington, the Mountain states and the Midwest. Clackamas, Multnomah and Washington counties also play a significant role in the state's agricultural production, representing nearly 17 percent of the state's total value of production and 60 percent of the Port of Portland's export tonnage.[4] The economy of our region and state depend on our ability to support the transportation needs of these industries and provide reliable access to gateway facilities.

The Oregon portion of the Portland-Vancouver metropolitan region encompasses 24 cities and 3 counties as shown in **Figure 1.2**. Metro's urban growth boundary and jurisdictional boundaries are shown in **Figure 1.5**.

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[4] *Identification and Assessment of the Long-Term Commercial Viability of Metro Region Agricultural Lands*, Oregon Department of Agriculture, January 2007, Pg. 4.

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



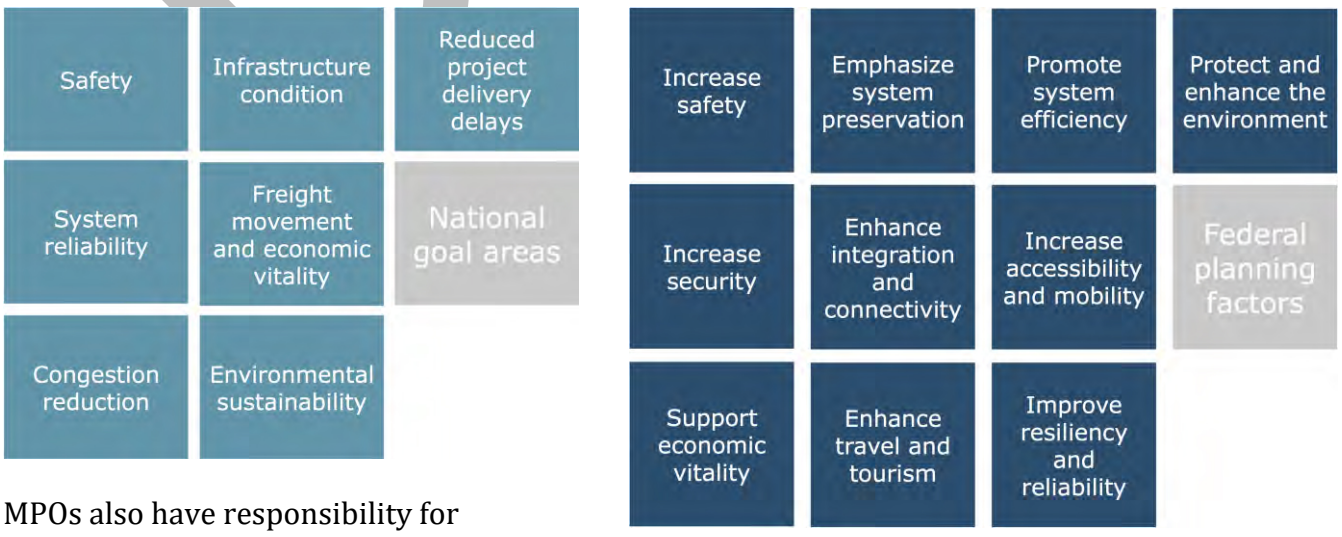
## 1.3 METROPOLITAN TRANSPORTATION PLANNING PROCESS

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

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

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

**Figure 1.3 National goal areas and federal planning factors**




MPOs also have responsibility for

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

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

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

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

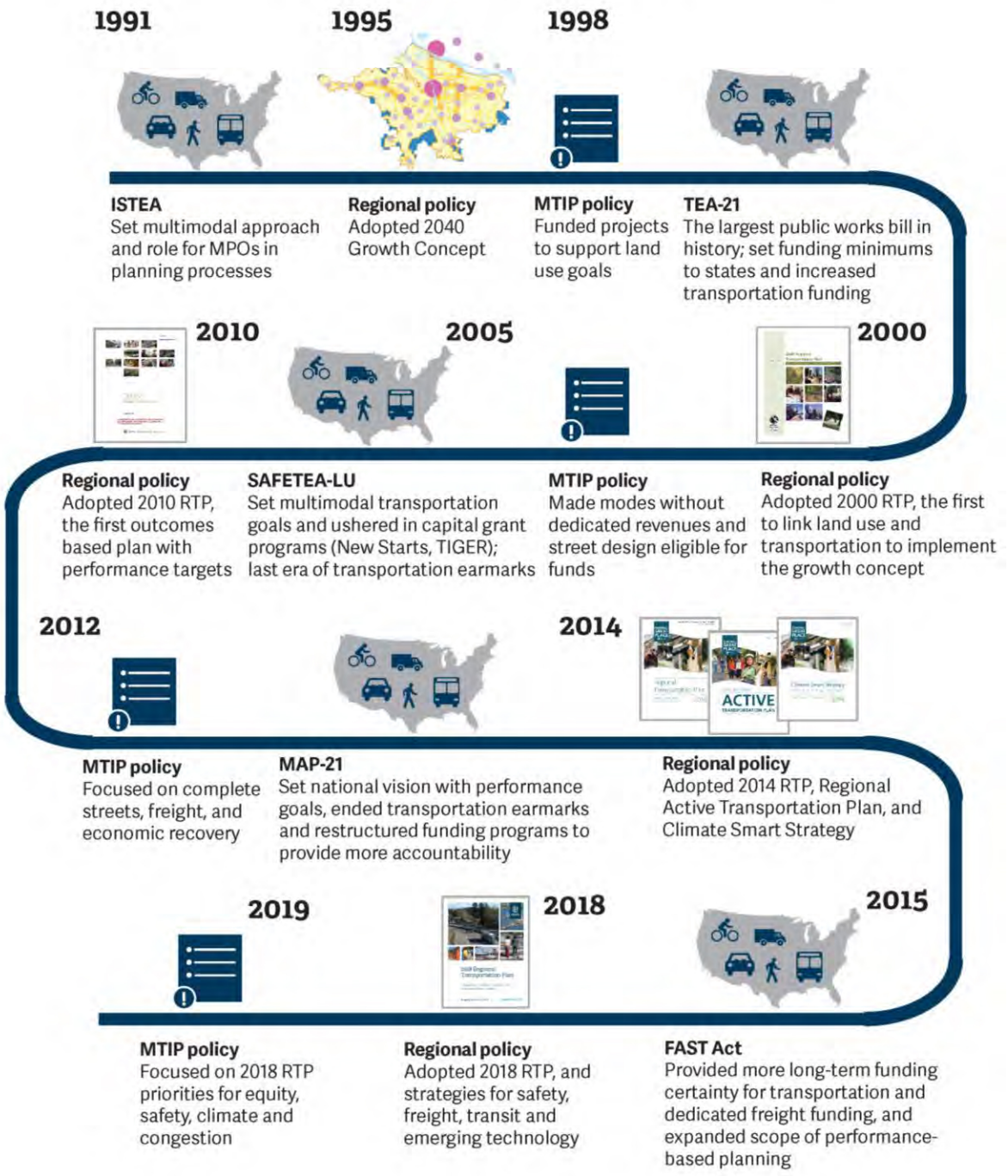
**Figure 1.4** illustrates how federal and regional transportation policies have evolved since the 1990s.

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

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# Transportation policy

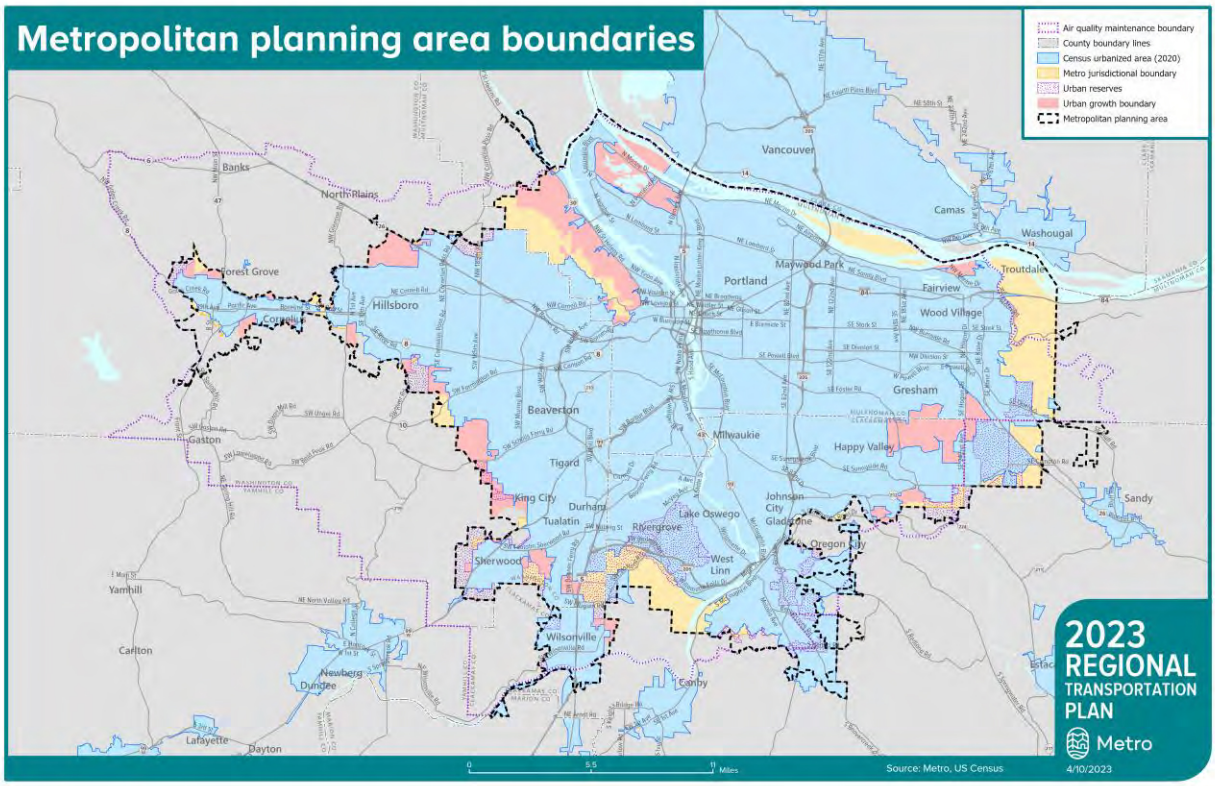
## Over time in greater Portland



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

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

**Figure 1.5 Metropolitan planning area boundaries**




First, Metro's jurisdictional boundary encompasses the urban portions of Multnomah, Washington and Clackamas counties. Second, under Oregon law, each city or metropolitan area in the state has an urban growth boundary that separates urban land from rural land. Metro is responsible for managing the greater Portland region's urban growth boundary.

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

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

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

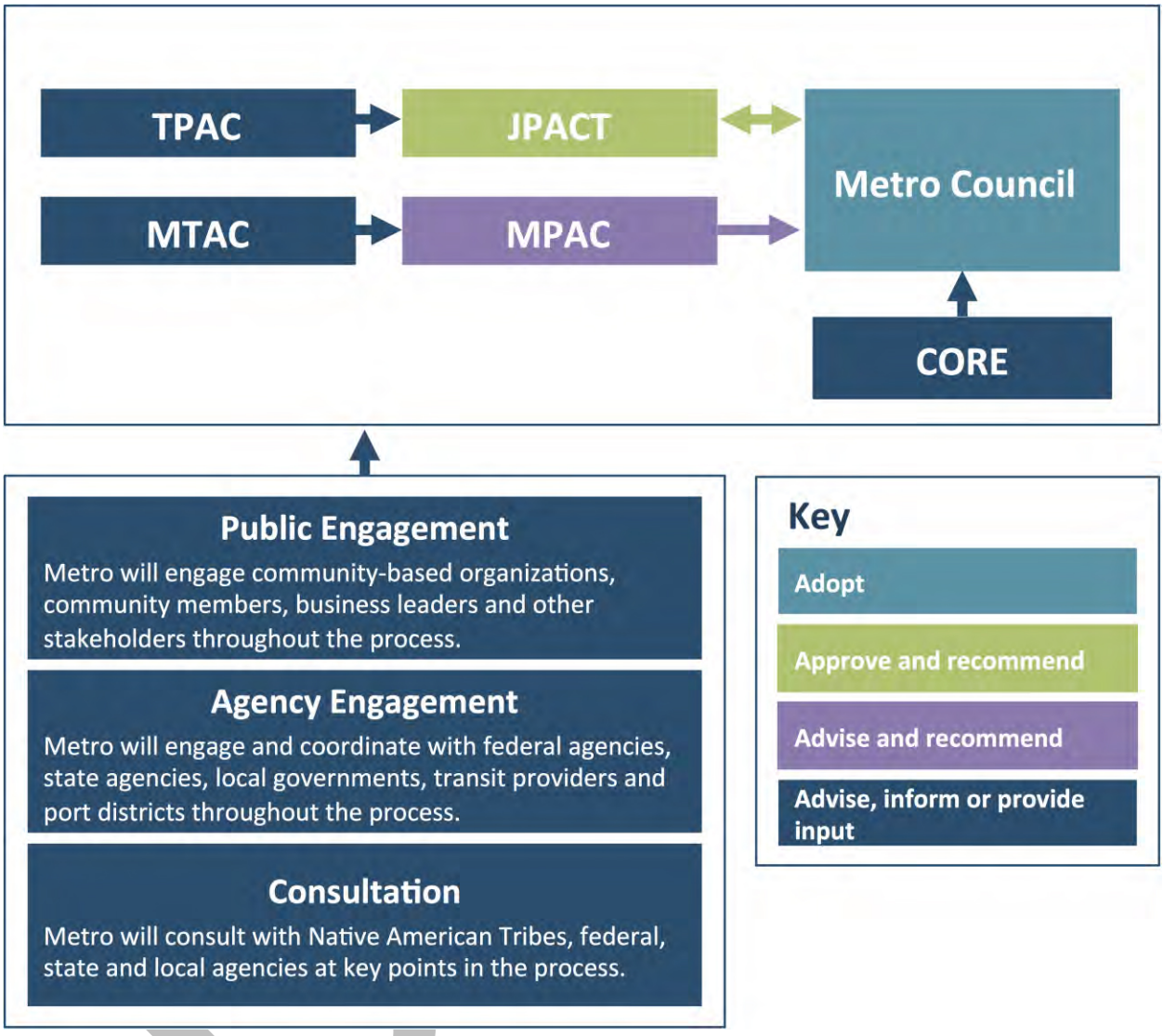
### 1.3.2 Metro facilitates the metropolitan transportation planning process through Metro's advisory committees

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

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

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




*Source: Metro*

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

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

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

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

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

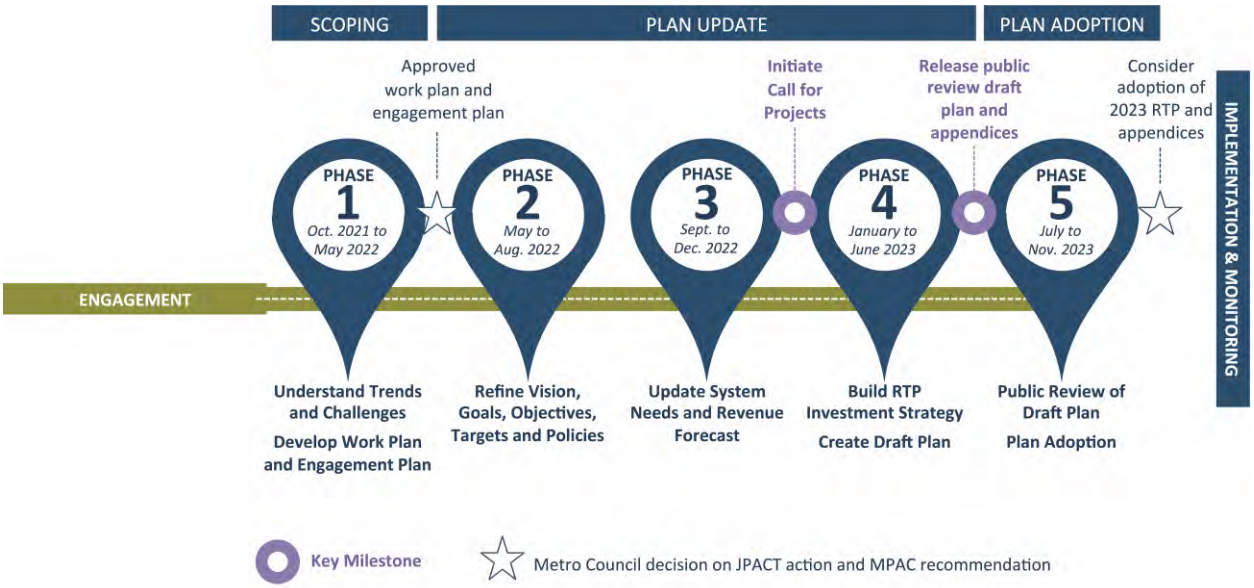
In addition, the Metro Public Engagement Review Committee (PERC) advises the Metro Council on engagement priorities and ways to engage community members in regional planning activities consistent with adopted public engagement policies, guidelines and best practices.

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## 1.4 PROCESS AND ENGAGEMENT OVERVIEW

*This section is under development.*

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




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## 1.5 WHAT'S NEXT MOVING FORWARD?

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

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

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

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Chapter 2

# Our Shared Vision and Goals for Transportation

## 2023 Regional Transportation Plan

May 26, 2023 WORKING DRAFT

*This draft is subject to design and copy edits, technical corrections and minor updates as it is finalized for public review.*

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## TABLE OF CONTENTS

**Chapter 2**

**2.0 Introduction ..... 2-1**

Chapter organization ..... 2-2

**2.1 Outcomes-based framework to guide transportation planning and decision-making .. 2-3**

**2.2 Shared vision for the regional transportation system ..... 2-5**

Outcomes-based goals to realize our vision ..... 2-5

**2.3 Goals and objectives ..... 2-7**

Goal 1: Mobility Options ..... 2-9

Goal 2: Safe System ..... 2-10

Goal 3: Equitable Transportation ..... 2-11

Goal 4: Thriving Economy ..... 2-12

Goal 5: Climate Action and Resilience ..... 2-13

**2.4 Regional transportation performance targets ..... 2-14**

## FIGURES

Figure 2.1 Vision for the regional transportation system ..... 2-5

Figure 2.2 RTP performance-based planning and decision-making framework ..... 2-7

## TABLES

Table 2.1: RTP performance measures, targets and thresholds at a glance ..... 2-14

Draft

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# 2.0 INTRODUCTION

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

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



Learn more about the 2023 Regional Transportation Plan at **oregonmetro.gov/rtp**

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

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

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

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## Chapter organization

This chapter is organized into the following sections:

**2.1 Outcomes-based framework to guide transportation planning and decision-making:** The section describes the outcomes-oriented performance-based planning approach the plan uses to link transportation to a broader set of desired outcomes for vibrant communities, a healthy economy, equity and the environment. This approach also responds to more recent federal and state performance-based planning requirements.

**2.2 Shared vision for the regional transportation system:** This section describes how the RTP will serve a key role in implementing the 2040 Growth Concept and supporting local aspirations for growth.

**2.3 Goals and objectives:** This section lays out five goals and supporting objectives for the region's transportation system. The goals and objectives establish policy and investment priorities that will guide future planning, investment decisions and monitoring.

**2.4 Regional transportation performance targets:** This section lays performance targets for the region's transportation system organized by the RTP goal areas. The performance targets are numerical benchmarks to assess the region's progress in achieving RTP vision and goals. These targets draw from federal and state requirements and regional policies, and will guide future planning, investment decisions and monitoring.

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

We know the transportation funding landscape is changing, and maintaining and growing our world-class transportation system to meet the region's needs requires steady, long-term investment and ongoing maintenance.

Planning creates opportunities for individuals and communities to define and articulate their collective desires and aspirations for enhancing the quality of life in our region and their communities. It allows the people and their elected leaders to take stock of the successes that have been achieved in their communities through years of hard work. It also requires us to think carefully about and be accountable for our future choices, ensuring we get the greatest possible return on public investments and that everyone benefits from those returns. Planning also allows us to identify where investments are most needed in order to deliver the vision a plan articulates.

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

**WHAT OUTCOMES ARE WE TRYING TO ACCOMPLISH?**

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

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

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

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

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

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

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

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

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

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

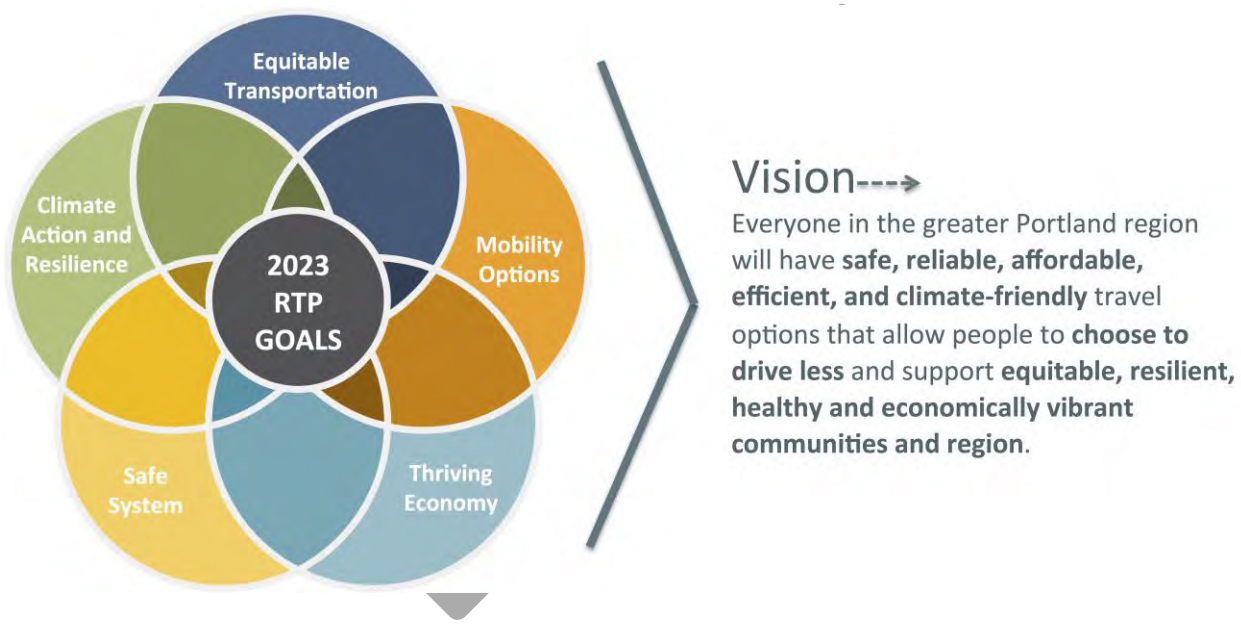
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## 2.2 SHARED VISION FOR THE REGIONAL TRANSPORTATION SYSTEM

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

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

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




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

### Outcomes-based goals to realize our vision

To realize our vision for a transportation system that serves all people and businesses, we need goals to keep us focused and moving forward. The RTP goals were first adopted in 2010 after significant engagement with communities, residents, businesses and stakeholders throughout the region. In 2014, the Metro Council and the Joint Policy Advisory Committee (JPACT) approved the addition of a goal to demonstrate climate

leadership and reduce greenhouse gas emissions. In 2018, the goals, objectives and related performance measures and targets were refined to address new policies and near-term investment priorities for transportation equity, safety, Climate Smart Strategy implementation and managing congestion. In 2023, the goals, objectives and related performance measures and targets were further updated to focus on five interconnected goals – equity, climate, safety, mobility and the economy.

The outcomes-based RTP goals guide the region's transportation planning and decision-making and include specific objectives and performance targets to help measure the progress we are making toward our vision for the transportation system. The goals, objectives, performance measures and performance targets are presented in the next section.

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## 2.3 GOALS AND OBJECTIVES

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

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

The performance targets are numerical benchmarks to assess the region's progress in carrying out the RTP vision. These targets draw from federal and state legislation and regional policies. Some targets are more aspirational than others, but they all can provide useful information on whether the region is making progress toward the RTP goals and support the region's performance-based planning and decision-making framework shown in **Figure 2.2.**

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




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

- A statement of the **goal** that describes a desired outcome or end state toward which actions are focused to make progress toward the plan's vision.
- **Objectives** that identify a measureable desired outcome and means for achieving the goal to guide action within the plan period.
- Key **performance measures** that are used in three different ways to support the region's transportation planning and decision-making process:
    - System performance measures – These are performance measures that are used to predict the future as part of an evaluation process using forecasted data. They can be applied at a system-level, corridor-level and/or project level, and provide the planning process with a basis for evaluating alternatives and making decisions on future transportation investments.
    - Regional performance targets and thresholds – These are numerical goals or a stated direction of performance to be achieved within a specified time period, assigning a value to what the RTP is trying to achieve. Targets provided policy direction for developing the investment strategy recommended in Chapter 6, and address regional and state policies. Performance of the plan's investment relative to the targets is reported in Chapter 7 to track the region's progress toward the plan's vision and goals.
    - Monitoring and reporting measures and targets – These are measures used to monitor changes based on actual empirical or observed data between updates to the RTP. Decision-makers can use this information between updates to evaluate the need for refinements to policies, investments or other elements of the plan based on what is learned. Broad sets of multimodal monitoring measures have been identified in support of implementing the region's Climate Smart Strategy (Appendix J) and Congestion Management Process (see Appendix L). Some monitoring measures have targets for purposes of meeting federal performance-based planning requirements. See Section 7.2 in Chapter 7 for more information about the region's performance-based planning framework.

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

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## Goal 1: Mobility Options

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



### Objectives

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

**Key performance measures**



**Vehicle miles traveled** | **System completeness** | **Throughway reliability** | **Mode share** | **Multimodal travel times**

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

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## Goal 2: Safe System

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




### Objectives

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

### Key performance measure



Safety

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

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## Goal 3: Equitable Transportation

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



### Objectives

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

**Key performance measures***



**Access to transit** | **Access to jobs** | **System completion** | **Affordability****

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

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

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

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## Goal 4: Thriving Economy

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



### Objectives

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

### Key performance measures



**Access to jobs** | **Access to industry and freight facilities** | **Multimodal Travel** | **Affordability***

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

Draft

## Goal 5: Climate Action and Resilience

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




### Objectives

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

**Key performance measures**



**Greenhouse gas emissions**



**Vehicle miles traveled**



**Potential resources impact**

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

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## 2.4 REGIONAL TRANSPORTATION PERFORMANCE TARGETS

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

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

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

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

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

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

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

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

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# Chapter 3

# **System Policies to Achieve Our Vision**

## 2023 Regional Transportation Plan

May 26, 2023 WORKING DRAFT

*This draft is subject to copy edits, technical corrections and minor updates as it finalized for public review.*

Draft

## TABLE OF CONTENTS

**Chapter 3** ..... **1**

**Introduction** ..... **7**

Purpose 7

Chapter organization ..... 7

**3.1 Regional Transportation System Components** ..... **8**

**3.2 Overarching System Policies** ..... **9**

3.2.1 2040 Growth Concept – an integrated land use and transportation vision and strategy ..... 9

3.2.2 Transportation Equity Policies ..... 12

3.2.3 Safety and Security Policies ..... 24

3.2.4 Climate Action Policies and Resilience Policies ..... 31

3.2.5 Pricing Policies ..... 38

3.2.6 Mobility Policies ..... 51

**3.3 Regional Network Visions, Concepts and Policies** ..... **65**

3.3.1 Regional mobility corridor concept ..... 66

3.3.2 Regional Design and Placemaking Vision and Policies ..... 68

3.3.3 Regional motor vehicle network vision and policies ..... 81

3.3.4 Congestion management process ..... 91

3.3.5 Regional transit network vision and policies ..... 93

3.3.6 Regional freight network vison and policies ..... 114

3.3.7 Regional active transportation network vision ..... 121

3.3.8 Regional bicycle network concept and policies ..... 123

3.3.9 Regional pedestrian network concept and policies ..... 131

3.3.10 Transportation System Management and Operations Vision and Policies ..... 137

3.3.11 Transportation Demand Management Concept and Policies ..... 142

3.3.12 Emerging Technology Policies ..... 145

Draft

## FIGURES

Figure 3-1 Growth Concept – an integrated land use and transportation vision ..... 9
Figure 3-2 Regional equity focus areas map ..... 14
Figure 3-3 Regional transportation safety strategies ..... 25
Figure 3-4 Components of the Safe System approach ..... 26
Figure 3-5 Guiding principles of the Safe System approach ..... 27
Figure 3-6 Regional high injury corridors and intersections ..... 27
Figure 3-7 Regional emergency transportation routes (ETR) map ..... 37
Figure 3-8 System Planning Process Utilizing the Mobility Policy Measures ..... 60
Figure 3-9 Guidance for Assessing Plan Amendment Impacts ..... 63
Figure 3-10 Plan Amendment Process Utilizing the Mobility Policy Measures ..... 64
Figure 3-11 Regional transportation system components ..... 66
Figure 3-12 Regional mobility corridor concept ..... 67
Figure 3-13 Mobility corridors in the Portland metropolitan region ..... 68
Figure 3-14 Metro's Designing Livable Streets and Trails Guide ..... 69
Figure 3-15 Land use and transportation transect ..... 71
Figure 3-16 Street connectivity ..... 71
Figure 3-17 Livable streets and trails functions ..... 72
Figure 3-18 Examples of how green infrastructure can help achieve regional goals ..... 79
Figure 3-19 The performance-based design decision-making framework ..... 80
Figure 3-20 Regional design classifications map [To be added] ..... 80
Figure 3-21 Regional motor vehicle network concept ..... 81
Figure 3-22 Collector and local street network concept ..... 89
Figure 3-23 Regional motor vehicle network map ..... 90
Figure 3-24 Regional transit network concept ..... 95
Figure 3-25 Regional transit spectrum ..... 98
Figure 3-26 Regional transit network map ..... 98
Figure 3-27 Service improvements, capital investments and transit supportive elements ..... 99
Figure 3-28 Tools for building a high-quality transit system ..... 101
Figure 3-30 U.S. High speed intercity passenger rail network ..... 108
Figure 3-30 Regional transit access priorities ..... 110

Draft

Figure 3-31 Regional freight network concept ..... 115
Figure 3-32 Regional freight network map ..... 120
Figure 3-33 Regional bicycle network concept ..... 124
Figure 3-34 Bicycle parkway concept ..... 127
Figure 3-35 Regional bicycle network map ..... 130
Figure 3-36 Regional pedestrian network concept ..... 132
Figure 3-37 Regional pedestrian network map ..... 136
Figure 3-38 Transportation system management and operations map ..... 141

## TABLES

Table 3-1 Growth concept and land use design ..... 10
Table 3-2 Priority infrastructure investment strategies ..... 11
Table 3-3 Pricing and implementing agency ..... 39
Table 3-4 Potential Options for Revenue Reinvestment ..... 43
Table 3-5 Mobility performance targets and thresholds ..... 54
Table 3-6 Planned regional transportation system and typical design components of regional design classifications ..... 73
Table 3-7 Design characteristics of healthy urban arterials ..... 75
Table 3-8 Planned motor-vehicle network capacity ..... 82
Table 3-9 Toolbox of strategies to address congestion in the region ..... 91
Table 3-10 Effects of land use on transit service ..... 96
Table 3-11 Better Bus treatments to enhance frequent transit service ..... 106
Table 3-12 Examples of TSMO and investments in four strategic areas ..... 138
Table 3-13 RTP goals and corresponding emerging technology principles ..... 146

Draft

# INTRODUCTION

## Purpose

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

These polices support implementation of the vision, goals and objectives for the regional transportation system defined in Chapter 2.

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

## Chapter organization

This chapter is organized into three sections.

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

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

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

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

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# 3.1 REGIONAL TRANSPORTATION SYSTEM COMPONENTS

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

### Regional transportation system components

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

1. Planned and existing throughways, highways and arterials shown on the regional motor vehicle network map shown in Figure 3-23, including: all state-owned transportation facilities: interstate, statewide, regional and district highways and their bridges, overcrossings, and ramps, and all city- or county-owned arterial roadways and their bridges.
2. All streets and transportation facilities, including bicycle and pedestrian facilities, within 2040 centers, corridors, industrial areas, employment areas, main streets and station communities shown on the 2040 Growth Concept map in Figure 3-1.
3. All high capacity transit and regional transit network facilities and their bridges shown on the regional transit network map in Figure 3-24.
4. All regional bicycle and pedestrian facilities and their bridges, including regional trails shown on the regional pedestrian and bicycle network maps in Figure 3-36 and Figure 3-38.
5. All bridges that cross the Willamette, Columbia, Clackamas, Tualatin, or Sandy rivers.
6. All freight and passenger intermodal facilities, airports, rail facilities and marine transportation facilities and their bridges shown on the regional freight network map in Figure 3-33.
7. Any other transportation facility, service or strategy that is determined by JPACT and the Metro Council to be of regional interest because it has a regional need or impact (e.g., transit-oriented development, transportation system management and demand management strategies, local street connectivity and culverts that serve as barriers to fish passage).

The Regional Transportation Plan (RTP) designates these facilities on the network maps in this chapter. Together, these facilities and services constitute an integrated and interconnected system that supports planned land uses and provides travel options to achieve the goals, objectives, and policies of the RTP. Typically, projects must be identified on or as part of the regional transportation system to be eligible for federal transportation funding.

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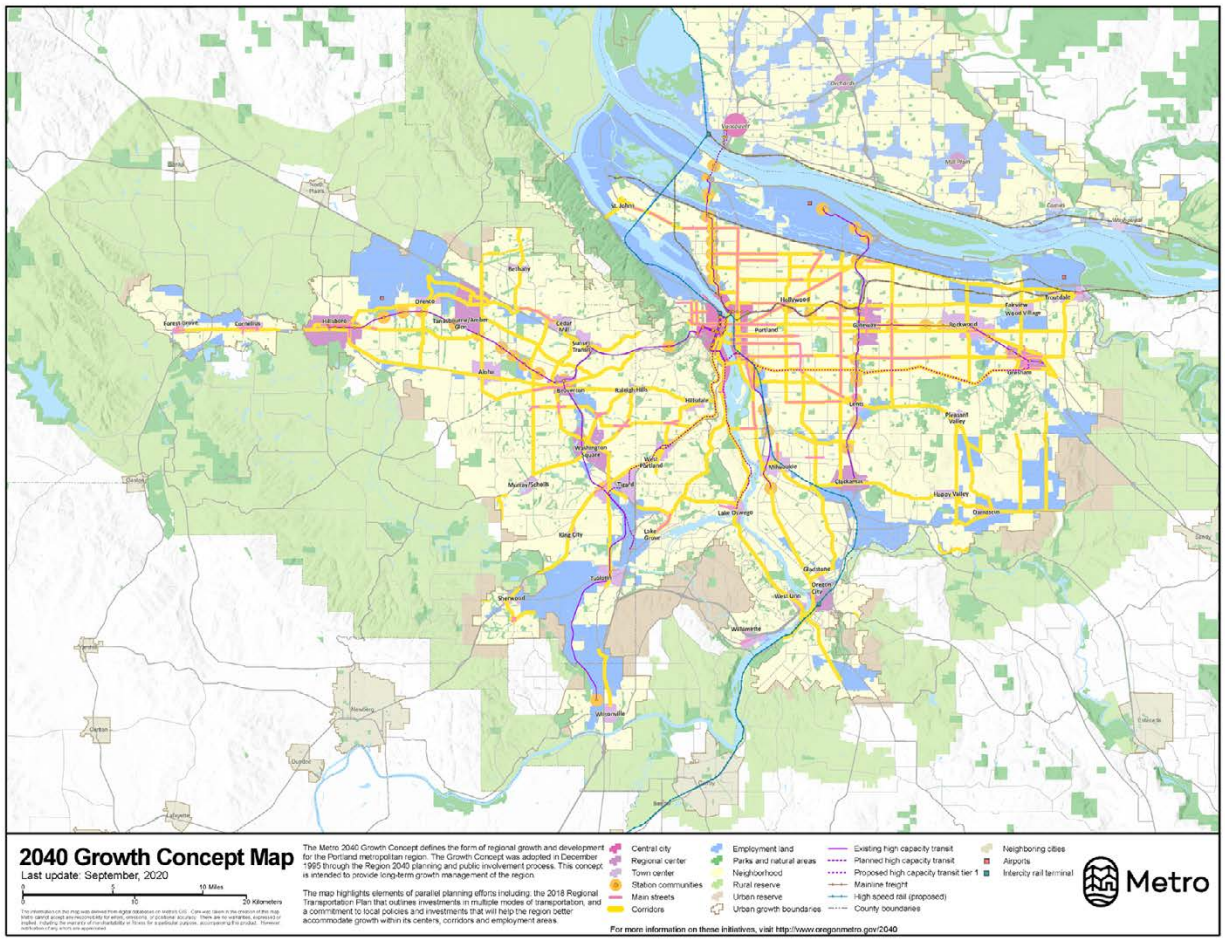
## 3.2 OVERARCHING SYSTEM POLICIES

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

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

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

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



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

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

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

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

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

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

| 2040 Target Areas | | |
|---|---|---|
| **Primary land uses** | **Secondary land uses** | **Other urban land uses** |
| • Portland central city<br>• Regional centers<br>• Industrial areas<br>• Freight and passenger intermodal facilities | • Employment areas<br>• Town centers<br>• Station communities<br>• Corridors<br>• Main streets | • Neighborhoods<br>**Other land uses outside UGB**<br>• Urban reserves<br>• Rural reserves<br>• Neighbor cities |

Different parts of the region are at different stages of implementing the 2040 Growth Concept. As a result, different areas may have different transportation investment needs and priorities that will require substantial public and private investment over the long-term. Table 3-2 provides an

example of the type of investments that might be applicable depending on how far along an area is in implementing the 2040 Growth Concept.

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

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

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### 3.2.2 Transportation Equity Policies

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

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

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

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

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

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

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

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

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

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

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

The goals are:

A. Metro convenes and supports regional partners to advance racial equity;

B. Metro meaningfully engages communities of color;

C. Metro hires, trains, and promotes a racially diverse workforce;

D. Metro creates safe and welcoming services, programs and destinations; and

E. Metro's resource allocation advances racial equity.

### 3.2.2.2 Regional Transportation Plan equity focus areas

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

- People of Color - People who do not identify as white
- English Language Learners - People who identify as unable "to speak English very well."

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1 Treuhaft, S., Blackwell, A.G., & Pastor, M. (2012). America's Tomorrow: Equity is the Superior Growth Model. Retrieved January 2016: www.policylink.org/sites/default/files/SUMMIT_FRAMING_WEB_20120110.PDF

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

- People with Lower Incomes – People with incomes equal to or less than 200% of the Federal Poverty Level

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

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

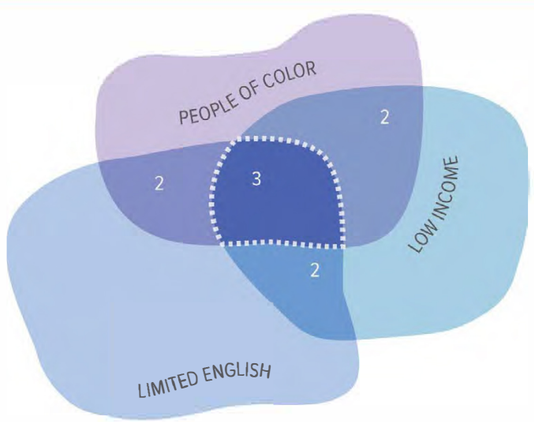
**Figure 3-2 Regional equity focus areas map**

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# Equity Focus Areas

Equity Focus Areas are based on Census Tracts that have populations above the regional average and over twice the regional density.

- People of Color Equity Focus Areas
- Limited English Equity Focus Areas
- Low Income Equity Focus Areas




0 5 10 Miles

Sources: Census and Metro

2/13/2023

## 2023 REGIONAL TRANSPORTATION PLAN

Metro

### 3.2.2.3 Transportation equity policies

The Transportation Equity policies in this section aim to eliminate transportation-related disparities and barriers[3] identified by marginalized communities as priorities to address through the Regional Transportation Plan (RTP) and regional transportation planning and decision-making processes.

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

The policies provide direction as to how Metro, working in partnership with marginalized communities, jurisdictions, and other partners, will prioritize transportation equity in regional transportation planning and decision-making. These policies are consistent with Chapter 660

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

Division 12 of Oregon Administrative Rules (OAR).[4] These rules include additional guidance for equitable transportation planning and decision-making.

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

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

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

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

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

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

1. Examine the structure of decision-making processes, identify who participates (or doesn't) in decision making and how their input is linked to the outcomes of the decisions.
    a. Change the design of decision-making processes to increase access and opportunity to those who have been previously excluded. This includes prioritizing representation from Black, Indigenous and People of Color communities and equity leaders.

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

   b. Provide opportunities for direct interaction with decision makers and shift power inequities.

2. Use specific methods, analysis and tools in transportation planning, and decision-making processes to eliminate exclusionary practices. This includes using tools, analysis, and methods to check implicit bias and assess power dynamics, providing distinct participation mechanisms for those most impacted, considering who benefits and who is most impacted by decisions, and ultimately shifting the way decisions are made.

   a. **Data collection and analysis**: Assessment of current community conditions that may be impacted by the proposed decision with attention to demographics, historical, real estate market, workforce, and environmental conditions.

   b. **Social and economic power analysis**: A social power analysis is a tool that can be used to determine who has the decision-making power or influence, historically and today, to inform this decision, as well as who has the power to change this decision. This analysis is supported by data collection that considers who is positively and negatively affected by the proposed decision.

   c. **Appointed representation**: Appointed representation is a participation mechanism for appointing individuals from specific social groups who have the least influence and are most impacted by the proposed decision.

   d. **Decision mapping**: This tool supports the design of a process to include individuals and groups that lack access and opportunity to participate in decision making. Conceptual mapping of a process is used to determine how and when individuals or a group may be included in decisions and how their input is linked to outcomes. A key aspect of this is identifying decision points to inform how to situate participants to influence decisions rather than serve as a review body.

   e. **Reflective questions**: Incorporating specific questions into decision making processes help address implicit bias and shift the way we make decisions. These may include questions such as: Who benefits and who is burdened by this decision? In addition, more extensive and in-depth questions may be tailored to the specific policies and programs.

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

A trend observed across many western U.S. cities is that with a severe deficit of housing supply, particularly affordable units, the addition of certain transportation projects, such as a new rail line or a high-quality bicycle/pedestrian trail, can increase surrounding property values, contribute to displacement, and disrupt community stability. This has occurred in Portland, in particular this has been the Black communities experience in North and Northeast Portland. Over time, ethnic and new immigrant neighborhoods with good access to transportation have gentrified, displacing established communities. Dense centers are appealing and desirable and do not have enough

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affordable housing and are becoming more expensive as transportation investments are made. This creates a vicious cycle of increased transportation access to those who have the financial means to afford travel options and the benefits not born to the existing community.

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

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

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

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

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

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

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

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

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

1. Seek opportunities to restore Black, Indigenous and people of color (BIPOC), federally recognized tribes, and other marginalized communities harmed by past transportation decisions through collaborative re-investment and removal of harmful infrastructure.
2. Commit to and focus on systematically addressing disparities for marginalized communities, and measure and track progress.
3. Actively question and engage federally recognized tribes and impacted communities to understand how the plan, program, policies, strategies, or action being undertaken contributes to reducing and eliminating disparities.
4. Actively recognize and put aside implicit partialities and biases.
5. More specifically for the outcomes of safety, access, affordability, and public health, prioritize the following:
    a. Among the multiple priorities for the region's transportation system, prioritize and advance the equity elements of the priority. For example, in looking at a transportation investment focused on safety, advance the element that would benefit communities of color over a general safety benefit.
    b. Prioritize building out the active transportation infrastructure network in areas where there are gaps and deficiencies. Focus on completing gaps in communities of color as a means of prioritizing equity. This includes advancing the completion of access to transit in marginalized communities.
    c. Implement the Regional Travel Options Strategy, including the new Safe Routes to School program, with emphasis to support new partnerships with organizations that serve marginalized communities.
    d. Prioritize the safety of the transportation system, especially in marginalized communities, but focus on addressing the systemic safety issues on high injury corridors which marginalized communities' traverse. Focus on increasing safety in high-risk locations and on high injury corridors that coincide with higher residential concentrations of marginalized communities.
    e. Prioritize and focus on increasing active transportation and transit access to jobs and community places (e.g., libraries, pharmacies, grocery stores, schools, etc.) and services for marginalized communities. Place an emphasis on connecting marginalized communities to middle-wage employment opportunities.
6. Focus on transit solutions that serve marginalized communities.

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   a. This may include creative solutions such as community and job connector shuttle services.
   b. Focus increase in service on transit routes that serve a significant portion of marginalized communities.
   c. While not the most productive and efficient from a strict transit management view, consider coverage transit service routes to support marginalized communities as they navigate the shifting housing affordability dynamics.
   d. Support special needs transportation providers.
7. Complement affordable housing and transit-oriented development to support the integration of land use and transportation where marginalized communities will benefit.
   a. Ensure the long-term sustainability of programs that make transportation affordable, including the adult low-income fare and student pass programs on transit.
   b. Complement and cross-implement the strategies in the *Coordinated Transportation Plan for Seniors and People with Disabilities* in Appendix G.
8. Document and address existing disparities in exposure to transportation related air pollutants, including PM2.5, Diesel PM, NO2 and air toxics, and evaluate whether projects reduce or exacerbate disparities.

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

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

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

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

1. Reduce the barriers to participation in public processes for these communities.
   a. Transportation professionals should look to reduce the barriers for marginalized communities to participate (e.g., go out into the community, offer language translation and childcare services, provide food and incentives) and reach out to marginalized communities in meaningful ways (e.g., engaging through a

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community liaison, allowing communities to lead the discussion) and at opportunities to shape and influence transportation plans, policies and program (e.g., not at a perfunctory time).

2. Identify funding and contracting opportunities for community outreach liaisons and community based organizations who are trusted members of marginalized communities to facilitate relationship-building, conversations, and meaningful engagement.
3. Dedicate resources to meaningfully engage marginalized communities in planning and decision-making processes.
4. Bring in voices from marginalized communities to add perspective and help guide how equity can be embedded in the planning and decision-making process. .
5. Use the Climate Friendly Equitable Communities (CFEC) Program for guidance/rules on inclusive decision making.

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

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

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

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

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

1. Collect data in a manner that facilitates looking at outcomes with an equity lens.
    a. Collect localized disaggregated data.
    b. Emphasize collecting as much qualitative data as quantitative data.
    c. Collect data that is meaningful to marginalized communities.

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2. Appropriately resource data collection and assessment to focus on outcomes with an equity lens.
    a. Acknowledge and recognize data collection and assessment methods will be unfamiliar and new for many project managers and likely to be a necessary but challenging to break convention.
3. Appropriately resource the development of a disparities baseline looking at measures of affordability, safety, access, and environmental health to understand disparities of marginalized communities, in particular people of color.
4. Conduct meaningful engagement with marginalized communities to supplement and ground truth data and technical analysis findings.

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

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

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

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

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

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

Construction has been a racially homogenous industry, yet labor market data indicates a shortage in skilled talent. Diversifying the construction workforce will not only help create a stronger supply of needed workers for the industry, but it will also directly address issues of poverty and economic mobility within communities of color and working families in the region.

Transportation infrastructure projects can have a big impact on promoting equitable growth in the region's economy by providing job opportunities for people of color in the construction trades. While federal and state laws have provisions which facilitate greater access for minority, women-owned and disadvantaged businesses (MWDBE) to be part of these contracting and construction opportunities, the construction industry has a workforce which is not reflective of demographics. Yet it remains a sector that provides access to living-wage careers for marginalized communities, particularly communities of color.

The RTP is a long-range transportation blueprint for the capital investments needed to accommodate existing needs and future population and employment growth. An emphasis on the construction workforce is relevant to building out the transportation system equitably and making progress towards reducing the disparities seen among marginalized communities in terms of living-wage career opportunities and longer-term income stability and affordability. By focusing public investments to advance contracting and workforce equity in the construction trades, transportation infrastructure projects can help mitigate wealth disparity gaps experienced by marginalized communities.

Metro's Construction Career Pathways is a coordinated strategy for growing and diversifying the region's construction workforce.[5] This effort centers on a shared policy framework that provides a roadmap for public agencies to work with labor unions, workforce development organizations and contractors to create opportunities for women and people of color in the construction workforce. As more public agencies in the region join the effort, each agency's individual

[5] Link to Metro webpage on Construction Career Pathways https://www.oregonmetro.gov/regional-leadership/diversity-equity-and-inclusion/construction-career-pathways

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workforce development efforts are better positioned to succeed in cultivating a labor pool that strengthens their community and reflects the populations they serve.

**To implement Transportation Equity Policy 7 regional partners should take the following actions:**

1. Use t inclusive hiring practices and contracting opportunities and formalize reporting of minority, women-owned and disadvantaged businesses construction contracts on all Metro-funded transportation projects.
2. For transportation investments programmed within the MTIP, particularly as part of the construction phases, request from partners information about minority, women-owned and disadvantaged business contracting and workforce diversity utilization.
3. Through partnership with Metro's Diversity, Equity and Inclusion program, provide information and resources to partners on ways to support and advance equity in contracting and workforce.
4. Develop mechanisms to incentivize partners to pursue recruitment and retention strategies on transportation projects that help grow and diversify the construction workforce.
5. Encourage workforce diversity utilization through apprenticeships with marginalized communities as part of contracts.
6. Partner with workforce development organizations to improve outreach, share information and leverage resources that support and grow a diverse construction workforce and contracting community.

### 3.2.3 Safety and Security Policies

Eliminating traffic related deaths and life changing injuries (often defined as fatalities, and severe or serious crashes) and increasing the safety and security of the transportation system is a top priority of the Regional Transportation Plan (RTP), as is prioritizing safety for people of color, people with low incomes, people with disabilities, people walking, bicycling, and using motorcycles, youth and older adults.

Transportation safety is protection from death or bodily injury form a motor-vehicle crash while engaged in travel. Individual and public transportation security is protection from intentional criminal or antisocial acts while engaged in trip making.

#### 3.2.3.1 Regional Transportation Safety Strategy (2018)

The Regional Transportation Safety Strategy ("Safety Strategy") identifies data-driven strategies and actions to address the most common types of crashes and contributing factors.[6] Key findings

[6] The Regional Transportation Safety Strategy, adopted in December 2018, is a topical plan of the Regional Transportation Plan. Link to the Safety Strategy https://www.oregonmetro.gov/regional-transportation-safety-plan

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from the analysis of crash data from 2016-2020 can are in RTP Chapter 4. Additional analysis can be found in the 2018 Metro State of Safety Report and the Safety Strategy.[7]

The Safety Strategy recommends **six strategies** to support achieving the region's adopted Vision Zero target for 2035, shown in Figure 3-3. Each strategy includes specific actions, which can be found in the Safety Strategy. The strategies and actions are evidence-based and were identified by a regional safety work group in response to analysis of crash data in the 2018 Metro State of Safety Report and other sources. Refer to the Regional Transportation Safety Strategy for detailed information on each of the strategies and specific actions.

**Figure 3-3 Regional transportation safety strategies**




### 3.2.3.2 Using the Safe System approach

The Safety Strategy employs a Safe System approach with the goal of zero fatal and severe injury traffic deaths. The Safe System approach originated in Sweden and now other countries and many U.S. cities are using the framework. Similar frameworks are Vision Zero (Sweden), Toward Zero Deaths (U.S.), Road to Zero Coalition (National Safety Council), Safe System (New Zealand), and Sustainable Safety (Denmark).

The Safe System approach involves a holistic view of the transportation system and the interactions among travel speeds, vehicles, road users and the road itself. It is an inclusive approach that prioritizes safety for all user groups of the transportation system - drivers, motorcyclists, passengers, pedestrians, bicyclists, and commercial and heavy vehicle drivers.

[7]The 2018 Metro State of Safety Report is an appendix of the Safety Strategy. Link to the State of Safety Report https://www.oregonmetro.gov/sites/default/files/2018/05/25/2018-Metro-State-of-Safety-Report-05252018.pdf

Consistent with the region's long-term safety vision, it acknowledges that people will make mistakes and may have road crashes—but the system should be designed so that those crashes should not result in death or serious injury. Design emphasizes separation – between people walking and bicycling and motor-vehicles, access management and median separation of traffic – and survivable speeds.

**Figure 3-4 Components of the Safe System approach**




Source: Metro. Graphic showing The Safe System Approach elements of safe roads, safe vehicles, safe speed, safe road users, and post-crash care.

Governments using the Safe System approach focus on preventing all fatal and severe injury crashes and recognize that the responsibility for crash prevention resides not only with roadway users but with transportation professionals and decision makers. Agencies using the Safe System approach have been more effective in reducing traffic deaths and severe injuries than more traditional approaches that focus on all crashes.[8] The Safe System approach focuses on the following key guiding principles that shape how stakeholders address transportation safety (Figure 3-5). Refer to the Regional Transportation Safety Strategy for detailed information on the Safe System approach.

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[8] Sustainable and Safe: A Vision and Guidance for Zero Road Deaths, World Resources Institute, Global Road Safety Facility (2017)

**Figure 3-5 Guiding principles of the Safe System approach**




Source: Metro. Graphic showing the guiding principles of the safe system approach

### 3.2.3.3 Regional high injury corridors and intersections

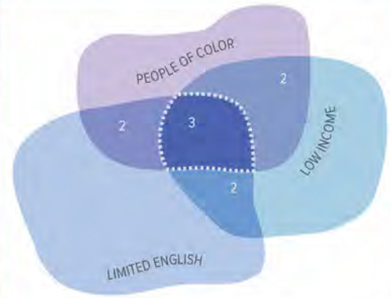
Figure 3-6 shows the map of regional high injury corridors overlapping with Equity Focus Areas. Metro and regional partners identify regional high injury corridors and intersections to help prioritize safety near term investments. Metro updates this map every five years. In the interim, transportation agencies and stakeholders may identify other safety investments that warrant priority based on other data and analysis. The needs assessment in Chapter 4 provides more detail on how this map was created, along with other safety data.

**Figure 3-6 Regional high injury corridors and intersections**

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# Regional High Injury Corridors and Intersections

Top 1% High Injury Intersections
Top 5% High Injury Intersections
High Injury Corridors
County boundary
Urban growth boundary
Metropolitan Planning Area
People of Color Equity Focus Areas
Limited English Equity Focus Areas
Low Income Equity Focus Areas




See inset map

Inset map

0 Mile 0.85

0 5 10 Miles

Sources: ODOT and Metro

**2023 REGIONAL TRANSPORTATION PLAN**

Metro

3/31/2023

### 3.2.3.4 Safety and security policies

Regional Transportation Safety and Security Policies reflect the policy framework of the Regional Transportation Safety Strategy. Implementation of the policies supports achieving the regional Vision Zero target for 2035 and making travel in the region safer and more secure for all people.

| | |
|---|---|
| **Policy 1** | **Focus safety efforts on eliminating traffic deaths and severe injury crashes to achieve Vision Zero.** |
| **Policy 2** | **Prioritize safety investments, education and equitable enforcement on high injury and high-risk corridors and intersections, with a focus on reducing speeds and speeding.** |
| **Policy 3** | **Prioritize investments that benefit people with higher risk of being involved in a serious crash, including people of color, people with low incomes, people with disabilities, people walking, bicycling, and using motorcycles, people working in the right-of-way, youth and older adults.** |
| **Policy 4** | **Increase safety for all modes of travel and for all people through the planning, design, construction, operation, and maintenance of the transportation system, with a focus on reducing vehicle speeds.** |
| **Policy 5** | **Make safety a key consideration in all transportation projects and avoid replicating or exacerbating a known safety problem with any project or program.** |
| **Policy 6** | **Employ a Safe System approach and use data and analysis tools and performance monitoring to support data-driven decision-making.** |
| **Policy 7** | **Utilize safety and engineering best practices to identify low-cost and effective treatments that can be implemented systematically in shorter timeframes than large capital projects.** |
| **Policy 8** | **Prioritize investments, education and enforcement that increase individual and public security while traveling by reducing intentional crime, such as harassment, targeting, and terrorist acts, and prioritize efforts that benefit people of color, people with low incomes, people with disabilities, women and people walking, bicycling, and taking transit.** |
| **Policy 9** | **Make safety a key consideration when defining system adequacy (or deficiency) for the purposes of planning or traffic impact analysis.** |

**Safety Policy 1. Focus safety efforts on eliminating traffic deaths and severe injury crashes to achieve Vision Zero.**

To reach the goal of eliminating deaths and severe injuries from traffic crashes, this policy directs safety related efforts to focus on fatal and severe injury crashes, as opposed to all crashes. Focusing on serious crashes is a key tenant of the Safe System approach. It entails identifying where serious crashes occur and focusing on those locations, identifying the risk factors involved in serious crashes and addressing and eliminating those risks, focusing enforcement and education on high-risk behaviors that lead to serious crashes and less or no enforcement or education on low-risk behaviors. When communities use enforcement, precautions must be implemented to ensure equitable actions and outcomes.

**Safety Policy 2. Prioritize safety investments, education and equitable enforcement on high injury and high-risk corridors and intersections, with a focus on reducing speeds and speeding.**

This policy directs safety investments, education and equitable enforcement to be prioritized on the corridors where the most serious crashes have occurred or have a risk of occurring (due to identified risk factors such as lack of roadway separation or excessive speeding). This policy approach, prioritizing corridors where deadly crashes are or could occur, more effectively uses limited resources where the most serious issues are. Additionally, this policy emphasizes the systemic approach to safety to address known safety risk factors corridor wide to prevent serious crashes from occurring in the future.

**Safety Policy 3. Prioritize investments that benefit people with higher risk of being involved in a serious crash, including people of color, people with low incomes, people with disabilities, people walking, bicycling, and using motorcycles, people working in the right-of-way, youth, and older adults.**

This policy is based on the Safe System approach of prioritizing safety efforts on people with the highest risk of dying in a traffic crash as a key strategy to eliminating serious crashes overall. This policy also helps implement Metro's Strategic Plan for Advancing Equity, Diversity and Inclusion.

**Safety Policy 4. Increase safety for all modes of travel and for all people through the planning, design, construction, operation, and maintenance of the transportation system, with a focus on reducing vehicle speeds.**

This policy requires that stakeholders integrate transportation safety into every aspect of the transportation system. It is a key element of the Safe System approach which takes a systemic and holistic approach. Safe travel speeds are a core element of achieving Vision Zero. Speed limits in Safe System approach are based on aiding crash avoidance and a human body's limit for physical trauma. An unprotected pedestrian hit at over 20mph has a significant risk of death or life-changing injury. A car in a side-on collision can protect its occupants up to around 30mph; a car in a head-on collision up to around 40mph. Establishing survivable speeds on streets where people using different modes at variable speeds and with different levels of physical protection are essential. Additionally, a diversity of users must be taken into account as the system is developed.

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For example, people of color, older adults and children may have different needs that must be addressed at every phase.

**Safety Policy 5. Make safety a key consideration in all transportation projects and avoid replicating or exacerbating a known safety problem with any project or program.**

While most policies are proactively focused on improving safety, this policy requires that transportation projects and programs clearly evaluate the impacts on all users of the transportation system and do not negatively impact any of those users by either replicating something which has been shown to increase safety problems for roadway users or making a current safety issue worse.

**Safety Policy 6. Employ a Safe System approach and use data and analysis tools and performance monitoring to support data-driven decision-making.**

Transportation agencies have proven that the Safe System approach reduces serious crashes. The approach is based on data driven strategies and actions. Collecting, maintaining, and analyzing data on a regular basis is critical to focusing investments where they will be most effective. Additionally, monitoring progress and assessing the outcome of investments in safety is crucial to learning from the past and improving in the future.

**Safety Policy 7. Utilize safety and engineering best practices to identify low-cost and effective treatments that can be implemented systematically in shorter timeframes than large capital projects.**

Many solutions to improve safety are inexpensive. This policy prioritizes addressing safety problems on a corridor level sooner rather than later to prevent serious crashes from occurring in the future. Rather than postponing safety interventions until a larger and more expensive project can be funded this policy directs that low-cost and effective treatments be implemented first.

**Safety Policy 8. Prioritize investments, education and equitable enforcement that increase individual and public security while traveling by reducing intentional crime, such as harassment, targeting, and terrorist acts, and prioritize efforts that benefit people of color, people with low incomes, people with disabilities, women and people walking, bicycling, and taking transit.**

Individual and personal security while traveling has an important relationship to transportation safety, especially for people of color. Fear of harassment or being targeted can deter people of color from walking, bicycling or using transit and may increase the use of motor-vehicle transportation. Though individual and public security can be challenging to address, a variety of approaches are needed to create a safe and welcoming transportation system, including: collecting data, utilizing crime prevention through environmental design, taking into account a diversity of users when developing and operating the transportation system, educating people to look out for and care for one another, designing security into projects (such as street lighting, visibility, call boxes), equity training for public safety and transportation professionals, and including a wide range of groups in design and decision making.

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**Safety Policy 9. Make safety a key consideration when defining system adequacy (or deficiency) for the purposes of planning or traffic impact analysis.**

This policy specifies that safety data (including disparities in crash-related injuries and level of physical activity impacted by lack of safe places to walk and bicycle), analytical tools and metrics must be part of the evaluation when defining the adequacy of capacity on the transportation system.

### 3.2.4 Climate Action Policies and Resilience Policies

Climate change may be the defining challenge of this century. Global climate change poses a growing threat to our communities, our environment, and our economy, creating uncertainties for the agricultural, forestry and fishing industries as well as winter recreation. The planet is warming, and we have less and less time to act. Greater Portland's future climate is expected to include warmer winters with more intense rain events and hotter, drier summers with an increased frequency of high heat days. Other documented effects include rising sea levels, shrinking glaciers, and changes to growing seasons and the distribution of plants and animals. While addressing the primary cause of climate change – carbon emissions, remains a crucial component of the region's climate work, preparing for the impacts of a changing climate is also necessary.

Warmer temperatures will affect the service life of transportation infrastructure, and the more severe storms that are predicted will increase the frequency of landslides and flooding. Consequent damage to roads and rail infrastructure will compromise system safety, disrupt mobility, and hurt the region's economic competitiveness and quality of life. Our ability to respond will have unprecedented impacts on our lives and our survival.

Transportation sources account for 35 percent of greenhouse gas emissions in Oregon, largely made up of carbon dioxide ($CO_2$). Since 2006, the state of Oregon has initiated a number of actions to respond including directing the greater Portland region to develop and implement a strategy for reducing greenhouse gas emissions from cars and small trucks.

#### 3.2.4.1 Climate Smart Strategy (2014)

The Regional Transportation Plan is a key tool for the greater Portland region to implement the adopted Climate Smart Strategy and achieve greenhouse gas emissions reduction targets adopted by the Land Conservation and Development Commission in 2012, 2017, and 2022.

As directed by the Oregon Legislature in 2009, the Metro Council and the Joint Policy Advisory Committee on Transportation (JPACT) developed and adopted a regional strategy to reduce per capita greenhouse gas emissions from cars and small trucks by 2035 to meet state targets. Adopted in December 2014 with broad support from community, business and elected leaders, the Climate Smart Strategy relies on policies and investments that have already been identified as local priorities in communities across the greater Portland region. Adoption of the strategy affirmed the region's shared commitment to provide more transportation choices, keep our air

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clean, build healthy and equitable communities, and grow our economy – all while reducing greenhouse gas emissions.

The analysis of the adopted strategy demonstrated that with an increase in transportation funding for all modes, particularly transit operations, the region can provide more safe and reliable transportation choices, keep our air clean, build healthy and equitable communities and grow our economy while reducing greenhouse gas emissions from light-duty vehicles as directed by the Legislature. It also showed that a lack of investment in needed transportation infrastructure will result in falling short of our greenhouse gas emissions reduction goal and other desired outcomes. The Land Conservation and Development Commission approved the region's strategy in May 2015.

### 3.2.4.2 Climate mitigation policies

The Climate Smart Strategy is built around nine policies to demonstrate climate leadership by reducing greenhouse gas emissions from cars and small trucks while making our transportation system safe, reliable, healthy, and affordable. The policies listed below complement other Regional Transportation (RTP) policies related to equity, safety, transit, biking and walking, use of technology and system and demand management strategies. These policies aim to slow the effects of climate change by reducing greenhouse gas emissions (also known as climate mitigation") while also preparing for the impacts the region will likely experience.

| | |
|---|---|
| **Policy 1** | **Implement adopted local and regional land use plans and strategies to reduce vehicle miles traveled per capita and related greenhouse gas emissions to meet regional targets.** |
| **Policy 2** | **Prioritize transportation investments that make transit convenient, frequent, accessible and affordable to significantly increase transit ridership.** |
| **Policy 3** | **Prioritize transportation investments that make biking and walking safe, accessible and convenient to achieve walking and bicycling system completion and mode share targets.** |
| **Policy 4** | **Make streets and highways safe, efficient, reliable and connected.** |
| **Policy 5** | **Prioritize use of technology to actively manage the transportation system and ensure that new and emerging technology affecting the region's transportation system supports shared trips and other Climate Smart Strategy policies and strategies.** |
| **Policy 6** | **Provide information and financial incentives to expand the use of travel options and reduce vehicle miles traveled.** |
| **Policy 7** | **Manage parking in mixed-use centers and corridors to reduce the amount of land dedicated to parking, encourage parking turnover, increase shared trips, biking,** |

| | |
|---|---|
| | **walking and transit use, reduce vehicle miles traveled, increase housing and job production and generate revenue.** |
| **Policy 8** | **Support Oregon's transition to cleaner fuels, more fuel-efficient vehicles and electric vehicles in recognition of the external impacts of carbon and other vehicle emissions.** |
| **Policy 9** | **Secure adequate funding for transportation system investments necessary to implement the Climate Smart Strategy and increase the region's preparedness for and resilience to climate change and natural hazard impacts.** |

### 3.2.4.3 Climate Smart Strategy actions

The Climate Smart Strategy includes a comprehensive toolbox of more than 200 specific actions that can be taken by the state of Oregon, Metro, cities, counties, transit providers and others to support implementation. These supporting actions are summarized in the *Toolbox of Possible Actions (2015-2020)* adopted as part of the Climate Smart Strategy.[9] The actions support implementation of adopted local and regional plans and, if taken, will reduce greenhouse gas emissions and minimize the region's contribution to climate change in ways that support community and economic development goals. The Climate Smart Strategy's *Toolbox of Possible Actions* was developed with the recognition that existing city and county plans for creating great communities are the foundation for reaching the state target and that some tools and actions may work better in some locations than others. As such, the toolbox does not mandate adoption of any policy or action. Instead, it emphasizes the need for many diverse partners to work together to begin implementation of the strategy while retaining the flexibility and discretion to pursue the actions most appropriate to local needs and conditions.

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[9] Climate Smart Strategy Toolbox of Possible Actions, 2014
https://www.oregonmetro.gov/sites/default/files/2015/05/27/CSC_toolbox-actions2014_12_09.pdf




Source: Metro. Graphic depicting Climate Smart seven high and medium impact greenhouse gas reduction strategies.

Local, state, and regional partners are encouraged to review the toolbox and identify actions they have already taken and any new actions they are willing to consider or commit to in the future. Updates to local comprehensive plans and development regulations, transit agency plans, port district plans, and regional growth management and transportation plans present ongoing opportunities to consider implementing the actions recommended in locally tailored ways.

### 3.2.4.4 Climate Smart Strategy monitoring

The Climate Smart Strategy has performance measures and performance monitoring targets for tracking implementation and progress. The purpose of the performance measures and targets is to monitor and assess whether key elements or actions that make up the strategy are being implemented, and whether the strategy is achieving expected outcomes. If an assessment finds the region is deviating significantly from the Climate Smart Strategy performance monitoring targets, then Metro will work with local, regional, and state partners to consider the revision or replacement of policies and actions to ensure the region remains on track with meeting adopted targets for reducing greenhouse gas emissions.

**Appendix J** provides a progress report on implementation. Performance outcomes are included in Appendix J and Chapter 7. More investment, actions and resources are needed to achieve mandated greenhouse gas emissions reductions defined in OAR 660-044-0060.

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### 3.2.4.5 Transportation preparedness and resilience policies

Preparedness and resilience have broad implications across all sectors of the economy and communities in the region. Natural disasters can happen anytime, affecting multiple jurisdictions simultaneously. The region needs to be prepared to respond quickly, collaboratively, and equitably, and the transportation system needs to be prepared to withstand these events and to provide needed transport for evacuation, fuel, essential supplies and medical transport. Planning for post-disaster recovery is also critical to ensure that communities and the region recover and rebuild important physical structures, infrastructure and services, including transportation – it can make communities and the region stronger, healthier, safer and more equitable.

| | |
|---|---|
| **Policy 1** | **Designate and maintain regional emergency transportation routes that, in the case of a major regional emergency or natural disaster, would be prioritized for rapid damage assessment and debris-removal.** |
| **Policy 2** | **Consider climate and other natural hazard-related risks during transportation planning, project development, design, and management processes.** |
| **Policy 3** | **Optimize operations and maintenance practices that can help lessen impacts on transportation from extreme weather events and natural disasters.[10]** |
| **Policy 4** | **Integrate green infrastructure into the transportation network to avoid, minimize and mitigate negative environmental impacts of climate change, natural disasters, and extreme weather events.** |
| **Policy 5** | **Protect and avoid natural areas and high value natural resource sites, especially the urban tree canopy and other green infrastructure, to slow growth in carbon emissions from paved streets, parking lots and carbon sequestration and address the impacts of climate change and extreme weather events, such as urban heat island effects and increased flooding.** |
| **Policy 6** | **Avoid transportation-related development in hazard areas such as steep slopes and floodplains that provide landscape resiliency and which are also likely to increase in hazard potential as the impacts of climate change increase.** |

Climate change, natural disasters, such as earthquakes, urban wildfires and hazardous incidents, and extreme weather events present significant and growing risks to the safety, reliability, effectiveness and sustainability of the region's transportation infrastructure and services. Flooding, extreme heat, wildfires and severe storm events endanger the long-term investments that federal, state, and local governments have made in transportation infrastructure. Changes in climate have intensified the magnitude, duration, and frequency of these events for many regions

[10] Examples include more frequent cleaning of storm drains, improved plans for weather emergencies, closures and rerouting, traveler information systems, debris removal, early warning systems, damage repairs and performance monitoring.

in the United States, a trend that is projected to continue. There is much work going on locally, regionally, statewide and across the country to address these risks.

### Regional collaboration and disaster preparedness

The Regional Disaster Preparedness Organization (RDPO) is a partnership of government agencies, non-governmental organizations, and private-sector stakeholders in the Portland metropolitan area collaborating to increase the region's resilience to disasters. RDPO's efforts span across Clackamas, Columbia, Multnomah, and Washington counties in Oregon and Clark County in Washington.

According to the 2013 Oregon Resilience Plan, Oregon's buildings, and lifelines (transportation, energy, telecommunications, and water/ wastewater systems) would be damaged so severely that it would take three months to a year to restore full service in areas such as the Portland region. More recently, a 2018 report from the Oregon Department of Geology and Mineral Industries (DOGAMI) on the Portland region describes significant casualties, economic losses, and disruption in the event of a large magnitude Cascadia subduction zone (CSZ) earthquake.

While transportation infrastructure is designed to handle a broad range of impacts based on historic climate patterns, more planning and preparation for climate change, earthquakes and other natural disasters and extreme weather events is critical to protecting the integrity of the transportation system and improving resilience for future hazards.

In 2021 the Oregon Transportation Systems project assessed the resilience of Oregon's roadway, airport, and maritime port transportation system to a Cascadia Subduction Zone (CSZ) earthquake, and the ability of those system to support post-disaster response and recovery. A key finding is that very few airports and marine ports have conducted seismic vulnerability analyses of their facilities. More analysis is needed to better understand and enhance the resilience of these facilities to more efficiently and effectively support incident response.

Between 2019 and 2021, Metro and RDPO partnered to update the Regional Emergency Transportation Routes (RETR) for the five-county Portland-Vancouver metropolitan region (last updated in 2006). Over 300 miles of new routes were added. Regional Emergency Transportation Routes are travel routes that, in the case of a major regional emergency or natural disaster, would be prioritized for rapid damage assessment and debris-removal. These routes would be used to move people, resources, and materials, such as first responders (e.g., police, fire and emergency medical services), patients, debris, fuel and essential supplies. These routes are also expected to have a key role in post-disaster recovery efforts.

The project developed a regionally accepted network that provides adequate connectivity to critical infrastructure and essential facilities, as well as the region's population centers and vulnerable communities. Over 75% of state and regional critical infrastructure and essential facilities are connected. Partners have established a comprehensive regional GIS database and online RETR viewer for current and future planning and operations. The data and on-line viewer provide valuable resources to support transportation resilience, recovery, and related initiatives

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in the region. Figure 3-7 shows a map of the RETRs and State Seismic Lifeline (SSL) routes. Regional partners identify these routes to help prioritize them for near term investment.

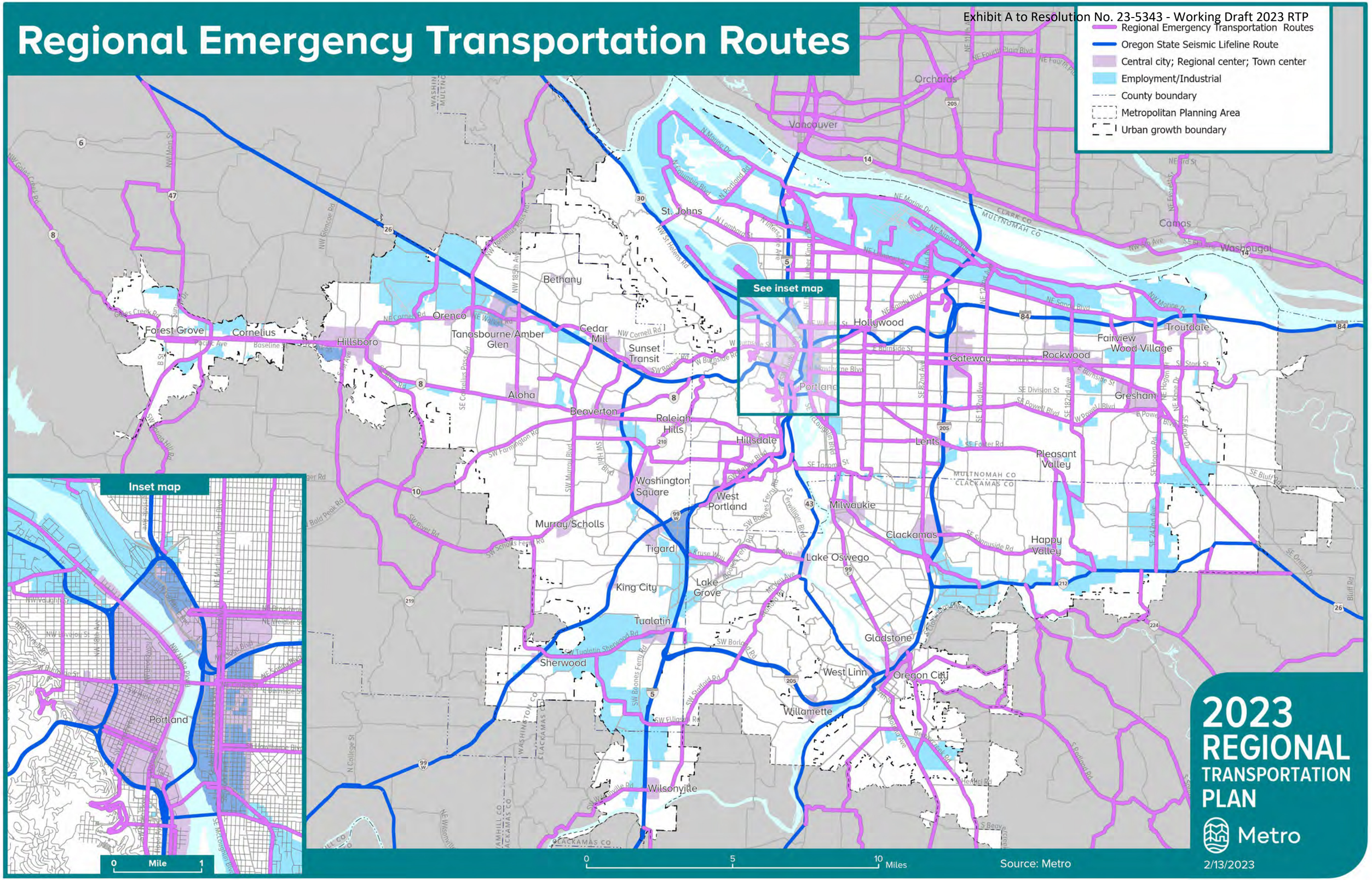
In addition to implementing the resilience policies, potential opportunities for future regional collaboration in support of transportation preparedness and resilience include:

- Partnering with the RDPO on a second phase of the Regional ETR update to prioritize routes and develop operational guidelines for owners and operators. See Chapter 8 for more information.
- Conducting a vulnerability assessment for the region, documenting climate and other natural hazard-related risks to the region's transportation system and vulnerable populations, and potential investments, strategies, and actions that the region can implement to reduce the vulnerability of the existing transportation system and proactively increase the transportation system's resiliency.

**Figure 3-7 Regional emergency transportation routes (ETR) map**

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# Regional Emergency Transportation Routes



### 3.2.5 Pricing Policies

Transportation pricing is a tool that can help our region reach its goals of better, faster transit, cleaner air, fewer hours sitting in traffic, and more equitable access to jobs and opportunities. To realize these outcomes, pricing programs will need to be carefully designed to ensure the process to develop them is equitable, revenue is reinvested equitably and to support regional goals, diversion on local streets is mitigated, and pricing strategies are interoperable throughout the region.

#### What is transportation pricing?

Transportation pricing is the use of a pricing mechanism, such as tolls or parking fees, to reduce traffic congestion and greenhouse gas emissions, encourage a shift to travel via different modes, a different route, or a different time of day, and raise revenue for transportation investments and mitigation for impacts resulting from pricing. The policies in this section apply to vehicle miles traveled fees, cordon pricing, and roadway pricing; parking pricing is addressed in the Climate mitigation policies in Section 3.2.4.2.




While parking pricing has proven to be an effective strategy in the region for many years, cordons, roadway pricing, and other pricing strategies are only beginning to be discussed and implemented

as a strategy in the greater Portland region. However, these strategies have been effective in cities around the world. For many leaders and government agencies in the Portland metro region recognized pricing as a needed, high-impact, tool in the 2018 Regional Transportation Plan (RTP) and other plans.[11]

Table 3-3 outlines which local, regional, and state agencies could potentially implement various types of pricing strategies based on Oregon state law. Other federal, state, or local laws may provide additional guidance or restrictions on the use of pricing and the use of pricing revenues.

**Table 3-3 Pricing and implementing agency**

| Type of Pricing | Definition | Implementing Agency |
|---|---|---|
| Road Usage Charge / Vehicle Miles Traveled Fee | Drivers pay a fee for every mile they travel | State DOT, potentially local roadway authorities |
| Cordon Pricing | Drivers pay a fee to enter an area, like downtown Portland (and sometimes pay to drive within that area) | City, County |
| Roadway Pricing and Tolling | Drivers pay a fee or toll to drive on a particular road, bridge, or highway | Local Roads: City, County<br>Highways and Freeways: State DOT |

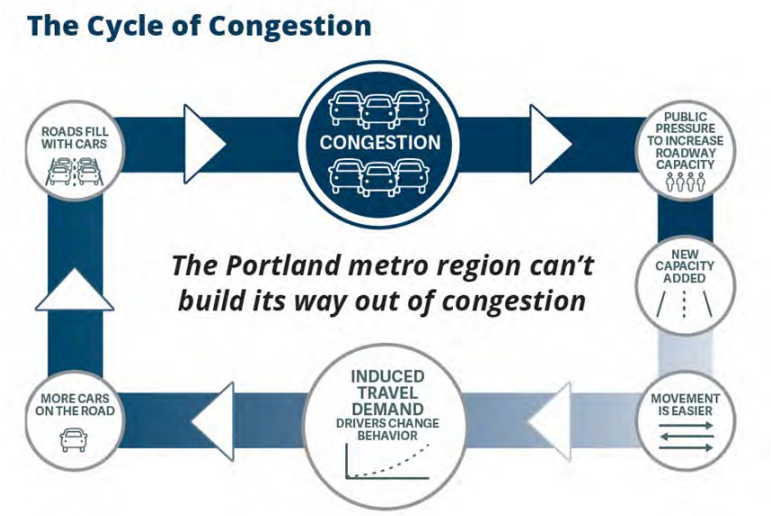
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### Why is pricing an important strategy for our region?

Congestion is a problem in the Portland metro region as outlined in the Chapter 4 or the RTP. Changing travel patterns and a growing population mean more traffic and less freedom to travel reliably around the region. Congestion can also have significant economic, social, and environmental impacts.

- Growing single occupancy vehicle miles traveled (VMT) leads to congestion.
- Greenhouse gas emissions are on the rise.
- Congestion impacts Metro's Equity Focus Areas most significantly.
- Travel patterns for people and goods are unreliable due to congestion.
- Our region is growing.

[11] 2018 Regional Transportation Plan, TSMO Strategic Plan (2010), Climate Smart Strategy (2014), The Federal Congestion Management Process, 2021 City of Portland Pricing Options for Equitable Mobility Final Report, 2018 Oregon Department of Transportation Value Pricing Feasibility Analysis.




### How can pricing help our region?

Transportation investments in the greater Portland region have a long history of contributing to racial inequity and neighborhood displacement. Decades ago, public agencies planned and built new highways that cut through Black communities, splitting neighborhoods, and contributing to poor air quality, noise pollution and safety issues. Transit investments have also been made without complementary affordable housing strategies, leading to gentrification and further displacement.

Today, while the region's residents all feel the impacts of congestion, historic inequities in the transportation system amplify impacts on people of color and low-income people:

- Housing costs are increasing faster than incomes, pushing those with lower incomes to seek housing further away from the center of the region and making travel distances longer for people of color and low-income people.
- Communities of color and low-income communities have longer commutes that are made slower and more unreliable when roadways are congested.
- Major roads and freeways often run through communities of color and low-income communities, resulting in disproportionately high rates of air pollution, chronic illnesses, and traffic-related injuries and fatalities.

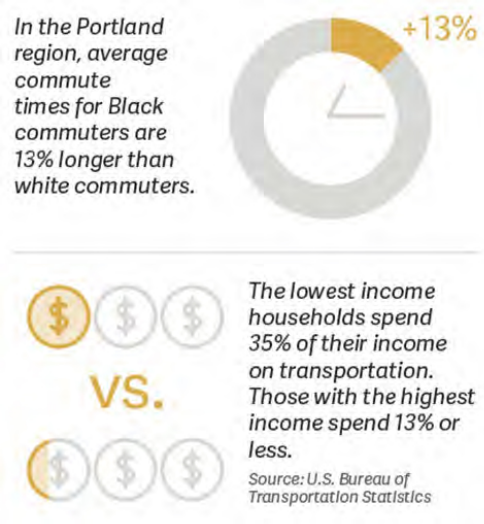
Pricing can be a key tool for jurisdictions as they seek to meet state, regional, and local goals around mobility, climate, safety, equity, and a thriving economy.

Pricing that is designed and implemented through an equity and climate change lens has the potential to transform transportation in our region in a variety of ways. While pricing programs introduce new costs to users, they also lead to more efficient use of streets and highways and can help address current and historic inequities borne by people of color and people with low incomes.

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Pricing has been shown to encourage use of transit or other modes and reduce overall vehicle miles traveled (VMT). Lower VMT results in decreased congestion, reduced travel times for personal vehicles, freight and buses, lower greenhouse gas emissions, and localized air quality impacts. Pricing is more likely to be successful in areas where transit service elements are already well established and is improved in conjunction with pricing.

Pricing can also have positive impacts on safety. A combination of lower VMT, as a result of pricing and reinvestment of pricing revenue in projects that increase safety, can, in the long term, lead to decreases in crashes and injuries in and around priced facilities or areas.




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Additionally, for many jurisdictions, pricing may be identified as a tool to raise revenue for specific projects and be a key element of a funding plan. This could include, for example, replacement of an aging bridge, or investments in multimodal infrastructure and transit supportive elements or amenities. However, in addition to raising revenue for specific projects, a program can successfully meet state, regional, and local goals by:

- **Reinvesting revenue where it matters most.** If designed thoughtfully, pricing programs that have built equity into the program can introduce progressive fee structures and reinvest revenue in the people and places that have historically been, and continue to be, the most negatively impacted.
- **Reinvesting revenue to support our region's goals.** Revenue collected from pricing programs can be reinvested to enhance transit service elements and access, safety improvements, and walking and bicycling networks. It can also be used to provide incentives and subsidies to increase the number of people biking, walking, and taking transit for more trips. With properly designed pricing programs, our region can have better, faster transit, cleaner air, fewer hours sitting in traffic, and more equitable access to jobs and opportunities.

**Benefits to Freight and Businesses**

- Pricing strategies can help freight and businesses succeed by reducing congestion on highways and local roads:
- Pricing can benefit freight, especially truck transportation, as it supports a more reliable system.
- Pricing can encourage people to use other forms of transportation to travel and leave highways open for people and businesses, like freight, who do not have other options.
- Pricing can support lowered cost of doing business – time is money.

### 3.2.5.1 Best practices for revenue reinvestment

Equitable revenue reinvestment is a critical consideration from the outset of a pricing program. Reinvestment strategies should be guided by the purpose of the program, the expected costs and benefits, and input from community members impacted by the program. Revenue reinvestment should be focused on neighborhoods that do not have or could lose access to the priced facility or area. Increasing access to the priced facility or area, especially for places with limited access today or places that would see reduced access without reinvested revenues, should be a focus. Part of the revenue from pricing may need to be spent on operations, maintenance, and facility investment.

Key considerations related to revenue reinvestment include:

- Reinvestment should be prioritized in areas designated as Metro's Equity Focus Areas most affected by pricing programs.
- Revenues collected through the pricing program should be reinvested in a manner that helps meet state, regional, and local goals related to reductions in greenhouse gas emissions and congestion while improving mobility and safety.
- Revenue should not be reinvested in infrastructure solely for single occupancy vehicles but should be invested to improve the entire multimodal transportation system.
- Revenue should be reinvested in the region.

After paying for the administration and/or operating costs of a pricing program, revenue could be reinvested in several ways (Table 3-4). Implementing agencies will need to consider any state constitutional restrictions to revenue reinvestment, or other limitations based on federal or state funding or program approvals, based on the type of pricing program established. Agencies may use pricing to raise money for other things, like road improvements, seismic operations, and operations and maintenance.

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**Table 3-4 Potential Options for Revenue Reinvestment**

| Category | Description | Target Area or Population |
|---|---|---|
| **Transit** | | |
| Infrastructure & speed and reliability improvements | Improved facilities, stops, passenger amenities, transit priority treatments, express services, expanded routes, and similar improvements | Regional<br>Local communities especially equity areas, for example, Metro's Equity Focus Areas |
| Operation and maintenance | Operation and maintenance of existing and future transit assets and services | Regional |
| **Active Transportation** | | |
| Access to priced facility or area | Improved bike, pedestrian, or micromobility access to transit or priced facility or area directly | Regional<br>From/to equity zones, for example, Metro's Equity Focus Areas |
| Neighborhood access | Improved bike, pedestrian, or micromobility access to transit or neighborhood activity centers such as shopping centers and employment hubs | From equity zones, for example Metro's Equity Focus Areas, to transit or neighborhood activity centers |
| First/last mile to key employment hubs | Improved bike, pedestrian, or micromobility access to employment hubs from transit | Regional |
| Diversion mitigation | Prioritize safety enhancements on the high crash network and transit service elements along areas impacted by diversion | Neighborhoods impacted by diversion |
| **Mode Shift and Single Occupancy Vehicle Alternative Programs** | | |
| Commuter Credits | Benefit to users of the pricing system who swipe their transit card during peak hours rather than drive | Regional; higher subsidy for transit deprived communities and vulnerable populations |
| Transit subsidy | Free or discounted transit pass or cash on transit card, i.e., TriMet's Fare Relief Program | Regional; higher subsidy for transit deprived communities and vulnerable populations |
| Other programs | Electric vehicle (EV) carshare subsidy, bikeshare subsidy, micromobility subsidy, carpool | Regional; higher subsidy for transit deprived communities and vulnerable populations |

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| Category | Description | Target Area or Population |
|---|---|---|
| | benefit, benefit to drivers of EV vehicles | |
| **Priced Facility** | | |
| Operations and Maintenance | Operations and maintenance of priced road | Priced facility |
| Infrastructure investment | For tolled facilities, designed to be paid for by the pricing revenue | Priced facility |

**Potential Revenue Opportunities and Limitations**

Depending on the pricing model, the use of revenue generated from a pricing program may be subject to legal limits, Federal law and other requirements must be followed. For example, Oregon Constitution Article IX Section 3a limits the use of revenue from taxes on motor vehicle use and fuel. The principle underlying this language is that special taxes paid only by highway users should be used only for highway purposes. Whether a particular pricing model is subject to this constitutional restriction is determined by Oregon courts on a case-by-case basis. Recently, the Oregon Supreme Court concluded that Article IX section 3a's limit on use of tax revenue does not apply to a privilege tax imposed on vehicle dealers for the privilege of engaging in the business of selling taxable motor vehicles at retail. The Court found that the privilege tax was not based on the status of motor vehicle ownership, but rather on the activity of selling motor vehicles. Jurisdictions considering pricing should review all potential legal limits and structure the pricing model with these limits in mind.

### 3.2.5.2 Pricing policies

Pricing policies apply to the planning, implementation, monitoring and evaluation of pricing programs and projects in the region, as defined in Section 3.1.

| | |
|---|---|
| **Policy 1** | **Use pricing to improve reliability and efficiency of the transportation network, reduce VMT per capita, and increase transportation options.** |
| **Policy 2** | **Center equity and affordability into pricing programs and projects from the outset.** |
| **Policy 3** | **Address traffic safety and the safety of users of all travel modes, both on the priced system and in areas affected by diversion.** |
| **Policy 4** | **Minimize diversion impacts created by pricing programs and projects prior to implementation and throughout the life of the pricing program or project.** |
| **Policy 5** | **Reduce greenhouse gas emissions and vehicle miles travelled per capita while increasing access to low-carbon travel options.** |
| **Policy 6** | **Coordinate technologies and pricing programs and projects to make pricing a low-barrier, seamless experience for everyone who uses the transportation system and to reduce administrative burdens.** |

**Pricing Policy 1. Use pricing to improve reliability and efficiency of the transportation network, reduce VMT per capita, and increase transportation options.**

The Metro Regional Congestion Pricing Study found that pricing has the potential to help the greater Portland region improve mobility and manage congestion. Pricing programs should be designed and implemented to maximize benefits related to improved access to jobs and community places, shift to sustainable modes of travel, and overall affordability.

Investments in transit and transit-supportive elements have been shown to improve regional mobility, especially in terms of access to jobs. Future transit investments, and investments into other modal alternatives, should take into consideration the geographic distribution of low-income populations (who may have less automobile access), existing access to jobs via transit, people who commute outside of peak periods, and people who trip-chain (i.e.: making multiple stops during one trip, such as dropping children off at school on the way to work). Policymakers and future project owners and operators should consider how mobility improvements will be received by populations and areas that have been historically marginalized. Mobility improvements can be measured by reduced peak period travel times, reduced daily vehicle miles traveled (VMT), reduced percentage of total daily trips undertaken by drivers without passengers, increased number of total daily transit trips, and total vehicle hours of delay during peak PM periods.

**To implement Pricing Policy 1, agencies developing pricing programs or projects should take the following actions:**

1. Set rates for pricing at a level that will manage congestion, reduce VMT per capita, and improve reliability on the priced facility and in areas affected by diversion. ORS 383 delegates authority to the Oregon Transportation Commission (OTC) to set pricing rates for state highways in accordance with state legislation.
2. Collaborate with relevant state, regional, and local agencies and communities when setting, evaluating, and adjusting program or project specific goals.
3. Reinvest a portion of revenues from pricing into modal alternatives both on and off the priced facility that encourage mode shift and VMT reduction per capita consistent with Federal and State law. Examples include, but are not limited to, transit improvements, bicycle and pedestrian improvements, and improvements to local circulation.
4. Identify opportunities to partner with other agencies to fund or construct transit, bike, and pedestrian improvements. Work with transit agencies and other jurisdictional partners, including consideration of opportunities identified in the High Capacity Transit Strategy and Regional Transit Strategy, to determine additional revenue needs and pursue funding needed to develop transit-supportive elements, expand access to transit, and to ensure equitable investments, particularly in cases where such improvements cannot be funded directly by pricing revenues due to revenue restrictions.
5. Consider non-infrastructure opportunities to encourage mode shift and reduce VMT per capita, including commuter credits, funding for transit passes, bikeshare and/or micromobility subsidies, partnerships with employer commuter programs, and carpooling /

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vanpooling. Consider higher benefits, subsidies, discounts or exemptions for people with low-income or other qualifying factors based on equity analysis.

**Pricing Policy 2. Center equity and affordability into pricing programs and projects from the outset.**

The Metro Regional Congestion Pricing Study found that pricing strategies have the potential to help the greater Portland region improve racial equity and benefit marginalized communities. Our current transportation funding system is inequitable. Regressive funding sources such as fixed tax rates and fees disproportionately impact low-income motorists, and negative health impacts from high automobile reliance disproportionately harm Black, Indigenous, and other people of color (BIPOC), federally recognized tribes, and low-income communities.

Pricing programs with an equity framework should aim to increase access to opportunity, provide affordable options, create healthier and safer communities, and reduce income inequality and unemployment. Pricing has the potential to offer a suite of affordability programs, such as rebates, exemptions, or other investments. Reinvestment should be prioritized in areas designated as Metro's Equity Focus Areas most affected by pricing programs.

Policymakers and future project owners and operators should carefully consider how the benefits and costs of pricing impact different geographic and demographic groups. If not conducted thoughtfully, pricing could compound past injustices and harm Black, Indigenous, and other people of color (BIPOC), federally recognized tribes, and low-income communities. By focusing engagement at every step in the process on historically impacted residents, agencies can reduce harm and increase benefits. The policy illustrates how equity can be incorporated into pricing programs.

**To implement Policy 2, agencies developing pricing programs or projects should take the following actions:**

1. Conduct public engagement in a variety of formats, including formats that accommodate all abilities, all levels of access to technology, and languages other than English. Begin engagement at an early stage and re-engage the public in a meaningful manner at multiple points throughout the process.
2. Engage equity groups, people with low-income, and people of color in a co-creation process, beginning at an early stage, to help shape goals, outcomes, performance metrics, and reinvestment of revenues.
3. Use a consistent methodology across implementing agencies for defining equity groups and equity areas for pricing programs and projects, including but not limited to the methodology used for establishing the Equity Focus Areas. A consistent methodology for documenting benefits and burdens of pricing for equity groups, people with low-income, people of color, and equity areas should also be established across agencies. The methodology should consider a variety of factors, such as implementing agency, costs to the user, travel options, travel time, transit reliability and access, diversion and safety, economic impacts to businesses, noise, access to opportunity, localized impacts to emissions, water and air quality, and visual impacts.

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4. Establish feedback mechanisms, a communication plan, and recurring regular engagement over time with the public, and with equity groups that were involved in the co-creation process.
5. Provide a progressive fee structure including elements such as exemptions, credits, or discounts for qualified users. Base eligibility on inclusion in one or more population categories, such as low-income, and minimize barriers to qualification by building on existing programs or partnerships where applicable. Target outreach for enrollment in a discounts, credits, or exemptions in equity areas and communities with higher-than-average shares of people with low income and people of color.
6. Create varied and accessible means of payment and enrollment, including options for people without access to the internet or banking services.
7. Reinvest a portion of revenues from pricing into communities with high proportions of people with low-income and people of color, and/or in Equity Focus Areas, consistent with Federal and State law. Use of these revenues should meet the transportation-related needs identified by the equity communities and people most impacted. Examples include commuter credits and free or discounted transit passes, or improved transit facilities, stops, passenger amenities, and transit priority treatments.
8. Enforcement of pricing and fine structures for non-payment should be designed to reduce the potential for enforcement bias and to minimize burdens on people with low incomes.
9. Create a process to measure how pricing programs achieve the actions items listed above to demonstrate accountability.

**Pricing Policy 3. Address traffic safety and the safety of users of all travel modes, both on the priced system and in areas affected by diversion.**

The Metro Regional Congestion Pricing Study found that pricing has a strong potential to help the greater Portland region improve safety outcomes and meet the safety priorities outlined in the Regional Transportation Plan. Pricing programs can improve safety by reinvesting revenue into locally supported traffic safety improvements. The study recommends focusing safety improvements on eliminating traffic deaths and serious injuries on city streets, or a Vision Zero approach.

Safety challenges vary greatly across the region. Safety improvements should be assessed at a project scale and built into a pricing programs' definition to ensure that the core of the project addresses these community needs. Detailed project-scale analysis should provide insight into where safety investments are needed and should address any project-related safety concerns. Safety outcomes of a pricing program can be measured by the level of revenue reinvestment in improvements that address fatalities and serious injuries on high injury corridors or roadways.

**To implement Pricing Policy 3, agencies developing pricing programs or projects should take the following actions:**

1. Collaborate with relevant state, regional, and local agencies and communities when identifying traffic safety impacts and selecting mitigations associated with pricing.

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2. Use a data-driven approach to identify potential traffic safety impacts on the priced system and in areas affected by diversion both during and after implementation of pricing programs and projects; monitor with real-time data after implementation.
3. Context-specific monitoring and evaluation programs should be conducted by implementing agencies in coordination with partner agencies and be on-going and transparent. Establish feedback mechanisms, incident resources, and a communication plan in advance for the community and decision makers.
4. Adjust safety strategies in coordination with partner agencies based on monitoring and evaluation findings.
5. Reinvest a portion of revenues on the priced system and in areas affected by diversion to address safety issues caused by pricing programs and projects , consistent with Federal and State law. For example, through investments in transit, bike, and pedestrian improvements, or other investments in known crash reduction factors.
6. Pricing programs and projects should strive to reduce fatalities and serious injuries by aligning with local, state and regional safety and security policies.

**Pricing Policy 4. Minimize diversion impacts created by pricing programs and projects prior to implementation and throughout the life of the pricing program or project.**

Diversion is the movement of automobile trips from one facility to another because of pricing implementation. All trips that change their route in response to pricing are considered diversion, regardless of length or location of the trip, or whether they divert to or from the priced facility.

The Metro Regional Congestion Pricing Study found that pricing programs have the potential to lead to diversion impacts, as drivers shift from the freeway network to the arterials to avoid charges. Spillover/cut through traffic caused by a pricing program can exacerbate traffic safety concerns along other streets. Project designers should carefully consider the wide distribution of diversion impacts that may result from the program, particularly on regional high injury corridors. Implementing agencies can also look to high injury local streets and intersections for which to prioritize safety improvements. It is important for pricing programs to mitigate the negative impacts of diversion. Diversion onto nearby streets could be addressed with safety or transit improvements, for example. If pricing programs result in successful mode shift to transit, diversion impacts can be lessened.

**To implement Pricing Policy 4, agencies developing pricing programs or projects should take the following actions:**

1. Collaborate with relevant state, regional, and local agencies and communities when identifying diversion impacts and selecting mitigations associated with pricing.
2. Use a data-driven approach to define and identify diversion impacts both during and after implementation of pricing programs and projects. Following implementation monitor with real-time data.
3. Evaluate localized impacts of diversion including factors such as VMT per capita, VMT per capita in defined equity areas, noise, economic impacts to businesses, and localized

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emissions, water quality, air quality, and the completeness of safety infrastructure and non-vehicular modal networks. This should include specific evaluation of diversion impacts in communities with people with low-income and people of color, and/or in Equity Focus Areas.

4. Context-specific monitoring and evaluation programs should be conducted by implementing agencies in coordination with partner agencies and be on-going and transparent. Establish feedback mechanisms and a communication plan in advance for the community and decision makers and ensure reinvestment is still applicable when impacted area changes.
5. Adjust mitigation strategies based on monitoring and evaluation findings. Areas impacted may change as the pricing program is implemented and diversion mitigation strategies are put into place.
6. Reinvest a portion of revenues into areas affected by diversion caused by pricing programs and projects consistent with Federal and State law.

**Pricing Policy 5. Reduce greenhouse gas emissions and vehicle miles travelled per capita while increasing access to low-carbon travel options.**

The Metro Regional Congestion Pricing Study found that pricing has the potential to help the great Portland region reduce greenhouse gas emissions and achieve Metro's climate goals. All of the scenarios tested in the study showed reductions in greenhouse gas emissions through reducing overall VMT per capita. Pricing policies were found to be effective in encouraging drivers to change their travel behavior such as using more sustainable travel modes like transit, walking, or biking. These changes in behavior are key to reducing greenhouse gas emissions in the region.

Pricing programs should be designed to meet climate goals without adversely impacting safety or equity. Climate improvements can be measured by percent reduction of greenhouse gasses per capita, percent reduction of criteria pollutants and transportation air toxics, percent reduction of vehicle miles traveled per capita, and shifts in travel behavior. Implementing agencies should consider the geographic and demographic distribution of targeted climate improvements, particularly taking into consideration the health impacts of pollutants and transportation air toxics that disproportionately harm Black, Indigenous, and other people of color and low-income communities.

**To implement Pricing Policy 5, agencies developing pricing programs or projects should take the following actions:**

1. Identify localized air pollutants and greenhouse gas emission impacts due to pricing and identify strategies for mitigation.
2. Set rates for pricing at a level that will reduce greenhouse gas emissions and improve air quality by managing congestion and reducing overall VMT per capita on the priced system and in areas affected by diversion. ORS 383 delegates authority to the Oregon Transportation Commission (OTC) to set pricing rates for state highways in accordance with state legislation.

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3. Reinvest a portion of revenues from pricing into modal alternatives both on and off the priced facility consistent with Federal and State law, to reduce overall emissions by encouraging mode shift and VMT per capita reduction, including transit improvements as well as bicycle and pedestrian improvements and improvements to local circulation.
4. Develop and implement pricing so that it addresses and supports the Climate Smart Strategy and regional climate policies, including through the Congestion Management Process (CMP).

**Pricing Policy 6. Coordinate technologies and pricing programs and projects to make pricing a low-barrier, seamless experience for everyone who uses the transportation system and to reduce administrative burdens.**

The Metro Regional Congestion Pricing Study describes a wide range of technologies available that can be used in pricing programs to create a seamless and low-barrier experience. Programs can use electronic toll collection systems, mobile applications, short-range communication systems embedded in new vehicles, OReGO technologies that wirelessly connect to a vehicle's diagnostic ports, or online portals for self-reporting. The type of technology used will vary depending on the type of pricing program. Metro's study recommends a pilot phase for the region to trial one or more technologies before implementing a region-wide system.

There are several considerations to be taken when using technology in the implementation of a pricing program. First, emerging technologies can be more expensive than existing ones, yet existing technologies run the risk of becoming obsolete sooner. Second, some technologies (such as tolling systems) require a physical footprint that can take up limited physical space and create a visual aesthetic impact that may need design commission approval in some parts of the city. Further, technologies such as mobile apps or online portals that require users to take an action will likely be less accurate and reliable than automatic technologies. These technologies may also unfairly burden low-income travelers that do not have access to a mobile phone, computer, internet, or banking system. Technologies that enhance user experience while limiting barriers to use should be prioritized. Project designers should also consider a program's compatibility with existing pricing technologies used in the region (such as the Hop regional transit fare program or existing parking payment systems).

**To implement Policy 6, agencies developing pricing programs or projects should take the following actions:**

1. Coordinate technologies and user-friendly designs across pricing programs and projects to reduce burdens on the user and manage the system efficiently, including setting rates, identifying tolling technology and payment systems, and establishing discounts and exemptions.
2. Create varied and accessible means of payment and enrollment, including options for people without access to the internet or banking services.
3. Consider the upfront costs of technology investment balanced with long-term operational and replacement costs compared with expected revenue generation.

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### 3.2.6 Mobility Policies

Within the greater Portland region, the State of Oregon and Metro have a shared goal of providing mobility such that people and businesses can safely, affordably, and efficiently reach the goods, services, places, and opportunities they need to thrive by a variety of seamless and well-connected travel options and services that are welcoming, convenient, comfortable, and reliable.




#### 3.2.5.1 Mobility policy outcomes and policies

The mobility policy is intended to achieve the following outcomes identified by policymakers and stakeholders as critical to guide how transportation agencies plan for, manage, and operate the transportation system.

##### Policy outcomes

- **Equity – Black, Indigenous and people of color (BIPOC) community members, federally recognized tribes, and people with low incomes, youth, older adults, people living with disabilities and other marginalized and underserved communities experience equitable mobility.** BIPOC, federally recognized tribes, and other marginalized communities have often experienced disproportionately negative impacts from transportation infrastructure as well as disparities in access to safe multimodal travel options. Addressing these disparities is a priority for ODOT and Metro.

The regional transportation system should support access to opportunities for everyone, not just people in motor vehicles. Equity can be enhanced through providing strong multimodal networks with priority provided to improvements benefitting marginalized and underserved communities.

- **Efficiency - Land use and transportation decisions and investments contribute to more efficient use of the transportation system meaning that trips are shorter and can be completed by more travel modes, reducing space and resources dedicated to transportation.** Efficiency in this context means that transportation requires less space and resources. Efficiency can be improved by shortening travel distances between destinations. Shorter travel distances to destinations enhance the viability of using other and more efficient modes of transportation than the automobile and preserves roadway capacity for transit, freight and goods movement by truck and for longer trips. Efficiently using land and planning for key destinations in proximity to the where people live and work, contributes to shorter trip lengths. The transportation efficiency of existing and proposed land use patterns and transportation systems can be measured by looking at "vehicle miles traveled (VMT) per

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capita" for home-based trips or "VMT per employee" for commute trips to/from work of an area.

- **Access and Options -People and businesses can conveniently and affordably reach the goods, services, places, and opportunities they need to thrive. People and businesses can choose from a variety of seamless and well-connected travel modes and services that easily get them where they need to go.** The viability of trips made by modes other than automobiles can be increased by investing in a connected, multimodal transportation system. Multimodal systems serve all people, not just those who have access to vehicles or the ability to drive them, and provide more route choices, increase safety and efficiency, and increase reliability. Closing gaps in networks, particularly pedestrian and bicycle networks, and closing special and temporal gaps in transit networks, can change travel preferences, reducing VMT/capita. Progress towards well connected, multimodal networks can be measured by mode with "system completeness."
- **Safety - People are able to travel safely and comfortably and feel welcome.** Unsafe transportation facilities can result in injury and loss of life and place a strain on emergency responders. Both unsafe conditions and perceived unsafe conditions can impact travel behavior, causing users to choose different routes or modes. Prioritizing investments that reduce the likelihood of future crashes and that improve safety and comfort for all users will increase mode choices and improve reliability. System completeness by travel mode is useful in identifying needs and investments that could enhance safety and comfort.
- **Reliability - People and businesses can count on the transportation system to travel where they need to go reliably and in a reasonable amount of time**. In a reliable transportation system, all users, including people in automobiles and using transit, can reasonably predict travel time to their destinations. Reliability is impacted by travel conditions, safety, street connectivity, congestion, and availability of travel options. Investments in safety, street connectivity, transit, transportation system management and operations (TSMO), and demand management can yield significant benefits for managing congestion and increasing reliability for all travelers. System completeness can be used as a measure of the availability of reliable travel options, including walking and biking. Average travel speed can be used as a measure to forecast areas of congestion including looking at the number of hours a facility is congested and the percentage of a facility that is congested for multiple hours per day. Average travel speed can also be used to look at total travel time between origin-destination pairs and identify bottlenecks that are most impacting reliability on key travel routes for vehicle modes, including freight and transit.

  For Throughways, the essential function is throughput and mobility for motor vehicle travel, including transit and freight vehicles, to maximize movement of people and goods. Throughways serve interregional and interstate trips and travel times are an important factor in people and businesses being able to make long-distance trips to and through the region and access destinations of regional and statewide significance in a reasonable and reliable amount of time.

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For most Arterials, depending upon the street design classification and freight network classification, the essential functions are transit, bicycle and pedestrian travel and access, while balancing motor vehicle travel and the many other functions of arterials in intensely developed areas. Transit reliability on arterials can be improved with exclusive bus lanes, signal priority and other TSMO strategies. Improving automobile reliability through additional roadway capacity should follow the region's congestion management process and not come at the expense of non-motorized modes and achieving system completeness consistent with modal or design classifications in the Regional Transportation Plan (RTP) or achieving the VMT/capita target for the region or the jurisdiction.

Within the greater Portland region, the State of Oregon and Metro have a shared goal of providing mobility such that people and businesses can safely, affordably, and efficiently reach the goods, services, places, and opportunities they need to thrive by a variety of seamless and well-connected travel options and services that are welcoming, convenient, comfortable, and reliable.

The following policies aim to achieve these outcomes.

| | |
|---|---|
| **Mobility Policy 1** | **Ensure that land use decisions and investments in the transportation system enhance efficiency in how people and goods travel to where they need to go.** |
| **Mobility Policy 2** | **Provide people and businesses a variety of seamless and well-connected travel modes and services that increase connectivity, travel choices and access to low carbon transportation options so that people and businesses can conveniently and affordably reach the goods, services, places and opportunities they need to thrive.** |
| **Mobility Policy 3** | **Create a reliable transportation system that people, and businesses can count on to reach destinations in a predictable and reasonable amount of time.** |
| **Mobility Policy 4** | **Prioritize the safety and comfort of travelers by all travel modes when planning and implementing mobility solutions.** |
| **Mobility Policy 5** | **Prioritize investments that ensure that Black, Indigenous and people of color (BIPOC) community members, federally recognized tribes, and people with low incomes, youth, older adults, people living with disabilities and other marginalized and underserved populations have equitable access to safe, reliable, affordable, and convenient travel choices that connect to key destinations.** |
| **Mobility Policy 6** | **Use mobility performance targets and thresholds for system planning and evaluating the impacts of plan amendments including: Vehicle Miles Travelled (VMT) per capita for home-based trips, VMT/employee for commute trips to/from work, system completeness for all travel modes, and travel speed reliability on the throughways.** |

**The Regional Mobility Policies apply to:**

- the state highway system within the greater Portland region for:
    - identifying state highway mobility needs and solutions during system planning and plan implementation; and
    - evaluating the impacts on state highways of amendments to transportation system plans, acknowledged comprehensive plans and land use regulations pursuant to the Transportation Planning Rule (OAR 660-12-0060).
- throughways and arterials designated in the Regional Transportation Plan (RTP), which include state and local jurisdiction facilities, for identifying mobility needs and solutions during system planning and plan implementation.

Under this policy, Oregon Highway Plan volume-to-capacity ratio targets still guide operations decisions such as managing access and traffic control systems and can be used to identify intersection improvements that would help reduce delay, improve the corridor average travel speed, and improve safety. Local jurisdiction standards for their facilities still apply for evaluating impacts of amendments to transportation system plans, acknowledged comprehensive plans and land use regulations pursuant to the Transportation Planning Rule (OAR 660-12-0060) and guiding operations decisions.

Three performance targets and thresholds as described in Table 3-5 will be used to assess the adequacy of mobility in the Portland metropolitan area for the regional networks based on the expectations for each facility type, location, and function. These measures will be the initial tools to identify mobility gaps and deficiencies (needs) and consider solutions to address identified mobility needs. The subsequent actions describe how to apply these measures to system planning consistent with OAR 660-012, Sections 3.08.220 and 3.08.510 of the Regional Transportation Functional Plan (RTFP) and OHP Policy 1.G and assessing plan amendment consistent with OAR 660-012-0060.

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**Table 3-5 Mobility performance targets and thresholds**

| Measure | Application | Target |
|---|---|---|
| VMT/Capita for home-based trips<br><br>and<br><br>VMT/Employee for commute trips to/from work | System Planning | OAR 660 Division 44 (Metropolitan Greenhouse Gas (GHG) Emissions Reduction rule)) and OAR 660 Division 12 set VMT/capita reduction targets with which the 2023 RTP update and local TSPs will need to comply. The VMT/capita targets are: 20% reduction by 2035, 25% reduction by 2040, 30% reduction by 2045 and 35% reduction by 2050 (from 2005 levels). (a)<br><br>The 2023 RTP and TSPs that meet this regional target will establish 2045 baseline VMT/capita and VMT/employee. All subsequent applications of this policy shall not increase VMT/capita or VMT/employee above the future baseline. |
| | Plan Amendments (b) | The plan amendment will have equal to or lower forecast VMT/capita for home-based trips and equal to or lower forecast |

| Measure | Application | Target | |
|---|---|---|---|
| | | VMT/employee for commute trips to/from work than the District target.(c) | |
| System Completeness | System Planning | Complete networks and systems for walking, biking, transit, vehicles, freight, and implement strategies for managing the transportation system and travel demand (See Table 3 for guidance and Table 4 for completeness elements by facility type).[12] (The planned system, Strategic and Financially Constrained, will be defined in local jurisdiction TSPs and may not achieve completeness for all modes to target levels but the local jurisdiction TSP should identify future intent for all facilities given constraints and tradeoffs.) | |
| | Plan Amendments | 100% of planned system<br>Or<br>Reduced gaps and deficiencies (See Table 5[13] for guidance) | |
| Travel Speed | | RTP Motor Vehicle Designation | Thresholds (f) |
| | System Planning (d) | Throughways – Expressways (e)<br>I-205<br>I-84<br>I-5<br>OR 217<br>US 26 (west of I-405)<br>I-405<br>OR 213 from Beavercreek Road to I-205<br>OR 212-Sunrise Expressway | Average speed not below 35 mph for more than 4 hours per day |
| | | Throughways – Non-Expressways (e)<br>OR 99W west of Sherwood<br>OR 99E Portland to OR 212<br>OR 99E from south of Oregon City<br>OR 213 south of Beavercreek Rd<br>US 30<br>OR 47<br>OR 224<br>OR 212<br>US 26 south of OR 212 | Average speed not below 20 mph for more than 4 hours per day |
| | Plan Amendments | Same as system planning | Same as system planning |

**Table notes:**

[12] See Tables on pages 10-11 of the Memo "Draft Regional Mobility Policy for the 2023 Regional Transportation Plan (10/28/22)" https://www.oregonmetro.gov/sites/default/files/2022/12/08/Draft-2023-Regional-mobility-policy-2023-RTP-10-28-2022.pdf Tables will be added to Appendix V in the final RTP

[13] See Table on page 19 of the Memo "Draft Regional Mobility Policy for the 2023 Regional Transportation Plan (10/28/22)" https://www.oregonmetro.gov/sites/default/files/2022/12/08/Draft-2023-Regional-mobility-policy-2023-RTP-10-28-2022.pdf Tables will be added to Appendix V in the final RTP

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[a] Meeting these targets sets the region on a trajectory to meet state goals adopted in 2007 to reduce total GHG emissions from all sources to 75% below 1990 levels by 2050.

[b] Plan amendments that meet this target shall be found to not have a significant impact pursuant to the Transportation Planning Rule (OAR 660-12-0060).

[c] Metro will develop maps and/or tables and analyses of how VMT per capita and VMT and per employee and how it is distributed throughout the region. Metro will establish VMT/capita "Districts" that identify TAZ groupings (subareas) with similar land use characteristics and forecast VMT/Capita. A spreadsheet or similar tool will be developed to help assess potential changes to VMT/capita and VMT/employee and potential mitigations to minimize the need for application of the regional travel demand model for all plan amendments.

[d] Addressing motor vehicle congestion through additional throughway capacity should follow the RTP congestion management process, Sections 3.08.220 and 3.08.510 of the Regional Transportation Functional Plan and OHP Policy 1G, and should not come at the expense of achieving system completeness for non-motorized modes consistent with regional modal or design classifications or achieving the VMT/capita target for the region or jurisdiction.

[e] Throughways are designated in the Regional Transportation Plan and generally correspond to Expressways designated in the Oregon Highway Plan. Some throughways designated in the RTP are not Expressways in the Oregon Highway Plan but serve an important statewide function.

[f] The thresholds are used to identify areas of poor reliability where due to recurring congestion, average travel speeds drop below specified speed and duration thresholds. It will be used as a threshold to identify needs (deficiencies). It will not be applied as a standard that creates conflict with meeting OAR 660 Division 44 VMT per capita reduction targets. Solutions to address identified needs should follow the RTP congestion management process, Sections 3.08.220 and 3.08.510 of the Regional Transportation Functional Plan and OHP Policy 1G, and should not come at the expense of achieving system completeness for non-motorized modes consistent with regional modal or design classifications or achieving the VMT/capita target for the region or jurisdiction.

### How do the measures work together?

Vehicle miles traveled (VMT)/capita will be a controlling measure in both system planning and plan amendments to ensure that the planned transportation system and changes to the system support reduced VMT/capita by providing travel options that are complete and connected and that changes to land use reduce the overall need to drive from a regional perspective and are supportive of travel options.

- For system planning, the final planned system must support OAR 660 Division 44 (Metropolitan Greenhouse Gas (GHG) Emissions Reduction rule) and OAR 660 Division 12 VMT reduction targets.
- For plan amendments, VMT/capita will be used to determine if the proposed plan amendment has a significant impact on regional VMT/capita that needs to be mitigated or not.

System completeness and travel speed reliability on throughways are secondary measures that will be used to identify needs and inform the development of the planned system. The policy requires that TSPs define the planned system for each mode using a variety of guidance documents. Additional RTP and state policies also guide the development of individual modal systems. It is important to note that the Regional Mobility Policy is one of many policies that

inform the development of the Regional Transportation Plan and local transportation system plans in the Portland region.

The regional and local "planned" system may not achieve completeness for all modes but should identify future needs and expectations for all facilities given constraints and tradeoffs. Similarly, reliability on throughways will inform state and regional needs of the throughway system as defined in in Table 3-5. . Identifying solutions for locations that do not meet the throughways travel speed reliability threshold shall follow the RTP congestion management process[14] and OHP Policy 1G[15], and should not come at the expense of achieving the VMT/capita target.

### 3.2.5.2 Mobility policy system planning actions

A planned system that can be used to review system completeness is the primary outcome of system planning. VMT/capita and travel speed on throughways are applied to system planning to support the identification of the planned system and transportation needs. The Regional Mobility Policy does not dictate how Metro or local agencies conduct system planning. It is one tool to be used to identify needs and define the planned system. System planning includes updates to long-range transportation plans, including the Regional Transportation Plan and locally adopted transportation system plans. System planning also includes planning for the transportation system in smaller geographies through ODOT facility plans, corridor refinement plans as defined in the Regional Transportation Plan (RTP) and OAR 660-012, and area plans, including concept plans for designated urban reserve areas. The following actions describe how each of the performance targets shall be used in tandem in system planning, which is supported by the flow chart in Figure 3-8.

1. Division 44 GHG Emissions Reduction Rule) and OAR 660 Division 12 (Transportation Planning Rule) set a VMT/capita reduction target for the Portland metropolitan area.[16] The 2023 RTP will identify the strategies needed to achieve this target and result in 2045 baseline VMT/capita for the region. This future baseline shall be used to estimate future VMT/capita for home-based trips and VMT/employee for commute trips to/from work at the TAZ level. The TAZ data shall be aggregated to develop "Districts" [17]with similar land use and VMT characteristics by Metro through the 2023 RTP update and implementation process. The percent change in VMT/capita for the region must meet the reduction target

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[14] Section 3.3.4 of the RTP states that "The RTP calls for implementing system and demand management strategies and other strategies prior to building new motor vehicle capacity, consistent with the Federal Congestion Management Process (CMP) and Oregon Transportation Plan policies (including Oregon Highway Plan Policy 1G) . Appendix L to the RTP provides more detailed information. Sections 3.08.220 and 3.08.510 of the Regional Transportation Functional Plan (RTFP) further direct how Transportation System Plans implement the CMP.

[15] Policy 1G (Major Improvements) has the purpose of maintaining highway performance and improving highway safety by improving system efficiency and management before adding capacity.

[16] The Division 44 VMT reduction targets cannot currently be measured using Metro's Regional Travel Demand Model (RTDM); however, baselines for VMT/capita for home-based trips and VMT/employee for commute trips to/from work can be established from the RTDM for the RTP scenario that meet the Division 44 VMT reduction targets as measured via a different tool.

[17] VMT/capita "Districts" will be established that identify TAZ groupings (subareas) with similar forecast VMT/capita, considering use of RTP mobility corridor geographies as a starting point.

in Division 44 (GHG Emissions Reduction Rule), but the percent change in VMT/capita for each district will vary.

2. For system planning at the sub-regional, local jurisdiction (TSPs), or subarea levels, VMT/capita for home-based trips and VMT/employee for commute trips to/from work shall be measured for the "Districts" covering the plan area to ensure that land use and transportation plan changes are working in tandem to achieve the region's VMT/capita reduction target, resulting in reduced need to drive, improved viability of using other and more efficient modes of transportation than the automobile, and preserving roadway capacity for transit, freight and movement of goods and services. At the first major TSP update after this policy is implemented, system plans shall demonstrate that the planned transportation system achieves the regional OAR 660 Division 44 (GHG Emissions Reduction Rule) and OAR 660 Division 12 (Transportation Planning Rule) targets and that future system plan updates maintain or reduce aggregate VMT/capita for home-based trips and VMT/employee for commute trips to/from work for the "Districts" in the plan area compared to the 2045 baseline set in the 2023 RTP. Projections of VMT/capita must incorporate the best available science on latent and induced travel of additional roadway capacity consistent with OAR 660-012-0160. If a TSP's financially constrained list does not include any projects requiring review in OAR 660-012-0830, VMT per capita analysis work in OAR 660-012-0160(2)-(4) is not required.

3. System completeness definitions in guidance documents shall be used to identify needs and ensure that the planned transportation system is increasing connectivity and improving safety of the multimodal network. The planned system shall be established in local transportation system plans consistent with the RTP and Regional Transportation Functional Plan (RTFP) for each facility and will vary based on the modal functional classification and design classification. Table 3[18] provides guidance for defining the planned system and Table 4[19] identifies the elements that must be identified for each facility or service type.

4. Reliability for throughways based on average travel speed thresholds in Table 3-5 shall be used to assess performance of throughway facilities within the system planning study area for safe, efficient, and reliable speeds. Thresholds reflect a minimum average travel speed that shall be maintained for a specific number of hours per day, recognizing that the threshold average speed is not likely to be met during a number of peak hours, as described in Table 3-5. The percentage of the throughway system meeting the target may

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[18] See pg. 10 of the Memo "Draft Regional Mobility Policy for the 2023 Regional Transportation Plan (10/28/22)" https://www.oregonmetro.gov/sites/default/files/2022/12/08/Draft-2023-Regional-mobility-policy-2023-RTP-10-28-2022.pdf Tables will be added to Appendix V in the final RTP

[19] See pg. 11 of the Memo "Draft Regional Mobility Policy for the 2023 Regional Transportation Plan (10/28/22)" https://www.oregonmetro.gov/sites/default/files/2022/12/08/Draft-2023-Regional-mobility-policy-2023-RTP-10-28-2022.pdf Tables will be added to Appendix V in the final RTP

also be considered. These thresholds shall inform identification of transportation needs and consideration of system and demand management strategies and other strategies[20] but shall not be used as standards at the expense of non-motorized modes and achieving system completeness for other modes consistent with regional modal or design classifications or achieving the VMT/capita target for the region or jurisdiction. Analysis segmentation of facilities within the study area will be determined based on the analysis software or modeling tool utilized.[21] Projections of VMT/capita must incorporate the best available science on latent and induced travel of additional roadway capacity.

5. Interchanges shall be managed to maintain safe, efficient, and reliable operation of the mainline for longer trips of regional or statewide purpose through the interchange area. The main objective is to avoid the formation of traffic queues on off-ramps which back up into the portions of the ramps needed for safe deceleration from mainline speeds or onto the mainline itself. This is a significant traffic safety and operational concern as queues impact mainline operations and crashes affecting reliability. Deceleration space for vehicles exiting throughway mainlines can be improved by managing throughways for longer trips resulting in reducing off-ramp traffic volumes and by increasing capacity at the off-ramp terminal. Throughway off-ramp terminal intersection and deceleration needs shall be evaluated through system plans such as Interchange Area Management Plans, Corridor Plans, and Sub-area Plans.

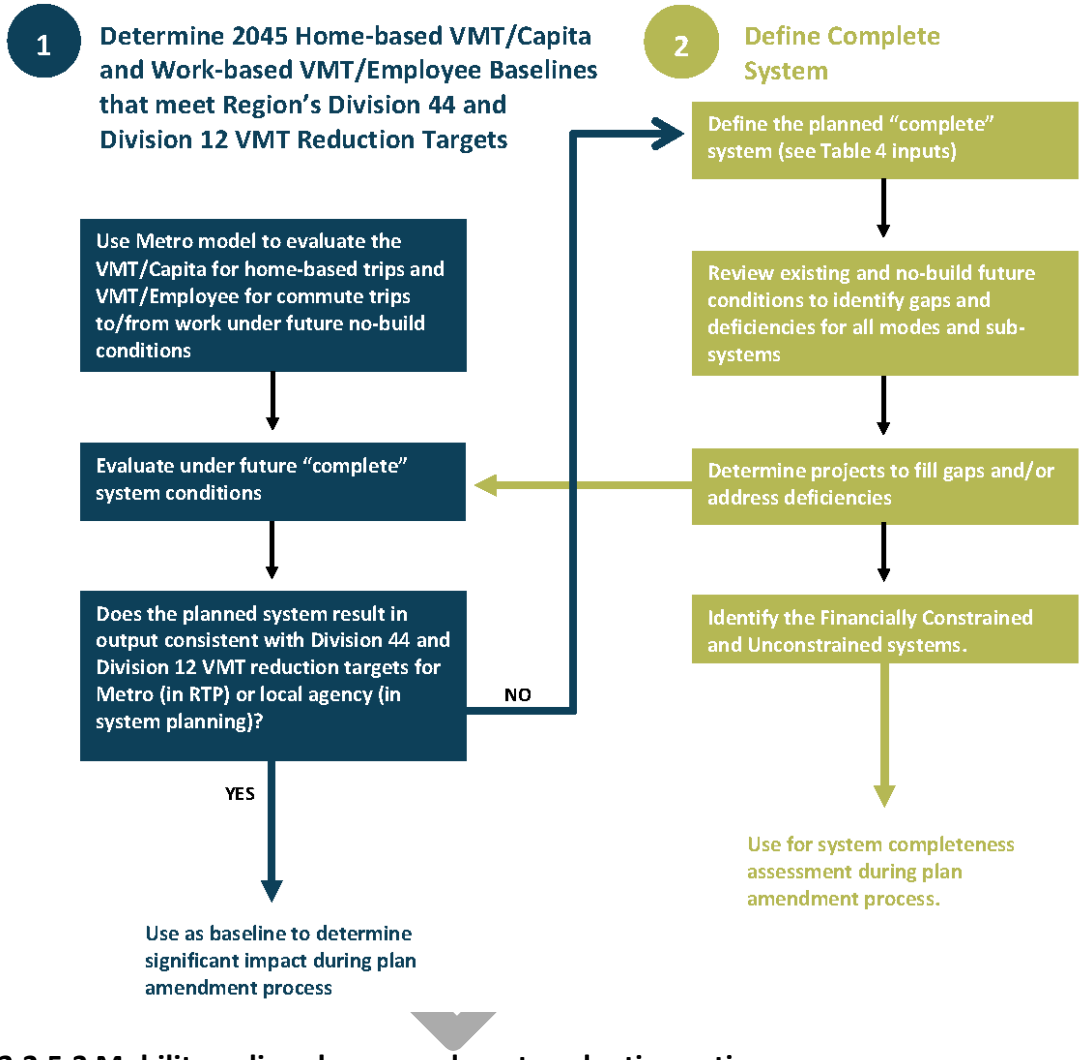
6. In system plans, when identifying transportation needs and prioritizing investments and strategies, projects that create greater equity and reduce disparities between “Equity Focus Areas" and “Non-Equity Focus Areas” shall be prioritized. This action aims to improve equitable outcomes by burdening underserved populations less than and benefiting underserved populations as much or more as the study area population as a whole. Because the Equity Focus Areas as defined by the RTP are based on a regional average comparison, local governments shall conduct a more specific equity analysis at the local TSP scale consistent with OAR 660-012-0135.

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[20] The RTP system sizing policies, regional congestion management process and OHP Policy 1F will be followed to determine mitigations that support meeting the throughway travel speed threshold.

[21] Supporting documentation will be needed as part of implementation of the policy to define the segmentation methodologies based on analysis options.

**Figure 3-8 System Planning Process Utilizing the Mobility Policy Measures**




### 3.2.5.3 Mobility policy plan amendment evaluation actions

All three of the mobility policy measures are applied to the evaluation of plan amendments. The following actions describe how each of the mobility targets and thresholds shall be used in tandem in evaluating plan amendments consistent with the Transportation Planning Rule (OAR 660-012-0060) and is supported by the flowchart in Figure 3-9.

1. Comprehensive plan amendments that do not surpass the trip generation thresholds in the Oregon Highway Plan Policy 1F will be found to have no significant impact and are not required to further evaluate VMT/capita, hours of congestion travel speed on Throughways, or system completeness.

2. In a jurisdiction with a TSP that has demonstrated compliance with achieving the region's Division 44 and Division 12 VMT reduction targets, comprehensive plan amendments that are forecast to maintain or lower VMT/capita for home-based trips and VMT/employee for commute trips to/from work compared to their 2045 baseline that achieve Division 44 targets, shall be found to have no significant impact consistent with the Transportation Planning Rule (OAR 660-12-0060)

3. Comprehensive plan amendments that have a significant impact because they a) increase VMT/capita for home-based trips or VMT/employee for commute trips to/from work or b) the jurisdiction has not demonstrated compliance with OAR 660 Division 44 and Division 12 VMT reduction targets shall mitigate that impact by adjusting their land use plan, supporting VMT/capita reduction through enhancing non-vehicular modes beyond what's in the financially constrained transportation system plan, and/or committing to transportation demand management. Enhancing non-vehicular modes means increasing system completeness for non-vehicular modes within the impact area of the plan amendment for those modes. Within the impact area, the system gaps will be identified based on the planned system in the TSP.

4. Large scale, typically legislative plan amendments will be obligated to develop a funding plan that will address the system gaps and bring additional projects that support VMT/capita reduction into the financially constrained transportation system plan and that help the district meet their VMT/capita target or mitigate the safety impacts of additional vehicle trips. In addition to addressing system completeness, a large plan amendment that is found have a significant impact on VMT/capita that cannot be mitigated will be required to review the impact of the plan amendment on meeting the travel speed on Throughways threshold and mitigate the impact. Addressing the impact of the plan amendment on throughways shall follow the RTP congestion management process, Sections 3.08.220 and 3.08.510 of the Regional Transportation Functional Plan and OHP Policy 1G and shall not come at the expense of achieving the VMT/capita target for the region.

5. Small scale, typically quasi-judicial plan amendments will need to demonstrate their proportionate impact on increased VMT/capita in the district and agree to conditions on the plan amendment or future conditions of development approval consistent with the local jurisdiction development code and project funding mechanisms to support reduced VMT/capita such as land use, transportation demand management, and/or off-site mitigations to support VMT reduction or mitigate safety impacts of additional trips.

6. System completeness assessment of comprehensive plan amendments shall identify the needs to meet the planned system for each mode, as established in regional and/or local system plans. For each mode, the completeness impact area will be defined based on routing from the comprehensive plan amendment site for the specified distances in Table

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5 [22]. Table 5 [23] provides guidance for identifying the needs within each modal completeness impact area. For the comprehensive plan amendment, a proportional share of additional projects in the unconstrained transportation system plan, not included financially constrained transportation system plan, will be established based on additional daily trips for the plan amendment for both multi-modal trips as well as the vehicular trips for which the increased VMT/capita is being mitigated, as described in Figure 3-9.

7. Comprehensive plan amendments that demonstrate either of the following for analysis segments within the vehicular impact area shall be found to require mitigation, and a proportional share of the identified needs will be established for the comprehensive plan amendment based on additional daily trips:

    a. Degrades the travel speed of an existing or planned throughway such that it would not meet the performance target identified Table 3-5; or

    b. Degrades the travel speed of an existing or planned throughway that is otherwise projected to not meet the performance standards identified in Table 3-5.

8. Interchanges within the vehicular impact area shall be assessed for off-ramp queuing to maintain safe, efficient and reliable operation of the mainline for longer trips of regional or statewide purpose through the interchange area under the forecast comprehensive plan amendment.

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[22] See pg. 19 of the Memo "Draft Regional Mobility Policy for the 2023 Regional Transportation Plan (10/28/22)" https://www.oregonmetro.gov/sites/default/files/2022/12/08/Draft-2023-Regional-mobility-policy-2023-RTP-10-28-2022.pdf Tables will be added to Appendix V in the final RTP

[23] See pg. 19 of the Memo "Draft Regional Mobility Policy for the 2023 Regional Transportation Plan (10/28/22)" https://www.oregonmetro.gov/sites/default/files/2022/12/08/Draft-2023-Regional-mobility-policy-2023-RTP-10-28-2022.pdf Tables will be added to Appendix V in the final RTP

**Figure 3-9 Guidance for Assessing Plan Amendment Impacts**

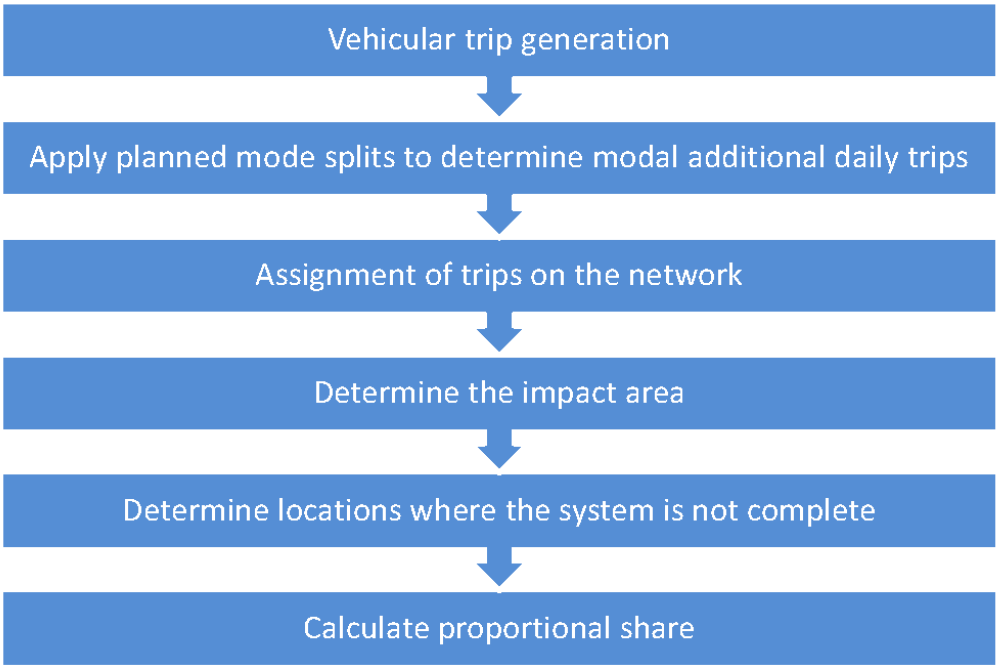
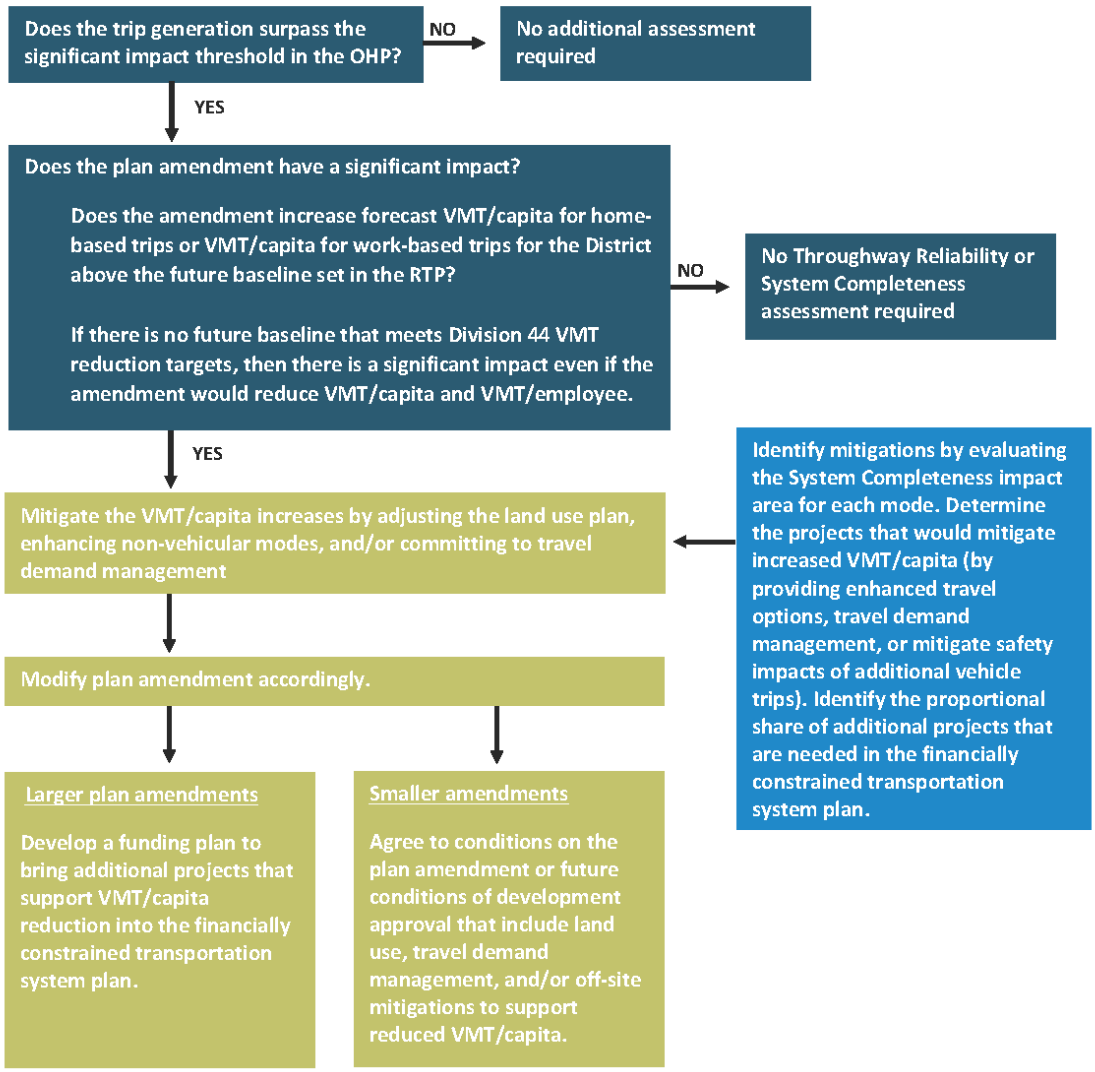



**Figure Note:** Vehicular trip generation with planned mode splits will be used until or unless mode specific trip generation resources become available.

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**Figure 3-10 Plan Amendment Process Utilizing the Mobility Policy Measures**



## 3.3 REGIONAL NETWORK VISIONS, CONCEPTS AND POLICIES

This section describes a network vision, concept and supporting policies for each component of the regional transportation system. The network vision, concepts and policies represent a complete urban transportation system that meets the plan goals and supports local aspirations for growth.




Rendering of a Regional Street showing a four-lane street with a planted median, crosswalks, and buildings. One lane in each direction is a bus only lane. There is a bus and four cars. A painted green bikeway and sidewalk are separated from the roadway by a planted median. People are walking and crossing the street. Source: Metro Designing Livable Streets and Trails Guide

The network visions, concepts and policies provide define a seamless and well-connected regional system of regional throughways and arterial streets, freight networks, transit networks and services and bicycle and pedestrian facilities. The network policies emphasize safety, access, mobility and reliability for people and goods and recognize the community-building and placemaking role of transportation. The network visions, concepts and supporting policies will guide the development, design, and management of different networks of the regional transportation system. The transportation system components are shown in Figure 3-11.

Click on 2023 RTP Network Maps for an online zoomable version of each map. [LINK TO BE ADDED]

**Figure 3-11 Regional transportation system components**




### 3.3.1 Regional mobility corridor concept

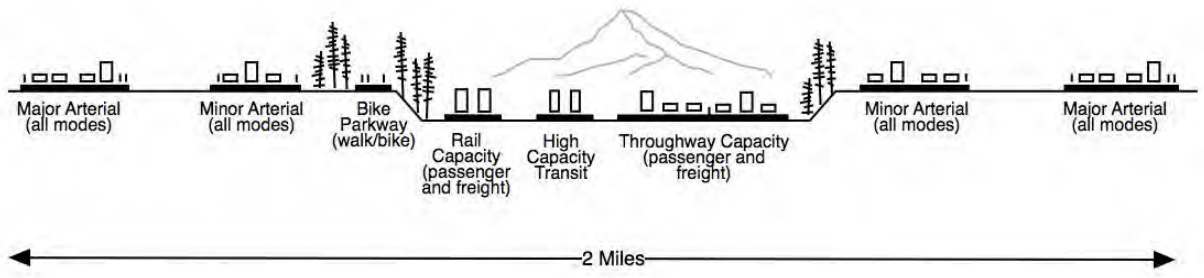
The regional mobility corridor concept envisions regional travel corridors defined by a central throughway and high capacity transit well supported by a network of arterial streets, frequent bus routes, freight/passenger rail and bicycle parkways to provide for regional, statewide and interstate travel. The function of this system of integrated transportation corridors is metropolitan mobility – moving people and goods between different parts of the region and connecting the region with the rest of the state and beyond. Mobility corridors also have a significant influence on the development and function of the land uses they serve. Mobility corridors are defined by the major centers of the 2040 Growth Concept. The regional mobility corridor concept calls for the consideration of parallel and interconnected facilities, different

travel modes, and land use when identifying needs and solutions to improve mobility within a corridor. The concept of a regional mobility corridor is shown in Figure 3-12.

Since the 1980s, regional mobility corridors have had throughway travel supplemented by high capacity transit service that provides an important passenger alternative. Parallel arterial streets, heavy rail, bus service, bicycle parkways and pedestrian/bicycle connections to transit also provide additional capacity in the regional mobility corridors. The full array of regional mobility corridor facilities should be considered in conjunction with the parallel throughways for system evaluation and monitoring, system and demand management and phasing of physical investments in the individual facilities. Bicycle and pedestrian travel and access to transit are also important as we plan and invest in regional throughways and arterial streets. New throughway and arterial facilities, such as freeway interchanges or widened arterial streets, should be designed and constructed in such a manner as to support bicycling, walking and access to transit.

The Mobility Corridor Strategies provided in the Appendix provides a summary of the 24 corridors, describing facilities, functions, land uses, and documenting transportation needs and strategies for addressing them. Updates to these strategies will be informed by the Regional Mobility Policy update described in Chapter 8.

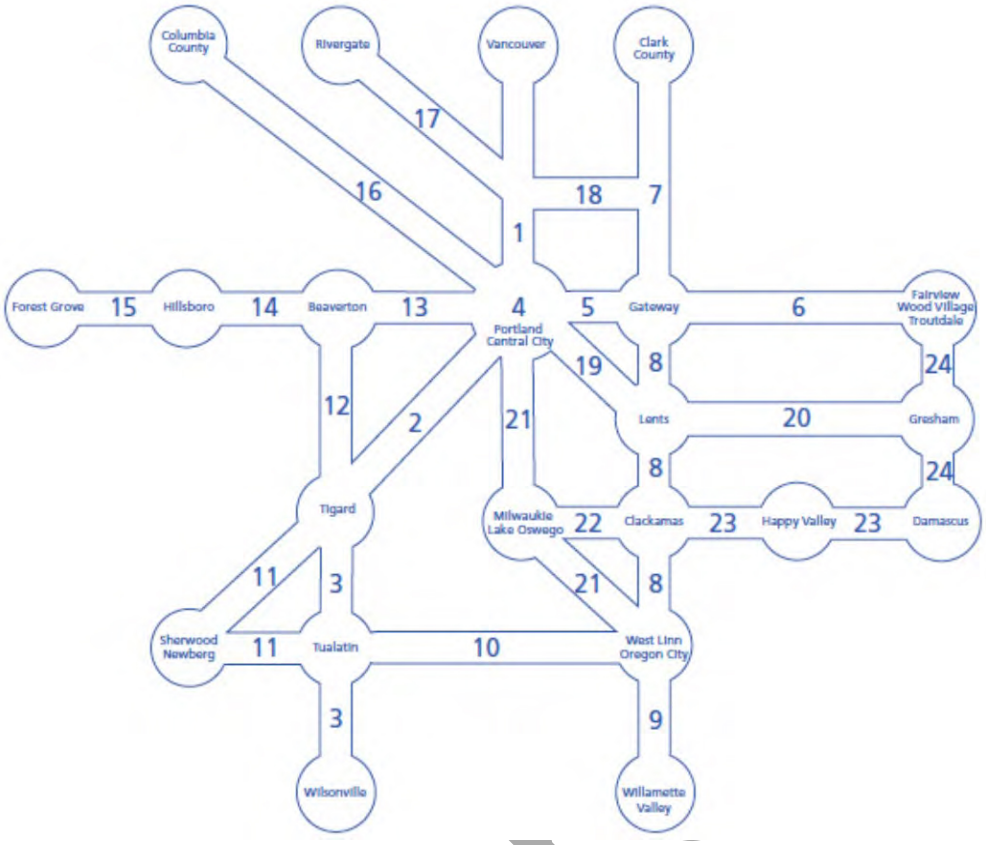
**Figure 3-12 Regional mobility corridor concept**




Note: Idealized concept for illustrative purposes showing recommended range of system analysis for the evaluation, monitoring, management and phasing of investments to throughways, arterial streets and transit service in the broader corridor. The illustration is modeled after the Banfield corridor that links the Portland central city to the Gateway regional center.

Figure 3-13 shows the general location of mobility corridors in the region.

**Figure 3-13 Mobility corridors in the Portland metropolitan region**

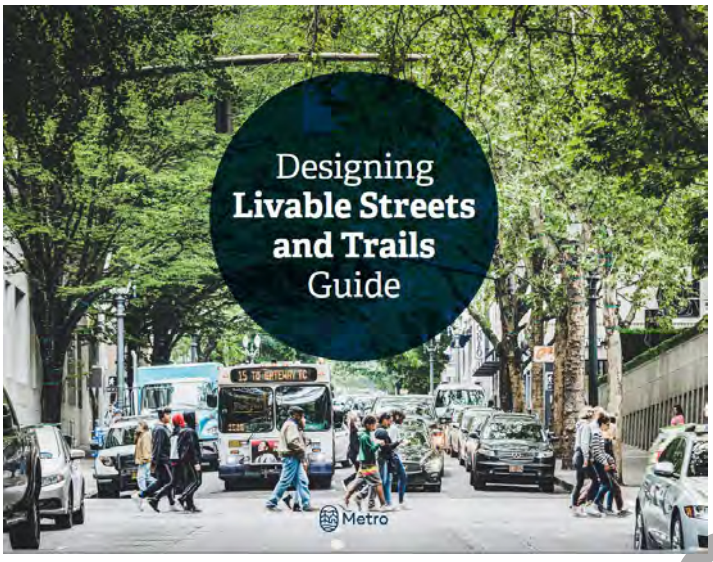



## 3.3.2 Regional Design and Placemaking Vision and Policies

Over the next several decades, the challenges faced by communities in greater Portland and the burdens placed upon the transportation network will multiply in number and complexity. Greenhouse gas emissions from motor vehicles and serious traffic crashes are two of the most pressing transportation issues; addressing them will require a transportation system designed to serve multiple travel modes, especially public transit, walking, and bicycling. Additionally, streets and trails must function not only as corridors for moving people, goods and services, but also as stormwater management facilities, community gathering spots and public spaces to enhance community livability.

The regional transportation system design classifications and policies in this section address federal, state and regional transportation planning mandates and support implementation of the 2040 Growth Concept.

**Figure 3-14 Metro's Designing Livable Streets and Trails Guide[24]**




Metro's Designing Livable Streets and Trails Guide provides design guidance depending on the intended functions of the arterial or throughway, the land uses the facility serves and adopted policy. In the design guidance, consideration is given to various arterial designs, designs for freight, trails, pedestrians, bicyclists and transit and the link between street design and stormwater management.[25] Design decisions, especially trade-offs in situations of limited road right-of-way, should use performance-based design and flexibility in design to achieve desired outcomes.

The purpose of the Guide is to support implementation of the 2040 Growth Concept and the Regional Transportation Plan. Along with other local and regional plans and policies, this Guide is a resource for the agencies responsible for designing, constructing, and maintaining the region's transportation system. Metro intends the design guidance to assist in designing new and reconstructed streets and trails but may also be applied to maintenance projects that preserve and extend the service life of existing streets and structures when minor retrofits are needed.

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[24] Metro's Designing Livable Streets and Trails Guide complements existing national, state and local requirements and guidelines, and its recommendations are allowable under national guidance, including guidelines developed by the American Association of State Highway and Transportation Officials, the Federal Highway Administration and the National Association of City Transportation Officials. The Designing Livable Streets and Trails Guide has been developed based on current design guidance, case studies, best practices for urban environments, research and evaluation of existing designs, and professional review and input. It integrates design guidance for regional streets, regional trails, stormwater management and Greenstreet treatments into one guide to encourage a holistic and comprehensive approach to designing a complete transportation system.

25 Find regional design guidelines and other resources here: https://www.oregonmetro.gov/tools-partners/guides-and-tools/guidelines-designing-livable-streets-and-trails

### 3.3.1 Design and complete streets policies

| | |
|---|---|
| **Policy 1** | **Design the transportation system to implement the planned land uses and regional urban form envisioned in the 2040 Growth Concept.** |
| **Policy 2** | **Design a well-connected transportation system that serves all modes of travel.** |
| **Policy 3** | **Use regional street design classifications to guide development of streets that balance the needs of all users and functions of streets according to planned land use and desired outcomes.** |
| **Policy 4** | **Use transportation network and street design to help achieve regional goals and desired outcomes, including environmental and human health, climate action and resilience, a safe system, equitable transportation, mobility options, vibrant communities, and a thriving economy.** |
| **Policy 5** | **Avoid, minimize, and mitigate environmental impacts of the transportation system using Green Infrastructure design, street trees, wildlife habitat or waterway crossing improvements and other approaches.** |
| **Policy 6** | **Use a performance-based approach and decision-making framework to plan and design transportation projects and networks.** |

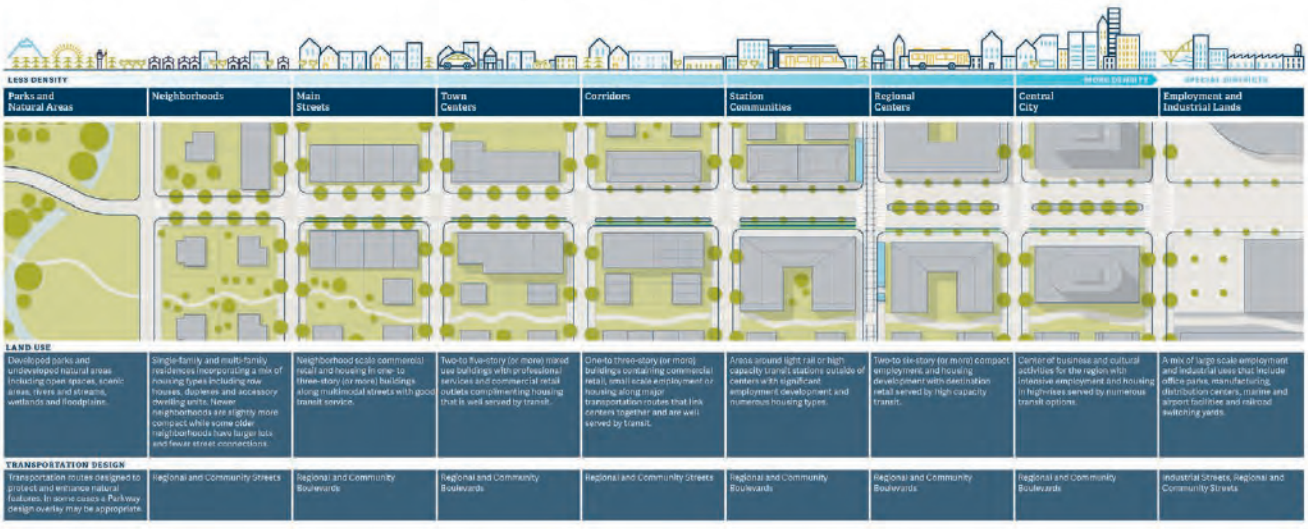
**Design Policy 1. Design the transportation system to implement the planned land uses and regional urban form envisioned in the 2040 Growth Concept.**

The 2040 Growth Concept directs most new development to mixed-use centers, corridors and main streets. Realization of the Concept relies on a balanced transportation system that adequately serves planned uses while reducing vehicle miles traveled. Regional street design classifications support building and operating streets that are sensitive to the adjacent land use context, the roadway's functional classifications and the different needs and abilities of people traveling.

Figure 3-15 illustrates how the design of transportation facilities should change in response to planned and surrounding land use.

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**Figure 3-15 Land use and transportation transect**

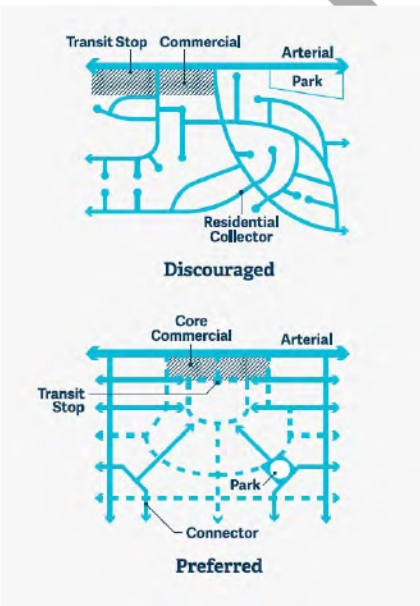



Graphic image of an illustrative road running through different types of land use. To view the full size illustration see the Designing Livable Streets and Trails at https://www.oregonmetro.gov/tools-partners/guides-and-tools/guidelines-designing-livable-streets-and-trails

### Design Policy 2. Design a well-connected transportation system that serves all modes of travel.

Consistent with the mobility corridor concept, a well-connected network of complete streets provides multiple and direct routes between destinations. Figure 3-16 illustrates a well-connected street network.

**Figure 3-16 Street connectivity**



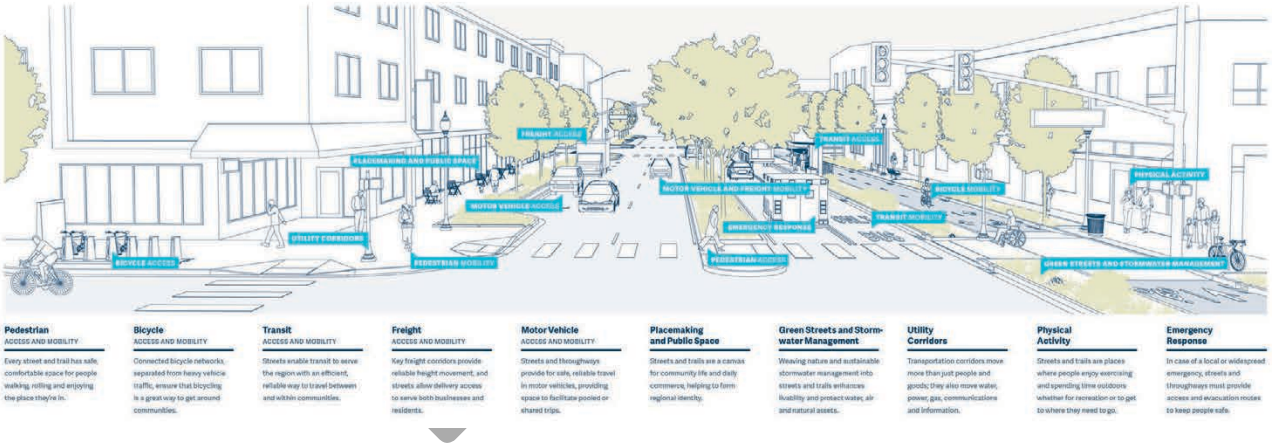

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Because walking and biking are easier on a connected street network, a connected street network supports the 20-minute neighborhood concept, where all daily necessities are within a 20-minute walk of bike ride. Even where less-connected street networks have been established by jurisdictions, trails, paths, bridges, and midblock street crossings increase connectivity for people walking and bicycling. Emergency response also benefits from a well-connected street system.

Section 3.3.3.1 of the regional motor vehicle network policies provides regional street spacing standards. Environmental factors may impact street connectivity in some locations. Outside of centers, agencies should design street networks around, rather than through, environmentally sensitive lands and should mitigate impacts when they cannot be avoided. Street networks should allow for the preservation of continuous natural areas and parks.

Complete streets are transportation facilities that agencies plan, design, operate, and maintain to enable safe, convenient, and comfortable travel and access for users of all ages and abilities regardless of their mode of transportation. Complete Streets serve many functions and allow for safe travel by those walking, bicycling, driving automobiles, riding public transportation, or delivering goods. Figure 3-17 illustrates the multiple functions that streets serve.

**Figure 3-17 Livable streets and trails functions**




Graphic image of an illustrative street with call out boxes describing the different functions of the street. To view the full size illustration see the Designing Livable Streets and Trails at https://www.oregonmetro.gov/tools-partners/guides-and-tools/guidelines-designing-livable-streets-and-trails

### Design Policy 3. Use regional street design classifications to guide development of streets that balance the needs of all users and functions of streets according to planned land use and desired outcomes.

Regional street design classifications provide an overall approach to design regional roadways based on its functional classification, the planned land use context, and achieving desired outcomes and community needs.

Table 3-6 summarizes typical design elements, including the planned number of motor vehicle travel lanes and target and design speed, for different travel modes for each of the regional street design classifications and illustrates how street design corresponds to 2040 land use design types and motor vehicle functional classifications.

**Table 3-6 Planned regional transportation system and typical design components of regional design classifications**

| 2040 Land Use Design Type | Design Classification | Street Connections | Prioritized Travel Modes | Motor vehicle Functional Classification | Target and Design Speed | Number of Lanes | Medians and Turn Lanes | Flex Zone Uses | Pedestrian Design | Bikeway Design | Transit Design | Freight Design | Green Streets/ Stormwater Management |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Any | Freeways | Limited Grade-separated | Motor vehicle, freight, transit | Throughway | 45 to 80 mph | Up to six with auxiliary lanes in some places | Center barrier, no turn lanes | Shoulder for emergency use, bus on shoulder or carpool | Parallel facility; crossings on over- or underpasses; crossings every 200 to 1,200 ft. | Multiuse path; crossings on over- or underpasses | Bus on shoulder, express bus, light rail | Enhanced mobility | Vegetated landscaping and green streets treatments to manage stormwater |
| Any | Highways | Limited Some grade-separated, signalized | Motor vehicle, freight, transit | Throughway | 35 to 50 mph | Up to six with auxiliary lanes in some places | Median, limited turn lanes in some locations | Shoulder for safety, emergency use, bus on shoulder or carpool | Parallel facility or buffered sidewalks; crossings on over- or underpasses; crossings every 200 to 1,200 ft. | Multiuse path or separated bikeway; crossings on over- or underpasses | Bus on shoulder, express bus, light rail | Enhanced mobility | Vegetated landscaping and green streets treatments to manage stormwater |
| Centers, station communities and some main streets | Regional and community boulevards | Many; access management emphasized | Pedestrian, transit, bicycle; access for all modes | Major arterial (regional boulevard) Minor arterial (community boulevard) | 20 to 25 mph | Two to four lanes | Median desired, some turn lanes; minimize additional crossing width at intersections | None, or separated bikeway, enhanced bus, parking, green streets | Buffered sidewalks, enhanced crossings and access to transit; crossings every 200 to 530 ft. (1 to 2 blocks) | Separated bikeway; enhanced crossings | Accessible stations, priority bus treatments as appropriate | Access: loading and unloading | Vegetated landscaping and green streets treatments to manage stormwater |
| Corridors, neighborhoods, some main streets and employment and industrial areas | Regional and community streets | Some to many; access management as possible | Balanced and modal network priorities | Major arterial (regional street) minor arterial (community street) | 20 to 30 mph | Two to four lanes | Median desired; some turn lanes; minimize additional crossing width at intersections | None, or separated bikeway, enhanced bus, parking, green streets | Buffered sidewalks, enhanced crossings and access to transit; crossings every 200 to 530 ft (1 to 2 blocks) | Separated bikeway; enhanced crossings | Accessible stations, priority bus treatments as appropriate | Mobility on freight corridors; access: loading and unloading | Vegetated landscaping and green streets treatments to manage stormwater |
| Employment and industrial areas | Industrial streets | Some; access management emphasized | Freight, motor vehicle, transit | Major or minor arterial | 20 to 40 mph | Two to four lanes | Median in some instances; some turn lanes | None, separated bikeway or multiuse path, enhanced bus, parking, green streets | Sidewalk with buffer or multiuse path; enhanced crossings and access to transit; crossings every 200 to 530 ft. (1 to 2 blocks) | Separated bikeway or multiuse path; enhanced crossings | Accessible stations, priority bus treatments as appropriate | Priority freight treatments, wider lanes and intersections | Vegetated landscaping and green streets treatments to manage stormwater |

To view the full size table see the Designing Livable Streets and Trails at https://www.oregonmetro.gov/tools-partners/guides-and-tools/guidelines-designing-livable-streets-and-trails

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Regional design classifications apply to local transportation system plans throughout greater Portland. Cities or counties may adopt the classifications into their plans or provide a cross-reference if they use different terms. Regional street design classifications are assigned to all throughways and major and minor arterials in the regional transportation system as shown in Table 3-6 and Figure 3-20.

Regional street design concepts promote community livability and reliable travel by balancing all modes of travel and addressing the function and character of adjacent land uses. Linking land use and the physical design of transportation facilities is crucial to achieving state goals to limit reliance on any one mode of travel and to encourage increased walking, bicycling, carpooling, vanpooling and use of transit.

### Freeways and highways



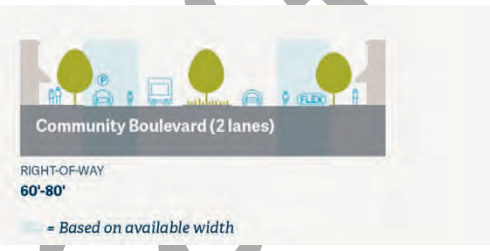




Freeways and highways connect major activity centers, including the central city, regional centers, industrial and employment areas, and intermodal facilities such as the Port of Portland. Freeways and highways provide intercity, interregional, and interstate connections. This design classification prioritizes long-distance and higher speed freight, motor vehicle and transit mobility. Freeways are grade separated; highways have a mix of grade-separated and at grade intersections. Freeways and highways cross all types of land uses, and buildings are typically not oriented to these facilities.

### Regional and community boulevards



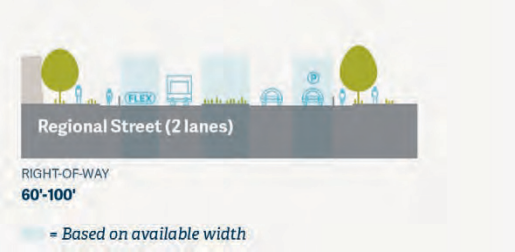







Regional and community boulevards serve the multimodal travel needs of the region's most intensely developed and developing activity centers, including the central city, regional centers, station communities, town centers and some main streets. Adjacent land uses and buildings should orient directly to the boulevard with ground-floor commercial activity, contributing to a pedestrian and bicycle-friendly environment. Buildings typically have designs, such as a storefront or arcade, which provide transition space from the street and support pedestrian access. Agencies design boulevards to prioritize pedestrian, bicycle, and transit travel.

### Regional and community streets










Regional and community streets balance the multimodal travel and access needs of corridors, neighborhoods, and some main streets, along with employment and industrial areas. Regional and community streets can be located within residential neighborhoods as well as more densely developed corridors and employment centers. Development can be set back from the street. Regional and community streets can also serve as main streets with buildings oriented toward them at major intersections and transit stops.

Figure 3-20 shows design classifications for arterials and throughways.

**Design Policy 4. Use transportation network and street design to help achieve regional goals and desired outcomes, including environmental and human health, climate action and resilience, a safe system, equitable transportation, mobility options, vibrant communities, and a thriving economy.**

Transportation agencies can design facilities to achieve desired outcomes and support the health, safety, and economic and environmental sustainability of communities in the region. Practitioners refer to this approach as performance-based design. Table 3-7 illustrates how design characteristics of urban arterials can either promote or hinder desired outcomes.

**Table 3-7 Design characteristics of healthy urban arterials**[26]

| Health Promoting Design | Unhealthy Design |
|---|---|
| Neighborhood asset for access and commerce | Physical barrier that divides neighborhoods |
| Supports neighborhood social and cultural connections | Exhibits neglect and physical decay |
| Safe travel speeds for all users | Traffic speeds too high to be safe for all users |
| Comfortable for all users to cross | Difficult to cross because of design and traffic |
| Link within pedestrian and bicycle networks | Barrier within pedestrian and bicycle networks |

[26] Understanding and Improving Arterial Roads to Support Public Health and Transportation Goals, American Journal of Public Health, August 2017.

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| | |
|---|---|
| Designed to mitigate noise | Source of noise |
| Designed to mitigate air pollution | Near-roadway air pollution |
| Accessible to users of all abilities | Inaccessible to users with disabilities |
| Supports green infrastructure systems | Impervious paving materials, lack of shade |
| Contributes to revitalization without displacement | Location of residential and business gentrification |

### Design principles to achieve desired outcomes

- **Design with a safe system approach**: Use the safe systems approach in street design, managing speeds for safety, lowering speeds in areas where people are walking, bicycling, and accessing transit and separating users. Separation means creating physical barriers between people moving at different speeds. As speed differentials increase, so should the level of separation. Medians, access management treatments, protected bicycle lanes and other street design elements can minimize crashes.
- **Design for safe speeds**: Design streets to encourage safe speeds for all users – the safe target speed. Evaluating minimum sight distance, horizontal curvature, vertical curves and other design factors is based on the design speed. To achieve a safe target speed, the design speed should align with the target speed. Ultimately, posted speed should also align. Transportation agencies can achieve a desired target speed by street design elements. Wider, more open roadways encourage higher operating speeds. Conversely, a roadside with street-facing buildings, wide, buffered sidewalks, separated bikeways, on-street parking and street trees can lead to lower speeds.
- **Design for all users**: Design for people of all ages and abilities, as well as the design vehicle for a specific facility. Before developing a design, practitioners should consider each type of user and how they will navigate the street. Agencies should design streets keeping the green transportation hierarchy in mind. The hierarchy prioritizes functions for a typical street in this order: walking, bicycling, transit, freight, carshare/ taxi/commercial transport, and private automobiles. The selection of a design vehicle is an essential part of developing street and intersection designs. The design vehicle is the largest vehicle expected to use the street or intersection regularly. Because the selection of a design vehicle influences street dimensions such as turning radii, which in turn can impact safety and operating speeds, practitioners should choose the smallest possible design vehicle. Occasional larger vehicles can still be accommodated in the design by encroaching on opposing lanes or using multiple point turns. Likewise, agencies can use design features such as speed cushions or truck aprons to accommodate emergency vehicles and large trucks while providing speed management treatments that reduce overall traffic speeds.
- **Design for personal security and equity**: Use design to create streets where people of all races, genders, ages and abilities feel safe from crime and harassment. Because street design has been used to oppress and criminalize Black communities, communities must be engaged in the design process. Streets should be intuitive and easy to use regardless of race, income, age, ability, cultural background, or language.

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- **Design to protect the environment**: Use green infrastructure design to avoid, minimize and mitigate the harmful environmental impacts of transportation facilities and achieve a healthier, more resilient landscape.
- **Design for the future**: Factor in rapid technological change and innovation. Agencies should consider allocating street space to the functions that matter most, and not necessarily to the newest technology. Street designs should also be flexible enough to support piloting new innovations.
- **Design with fiscal stewardship in mind**: Use innovative and creative design approaches to reduce costs and conserve resources for construction and life cycle costs, including operation, maintenance, and replacement costs. Include external costs, such as climate change impacts, to capture the full cost of specific design treatments.

**Design Policy 5. Avoid, minimize, and mitigate environmental impacts of the transportation system using Green Infrastructure design, street trees, wildlife habitat or waterway crossing improvements and other approaches.**

The effect that transportation infrastructure has on the health of the natural environment, particularly urban waterways, and habitat connectivity, is well documented. Transportation infrastructure has the potential to degrade water quality, create barriers to corridors for animal travel and increase air, noise and light pollution. Projects also have the potential to negatively impact cultural and historical resources if not planned and implemented carefully.

Projects should be designed to avoid or minimize impact or if avoidance is not possible, to maximize enhancement, protection, and improvement of natural, community and cultural resources through the application of Green Infrastructure design treatments.[27] The avoid, minimize, or mitigate approach is known as sequencing and involves understanding the affected environment and assessing transportation effects throughout the project development process.

The sequencing for projects follows this order:

- Avoiding the impact altogether by not taking a certain action or parts of an action.
- Minimizing impacts by limiting the degree or magnitude of the action and its implementation.
- Rectifying the impact by repairing, rehabilitating, or restoring the affected environment.
- Reducing or eliminating the impact over time by preservation and maintenance operations during the life of the action or project.

[27] Refer to Appendix F for examples of mitigation strategies for different environmental resource areas. For example, street trees, vegetated swales and other green street treatments can intercept rainwater and convey stormwater in the public right-of-way, following best practices to minimize light pollution, installing appropriate wildlife crossings, screening sensitive habitats from noise and light, enhancing vegetation associated with wetlands and waterways for wildlife, limiting fill within wetlands, constructing bridges or open bottom culverts, creating new wetland areas, and restoring or rehabilitating damaged wetlands and waterways, using pervious materials and preserving, maintain or enhancing tree canopy. Refer to Metro's handbooks Green Streets: Innovative Solutions for Stormwater and Stream Crossings" and "Wildlife Crossings: Providing safe passage for urban wildlife for more information on these designs.

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- Compensating for the impact by replacing or providing substitute resources or environments.

All streets and trails must manage stormwater, treating runoff to reduce pollution and infiltrate water into the ground, limiting how much stormwater and pollutants eventually make their way into vulnerable natural waterways. By incorporating green infrastructure treatments such as vegetated medians, planters, curb extensions and street trees, streets and trails can function as urban green corridors that not only manage stormwater but mitigate the harmful impacts of transportation on air, water, and wildlife habitat and connectivity. This function of streets and trails is imperative to human and environmental health.

One of the distinct advantages of having streets and trails function as green streets over "grey infrastructure" for stormwater management is their superior treatment of pollutants running off from roadways. While grey infrastructure options may have smaller footprints, they are typically more expensive to maintain and fail if not maintained. In addition, separate grey infrastructure elements are almost always needed to manage runoff quality and quantity.

Street trees and other green streets infrastructure provide a wide array of benefits in addition to stormwater management, offering wildlife habitat, improving air quality, providing shade and reducing the urban heat island affect, beautifying the surroundings, promoting human well-being and calming traffic.

On streets with high levels of walking and bicycling, street trees provide buffers from traffic and air pollution. Green streets can be further supported by using dark skies approaches to minimize the impact of street lighting on wildlife, human health, and the natural environment. Designing streets and trails for stormwater management can also incorporate and enhance other functions, such as placemaking. Agencies can use green street elements to create a stronger sense of place and make walking and biking more enjoyable.

Transportation agencies typically consider the following types of environmental, tribal, cultural and historical data during development of projects:

- High value fish and wildlife habitat areas and biodiversity corridors
- Threatened and endangered species, including vertebrate species and plants
- Vegetation and wildlife
- Fisheries
- Wetlands and waterways
- Flood hazard areas/floodplains
- Historic resources
- Tribal lands and legacies
- Air quality and greenhouse gas emissions

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**Figure 3-18 Examples of how green infrastructure can help achieve regional goals**

| RTP Goal | Examples of how Green Infrastructure can help achieve regional goals |
|---|---|
| **Thriving Economy** | Green infrastructure can promote economic growth as a valued public amenity, create construction and maintenance jobs, add to property value, support walkable and bikeable communities, businesses, and commercial districts, and lower the costs associated with climate change.<br><br>Protecting the environment and natural resources today can save money for the future and reduce infrastructure construction and maintenance costs. |
| **Mobility Options** | Green streets can promote active travel and access to transit by providing enjoyable routes that are shaded and buffered from traffic. Green infrastructure treatments, such as access management and medians with bioswales, can be designed to support reliability and efficiency by reducing crashes and conflicting movements. |
| **Safe System** | Street trees and other green infrastructure can help calm traffic to desired speeds, provide welcoming places that increase security, and improve resiliency and reduce impacts of major storm events. |
| **Climate Action and Resilience** | Trees and green infrastructure can support climate adaptation by cooling streets, parking lots and buildings, better managing stormwater and reducing the urban heat island effect. Trees and vegetation can be managed to sequester greenhouse gases to help mitigate climate change.<br><br>Green infrastructure can enhance and protect the natural environment by supporting clean air and water, filtering stormwater runoff, reducing erosion, protecting, creating, and connecting habitat for birds, fish, and other wildlife. |
| **Equitable Transportation** | Clean air and water and access to nature can be improved and habitat can be preserved and enhanced when green infrastructure is provided in marginalized communities.<br><br>Green infrastructure can reduce water, air, noise, and light pollution, encourage active lifestyles and link people to trails, parks and nature that enhance human health and well-being.<br><br>All stakeholders can be represented, including those that cannot speak for themselves – wildlife and the natural environment. Performance-based planning includes considering environmental effects throughout the planning process. |

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### Design Policy 6. Use a performance-based approach and decision-making framework to plan and design transportation projects and networks.

As the demands on the transportation system increase, so does the need for flexibility in how roadways are designed. Performance-based planning and design expands design parameters to be more flexible. Performance-based planning and design incorporates many performance measures to assess how well a project will achieve desired outcomes. Measures and related goals may be

weighted to ensure that a project supports priority outcomes, for example reducing serious traffic crashes, identified in adopted plans and policies and through community engagement.

A performance-based design decision-making framework helps practitioners and stakeholders track decisions throughout the life of a project, as illustrated in Figure 3-19. This documentation process provides flexibility to choose the best design for a given context, while providing an effective way to manage risk when designing new or reconstructed roadways. The framework includes documenting the design considerations, and alternatives that were evaluated, based on clearly outlined project goals and meaningful stakeholder engagement.

Performance-based planning and design starts with a well-defined project need, accompanied by goals and related objectives. It then works to align design decisions with the project objectives and desired systemwide outcomes. This approach relies on developing and comparing design alternatives, using performance measures and analysis to assess progress toward achieving project objectives, and applying engineering judgment, informed by a multidisciplinary team, to reach a preferred design. Refer to Chapter 6 of the Designing Livable Streets and Trails Guide for a step-by-step guide and tools to address trade-offs and constraints.

**Figure 3-19 The performance-based design decision-making framework**

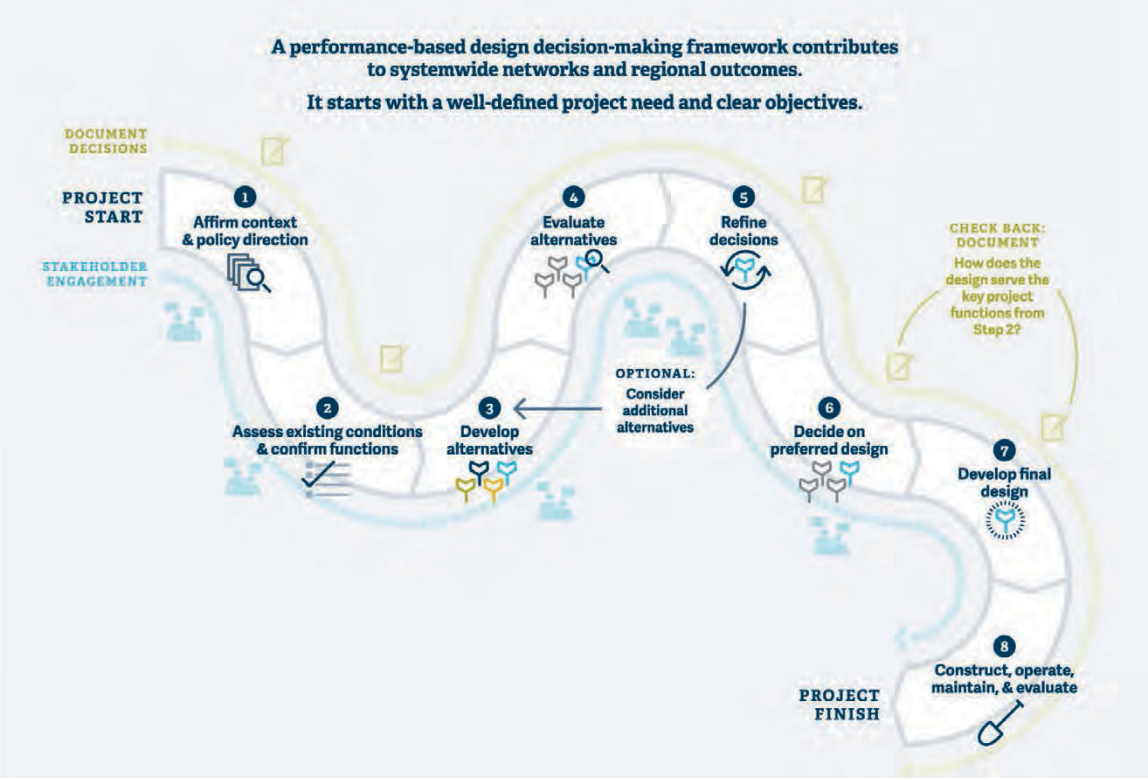



**Figure 3-20 Regional design classifications map [To be added]**

### 3.3.3 Regional motor vehicle network vision and policies

While the greater Portland region has changed dramatically over the past century, the shape of the major road network has not. Most regional streets were once farm-to-market roads, established along Donation Land Claim boundaries at half-mile or one-mile spacing. The region's throughway system evolved from the mid-1930s, when the first highway was built from Portland to Milwaukie, to the completion of I-205 in the early 1980s. Most of the throughway system was built along the same Donation Land Claim grid that shapes the regional street network, with most throughways following older farm-to-market routes or replacing major streets.

This inherited network design has proven to be an adequate match for accommodating the changing travel demands of our growing region. The Regional Motor Vehicle Network Concept applies this proven network design to developing and undeveloped areas in the region, while seeking opportunities to bring existing urban areas closer to this ideal when possible.

#### 3.3.3.1 Regional motor vehicle network concept

The Regional Motor Vehicle Network Concept shown in Figure 3-21 illustrates policies for developing a complete and well-connected motor vehicle network that is safe and reliable, provides adequate capacity and supports all modes of travel.

**Figure 3-21 Regional motor vehicle network concept**

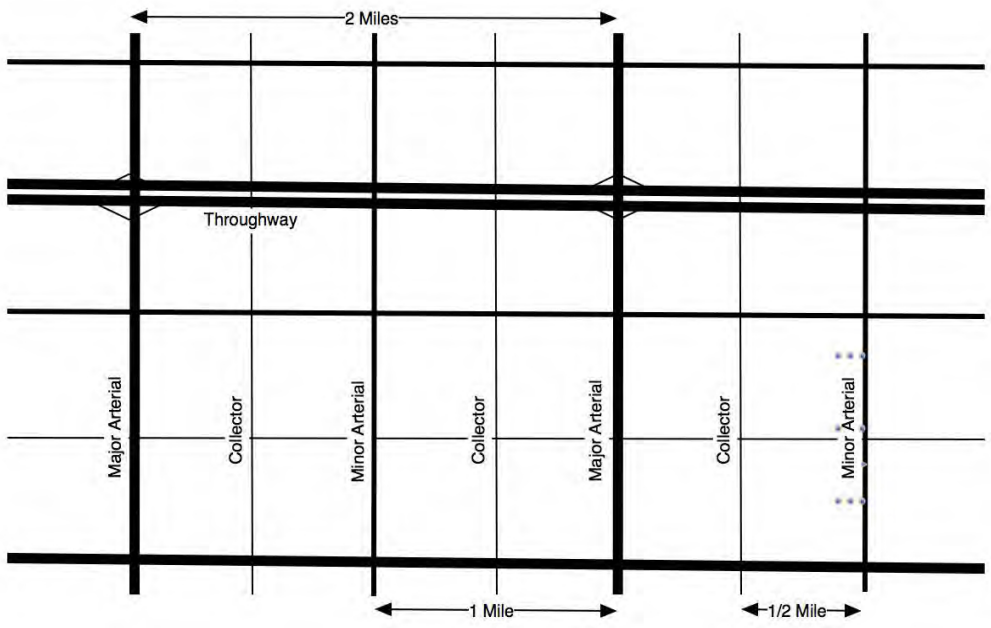



Image shows a conceptual network of streets, illustrating multimodal transportation corridors and showing ideal spacing of arterial streets. Most of the region's travel occurs off the throughway network, on a network of multimodal arterial streets that are further complemented by a well-connected network collector and local streets. The RTP policy places an emphasis on ensuring that arterial networks are fully developed as the region grows, providing both local circulation and preserving throughway capacity for regional and statewide travel.

### 3.3.3.2 Regional motor vehicle network policies

The planned motor vehicle network is defined by the roadway capacity defined in Table 3-8 (also see Table 3-6 in Section 3.3.1). The planned motor-vehicle network, by functional classification, is shown in Figure 3-23. Adding motor vehicle capacity beyond the planned system is subject to the regional Congestion Management Process defined in Section 3.3.4.

**Table 3-8 Planned motor-vehicle network capacity**

| Motor Vehicle Functional Classification | Typical Number of Planned Travel Lanes |
|---|---|
| Throughway | Up to 6 through lanes with auxiliary lanes in some places |
| Highway | Up to 6 through lanes with auxiliary lanes in some places |
| Major arterial | Up to 4 through lanes with turn lanes and median |
| Minor arterial | 2 to 4 through lanes with turn lanes and median |

The regional motor vehicle concept and policies call for adequately maintaining the motor vehicle network, applying the congestion management process (Section 3.3.4) and regional mobility policy (Section 3.2.6) and data to identify needs and solutions; managing and optimizing throughway capacity to serve regional, statewide and interstate travel; and implementing a well-connected network of local, collector and arterial streets that is tailored to fit local geography, respect existing communities and planned development, and protect the natural environment. Increased network connectivity improves travel reliability and increases travel options.

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| | |
|---|---|
| **Policy 1** | **Preserve and maintain the region's motor vehicle network in a manner that improves safety, security and resiliency while minimizing life cycle cost and impact on the environment.** |
| **Policy 2** | **Use the Congestion Management Process, Regional Mobility Policy, safety and bike and pedestrian network completion data to identify motor vehicle network needs and solutions.** |
| **Policy 3** | **Actively manage and optimize capacity on the region's throughway network to maintain mobility and accessibility and improve reliability for longer, regional, statewide, and interstate travel.** |
| **Policy 4** | **Complete the region's planned throughway network up to six travel lanes (three lanes in each direction) as envisioned in the 2040 Growth Concept.** |
| **Policy 5** | **Prior to adding new throughway capacity beyond the planned system of motor vehicle through lanes, including adding or extending an auxiliary lane of more than one-half mile, demonstrate that system and demand management strategies, including access management, transit and freight priority, pricing, transit service and** |

| | |
|---|---|
| | **multimodal connectivity improvements cannot adequately address identified needs consistent with the Congestion Management Process and Regional Mobility Policy.** |
| **Policy 6** | **Prior to adding or extending an auxiliary lane of one-half mile or more, determine whether the new individual auxiliary lane alone or in combination with auxiliary lanes in the same corridor will collectively influence capacity, or alternatively whether each of the auxiliary lanes operate independently and address localized safety issues consistent with the Congestion Management Process and Regional Mobility Policy.** |
| **Policy7** | **Actively manage and optimize arterials according to their planned functions to improve reliability and safety and maintain mobility and accessibility for all modes of travel.** |
| **Policy8** | **Complete a well-connected network of arterial streets ideally spaced at approximately 1-mile apart and planned for up to four travel lanes to maintain transit and freight mobility and accessibility and prioritize safe pedestrian, bicycle and transit access for all ages and abilities using Complete Street design approaches.[28]** |
| **Policy 9** | **Complete a well-connected network of collector and local streets that provide for local circulation and direct vehicle, bicycle and pedestrian access to adjacent land uses and to transit for all ages and abilities.** |
| **Policy 10** | **Prior to adding new arterial street capacity beyond the planned system of motor vehicle through lanes, demonstrate that system and demand management strategies, including access management, transit and freight priority, transit service, and multimodal connectivity improvements cannot adequately address identified needs consistent with the Congestion Management Process and Regional Mobility Policy.** |

### Motor Vehicle Network connectivity

A well-connected network of complete streets is critical to achieving the 2040 Growth Concept vision. In general, the roadway network should be designed to provide for trips through or across the region on throughways, shorter trips through portions of the region on arterial streets and the shortest trips on collector and local streets.

This approach results in a **street hierarchy** of:

- throughways (for example, limited-access facilities such as I-84, US 26, I-5, I-205 and I-405)

[28] The number of through lanes may vary based on right-of-way constraints or other factors. Some places in the region may require additional lanes due to a lack of network connectivity. Major and minor arterial streets can either be 2 or 4 lanes with turn lanes as appropriate.

- arterial streets (for example, Cornell Road in Washington County, 82nd Avenue in the City of Portland and Sunnyside Road in Clackamas County)
- collector streets
- local streets

The traditional street classifications for throughways, arterial streets and other streets are a good starting point for distributing traffic in communities to avoid bottlenecks on overburdened routes or avoid the need to build overly wide streets as a community grows.

Throughways serve as longer-distance mobility routes, with limited access, and an emphasis on connecting major destinations. Arterial streets provide both mobility, moving traffic, goods, and people within the region, and access to property along the street. .

Building a regional motor vehicle network to accommodate all motor vehicle traffic during peak travel periods is not feasible or practical nor would it be desirable considering the environmental, climate, and community impacts.

By developing a well-connected network, the region can spread traffic across the entire network, reducing the need to overburden a few facilities. This will help reduce bottlenecks and congestion hotspots, decreasing the need to widen roads and intersections beyond their typical design. Connectivity also supports transit, biking and walking by making trip distances shorter and more direct and convenient. Improved travel reliability is a key overall outcome of all connectivity-oriented strategies. Refer to Section 3.3.2 for street design policies and principles.

### Typical spacing and planned capacity for arterial streets

The regional motor vehicle network concept calls for one-mile spacing of major arterial streets, with minor arterial streets or collector streets at half-mile spacing, recognizing that existing development, streams and other natural features may interfere with this spacing. Major and minor arterial streets can be either 2 or 4 lanes with turn lanes as appropriate. Streets with 4 or more lanes should include medians, where possible, with appropriate median openings for turning movements and turn lanes. Access management strategies should be used on arterial streets and all streets with 4 or more lanes.

Shown in Figure 3-21, the illustrative arterial street network is complemented by a well-connected network of collector streets. This network of arterial and collector streets is multi-modal in design, serving automobiles, motorcycles, trucks, transit, bicycles and pedestrians. The regional arterial street design with a median reflects an accepted design that can support safe travel by all modes, accommodating urban levels of traffic, while also providing for bicycle and pedestrian travel and safe crossings at major intersections.

Traffic speeds, access and level of street connectivity vary depending on the function of the street. The design of transportation facilities should consider the facility's traffic function, all modes of travel, and community development goals. As identified in the Regional Active Transportation

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Plan and Metro's livable street design guidelines, traffic speeds, traffic volumes and the volume of heavy trucks should be considered in the design of pedestrian and bicycle facilities on streets on the regional network.

Research and experience have shown that there are optimal street designs for various types of roadways. Street design, combined with connectivity help reduce congested hot spots and improve reliability. Local streets and collectors are planned to consist of 2-lanes with turn lanes where needed, major arterials are planned to consist of up to 4-lanes with medians and with turn lanes and access management strategies. Therefore, before adding additional through lanes beyond the planned system, plans and studies must demonstrate that the additional lanes beyond the planned system do not compromise the function of the roadway for all modes and that the planned system of through lanes, transit service, bike, pedestrian and other parallel arterial, operational, system and demand management solutions do not adequately address transportation needs first, prior to considering widening arterial beyond the planned system to address identified needs.

### Throughways and auxiliary lanes

Throughways generally span several jurisdictions and often are of statewide importance linking the greater Portland area with neighboring cities, other parts of the state, other states, and Canada. Throughways are planned to consist of six through lanes (three lanes in each direction) with grade–separated interchanges or intersections, and serve as the workhorse for regional, statewide, and interstate travel. Additional through travel lanes may be needed in some places based on the importance of a facility to regional and state economic performance, excessive demand and limitations or constraints that prevent creation of a well-connected street network due to topography, existing neighborhoods, or natural resource areas.

Throughways carry between 50,000 to 100,000 vehicles per day, providing higher-speed travel for longer motor vehicle trips and serving as primary freight routes, with an emphasis on mobility. Throughways help serve the need to move both freight trucks and autos through the region. Throughways connect major activity centers within the region, including the central city, regional centers, industrial areas and intermodal facilities.

The Throughway functional classification generally corresponds to the Expressways functional classification in the Oregon Highway Plan. There are two types of Throughway designs as described in Table 3-8**.** Freeways, which are limited-access and completely grade separated interchanges and Highways, which include a mix of separate and at-grade access points. Throughway interchanges that are designated as Freeways in the OHP should be spaced no less than one mile apart in urban areas.[29]

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[29] One mile is the minimum interchange spacing distance identified for Freeways in urban areas in Oregon. See https://secure.sos.state.or.us/oard/viewAttachment.action?ruleVrsnRsn=183660 for more information.

An auxiliary lane is the portion of the roadway adjoining the through lanes for speed change, turning, weaving, truck climbing, maneuvering of entering and leaving traffic, and other purposes supplementary to through-traffic. An auxiliary lane provides a direct connection from one interchange ramp to the next. The lane separates slower traffic movements from the mainline, helping smooth the flow of traffic and reduce the potential for crashes and is not intended to function as a general purpose travel lane. Auxiliary lanes add additional motor vehicle capacity.

### Analysis of throughway and auxiliary lanes

Prior to adding new throughway capacity beyond the planned system of motor vehicle through lanes, or adding or extending an auxiliary lane of more than one-half mile in length, or re-striping an auxiliary lane to serve as a general purpose through lane, transportation agencies must demonstrate that system and demand management strategies, including access management, transit and freight priority, pricing, transit service, and multimodal connectivity improvements cannot adequately address identified needs consistent with the Congestion Management Process and Regional Mobility Policy.

When a series of auxiliary lanes are added in the same corridor or one or more existing auxiliary lanes are extended through one or more interchanges, the auxiliary lanes may begin to function more like a general purpose travel lane. Therefore, prior to adding or extending an auxiliary lane of more than one-half mile, transportation agencies must whether the new individual auxiliary lane alone or in combination with auxiliary lanes in the same corridor will collectively influence capacity and measurably increase vehicle miles traveled, or alternatively whether each of the auxiliary lanes are operate independently and only address localized safety issues. Chapter 8 defines the parameters for future corridor refinement planning work specific to each regional mobility corridor, consistent with the Congestion Management Process and Regional Mobility Policy.

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### Arterial streets

Arterial streets are intended to provide general mobility for travel within the region and provide important connections to the throughway network. Arterial streets connect major commercial, residential, industrial and institutional centers with each other and link these areas to the throughway network. Arterial streets are usually spaced about one mile apart and are designed to accommodate motor vehicle, truck, bicycle, pedestrian and transit travel.

Arterial streets carry between 10,000 and 40,000 vehicles per day. Desired travel speeds vary depending on the surrounding and planned land use. Major arterial streets accommodate longer-distance trips and serve a regional traffic function. Minor arterial streets serve shorter trips that are localized within a community. As a result, major arterial streets usually carry more traffic than minor arterial streets. Research has highlighted the important role of major arterial streets in achieving regional goals for equity, safety, land use/economic development and mobility (especially for transit).[30] Many funding, design and policy challenges to improving them.

Streets designated with an arterial functional classification are shown in Figure 3-23 and include Boulevard and Streets described in Table 3-6.

### Safety on arterial streets

Safety is a primary concern on the regional arterial system, where approximately 60 percent of the region's fatal and severe injury crashes occur. For this reason, much of the focus for achieving the region's Vision Zero target will fall upon improving safety on arterial streets. More attention to designs and operational strategies that have been demonstrated to improve the safety of the arterial system could reduce the number of people killed and injured, using national best practices as a guide. Efforts to substantively improve transportation safety in the region must give arterial roadways high priority, with a focus on the region's high injury corridors, and may include:

- proven designs and strategies such as medians, speed management, access management, improved pedestrian crossings and street lighting, replacing intersections with roundabouts, reducing speeds to levels which are safe for pedestrians, and road diets; and
- enforcement actions targeting high-risk behaviors, such as speeding, aggressive driving, driving under the influence, red-light running, and failure-to-yield at bike and pedestrian crossings; and
- education initiatives intended to promote safer behavior among all users of the transportation system.

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[30] Metro "Safe and healthy urban arterials 2023 RTP policy brief", September 8, 2022
https://www.oregonmetro.gov/sites/default/files/2022/10/24/Safe%20and%20healthy%20urban%20arterials%20policy%20brief.pdf

Meeting regional safety targets requires ongoing, concerted efforts to continue to make the region's arterial roadways (also referred to as urban arterials) substantially safer, especially for pedestrians. Serious injury crash rates are used to prioritize corridor safety efforts.

### Collector and local street connectivity

Collector and local streets are general access facilities that provide community and neighborhood circulation. They are not usually part of the regional transportation system except when located within designated 2040 areas or when they are part of the Regional Bicycle Network or Regional Pedestrian Network. Collector and local streets play an important role to the design and optimization of the regional transportation system. When local travel is restricted by a lack of connecting routes, local trips are forced onto the arterial and/or throughway networks, in some cases causing congestion on the regional system.

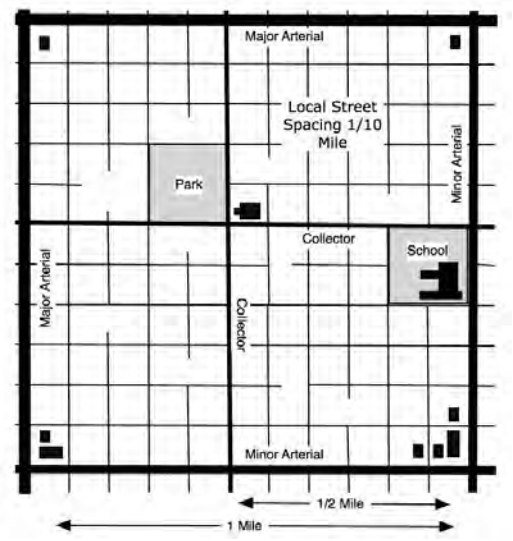
Local jurisdictions are responsible for defining the network of local and collector streets within the one-mile spacing grid of arterial streets. The Regional Transportation Functional Plan (RTFP) which implements the Regional Transportation Plan (RTP) and establishes the requirements for Transportation System Plans requires local street spacing of no more than 530 feet in new residential and mixed-use areas, and cul-de-sacs are limited to 200 feet in length to distribute vehicle movements and provide direct bicycle and pedestrian routes.[31] More frequent bike and pedestrian connections are required where collector and local streets cannot be constructed due to existing development or other topographic or environmental constraints.

A goal of the requirements is to encourage local traffic to use local and collector streets to minimize local traffic on regional arterial streets. Local street connectivity also benefits emergency response and access to schools and transit stops. Designs should retain the neighborhood character and livability along these local routes.

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[31] Regional Transportation Functional Plan https://www.oregonmetro.gov/regional-transportation-functional-plan

**Figure 3-22 Collector and local street network concept**




*Note: Idealized concept for illustrative purposes showing desired spacing for collectors and local streets in residential and mixed-use areas to serve local circulation, walking/rolling and bicycling. The illustration is modeled after neighborhoods in Southeast Portland.*

Shown in Figure 3-22, the collector and local street network concept provides for bicycle and pedestrian travel and provides for direct access from local street networks to community destinations and transit on regional arterial streets.

### Collector streets

Collector streets provide both access and circulation. As such, collectors tend to carry fewer motor vehicles at lower travel speeds than arterial streets. Collectors may serve as freight access routes, providing connections from industrial or commercial areas to the arterial network. Collector streets serve neighborhood traffic. Collectors provide local circulation alternatives to arterial streets. Collectors provide both circulation and access within residential and commercial areas, helping to disperse traffic that might otherwise use the arterial network for local travel.

Collectors may also serve as local bike, pedestrian and freight access routes, providing connections to the arterial and transit network. Collectors usually carry between 1,000 and 10,000 vehicles per day, with volumes varying by jurisdiction. Collector streets are ideally spaced at half-mile intervals, or midway between arterial streets. Auto speeds and volumes on collector streets are moderate.

### Local streets

Local streets primarily provide direct access to adjacent land uses, and usually between 200-2,000 vehicles per day, with volumes varying by jurisdiction. Vehicle speeds on local streets are relatively low, which makes them good candidates for people biking, walking/rolling traveling to and within centers, to schools and to transit stops and stations.

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While local streets are not intended to serve through traffic, the local street network serves an important role for supporting bicycle and pedestrian travel. As a result, regional local street connectivity policies require communities to develop a connected network of local streets to increase access to designated centers, to schools and to transit stops and stations on the regional transit network by people biking and walking/rolling.

#### 3.3.3.3 Regional motor vehicle network classifications and map

The Regional Motor Vehicle Network is shown in Figure 3-23. Click on 2023 RTP Regional Network Maps for online zoomable version of map. [NOTE: Link to Be ADDED]

**Figure 3-23 Regional motor vehicle network map**

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# Regional Motor Vehicle Network

- Throughway
- Proposed Throughway
- Major arterial
- Proposed Major arterial
- Minor arterial
- Proposed Minor arterial
- Throughway Outside UGB
- Arterial Outside UGB
- Proposed Arterial Outside UGB
- Employment/Industrial
- Central city; Regional center; Town center
- County boundary
- Urban growth boundary
- Metropolitan Planning Area

See inset map

Inset map

0 Mile 1.5

0 8 16 Miles

Source: Metro

## 2023 REGIONAL TRANSPORTATION PLAN

Metro

3/21/2023

### 3.3.4 Congestion management process

This section outlines the policy for implementing system and demand management strategies and other strategies prior to building new motor vehicle capacity, consistent with the Federal Congestion Management Process (CMP) and Oregon Transportation Plan (OTP) policies (including Oregon Highway Plan Policy 1G). Section 3.08.220 of the Regional Transportation Functional Plan (RTFP) implements the Regional Transportation (RTP) and establishes the requirements for Transportation System Plan.[32] In some parts of the greater Portland region the transportation system is generally complete, while in other parts of the region, especially those where new development is planned, significant amounts of infrastructure will be added. In both contexts, management strategies have great value. Where the system is already built out, such strategies may be the only ways to manage congestion and achieve other goals. Where growth is occurring, system and demand management strategies can be integrated before and during development to efficiently balance capacity with demand. New technologies are reducing the cost of demand management and new possibilities are emerging with autonomous and connected vehicles.

One component of the Congestion Management Process (CMP) is a toolbox of congestion reduction and mobility strategies, as shown in Table 3-8. This toolbox identifies a suite of strategies to manage congestion and address mobility needs prior to utilizing traditional roadway widening and other capacity projects. Prior to adding single occupant vehicle (SOV) capacity, agencies and jurisdictions should give consideration to the various strategies identified in this section, consistent with FHWA direction and RTP and OTP policies. Usually, multiple strategies are applicable within a corridor, while other strategies are intended to be applied region wide.

The CMP toolbox strategies were assembled to provide a wide range of strategies that could be used to manage congestion region-wide or within congested mobility corridors. They are arranged so that the strategies are considered in order from first to last. Even with the addition of capacity, many of the strategies can be implemented with the project to ensure the long-term management of a capacity project.

The CMP toolbox of strategies is shown in Table 3-9.

**Table 3-9 Toolbox of strategies to address congestion in the region**

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[32] Regional Transportation Functional Plan https://www.oregonmetro.gov/regional-transportation-functional-plan

**1**



**Community design strategies**

- Walkable communities and job centers facilitated by compact land use in combination with walking, biking and transit connections
- Mixed-used areas and transit-oriented development
- Parking management and pricing

**2**




**Travel Information and Incentives strategies**

- Commuter travel options programs
- Household individualized marketing programs
- Car-sharing and eco-driving techniques
- Safe Routes to School programs
- Ridesharing (carpool, vanpool) services

**3**




**System management and operations strategies**

- Real-time variable message signs and speed limits
- Signal timing and ramp metering
- Transit signal priority, bus-only lanes, bus pull-outs
- Incident response detection and clearance
- Access management (e.g., turn restrictions, medians)

**Emerging**



**Congestion pricing strategies**

- Peak period pricing
- Managed lanes
- High occupancy toll (HOT) lanes

**4**



**Active Transportation strategies**

- New biking and walking connections to schools, jobs, downtowns and other community places
- Bicycle infrastructure (e.g., bicycle racks, lockers and other bicycle amenities at transit stations and other destinations)
- Separated pathways and trails

**5**



**Transit strategies**

- High capacity transit
- Expanded transit coverage
- Expanded frequency of service
- Improvements in right-of-way to increase speed and reliability of buses and MAX
- Community and job connector shuttles
- Park-and-ride lots in combination with transit service

**6**



**Street and throughway capacity strategies**

- Local and arterial street connectivity to spread out travel
- Addition of turn lanes at intersections, driveway restrictions and other geometric designs such as roundabouts
- Road widening to add new lane miles of capacity (e.g., adding auxiliary lanes, additional general-purpose lanes); pricing is considered when adding new throughway capacity in the region

The intent of the CMP Toolbox follows FHWA's direction to consider all available solutions before recommending additional roadway capacity in transportation system planning, corridor

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refinement planning and subarea studies. **Appendix L** describes how this information is used in the region's process and RTP updates to identify needs and inform consideration and prioritization of multimodal strategies and investments to address congestion in the region.

### 3.3.5 Regional transit network vision and policies

With continued regional growth, come challenges including more congestion, higher housing prices, and constrained access to employment and daily needs. Increased transit service is a critical part of the overall solution to regional challenges. But the COVID-19 pandemic disrupted both transit use and service in the region. To achieve the regional vision in the 2040 Growth Concept and Climate Smart Strategy, transportation agencies and partners must meet the needs of people using transit today, while continuing to realize the Regional Transit Vision[33] to increase transit use and make transit more convenient, accessible, affordable, and frequent for everyone, especially those who rely on it.

**Make transit more frequent** by aligning frequency and type of transit service to meet existing and projected demand in support of local and regional land use and transportation visions. Frequent transit service is defined as service that operates at a maximum of 15 minutes intervals, but this isn't the only type of service. Regional and local transit service provides basic service and ensures that most the region's population has transit service available to them; service span and frequencies vary based on the level of demand for the service. Because of limited resources, it is important to ensure that service meets demand. Frequency therefore means aligning the frequency and type of service to meet existing and/or projected demand for an area.

**Make transit more convenient,** and competitive with driving, by improving transit speed and reliability using transit priority treatments and other strategies. Improve transit rider experience with seamless connections between transit providers, including transfers, information, and payment. Additionally, road authorities can partner with the transit agencies to implement transit priority treatments.

**Make transit more accessible** by promoting transit-oriented development of station areas and ensuring safe and direct biking and walking routes and crossings that connect to stops, as well as improve accessibility for seniors and persons with disabilities to ensure transit is accessible for everyone. Accessibility could also include park and ride facilities and drop off/pick up areas. Expand the system to improve access to jobs and essential destinations and daily needs.

**Making transit affordable** is the cornerstone of the other components of our vision. Frequency, convenience, and accessibility are meaningless if transit is not affordable. Additionally, affordability ensures that the transit system is equitable for low-income populations, communities of color and those who rely on transit services rather than private automobiles to meet their daily transportation needs.

[33] Link to 2018 Regional transit strategy https://www.oregonmetro.gov/regional-transit-strategy

#### 3.3.5.1 Regional transit network concept

The regional street system has carried public transit for more than a century, beginning with the streetcars of the late 1800s and evolving into a combination of vans, buses, streetcars, and light rail trains today. The Tri-County Metropolitan Transportation District of Oregon (TriMet) is the primary public transportation provider for the greater Portland region. The South Metro Area Regional Transit (SMART) in Wilsonville provides regional transit service connecting Wilsonville to Portland and communities in Washington and Clackamas counties. In 2017, the state legislature, through HB 2017, designated Clackamas, Multnomah and Washington Counties as Public Transit Service Providers. The counties receive funding from the Statewide Transportation Improvement Fund to implement transit services to meet goals established by HB 2017, including providing services in areas not well-served by fixed route transit.

Bus service in other surrounding areas, all with connections to the regional network, is also provided by C-TRAN (Clark County, WA), Ride Connection, South Clackamas Transit District (SCTD), Cherriots (Salem, OR), Tillamook County Transportation District (Tillamook, OR), and Yamhill County Transit Area (Yamhill County, OR). Just outside of the greater Portland region, Sandy Area Metro (SAM) and Canby Area Transit (CAT) provide transit service for Sandy and Canby.

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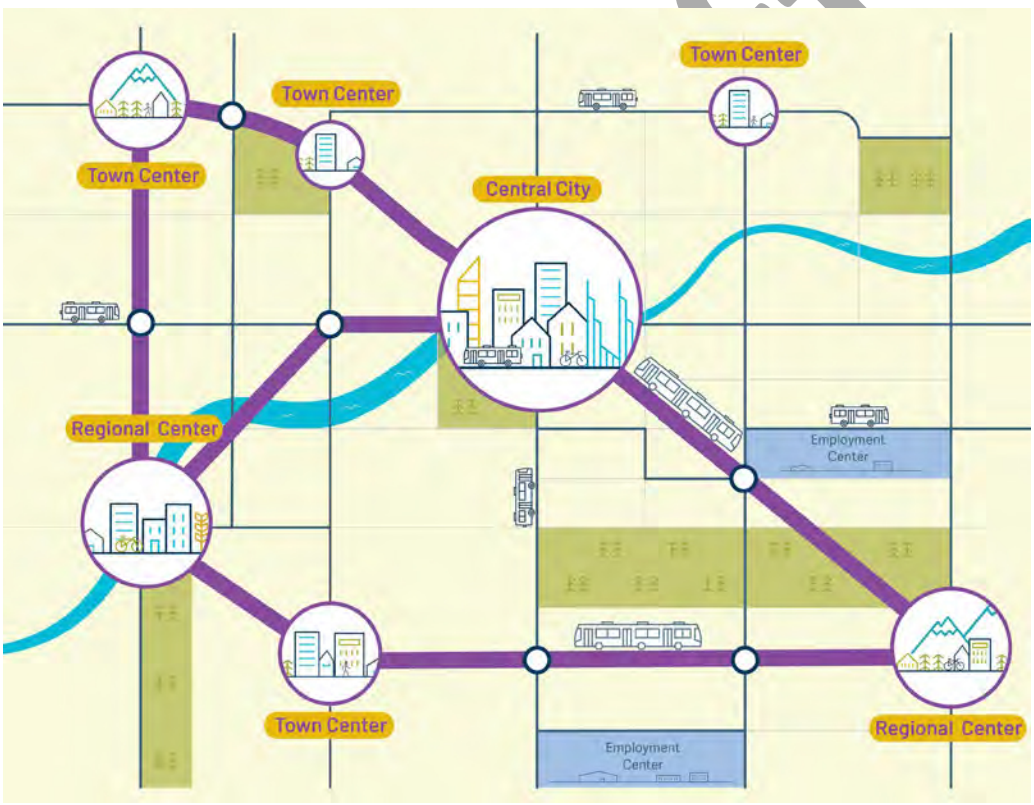
Transit is key to supporting the region's 2040 Growth Concept, which calls for focusing future growth in regional and town centers, station communities and 2040 corridors. A regional transit network, coupled with transit-supportive development patterns and policies that support taking transit, biking, and walking, will be necessary to help the region:

- be less dependent on automobiles
- more equitably serve communities of color and other marginalized communities
- reduce overall transportation and housing costs
- lead healthier lives
- reduce greenhouse gas emissions

As part of the 2040 Growth Concept, transit is critical to connecting centers.

Figure 3-24 shows how the regional transit system concept would connect the 2040 centers.

**Figure 3-24 Regional transit network concept**




*The 2040 Growth Concept set forth a vision for connecting the central city to regional centers like Gresham, Clackamas and Hillsboro with high capacity transit. The High Capacity Transit Strategy expands this vision to include town centers like Milwaukie, Troutdale, and Sherwood along corridors to build onto that vision. The RTP goes further to include a complete network of regional transit along most arterial streets to better serve existing and growing communities. Existing land use mixes and future transit-oriented development potential should be considered and incorporated into service and station location decisions.*

To leverage transit investments, it is important for cities and counties to ensure land uses are transit-supportive and support local and regional land use and transportation plans and visions to leverage and protect transit investments.

Adjacent land uses, block size, street connectivity, and parking management affect the success of transit service. Policies and investments that support transit best can be found in Table 3-9.

**Table 3-10 Effects of land use on transit service**

| Characteristic | Supportive | Not Supportive |
|---|---|---|
| Density | High | Low |
| Street layout | Small blocks<br>Grid system | Long, winding streets<br>Cul-de-sacs, dead-end |
| Mix of uses | Mixed use (e.g., commercial, residential, and office uses) | Single use (e.g., all residential, all industrial) |
| Pedestrian and bicycle environment | Wide sidewalks<br>Slow moving traffic<br>Street elements (e.g., benches, street trees, pedestrian-scale lighting)<br>Well-marked intersections with signalized crossings<br>Bicycle parking | Narrow or no sidewalks<br>Fast moving traffic<br>Poor lighting<br>No intersection markings and long pedestrian wait times |
| Site design | Buildings front the street and entrances | Buildings set back from the street and surrounded by surface parking |
| Parking | Limited<br>Fee-based parking | Abundant<br>Free |

Source: TriMet

Transit-supportive development patterns include:

- A compact urban form that places destinations near transit.
- A mix of uses, and a balance of jobs and housing, which creates a place where activity occurs at least 18 hours a day.
- Locating a mix of services near transit, including grocery stores and medical clinics.
- Locating affordable housing options, particularly for older adults, seniors and people with disabilities, near frequent transit.
- Well-designed streets and buildings that encourage pedestrian travel.
- Streets that can accommodate 40-foot buses.
- Safe and efficient multi-modal interactions at transit stops and stations.

- Safe, direct and convenient pedestrian and bicycle access, within communities and to transit stops and stations.
- Street connectivity with good pedestrian and bike connections to extend the effective coverage of bus and rail service.
- Managed on-street and off–street parking.

Areas with low population and/or employment densities, abundant free parking, and with difficult access to transit stops generate fewer riders than areas with transit-supportive development. When fewer riders are generated, it costs more per ride to provide transit service than it does in transit-supportive areas. Ridership productivity is a key criterion in assessing the benefits of service improvements and new transit investments.

### 3.3.5.2 Regional transit network functional classifications and map

The Regional Transit Network includes future regional and local bus, better bus corridors, high capacity transit and intercity rail, reflecting the region's future transit vision as identified by Portland Streetcar System Concept Plan, TriMet's Service Enhancement Plans, SMART's 2017 Transit Master Plan (update currently underway), as well as local Transportation System Plans. Shown in Figure 3-26, the Regional Transit Network map has been updated to include new connections envisioned in the 2023 High Capacity Transit Strategy update and future transit service. The map also highlights areas planned to be served by community-job connector shuttles, including current and planned routes identified in Clackamas and Washington County's transit development plans. Click on RTP Regional Network Maps for online zoomable version of map. [NOTE: LINK TO BE ADDED]

Our existing and planned system includes a variety of transit modes, each with a special function in the overall system. Local, regional, and frequent service bus lines are the workhorses of our transit system. The transit providers plan for improving and expanding transit service through service enhancement plans, master plans and through annual service planning.

Our bus system operates in mixed traffic and provides service across the region. Alongside our bus system, we have implemented streetcar and corridor-based rapid bus. These services, along with frequent bus service, can and do include a variety of transit priority treatments. These tend to be more frequent and carry more transit riders than the regional and local bus system. The better bus program, new to our region, provides that transit priority to help improve transit speed and reliability above traditional transit service.

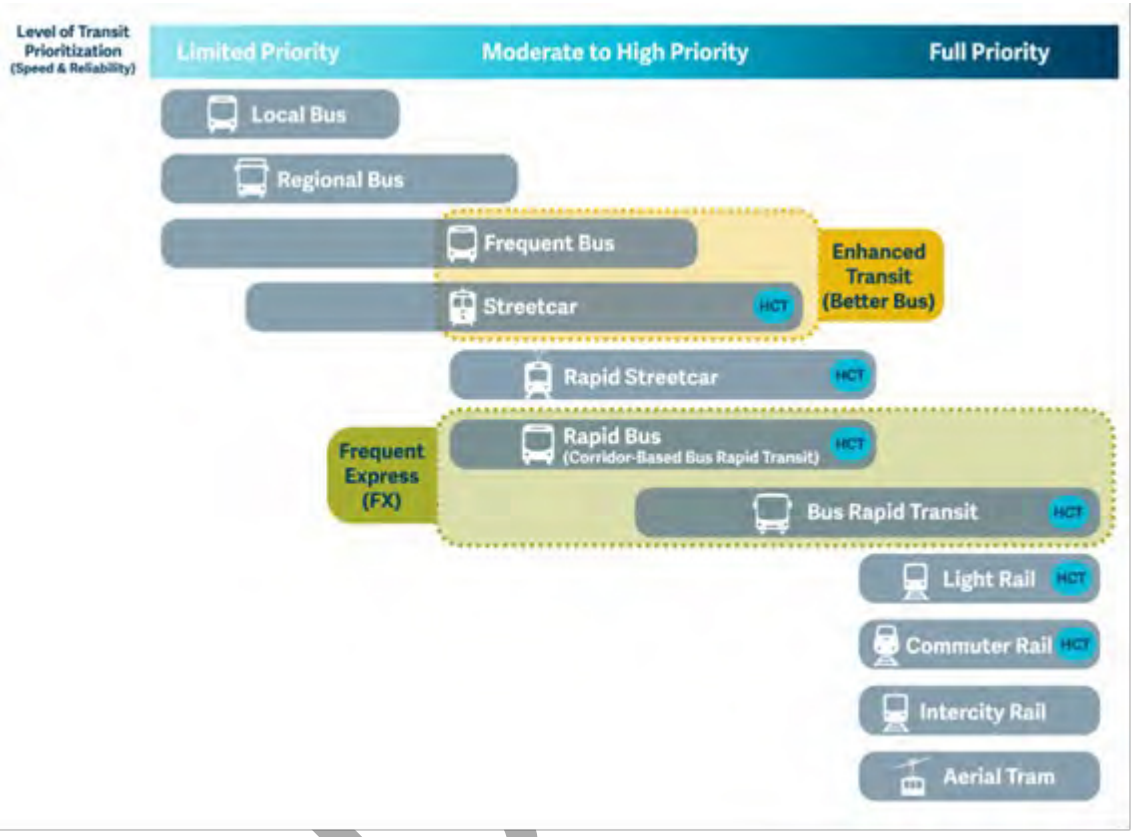
The region's high capacity transit system operates with the majority or all of the service in exclusive guideway. The high capacity transit system is the backbone of the broader transportation network, meant to connect to regional centers and carry more transit riders than the local, regional and frequent service transit lines.

The region's high capacity transit system operates with the majority of all of the service in exclusive right-of-way, consisting of six lines over a 75-mile network that serves more than 130

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stations in the city of Portland, and the communities of Beaverton, Clackamas, Gresham, Hillsboro, and Milwaukie; and Portland International Airport. Figure 3-25 shows the broad transit spectrum that exists or is planned for regional transit system.

**Figure 3-25 Regional transit spectrum**




Many variables impact decisions about what type of transit mode and frequencies are most appropriate, including existing and future land uses, transit demand and opportunities and constraints.

**Figure 3-26 Regional transit network map**

# Regional Transit Network

- Major bus stops
- Bus station
- Intercity rail terminal
- Air terminal
- Light rail
- Commuter rail
- Streetcar
- Inter-city passenger rail
- Future high speed rail
- Better bus corridor
- Planned High capacity transit (HCT)
- Frequent bus
- Regional bus
- Bus transit outside UGB
- Commercial job connectors
- Employment/Industrial
- Central city; Regional center; Town center
- County boundary
- Urban growth boundary
- Metropolitan Planning Area

See inset map

Inset map

0 Mile 1

0 5 10 Miles

Source: Metro

# 2023 REGIONAL TRANSPORTATION PLAN

Metro

5/18/2023

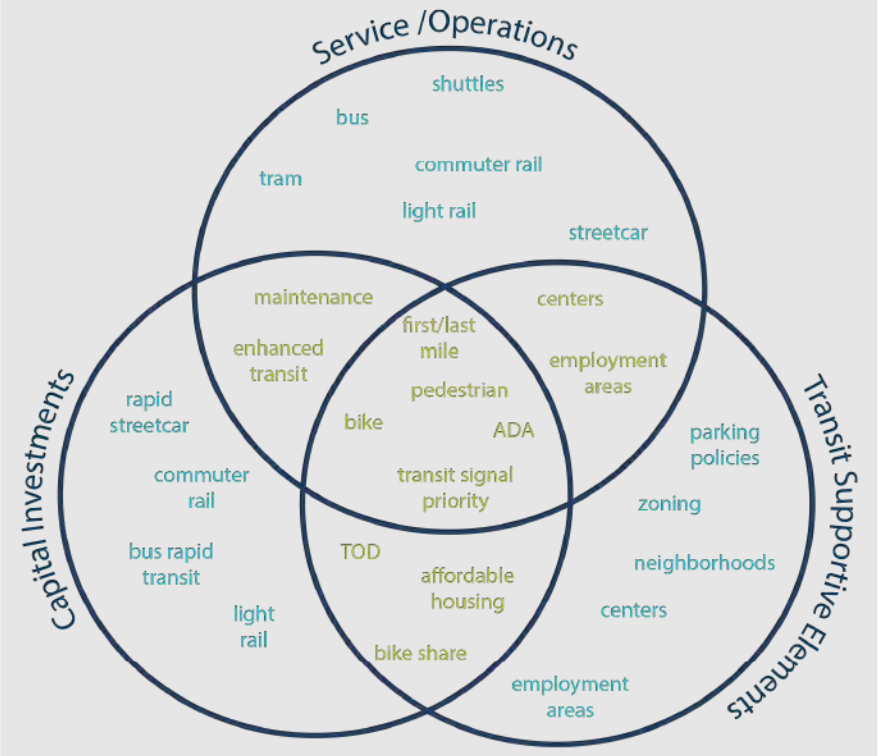
### Implementation of the regional transit vision

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

- **Transit service improvements:** local and regional transit service improvements designed to meet current and projected demand in line with local and regional visions and plans.
- **Capital investments in transit:** enhanced transit strategies that make Better Bus such as signal priority and/or dedicated lanes, or high capacity transit options such as bus rapid transit, light rail. commuter rail or high speed rail.
- **Transit supportive elements:** including programs, policies, capital investments and incentives such as Travel Demand Management and physical improvements such as sidewalks, crossings, and complementary land uses.

Figure 3-27 shows the relationships between these different types of investments.

**Figure 3-27 Service improvements, capital investments and transit supportive elements**




Public agencies and transit providers must collaborate in prioritizing transit investments throughout the region. With the passing of House Bill 2017, the Oregon Legislature identified transit improvements and service expansion as a priority for the state. With this additional

funding, the region will be able to significantly increase and expand transit service. This only highlights the need to collaborate between transit providers.

### 3.3.5.3 Regional transit network policies

Regional transit priorities are informed by the following policies which aim to provide transit as an attractive, convenient, accessible and affordable travel option for all people in the greater Portland region, optimize existing transit system operations and ensure transit-supportive land uses are implemented to leverage the region's current and future transit investments. Together, these policies regional goals.

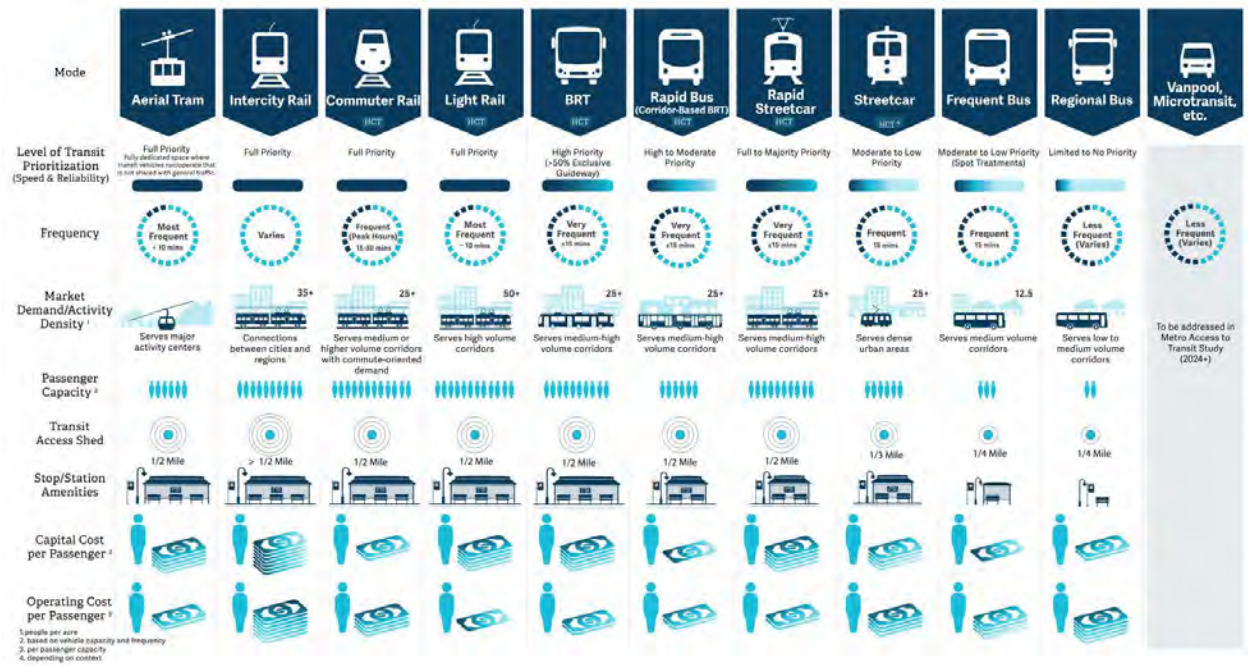
| | |
|---|---|
| **Policy 1** | **Provide a high-quality, safe and accessible transit network that makes transit a convenient and comfortable transportation choice for everyone to use.** |
| **Policy 2** | **Ensure that the regional transit network equitably prioritizes service to those who rely on transit or lack travel options; makes service, amenities, and access safe and secure; improves quality of life (e.g., air quality); and proactively supports stability of vulnerable communities, particularly communities of color and other marginalized communities.** |
| **Policy 3** | **Create a transit system that encourages more people to ride transit rather than drive alone, and supports transitioning to a clean fleet that aspires for net zero greenhouse gas emissions to meet state, regional, and local climate goals.** |
| **Policy 4** | **Maintain the region's transit infrastructure in a manner that improves safety, reliability and resiliency while minimizing life-cycle cost and impact on the environment.** |
| **Policy 5** | **Complete a well-connected network of local and regional transit on most arterial streets – prioritizing expanding all-day frequent service along corridors and main streets linking town centers to each other and neighborhoods to centers.** |
| **Policy 6** | **Complete and strengthen a well-connected high capacity transit network to serve as the backbone of the transportation system. Prioritize transit speed and reliability to connect regional centers with the Central City, link regional centers with each other, and link regional centers to major town centers.** |
| **Policy 7** | **Make capital and traffic operational treatments in key locations and/or corridors to improve transit speed and reliability for frequent service.** |
| **Policy 8** | **Support expanded commuter rail and intercity transit service to neighboring communities and other destinations outside the region.** |
| **Policy 9** | **Increase access to transit by improving pedestrian and bicycle access to and bicycle parking at transit stops and stations. Use new mobility services to improve connections to high-frequency transit when walking, bicycling or local bus service is not an option.** |

| | |
|---|---|
| **Policy 10** | **Use technology to provide better, more efficient transit service, including meeting the needs of people for whom conventional transit is not an option.** |
| **Policy 11** | **Make transit affordable, especially for people with low incomes.** |

**Transit Policy 1. Provide a high quality, safe and accessible system that makes transit a convenient and comfortable transportation choice for everyone to use.**

The region's economic prosperity and quality of life depend on a transportation system that provides every person and business in the region with access to safe, efficient, reliable, affordable and healthy travel options. But recovering from the pandemic-era ridership slump and meeting the region's transit ridership goals will require broader action, potentially including rethinking how transit serves the region's centers, finding resources to increase service, and redesigning streets to keep buses moving.

**Figure 3-28 Tools for building a high-quality transit system**




*Rapid streetcar has less stops and more street priority for regional mobility between centers. Streetcar extends the reach of the high capacity transit network by facilitating mobility as a circulator within major centers.*

A complete and seamless transit system is based on providing frequent and reliable bus and rail transit service during all times of the day, every day of the week. This goes far beyond the responsibility of the transit agencies; it requires actions on behalf of the region and all the jurisdictions. Preferential treatments, such as transit signal priority, covered bus shelters, curb extensions, special lighting, enhanced sidewalks, protected crosswalks and bikeways, are all fundamental to making the transit network, especially frequent bus and high capacity transit, function at its highest level. In order to provide frequent and reliable service, the region needs to partner together to commit to investing in transit priority treatments and high capacity transit to ensure that transit can take people where they need to go on time.

. Safe and comfortable access to the stations is critical to the rider's experience and convenience, but also makes transit fully accessible to people of all ages and abilities. Similarly, typical fixed route transit service may not make sense for everyone throughout the region. people often rely on demand-response transit as well . New shared mobility models like microtransit could provide better service at lower cost in these situations and in increasing access to high-demand corridors. Technology is another tool. Intelligent transportation systems and services help improve the speed and reliability of transit. It also means taking advantage of the growth in personal technology to efficiently communicate information about transit options and leverage electronic, integrated ticketing systems. As tolling and congestion pricing moves forward in the region, discounts or exemptions should be considered to incentivize multimodal travel behavior and reduce impacts, including exemptions for public transit and reduced pricing for higher occupancy vehicles such as shuttles, vanpools, and carpools (Oregon Highway Plan Policy 6.10).

**Transit Policy 2. Ensure that the regional transit network equitably prioritizes service to those who rely on transit or lack travel options; makes service, amenities, and access safe and secure; improves quality of life (e.g., air quality); and proactively supports stability of vulnerable communities, particularly communities of color and other marginalized communities.**

The region's transit and broader transportation system should provide every person and business with equitable access to have the same opportunity to thrive, regardless of their race or ethnicity. Ridership during the pandemic held steadier on routes that have more people of color and people with low incomes and routes that serve arterials with a mix of jobs, housing, shops and other destinations. Making these trips more convenient and reliable means that people who are more likely rely on transit today will have better travel options. A regional transit system focused on mobility and access that addresses the transportation disparities faced by communities of color has the ability to open opportunities which can dramatically improve outcomes for people of color. By addressing the barriers faced by communities of color, outcomes for other disadvantaged communities will improve as well.

Using equity as a lens to guide decisions more broadly will ensure that the transit system benefits those who rely on it the most. An equity lens can also address disparities in:

- **Access:** New development and gentrification can lead to displacement, of which people of color and low-income are disproportionately affected by. As housing and transportation costs increase, households are being forced to move to areas with less transit service. To address this, projects should be prioritized in equity focus areas.
- **Safety and security:** People with low-income and people of color across the country disproportionately suffer from well-documented racial bias in and bear the burden of policing. Racial disparities exist in enforcing transportation laws and rules and issuing penalties for violations. Further, fines are not based on an individual's ability to pay, meaning that the penalty has greater impact for people with low-income and could lead to compounding consequences such as debt. At the same time, people of color are increasingly likely to be concerned for their safety when traveling due to fear of harassment and discrimination. Agencies should continue to pursue alternatives to

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policing (e.g., TriMet's Safety Response Team) that discourage harassment without enforcement.

- **Technology:** As more transit fare collection systems embrace contactless payment, accessibility challenges can arise for people, especially people with low incomes or who are undocumented, underbanked or unbanked. Agencies should continue to monitor and pursue strategies to reduce barriers to accessing digital fare systems.

Offering ample opportunities for meaningful public engagement and input is critical to hearing diverse perspectives on goals, policies and projects. Continuing to strengthen existing partnerships with local community organizations can provide more individuals with voices that may not have had the platform to be heard. Any transit planning effort should directly incorporate community in the decision-making process.

Further, major infrastructure investments have implications within the communities they are located. Historic data shows that high capacity transit investments such as light rail contribute to both positive and negative outcomes for the communities they serve. Their potential displacement from the economic pressures that the investment brings ultimately undermines its long-term effectiveness. It is critical during planning for a new major transit investment that a strategy be developed that considers both the positive and negative impacts, particularly as it applies to the most at-risk populations who also tend to be the most transit dependent. Key focus areas should include affordable transit-oriented housing opportunities and contracting and job training benefits and opportunities for displaced and marginalized populations.

**Transit Policy 3. Create a transit system that that encourages people to ride transit rather than drive alone and supports transitioning to a clean fleet that aspires for net zero GHG emissions, enabling us to meet our state, regional, and local climate goals.**

Transit is a critical part of meeting regional goals for climate leadership and clean air, and an integral part of implementing the Climate Smart Strategy. Improving and expanding the transit system and use of transit in greater Portland will continue to play a significant role in reducing transportation-related air pollutants, including greenhouse emissions. For people to choose transit over driving, transit must be at least as convenient and reliable. A transit trip needs to get people to their destination at the scheduled time, consistently, and it must be easy to use. The route would ideally be a one-seat ride or have seamless connections and fares between trains, buses, shuttles or streetcar, regardless of the provider. It should be just a short walk or bicycle ride away via a safe, comfortable connection that is easy to find and navigate. Information about schedules, transfers and real time arrivals would be readily available and easy to access both on-board and at stops and stations. Most importantly, it needs to be a viable option in regard to travel times. The region should continue to pursue strategies that prioritize transit and make the bus run better (e.g., signal priority and bus lanes), integrate service, information, trip planning, and payment platforms across transit agencies, improve sidewalk, crossing and bicycle facilities, and adopt technology to make transit more predictable and user-friendly (e.g., electronic fare and real-time monitoring systems). By providing both more and better transit connections between

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where people live and where they need to go, more people who drive today will be more likely to choose to use transit to travel instead.

Ongoing efforts to convert bus fleets to low and zero-emissions vehicles will further reduce emissions in the region. Electric trains and hybrid diesel/electric buses have been part of the regional fleet for many years and battery-electric buses have been added more recently. Both House Bill 2017 and the Low or No Emissions Buses and the federal Bus Facilities Grant Program funded by the 2021 Bipartisan Infrastructure Law have provided an opportunity to further invest in clean vehicles. As transit agencies in the region move toward a fleet without emissions, many are switching to renewable biodiesel fuel to reduce emissions in the interim. Further, renewable electricity from natural resources like sun and wind can be used to power both transit vehicles and facilities. Cleaner alternative fuels are the future of transit, and the region should continue to support the transition to a clean transit fleet and facilities. As more people are encouraged to ride on an improved and expanded transit network using clean vehicles, greater Portland will see emissions reduced for the transportation system more broadly as well.

**Transit Policy 4. Maintain the region's transit infrastructure in a manner that improves safety, reliability and resiliency while minimizing life-cycle cost and impact on the environment.**

While our transit system is still relatively new, it is starting to need more repairs and/or replacements to buses, streetcars, trains and their infrastructure as they age. It will become increasingly important to invest in upkeep as elements of the system begin to reach the end of their useful life to maintain a state of good repair. It is critical to ensure that it is well-maintained and to replace or improve outdated parts of our transit system to preserve its efficiency. The Federal Transit Administration's State of Good Repair program for rail and bus rapid transit systems that are at least seven years old includes incorporating industry best practices and recommendations related to reliability and safety to help transit agencies maintain bus and rail systems as part of the federal transportation performance management implementation.

It is also important to plan for future capacity needs of the transit system. As our region grows and ridership on our public transportation system is ever increasing, the region is starting to push the limits of what our existing infrastructure can handle. This creates more transit bottlenecks throughout the region, increasing congestion and decreasing the reliability of our transit system. Some lines already have many buses running behind schedule due to heavy traffic, which leads to unpredictable service. Other lines suffer from overcrowding. Popular lines will always have standees, but some trips have such high ridership that at times, riders are unable to board and must wait for another vehicle. To make transit more reliable and convenient, these factors must also be addressed.

**Transit Policy 5. Complete a well-connected network of local and regional transit on most arterial streets – prioritizing expanding all-day frequent service along corridors and main streets linking town centers to each other and neighborhoods to centers.**

**Improve local service transit**

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The local transit network provides basic service and access to local destinations and the frequent and high capacity transit network. It is designed to provide full transit service coverage to the region, ensuring that the majority of the region's population has transit service available to them – varying in type, frequency, and span based on needs and demand. It . Transit preferential treatments and passenger facilities are appropriate at higher ridership locations.

Providing community and job connector shuttles increases the convenience of transit, particularly for areas without frequent service transit or where traditional transit service is not viable. **C**ommunity and job connector shuttles also expand the reach of transit service across the region, which improves access to jobs and community places and can help facilitate first/last mile connections where business and or homes are spread out and regional fixed-route bus service is not cost effective.

One foundational support of the regional transportation system is the availability of demand-response services. These services provide access to transportation that "fills in the gaps" where fixed-route transit, complementary paratransit, or deviated fixed-route "last mile" shuttle services are not the appropriate or most cost-effective tool to meet the need of low-income individuals, seniors or people with disabilities. They provide a lifeline of service to people who experience barriers to accessing the transportation system. Current service is still not enough to meet the existing demand or projected growth in demand concurrent with the region's growing population.

### Expand regional and local frequent service transit

Providing regional transit along most arterial streets is another key piece of a high-quality network better serving existing and growing communities. Frequent service transit is defined as wait times of 15 minutes or less from the early morning to late in the evening, seven days a week. Frequency is especially important for making transit more competitive with driving for riders who take short, local trips, because the time riders spend waiting for a bus to take a short trip is a proportionately larger component of the total travel time than it is for longer trips. Frequent bus service is appropriate when high ridership demand is demonstrated or projected, the streets are pedestrian-friendly, there are high proportions of transit-dependent residents, the lines connect to existing or proposed HCT corridors, and/or it serves multiple centers and major employers.

### Transit Policy 6. Make capital and operational improvements in key locations and/or corridors to improve transit speed and reliability for frequent service.

In order to meet the region's environmental, economic, livability and equity goals as we grow over the next several decades, we need to invest more to improve the efficiency of our system, particularly the more congested corridors in the frequent service bus network, to better support transit riders. More reliable, higher quality transit connections would better connect low-income and transit-dependent riders to jobs, school and services. A more fine-grained network of higher-quality transit service complements high capacity transit investments to help relieve transit congestion and grow ridership throughout the region.

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There are many ways to increase transit speed and reliability throughout our system to make the bus better and reduce time spent traveling by transit for people riding. Improving the speed and reliability of our frequent service network could be implemented at the regional scale, along corridors or at "hot spot" locations. Table 3-10 describes the different types of treatments that have the potential to improve reliability that are part of the enhanced transit toolbox. Providing transit priority on the roadway and/or at signals that help buses avoid delay and/or bypass traffic mean trips on these routes stay on schedule and/or are faster. These features, combined with other preferential treatments, such as covered bus shelters, special lighting, enhanced sidewalks and bicycle facilities, and protected crosswalks, are fundamental to making the frequent bus network function at its highest level. The region should pursue these opportunities as they arise.

**Table 3-11 Better Bus treatments to enhance frequent transit service**

| Regional | Hotspot |
|---|---|
| Bus on shoulder | Dedicated bus lane |
| Transit signal priority and signal improvements | Business access and transit (BAT) lane |
| Headway management | Intersection queue jump/right turn except bus lane |
| **Corridor** | Transit-only aperture |
| Level boarding | Pro-time (peak period only) transit lane |
| All door boarding | Multi-modal interactions |
| Bus stop consolidation | Curb extension at stops/stations |
| Rolling stock modification | Far-side bus stop placement |
| Transit signal priority and signal improvements | Street design traffic flow modifications |

The Better Bus program employs public partnerships to implement treatments that increase capacity and reliability, yet are relatively low-cost to construct, context-sensitive, and able to be deployed quickly throughout the region where needed. Coordinated investments by multiple partners have the potential to provide major improvement over existing frequent service while being less capital-intensive and quick to implement than large-scale high capacity transit. Investments could serve our many growing mixed-use centers, corridors, and employment areas that demand a higher level of transit service but are not seen as short-term candidates for light-rail or rapid bus (those identified as Developing or Future corridors in the 2023 High Capacity Transit Strategy). This creates a potential path for growing better bus into high capacity transit over time – starting with incremental, smaller-scale improvements that can be leveraged later when implementing a large-scale capital infrastructure investment.

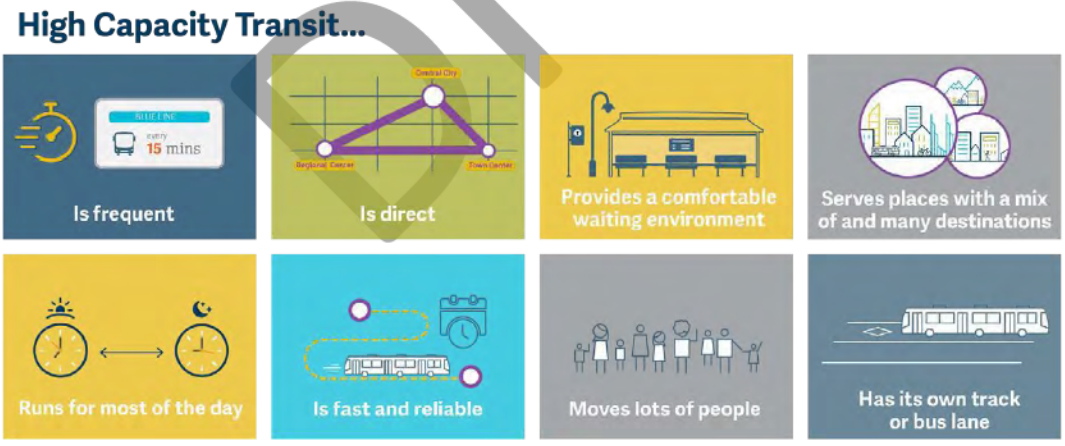
**Transit Policy 7. Complete and strengthen a well-connected high capacity transit network to serve as the backbone of the transportation system. Prioritize transit speed and reliability to connect regional centers with the Central City, link regional centers with each other, and link regional centers to major town centers.**

High Capacity Transit (HCT) investments help the region concentrate development and growth in its centers and corridors. It is the backbone of the transportation network, connecting people to the central city, regional centers and major town centers with high-quality service (i.e., fast, frequent, safe and reliable). Linking these activity centers and station communities better

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connects people with essential jobs, services, commerce and other major destinations (e.g., colleges, hospitals, affordable housing). High capacity transit serves regional routes where the most people need to travel to get where they need to go, often with relatively long trip lengths, to provide a viable alternative to the automobile in terms of convenience and travel time. Generally, these corridors make more broad connections across the region where the bus or other types of transit make connections and provide complementary services to fill in the network.

High capacity transit investments take existing strong transit connections to the next level in accessibility and priority on the roadway and at the signal – while shining a light on the corridor in which it travels to improve safety, access and livability for current and future riders. This type of service carries more transit riders more quickly, efficiently and comfortably than local, regional and frequent service transit lines through both a level of enhanced amenities and transit priority. Enhanced amenities refer to features that make high capacity transit more efficient, convenient, and comfortable: vehicles that are larger and allow boarding from all doors, transit centers and stations with near-level boarding, and frequent service (striving for frequencies of 10 minutes or better during the peak hours and 15 minutes during off peak hours). It also refers to transit centers and stations with covered waiting shelters, benches, schedule and real-time bus and train arrival information and special lighting. Other amenities could include ticket machines, restroom facilities, bicycle parking (e.g., bicycle stations or bike & rides), civic art and commercial services. Enhanced priority investments refer to dedicated tracks or lanes in the street that improve speed and/or reliability, getting people to destinations faster and on-time. High capacity transit operates on a fixed guideway or within an exclusive right-of-way on tracks or in the street, to the greatest extent possible.




The region should continue to pursue coordinated partnerships in planning for and investing in these major capital improvements that prioritize transit over other modes, construct features that improve speed, reliability, and access to transit, and address community needs and gaps. Adopted transit-supportive land use and transportation policies and strategies, such as high-density and mixed-use zoning, reduced parking requirements, and affordable housing incentives are critical to

ensuring a corridor is ready for high capacity transit investment. To optimize and leverage transit supportive land uses, alignments and station locations should be oriented towards existing and future high density, mixed-use development and connect intermodal passenger facilities. To this end, urban form and connectivity, redevelopment potential, market readiness, public incentives and infrastructure financing should all be considered during the corridor refinement and alternatives analysis phases of project development.

**Transit Policy 8. Support expanded commuter rail and intercity transit service to neighboring communities and other destinations outside the region.**

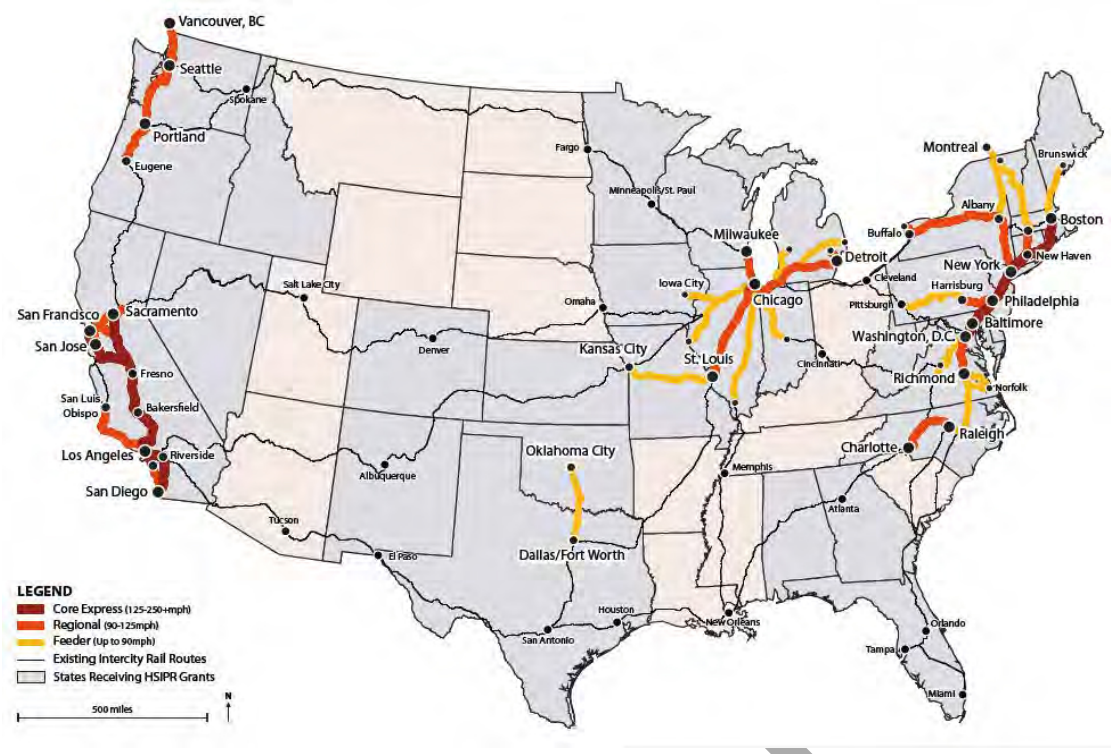
Intercity passenger rail and bus service to communities outside of the region provides an important connection to the regional transit network. Current travel patterns are showing a rising demand for intercity transit service solutions for improving passenger rail in the future in response to rising demand, while also balancing similarly increasing freight service needs. The following corridors have a high likelihood to support intercity or commuter rail service in the future: Portland-Newberg, Portland-Astoria, Portland-California and Chicago to Seattle via Salt Lake City and Portland (formerly Amtrak Pioneer). Metro, regional partners and corridor communities should consider right-of-way preservation for these corridors and consider land use planning activities that focus on transit-supportive development around potential future station areas.

Portland-Salem/Keizer-Eugene is the most promising corridor for expanding commuter rail and intercity transit service travel times, reliability, frequency and connectivity with and accessibility of regional and local transit, bicycle and pedestrian networks. There is existing Amtrak passenger rail service on a more highly used freight corridor (Union Pacific Mainline) and there is the potential for an alignment either extending or tying into WES commuter rail service on a lightly used freight corridor (Oregon Electric Line) from to Wilsonville to Salem, currently served by Wilsonville's SMART and Salem's Cherriots today. All were evaluated in the 2010 Oregon Rail study as potential solutions for improving intercity rail service on the corridor, but the alignment tying into WES attracted more riders (by one to four percent). When developing inter-regional rail service, this corridor alignment should take priority for improving passenger rail service between Eugene and Portland in the nearer-term future.

In the future, a fast, frequent, reliable and environmentally responsible high-speed transit connection could serve as a catalyst to transform the Pacific Northwest. The Pacific Northwest Corridor is an important intercity rail connection between Eugene, Oregon and Vancouver, British Columbia. It is one of eleven corridors shown in Figure 3-30 identified for improved inter-city rail connections and potential high-speed rail investments to better connect communities across the U.S. Ultra-high-speed rail on the corridor should complement and bolster the broader intercity passenger rail system – for instance, Amtrak Cascades could connect smaller cities (including Salem and Eugene nearer-term) to the corridor and the regional hubs connected by it.

**Figure 3-29 U.S. High speed intercity passenger rail network**

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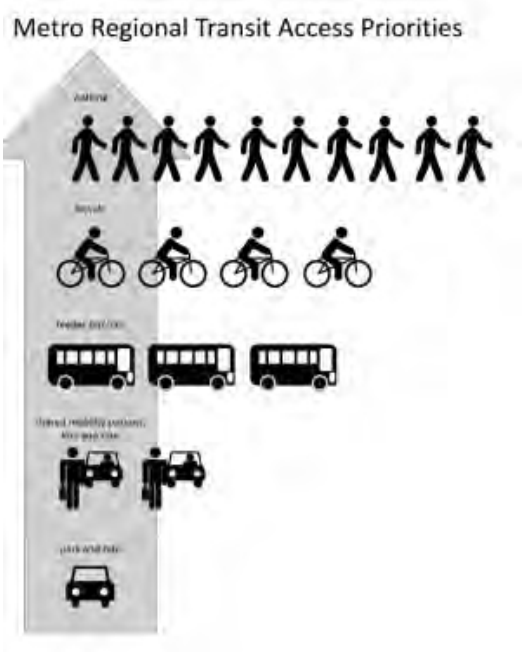

Source: U.S. Department of Transportation (April 2016)

More work is needed to determine what partnerships, infrastructure investments and finance strategies are needed to support improved intercity passenger service to communities outside the region more broadly. Additional collaboration and funding are needed to support the development of this level of service.

**Transit Policy 9. Increase access to transit by improving pedestrian and bicycle connections to and bicycle parking at transit stops and stations. Use new mobility services to improve connections to high-frequency transit when walking, bicycling or local bus service is not an option.**

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**Figure 3-30 Regional transit access priorities**




### Improve pedestrian and bicycle access to and bicycle parking at transit stops and stations

People access transit via walking, bicycling, bus, rail, carpools, shared mobility (like Uber and Lyft or Biketown) and private automobiles. In 2040 corridors, main streets and centers, transit is supported by providing transit-supportive development and well-connected street systems to allow convenient bicycle and pedestrian access. Providing safe and direct walking and biking routes and crossings that connect to transit stops ensures that transit services are fully accessible to people of all ages and abilities and helps the transit network function at its highest level. At some point in their trip, all transit riders are pedestrians first whether it is walking to the station, parking their bike and walking to vehicle or walking from the park and ride to the bus or rail. The environment where people walk to and from transit facilities is a significant part of the overall transit experience. An unattractive or unsafe walking environment discourages people from using transit, while a safer and more appealing pedestrian environment may increase ridership. Likewise, high quality local and regional bicycle infrastructure extends the reach of the transit network, allowing more people to access transit from longer distances. Further, transit, pedestrian and bicycle travel benefit as improvements are made to each of the modes.

Figure 3-30 depicts the region's priorities for providing multi-modal access to the region's transit system. It prioritizes walking and biking to transit and deemphasizes driving to transit. In select locations, park-and-ride facilities may provide vehicular access to the high capacity or even frequent service network for areas that cannot be well-served by local transit due to topography, street configuration, or lack of density.

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- Improving pedestrian and bicycle access to transit stops and stations is accomplished through filling sidewalk gaps within a mile and bicycle and trail network gaps within three miles, integrating trail connections and shade trees, and providing pedestrian and bicycle protected crossings. Additionally, amenities at stops and stations further support people walking and bicycling to transit, including shelters, shade trees and seating; bicycle repair stations, lockers, secured, covered bicycle parking and/or Bike and Rides; and co-located bike and scooter sharing facilities. Allowing bicycles on board transit also helps expand active transportation connections, particularly the use of apps to let bicycle riders know if a bus or train has bicycle space available.

  Additionally, managing or pricing parking spaces and reducing the number of spaces that developments near transit provide a safer, more active transportation-oriented environment near stations. The Climate Friendly and Equitable Communities (CFEC) rules require many cities in the region to reduce or eliminate parking requirements and manage or price parking in areas with high levels of transit service).

#### Explore new ways to improve connections to high frequency transit

Advances in technology have given rise to new transportation services that make it easier for people to share vehicles and have the potential to work alongside transit to significantly extend the range and convenience of car-free trips in the region. Many of these options, including ride-hailing and bike, e-bike, scooter, and car sharing, are available and widely used in certain parts of the region. These new services can help bridge the gap to first and last-mile high frequency and, particularly, high capacity transit access. Improving connections and interactions between shared mobility and transit can be accomplished by:

- Ensuring designated transit streets are designed and managed to prioritize transit and shared travel. Ride-hailing and e-commerce delivery vehicles are using an increasing amount of curb space in some congested areas. Agencies can manage the curbside to prioritize ride-hailing services carrying more than one passenger and avoid conflicts with transit vehicles.
- Dedicating space for shared mobility at transit stations. Accommodating bike share stations or pods of car share vehicles at transit stops makes it easy for transit riders to use these options. Setting aside space for pickups and drop-offs near stations can make it more convenient for people to access options to transit, as well as improve safety by reducing conflicts between modes. At stations with parking, reserving premium spaces for carpools or shared vehicles can provide an incentive for travelers to share trips instead of driving alone.
- Coordinating with shared mobility companies to support shared connections to transit stations. Several communities already fund vanpools or operate shuttles to and from transit stations. Similarly, public agencies can partner with microtransit or carsharing, pooled ride-hailing services or dockless bike/scooter sharing companies to subsidize or promote trips via these modes to transit stations. The City of Portland's Transportation Wallet, which offers credits that people can use to pay for transit and a variety of new mobility services to residents in Parking Districts, affordable housing sites, and new multi-family buildings. These

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programs allow people access to a suite of options that can complement existing options or connect them to transit when the bus or train only covers part of their journey.

**Transit Policy 10. Use technologies to provide better, more convenient and efficient transit service, including meeting the needs of people for whom conventional transit is not an option.**

Typical fixed route transit service may not make sense for everyone throughout the region. People commuting to employment centers in more suburban areas rely on slower, often infrequent buses or may not be served by existing bus service Similarly, our region is home to many people with disabilities who require specialized vehicles and point-to-point service, as well as people who depend on transit but live in communities where fixed-route service does not make sense. These people often rely on demand-response transit or infrequent buses that provide slow service and are costly to operate.

New shared mobility models like microtransit could provide better service at lower cost where we need to enhance service on high-ridership lines while piloting new ways to provide transit (like microtransit or using new mobility services to connect to stations) in communities that are challenging to serve with large buses traveling on fixed routes. As these options continue to mature, agencies should look for opportunities to supplement demand response and underperforming service with shared mobility. This could provide better service for underserved and transit-dependent residents and increase resources available to serve high-demand corridors. The growth in new mobility technologies also includes new real-time fleet management and route optimization tools as well as trip planning services and ride matching services that can help people identify a transportation service that meets their needs or someone with whom they can share a ride. These technologies can be used to increase the quality and/or productivity of infrequent or high-cost services, or to help people find a service that meets their needs when conventional transit isn't available to them.

Making it easy to plan, book, and pay for trips, including across agency and even shared mobility platforms, is one way to make transit more convenient for people riding. Smartphone apps are now the most common way for people in the Portland region to access information about their transportation options and are well-suited to provide the type of real-time information that people need to coordinate trips while accounting for potential transit delays. This is especially true for people accessing transit through amidst the changing landscape of new mobility services in the region. TriMet's Open Trip Planner integrates data on transit routes, schedules and real-time arrivals and tracking; bicycling and walking travel times; and shared mobility options to make it easy to plan multimodal trips on an interactive map platform optimized for smartphones.

Other private travel information apps offer similar services; transit agencies can make schedule and route information available in the format that these tools use to allow their services to how up in these apps. There are two important issues to consider when integrating transit and shared mobility data:

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- Ensuring that third-party apps use that data in a way that supports transit. The companies that develop these apps often monetize transit data by showing advertisements for ride-hailing services that show how much quicker a rider could reach a destination by paying extra for those services. These advertisements can draw people away from taking transit, and agencies should consider whether they want to place conditions on the use of transit data by third parties.

- Maintaining access for the many people who can't or don't access apps or make online payments, which can include many of the same travelers who rely on transit. These travelers often need to overcome both cultural barriers (for example, limited English proficiency and concerns about personal safety when traveling in public) and technological ones (such as a lack of access to smart phones or data plans that allow for easy online access to information from anywhere) in order to access the increasing number of online travel information and services.

**Transit Policy 11. Make transit is affordable, especially for people with low incomes.**

Ensuring that transit is affordable alleviates the cost of and encourages alternatives to owning automobiles. It is therefore important to ensure that transit is affordable, particularly for the riders that rely on it the most. The cost of transportation burdens many households in the metropolitan region and is usually the second largest share of household costs (after housing).

People of color, with limited English proficiency, with low-income, with disabilities, age 65 or older and 18 or younger are those most affected by transportation costs. C-TRAN and TriMet offer reduced fares for youth, seniors, people on Medicare, and people with low incomes. Most SMART buses are free – there is a fee for Dial-a-Ride service and for the 1X to Salem which also offers a reduced fare. Broadening these programs to further reduce or even eliminate some fares or offering other financial assistance that could be applied to costs of fees would help alleviate cost-burden for those who rely on transit. One way to do that is by making transit free for youth – a clear community priority identified during the Get Moving 2020 transportation funding measure process.

Research has shown that people form opinions about transit early on, with early use being a key indicator of ridership in the future. Removing barriers to acquiring reduced or free transit fares can make it possible for individuals with limited access to documents, identification, or internet to receive these benefits. Fare capping, an approach utilized by TriMet's Hop Fastpass, allows people to pay for a reduced monthly pass by the ticket rather than all at once up front. Programs like TriMet's Access Transit, which provide fares to non-profit and community-based organizations at lower to no cost to distribute to clients, help to further increase the reach and accessibility of reduced fare programs. The region should build partnerships with non-profit and human service providers to support expanding these types of programs, disseminate more information about reduced fare programs and work through ways in which these programs can be more effective. The City of Portland's BIKETOWN for All program is one example of how to increase integration of free or reduced fare programs by including students receiving federal aid (FAFSA) and people

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receiving food assistance (Oregon Trail Card, SNAP). This should also include advocating in the state legislature and to the voters to increase, deepen, and sustain long-term funding for programs which support keeping transit affordable for riders.

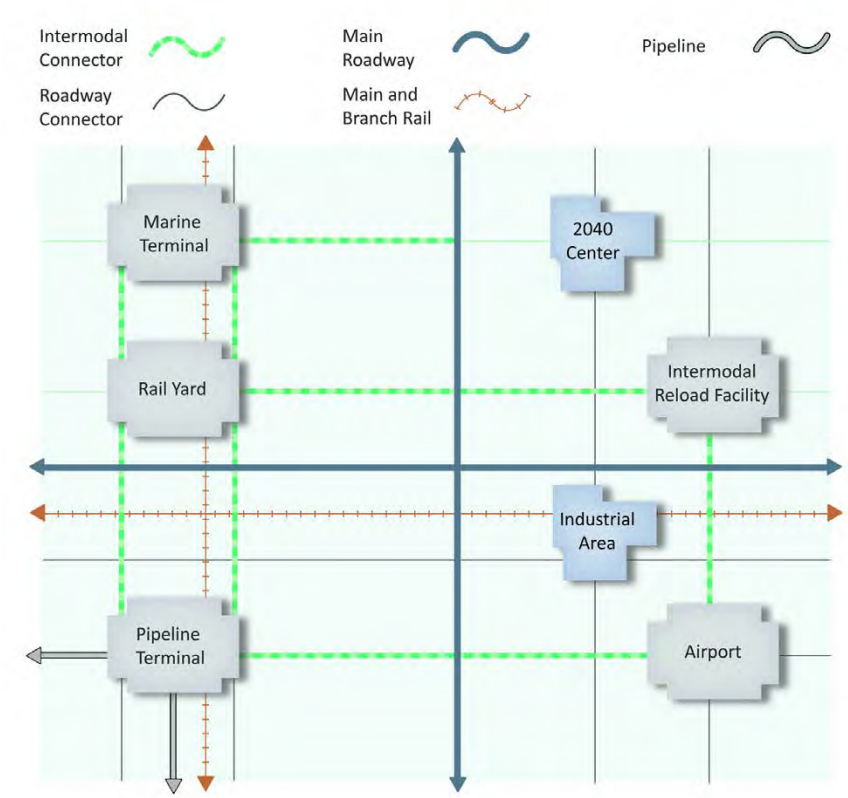
### 3.3.6 Regional freight network vison and policies

Informing the regional framework for freight policy is the understanding that the Portland – Vancouver region is a globally competitive international gateway and domestic hub for commerce. The multimodal freight transportation network is a foundation for economic activities, and we must strategically maintain, operate and expand it in a timely manner to ensure a vital and healthy economy.

The Regional Freight Strategy addresses the needs for freight through-traffic as well as regional freight movements, and access to employment and industrial areas, and commercial districts. The Regional Freight Network Concept contains policy and strategy provisions to develop and implement a coordinated and integrated freight network that helps the region's businesses attract new jobs and remain competitive in the global economy. The transport and distribution of freight occurs via the regional freight network, a combination of interconnected publicly and privately owned networks and terminal facilities. The concept in Figure 3-31 shows the components of the regional freight system and their relationships.

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**Figure 3-31 Regional freight network concept**




Rivers, mainline rail, pipeline, air and truck routes and arterial streets and throughways connect the region to international and domestic markets and suppliers beyond local boundaries. Inside the region, throughways and arterial streets distribute freight moved by truck to air, marine and pipeline terminal facilities, rail yards, industrial areas and commercial centers. Rail branch lines and heavy vehicle corridors connect industrial areas, marine terminals and pipeline terminals to rail yards and truck terminals. Pipelines transport petroleum products to and from terminal facilities.

### 3.3.6.2 Regional freight network policies

The Regional Freight Network Policies reflect the policy framework of the Regional Freight Strategy. Specific actions that Metro, in partnership with cities, counties, agencies and other stakeholders can take to implement the policies are identified in Chapter 8 of the Regional Freight Strategy.

| | |
|---|---|
| **Policy 1** | **Plan and manage our multimodal freight transportation infrastructure using a systems approach, coordinating regional and local decisions to maintain seamless freight movement and access to industrial areas and intermodal facilities.** |

| | |
|---|---|
| **Policy 2** | **Manage the region's multimodal freight network to reduce delay, increase reliability and efficiency, improve safety and provide shipping choices.** |
| **Policy 3** | **Better integrate freight issues in regional and local planning and communication to inform the public and decision-makers on the importance of freight and goods movement issues.** |
| **Policy 4** | **Pursue a sustainable multimodal freight transportation system that supports the health of the economy, communities and the environment through clean, green and smart technologies and practices.** |
| **Policy 5** | **Protect critical freight corridors and access to industrial lands by integrating freight mobility and access needs into land use and transportation plans and street design.** |
| **Policy 6** | **Invest in the region's multimodal freight transportation system, including road, air, marine and rail facilities, to ensure that the region and its businesses stay economically competitive.** |
| **Policy 7** | **Eliminate fatalities and serious injuries caused by freight vehicle crashes with passenger vehicles, bicycles and pedestrians, by improving roadway and freight operational safety.** |
| **Policy 8** | **Adapt future freight system investments to emerging technologies and shifts in goods movement, including the emergence of e-commerce and automated delivery systems.** |

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**Freight Policy 1. Plan and manage our multimodal freight transportation infrastructure systems approach, coordinating regional and local decisions to maintain seamless freight movement and access to industrial areas and intermodal facilities.**

A comprehensive, systems approach is central to planning, managing, and using the region's multimodal freight transportation infrastructure. This approach provides a strong foundation for addressing core throughway network bottlenecks, recognizing and coordinating both regional and local decisions to maintain the flow and access for freight movement that benefits all.

The transport and distribution of freight occurs via a combination of interconnected publicly and privately-owned networks and terminal facilities.

**Freight Policy 2. Manage the region's multimodal freight network to reduce delay and increase reliability and efficiency, improve safety and provide shipping choices.**

The 2005 Cost of Congestion to the Economy of the Portland Region Study reported that our region has a higher-than-average dependency on traded sector industries, particularly computer/electronic products, wholesale distribution services, metals, forestry/wood/paper products, and publishing; business sectors that serve broader regional, national, and international markets and bring outside dollars into the region's economy.

These industries depend on a well-integrated and well-functioning international and domestic transportation system to stay competitive in a global economy.

As an international gateway and domestic freight hub, the region is particularly influenced by the dynamic trends affecting distribution and logistics. As a result of these global trends, U.S. international and domestic trade volumes are expected to grow at an accelerated rate. The value of trade in Oregon is expected to double by 2040, to $730 billion.[34] The region's forecasted population and job growth – an additional 917,000 residents and 597,000 jobs to be added between 2010 and 2040[35] – along with the associated boost in the consumption of goods and services are significant drivers of projected increases in local freight volume.

This policy is the first step to improved freight and goods movement operations on the existing system and includes preservation, maintenance and operations-focused projects and associated planning and coordinating activities. It focuses on using the system we have more effectively.

It is critical to maximize system operations and create first-rate multimodal freight networks that reduce delay, increase reliability, maintain and improve safety and provide cost-effective choices to shippers. In industrial and employment areas, the policy emphasizes providing critical freight access to the interstate highway system to help the region's businesses and industry in these areas remain competitive. Providing access and new street connections to support industrial area access and commercial delivery activities and upgrading main line and rail yard infrastructure in these areas are also emphasized.

In order to carry out an overall policy of reducing delay and increasing reliability, it will be necessary to expand the types of programs and amounts of funding for freight transportation infrastructure to adequately fund and sustain investment in our multimodal freight transportation network in order to ensure that the region and its businesses stay economically competitive.

**Freight Policy 3. Better integrate freight issues in regional and local planning and communication to inform the public and decision-makers on the importance of freight and goods movement issues.**

To gain public support for projects and funding of freight initiatives, and to better inform elected officials when making land use and transportation decisions, a program that informs the public is required.

Potential freight impacts should be considered in all modal planning and funding, policy and project development and implementation and monitoring. This also means better informing the region's residents and decision makers about the importance of freight movement on our daily lives and economic well-being. Metro will work with its transportation partners to improve the level of freight information available to decision-makers, the business community and the public.

[34] Federal Highway Administration, Freight Analysis Framework version 3.4, 2013

[35] Metro 2040 growth forecast. Represents forecasted population and jobs within 4-county area (Multnomah, Clackamas, Washington and Clark counties).

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**Freight Policy 4. Pursue a sustainable multimodal freight transportation system that supports the health of the economy, communities and the environment through clean, green and smart technologies and practices.**

This policy deals with traditional nuisance and hot spot issues associated with "smokestack and tailpipe" problems, but it also recognizes the many current contributions and new opportunities for the evolving green freight community to be part of the larger environmental and economic solution set required in these times, including reducing greenhouse gas emissions.

It is important to ensure that the multimodal freight transportation network supports the health of the economy and the environment by pursuing clean, green and smart technologies and practices. Details of the most promising innovations and technologies have been developed as part of the Regional Freight Strategy's Technology for Sustainable Freight Transport, as identified in Chapter 6 of the strategy.

**Freight Policy 5. Protect critical freight corridors and access to industrial lands by integrating freight mobility and access needs into land use and transportation plans and street design.**

This policy targets land use planning and design issues that can affect the ability of freight, goods movement and industrial uses to live harmoniously with their neighbors. Freight---sensitive land use planning includes everything from long-range aspirations for freight and industrial lands to short-term and smaller scale design and access issues.

It is important to integrate freight mobility and access needs in land use decisions to ensure the efficient use of prime industrial lands, protection of critical freight corridors and access for commercial delivery activities. This includes improving and protecting the throughway interchanges that provide access to major industrial areas, as well as the last-mile arterial connections to both current and emerging industrial areas and terminals.

**Freight Policy 6. Invest in the region's multimodal freight transportation system, including road, air, marine and rail facilities, to ensure that the region and its businesses stay economically competitive.**

This policy focuses on planning and building capital projects and developing the funding sources, partnerships, and coordination to implement them.

It is important to look beyond the roadway network to address needs of the multi-modal and intermodal system that supports our regional economy. As described in the Regional Freight Strategy, freight rail capacity is adequate to meet today's needs but as rail traffic increases additional investment will be needed in rail mainline, yard and siding capacity.[36] Whenever right-of-way is considered for multiple uses such as freight rail, passenger rail and trails, analysis must include long-term needs for existing freight and freight rail expansion to ensure that necessary future capacity is not compromised.

[36] Port of Portland, Port of Portland Rail Plan, 2013.

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In addition, navigation channel depth on the Columbia River continues to be the limiting factor on the size, and therefore the number, of ships that call on the Portland-Vancouver Harbor.

**Freight Policy 7. Eliminate fatalities and serious injuries caused by freight vehicle crashes with passenger vehicles, bicycles and pedestrians, by improving roadway and freight operational safety.**

This policy and the potential design solutions focuses on addressing the issue of eliminating fatalities and serious injuries due to freight vehicle crashes with passenger vehicles, bicycles and pedestrians.

**Freight Policy 8. Adapt future freight system investments to emerging technologies and shifts in goods movement, including the emergence of e-commerce and automated delivery systems.**

This policy is focused on addressing the continued growth in e-commerce and delivery trips and the need for industrial land that provides for an increase in distribution centers and fulfillment centers.

### 3.3.6.3 Regional freight network classifications and map

The Regional Freight Network map, shown in Figure 3-32 applies the regional freight network concept on the ground to identify the transportation networks and facilities that serve the region and the state's freight mobility needs. Click on RTP Regional Network Maps for online zoomable version of map. [NOTE: LINK TO BE ADDED]

The regional freight network has a functional hierarchy like that of the regional motor vehicle network. To show the continuity of the freight system in both Oregon and Washington state, the map shows the freight routes in Clark County, north of the Columbia River and rural freight routes designated by Clackamas and Washington counties that connect to the regional freight network designated within the metropolitan planning area boundary. The Regional Freight Network map also includes six inset maps (brown dotted line boxes) that focus on the key intermodal facilities (marine terminals, rail yards and pipeline facilities) and rail lines to highlight the importance of the rail network and have better visibility for the rail lines.

The different functional elements of the regional freight network are:

- **Main line rail –** Class I rail lines (e.g., Union Pacific and Burlington Northern/Santa Fe).
- **Branch line rail –** Non-Class 1 rail lines, including short lines (e.g., Portland and Western Railroad).
- **Main roadway routes –** Designated freights routes that are freeways and highways that connect major activity centers in the region to other areas in Oregon or other states throughout the U.S., Mexico and Canada.
- **Regional Intermodal Connectors –** Roads that provide connections between major rail yards, marine terminals, airports, and other freight intermodal facilities, and the freeway and highway system. Marine terminals, truck to rail facilities, rail yards, pipeline terminals, and air freight facilities are the primary types of intermodal terminals and businesses that the tier 1 and NHS intermodal connectors are serving in the Portland region. An example of a NHS

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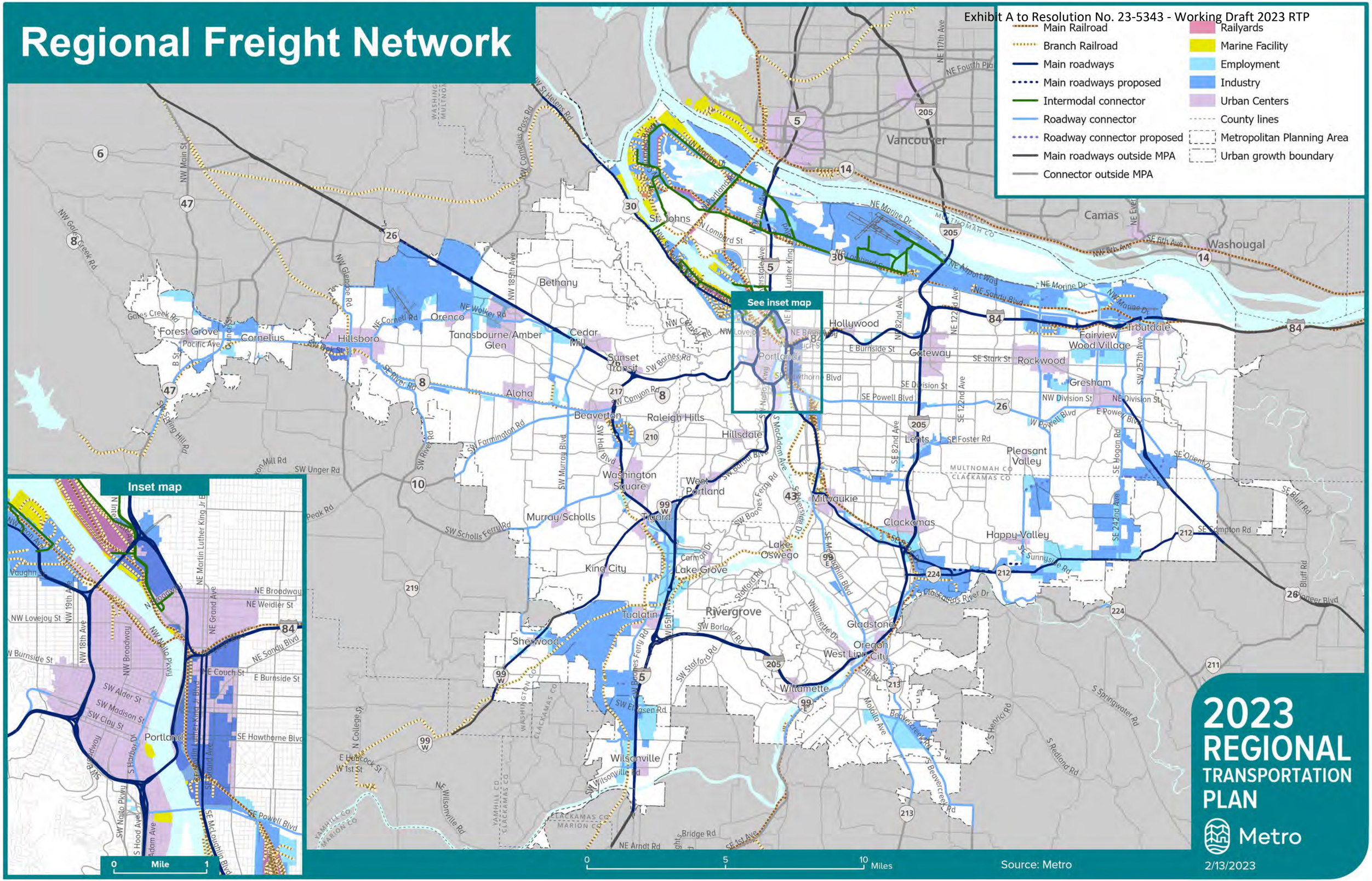
intermodal connector is Marine Drive between the marine terminals (Terminal 5 and 6) and I-5, which in 2014 had over 4,100 average daily trucks. Another NHS intermodal connector is Columbia Boulevard between I-5 and OR 213 (82nd Avenue) which had over 3,500 average daily trucks and is a vital freight connection between the air-freight terminal at Portland International Airport and both I-5 and I-205. These Regional Intermodal Connectors are carrying many more trucks than the typical road connectors on the Regional Freight Network map. They are also of critical importance for carrying commodities that are being exported from and imported into the state and across the country.

- **Roadway connectors –** Roads that connect other freight facilities, industrial areas, and 2040 centers to a main roadway route.
- **Marine facilities –** A facility where freight is transferred between water-based and land-based modes.
- **Rail yards –** A rail yard, railway yard or railroad yard is a complex series of railroad tracks for storing, sorting, or loading and unloading, railroad cars and locomotives. Railroad yards have many tracks in parallel for keeping rolling stock stored off the mainline, so that they do not obstruct the flow of traffic.

**Figure 3-32 Regional freight network map**

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# Regional Freight Network

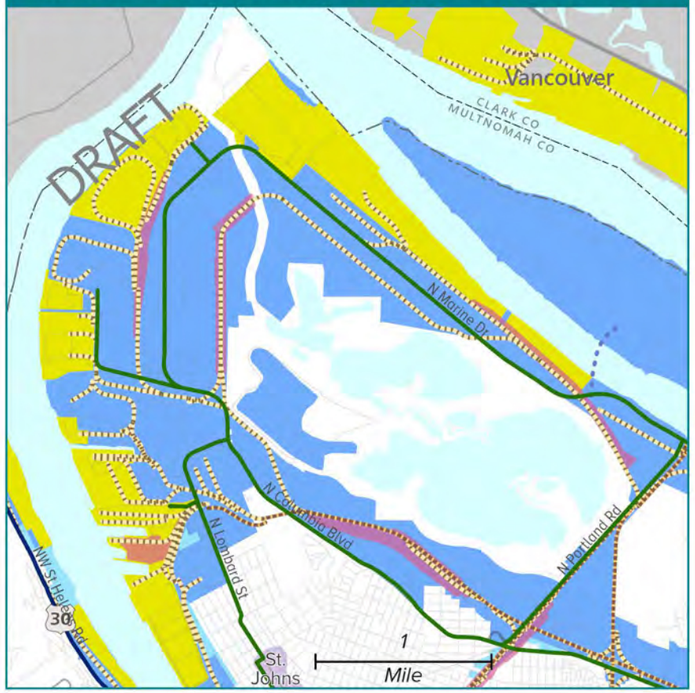



# 2023 REGIONAL TRANSPORTATION PLAN

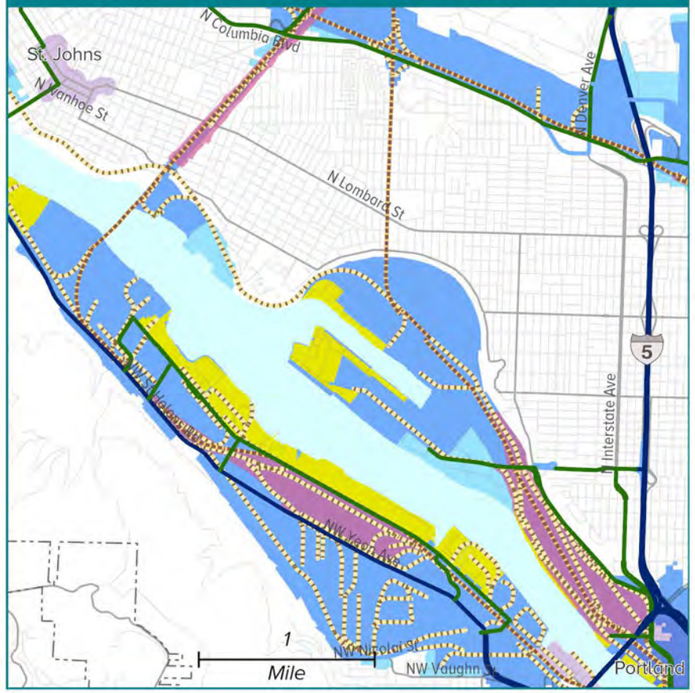
Metro

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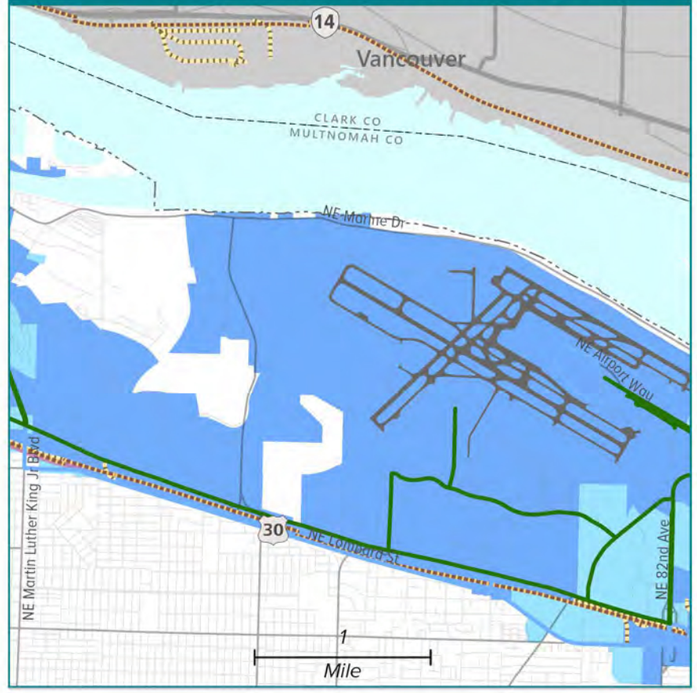
## 1. North Portland Marine Terminals




## 2. NW Industrial and Swan Island




## 3. Portland International Airport




## Legend

(dotted lines are proposed projects and do not identify specific alignments)

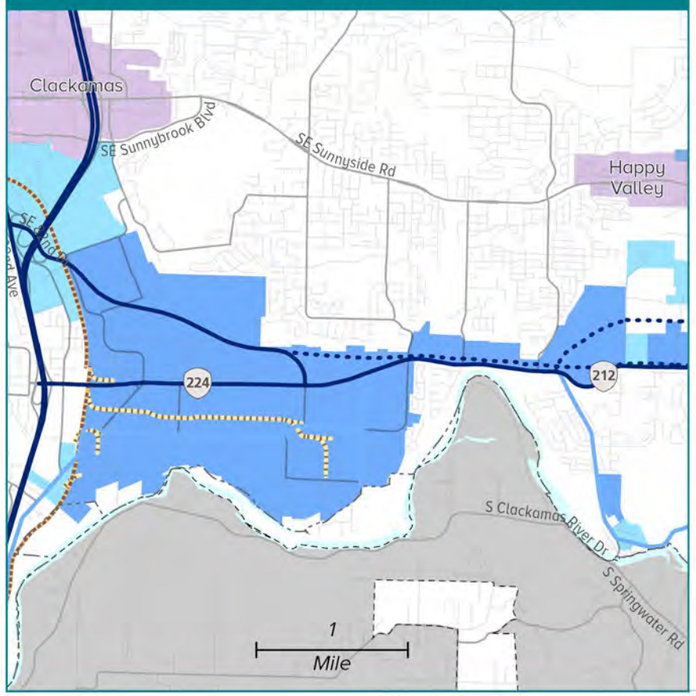
- Main Railroad
- Branch Railroad
- Main roadway routes
- Roadway connectors
- Freight routes outside MPA boundary
- Intermodal connectors
- Marine Facility
- Railyards
- Urban centers
- Industrial area
- Employment area
- County lines
- Urban growth boundary
- Metropolitan planning area

Source: Metro

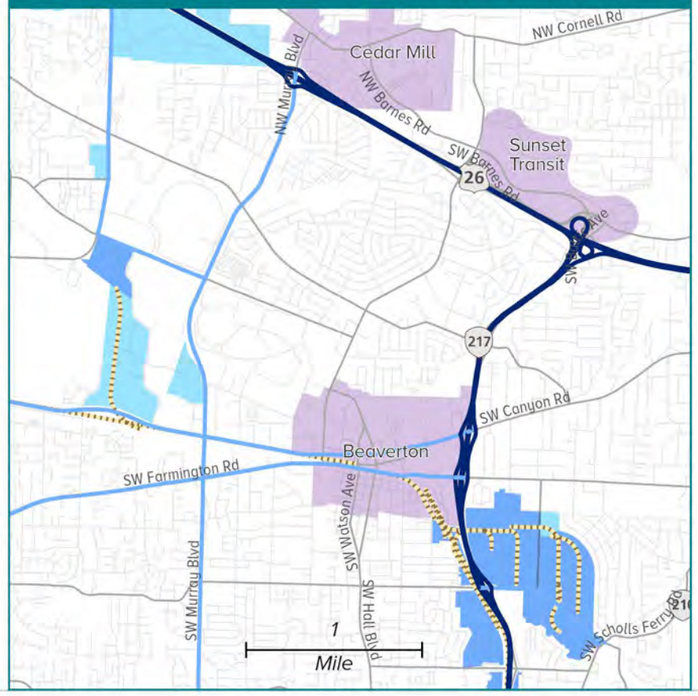
## 4. Kenton Rail Line/Columbia Corridor




## 5. Clackamas Industrial Area




## 6. Beaverton Industrial Area



### 3.3.7 Regional active transportation network vision

A complete and welcoming active transportation network allows people of all ages, abilities, income levels and backgrounds to access transit, walk and bike easily and safely for many of their daily needs. The Regional Active Transportation Network vision was developed in the Regional Active Transportation Plan and starts with the understanding that integrated, complete and seamless regional pedestrian, bicycle and transit networks are necessary to achieve local and regional transportation goals, aspirations and targets.

**Active transportation** is human-powered transportation that engages people in healthy physical activity while they travel from place to place. People walking, bicycling, the use of strollers, wheelchairs /mobility devices, skateboarding, and rollerblading are active transportation.

Active transportation supports public transportation because most trips on public transportation include walking or bicycling. Many people in the region incorporate walking, transit and riding a bicycle into daily travel. The regional active transportation network concept focuses on the integration of bicycle, pedestrian and transit travel and connecting local pedestrian and bicycle networks into a coordinated and complete regional network.

The regional active transportation network is composed of pedestrian-bicycle districts and regional bikeways and walkways that connect to and serve high capacity and frequent transit. Pedestrian-bicycle districts are urban centers and station communities. The following ten guiding principles were developed in the Regional Active Transportation Plan to guide development of the regional active transportation network.

1. Bicycling, walking, and transit routes are integrated and connections to regional centers and regional destinations are seamless.
2. Routes are direct, form a complete network, are intuitive and easy-to-use and are accessible at all times.
3. Routes are safe and comfortable for people of all ages and abilities and welcoming to people of all income levels and backgrounds.
4. Routes are attractive and travel is enjoyable.
5. Routes are integrated with nature and designed in a habitat and environmentally sensitive manner.
6. Facility designs are context sensitive and seek to improve safety and balance the needs of all transportation modes.
7. Increases corridor capacity and relieves strain on other transportation systems.
8. Ensures access to regional destinations for people with low incomes, people of color, people living with disabilities, people with low-English-proficiency, youth and older adults.
9. Measurable data and analyses inform the development of the network and active transportation policies, including metrics for air quality and safety.

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10. Implements regional and local land use and transportation goals and plans to achieve regional active transportation modal targets.

Developing the regional active transportation network according to the guiding principles will provide a well-connected network of complete streets and off-street paths integrated with transit and prioritizing safe, convenient and comfortable pedestrian and bicycle access for all ages and abilities. This will help make walking and bicycling the most convenient and enjoyable transportation choices for short trips and provide access to regional destinations, jobs, regional and town centers, schools, parks and essential daily services. It will also increase walking and bicycling access for underserved populations and ensures that the regional active transportation network equitably serves all people.[37]

### 3.3.7.1 Regional Active Transportation Plan (2014)

The Regional Active Transportation Plan (ATP) and the Designing Livable Streets and Trails Guide provides recommended design guidance for trails/multi-use paths, and low volume and high-volume streets. The appropriateness of each design is based on adjacent motor vehicle speeds and volumes. While it may be difficult for transportation agencies to provide a comfortable facility on some arterial streets these routes should be improved over time, through better designs and lower auto speeds accompanying a more compact urban form. In the short-term providing low-volume routes for bicycle travel will help increase the number of people riding bicycles.

Arterial streets typically provide direct routes that connect to centers and daily destinations. Cyclists tend to travel on arterial streets when they want to minimize travel time or access destinations along them. Oregon State statutes and administrative rules establish that bicycle facilities are required on all collector and higher classification arterial streets when those roads are constructed or reconstructed.

Low-volume streets often provide access to centers and daily destinations as well as residential neighborhoods, complementing bicycle facilities located on arterial streets. Though these routes are often less direct than arterials, attributes such as slower speeds and less noise, exhaust and interaction with vehicles, including trucks and buses, can make them more comfortable and appealing to many cyclists. Recent research suggests that providing facilities on low-volume streets may be a particularly effective strategy for encouraging new bicyclists, which helps increase bicycle mode share in the region.

Regional trails typically provide an environment removed from vehicle traffic and function as an important part of the larger park and open space system in a community and in the region. Trails often take advantage of opportunities for users to experience natural features such as creeks, rivers, forests, open spaces and wildlife habitats, as well as historic and cultural features, with

[37] Underserved populations include low income, low-English proficiency, minority, solder adults (over 65) and youth (under 18).

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viewpoints and interpretive opportunities. In the highest use areas, regional trails should be designed to provide separation between bicyclists and pedestrians.

Off-street facilities also complement on-street bikeways, providing access to 2040 Target Areas while providing a travel environment with fewer intersecting streets than on-street bikeways, thereby allowing for faster travel times. This makes off-street facilities especially attractive for serving long distance bicycle trips. Similar to low-volume streets, off-street facilities provide an environment more removed from vehicle traffic, which is appealing to families and new or less confident cyclists.

### 3.3.8 Regional bicycle network concept and policies

Residents in the region have long recognized bicycling as an important form of transportation. The RTP elevates the importance of supporting bicycle travel because of the mobility, economic, environmental, health, and land use benefits it provides.

Sidewalks, trails, bicycle facilities and transit cannot achieve their full potential if they are treated as stand-alone facilities – they must be planned and developed as part of a complete network.

Section 3.08.140 of the Regional Transportation Functional Plan (RTFP), the implementing plan of the Regional Transportation Plan (RTP), requires that local jurisdictions include a bicycle plan to achieve the following:

- an inventory of existing facilities that identifies gaps and deficiencies in the bicycle system;
- an evaluation of needs for bicycle access to transit and essential destinations, including direct, comfortable and safe bicycle routes and secure bicycle parking;
- a list of improvements to the bicycle system;
- provision for bikeways along arterials, collectors and local streets, and bicycle parking in centers, at major transit stops, park-and-ride lots and institutional uses; and
- provision for safe crossing of streets and controlled bicycle crossing on major arterials.

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#### 3.3.8.1 Regional bicycle network concept

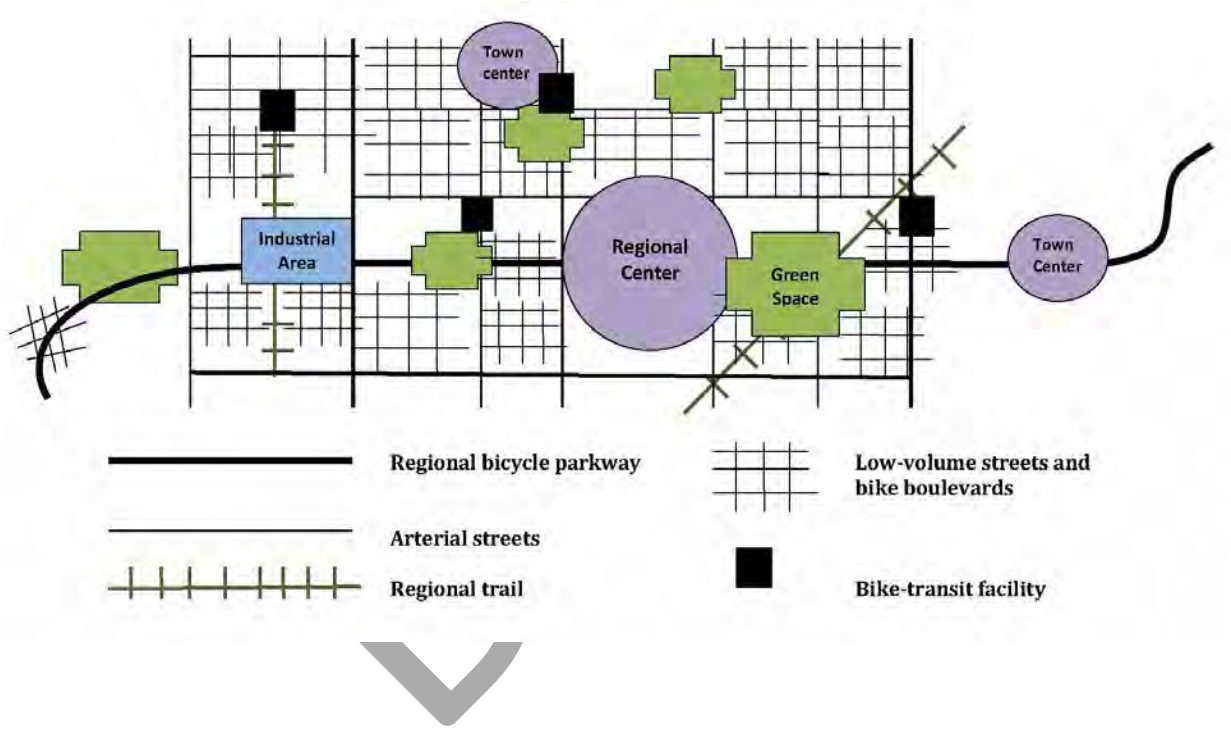
The regional bicycle network concept includes:

- A bicycle parkway in each of the region's Mobility Corridors within the MPA boundary to provide transportation options in these corridors.
- A network of bicycle parkways spaced approximately every two miles, that connect to and/or through every town and regional center, many regional destinations and to most employment and industrial land areas and regional parks and natural areas (all areas are connected by regional bikeways, the next functional class of bicycle routes).

- A network of regional bikeways that connect to the bicycle parkways, providing an interconnected regional network. Local bikeways connect to bicycle parkways and regional bikeways.
- Regional bicycle districts. Regional and town centers and station communities were identified as bicycle districts, as well as pedestrian districts.

Figure 3-33 shows the components of the regional bicycle network concept and their relationship to adjacent land uses. A region-wide bicycle network would be made up of on-street and off-street routes with connections to transit and other destinations.

**Figure 3-33 Regional bicycle network concept**



### 3.3.8.2 Regional bicycle network policies

This section describes the policy framework of the Regional Bicycle Network Concept. Specific actions that Metro, in partnership with cities, counties, agencies and other stakeholders can take to implement the policies are identified in the Regional Active Transportation Plan.

| | |
|---|---|
| **Policy 1** | **Make bicycling the most convenient, safe and enjoyable transportation choice for short trips of less than three miles** |
| **Policy 2** | **Complete an interconnected regional network of bicycle routes and districts that is integrated with transit and nature and prioritizes seamless, safe, convenient and comfortable access to urban centers and community places, including schools and jobs, for all ages and abilities.** |
| **Policy 3** | **Complete a green ribbon of bicycle parkways as part of the region's integrated mobility strategy.** |
| **Policy 4** | **Improve bike access to transit and community places for people of all ages and abilities.** |
| **Policy 5** | **Ensure that the regional bicycle network equitably serves all people.** |

**Bicycle Policy 1. Make bicycling the most convenient, safe and enjoyable transportation choice for short trips of less than three miles.**

The average length of a bicycle trip in the region is about three miles.[38] Nearly 45 percent of all trips made by car in the region are less than three miles, and 15 percent are less than one mile.[39] With complete networks, education, encouragement and other programs, many short trips made by car could be replaced with bicycle or pedestrian trips, increasing road capacity and reducing the need to expand the road system. Technologies such as bike-sharing provide a new toolkit to make bicycling even easier for short trips.

In 2011, the Federal Transit Administration (FTA) established a formal policy on the eligibility of pedestrian and bicycle improvements for FTA funding and defined the catchment area for pedestrians and bicyclists in relation to public transportation stops and stations. The policy recognized that bicycle and pedestrian access to transit is critical and defined a three mile catchment area for bicycle improvements and a half mile catchment area for pedestrian improvements. [40]

Bicycle travel holds huge potential for providing transportation options that can replace trips made by auto, especially for short trips. Bicycle trips made in the region for all purposes grew by

[38] 2011 Oregon Household Activity Survey.

[39] 2011 Oregon Household Activity Survey. Vehicle trips by length for trips wholly within Clackamas, Multnomah, Washington and Clark Counties.

[40] Final Policy Statement on the Eligibility of Pedestrian and Bicycle Improvements Under Federal Transit Law

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190 percent since 1995.[41] When bicycling is safe, comfortable, convenient and enjoyable, people have the option of making some of those short trips by bicycle.

Actions to implement this policy can be found in Chapter 12 of the 2014 Regional Active Transportation Plan.

**Bicycle Policy 2. Complete an interconnected regional network of bicycle routes and districts that is integrated with transit and nature and prioritizes seamless, safe, convenient and comfortable access to urban centers and community places, including schools and jobs for all ages and abilities.**

A well-connected bicycle network does not have gaps and is comfortable and safe for people of all ages and abilities. Regional bicycle routes connect to and through urban centers increasing access to transit, businesses, schools, and other destinations. Regional trails and transit function better when they are integrated with on-street bicycle routes. Wherever possible, routes should connect to and through nature and include trees and other green elements. Designing the network for universal access will make the regional bicycle network accessible and comfortable for all ages and abilities. The Regional Transportation Functional (RTFP) plan requires local Transportation System Plans include an interconnected network of bicycle routes.

**Bicycle Policy 3. Complete a green ribbon of bicycle parkways as part of the region's mobility strategy.**

Regional bicycle parkways form the backbone of the regional bicycle system, connecting to 2040 activity centers, downtowns, institutions and greenspaces within the urban area while providing an opportunity for bicyclists to travel efficiently with minimal delays. In effect, the bicycle parkway concept mainstreams bicycle travel as an important part of the region's integrated mobility strategy. This concept emerged from work by the Metro Blue Ribbon Committee for Trails as part of the broader Connecting Green Initiative in 2007-09 and further developed in the Regional Active Transportation Plan adopted in 2014.

Key experiential aspects that bike parkways embody:

- A green environment with natural features such as trees or plantings (some will already be green, while others will be made greener as part of bike parkway development)
- Comfort and safety provided by protection from motorized traffic
- Large volumes of cyclists traveling efficiently with minimal delays

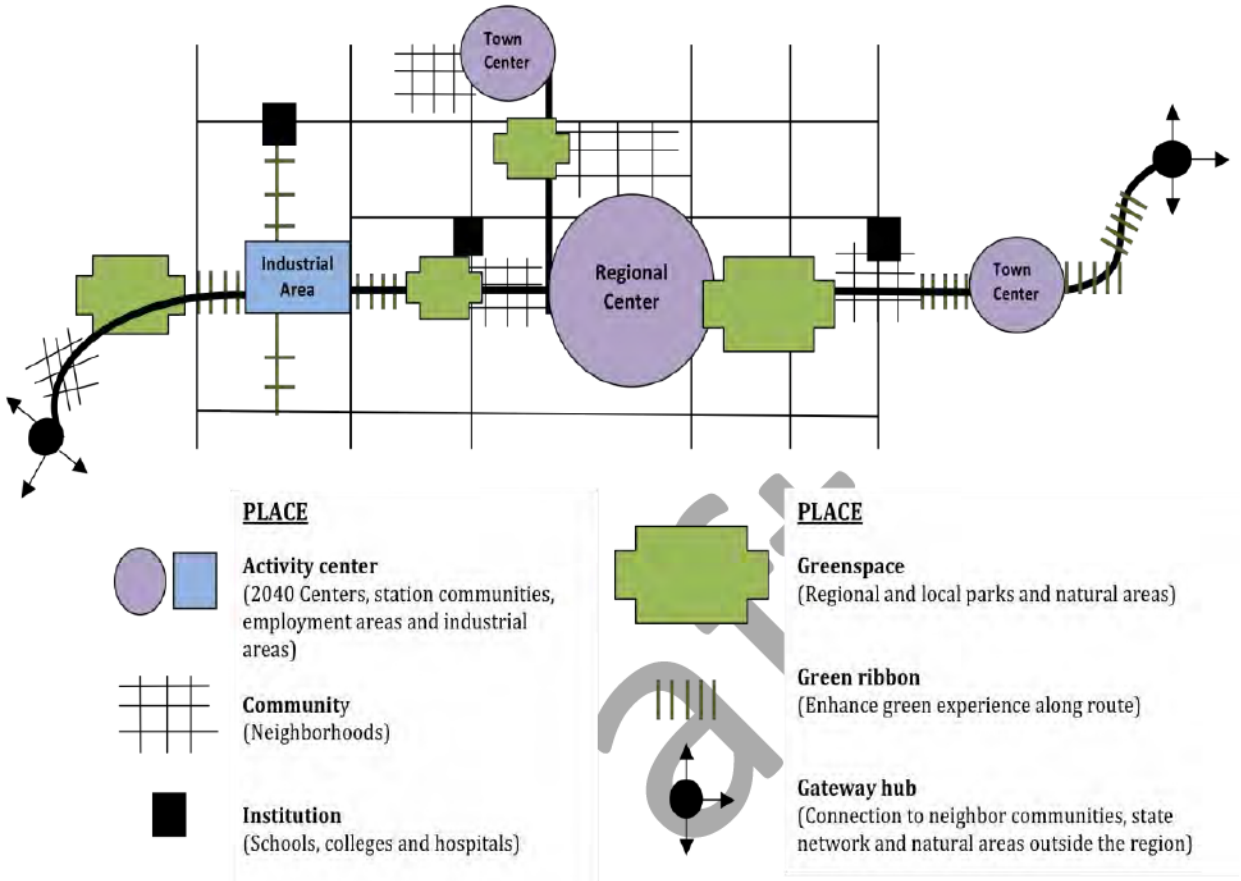
The bicycle parkway also connects the region to neighboring communities, other statewide trails and natural destinations such as Mt Hood, the Columbia River Gorge, and the Pacific Ocean.

Figure 3-34 illustrates this policy concept in the context of the regional bicycle parkway concept.

[41] 2011 Oregon Household Activity Survey.

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**Figure 3-34 Bicycle parkway concept**




A bicycle parkway serves as a green ribbon connecting 2040 activity centers, downtowns, institutions and greenspaces within the urban area.

The experience of the cyclist will be optimized to such a high level that people will clearly know when they are riding on a bicycle parkway. The specific design of a bike parkway will vary depending on the land use context within which it passes through. The facility could be designed as an off-street trail along a stream or rail corridor, a cycle track / protected / physically separated bicycle lane along a main street or town center, or a bicycle boulevard through a residential neighborhood. Priority treatments will be given to cyclists (e.g., signal timing) using the bike parkway when they intersect other transportation facilities, and connections to/from other types of bicycle routes will be intuitive. The Regional Active Transportation Plan provides design guidance on the development of bicycle parkways.

**Bicycle Policy 4. Improve bike access to transit and to community places for people of all ages and abilities.**

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Public transit and bicycling are complementary travel modes. Effectively linking bicycling with transit increases the reach of both modes. It allows longer trips to be made without driving and reduces the need to provide auto park-and-ride lots at transit stations.

Transit provides a fast and comfortable travel environment between regional destinations that overcomes barriers to bicycling (hills, distance, and streets without bikeways); while bicycling provides access from the front door to a transit station, is faster than walking and can sometimes eliminate the need to transfer between transit vehicles.

A key component of the bike-transit connection is bicycle parking at transit stations and stops. Bike-transit facilities provide connections between modes by creating a "bicycle park and ride." Both TriMet and SMART currently provide bicycle parking and storage at many transit stations and stops. TriMet, with input from regional stakeholders, has developed Bicycle Parking Guidelines. The guidelines consider station context and regional travel patterns and are focused on three major factors for parking: location, amount and design. The guidelines will help TriMet, and local jurisdictions determine the appropriate location, size and design of large-scale bike-parking facilities, including Bike-Transit Facilities. The Regional Transportation Functional Plan (RTFP)requires that local transportation system plans evaluate the needs for bicycle access to transit, including secure bicycle parking.

**Bicycle Policy 5. Ensure that the regional bicycle network equitably serves all people.**

All people in the region, regardless of race, income level, age or ability should enjoy access to complete and safe walking, bicycling and transit networks and the access they provide to essential destinations, including schools and jobs. Currently the regional active transportation network is incomplete in many areas of the region, including areas with low-income, minority and low-English proficiency populations. Transportation is the second highest household expense for the average American; providing transportation options in areas with low-income populations helps address transportation inequities. Future planning, design and construction of the networks must include consideration of the benefits and burdens of transportation investments to underserved and environmental justice populations. In addition to infrastructure, technologies such as bike sharing increase opportunities for all residents to bicycle. In Portland, the "Biketown for All"" program provides discounted memberships, free helmets and bike safety education to low-income people.

### 3.3.8.3 Regional bicycle network functional classifications and map

This section describes the regional bicycle network functional classifications shown on Figure 3-35, the Regional Bicycle Network. Click on 2023 for online zoomable version of map.

The regional bicycle network is composed of on street and off-street bikeways that serve the central city, regional centers, town centers, and other 2040 Target Areas, providing a continuous network that spans jurisdictional boundaries. Figure 3-35 is a functional classification map

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illustrating how regional bicycle routes and districts work together to form a comprehensive network that would allow people to bike to transit, schools, employment centers, parks, natural areas and shopping.

The regional bicycle network has a functional hierarchy like that of the regional motor vehicle network. Figure 3-35 provides a vision for a future bicycle network; for a map of current bicycle facilities in the region, refer to Chapter 4.

The different functional elements of the regional bicycle network are:

- **Regional Bicycle Parkways** are spaced approximately every two miles in a spiderweb-grid pattern, and connect to and through every urban center, many regional destinations and to most employment and industrial land areas, regional parks and natural areas. Each Mobility Corridor within the urban area has an identified bicycle parkway. Bicycle parkways were identified as routes that currently serve or will serve higher volumes of bicyclists and provide important connections to destinations.
- **Regional Bikeways** provide for travel to and within the Central City, Regional Centers, and Town Centers. Regional bikeways can be any type of facility, including off-street trails/multi-use paths, separated in-street bikeways (such as buffered bicycle lanes) and bicycle boulevards. On-street Regional Bikeways located on arterial and collector streets are designed to provide separation from traffic.
- **Local Bikeways** are not identified as regional routes. However, they are very important to a fully functioning network. They are typically shorter routes with less bicycle demand and use than regional routes. They provide for door-to-door bicycle travel.
- **Bicycle Districts (and Pedestrian Districts)** include the Portland Central City, Regional and Town Centers and Station Communities. A bicycle district is an area with a concentration of transit, commercial, cultural, educational, institutional and/or recreational destinations where bicycle travel is intended to be attractive, comfortable and safe. Bicycle districts are also areas with current or planned high levels of bicycle activity. All bicycle routes within bicycle districts are considered regional and are eligible for federal funding. Bicycle facilities in bicycle districts should strive to be developed consistent with the design guidance described in Chapter 9.

Which areas are designated as bicycle districts should be considered further in future Regional Transportation Plan and ATP updates. For example, areas around bus stops with high ridership should be evaluated as potential bicycle districts (light rail station areas are currently identified as bicycle districts); some Main Streets on the regional network may be considered for expansion as bicycle districts, as well as other areas.

- **Bike-Transit Facilities** are often referred to as Bike & Rides and are generally located at transit centers and stations and provide secure, protected large-scale bike parking facilities. Some facilities may include additional features such as showers, lockers, trip planning and

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bicycle repair. These facilities have been built at transit centers and MAX stations throughout the region– including in Wilsonville, Hillsboro, Beaverton, Portland and Clackamas County.

Bicycle Parkways and Regional Bikeways typically follow arterial streets but may also be located on collector and low-volume streets. On-street bikeways should be designed using a flexible "toolbox" of bikeway designs, including bike lanes, cycle tracks /protected/physically separated bicycle lanes, shoulder bikeways, shared roadway/wide outside lanes and bicycle priority treatments (e.g., bicycle boulevards).

**Figure 3-35 Regional bicycle network map**

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# Regional Bike Network

- Bicycle Parkway
- Planned Bicycle Parkway
- Regional Bikeway
- Planned Regional Bikeway
- Employment/Industrial
- Central city; Regional center; Town center
- County boundary
- Urban growth boundary
- Metropolitan Planning Area

See inset map

Inset map

Metro Data Resource Center
oregonmetro.gov

0 Mile 1

0 5 10 Miles

Source: Metro

# 2023 REGIONAL TRANSPORTATION PLAN

Metro

2/13/2023

### 3.3.9 Regional pedestrian network concept and policies

Walking contributes to a healthy lifestyle and supports vibrant local economies. Every trip begins or ends with at least a short walk. Transit in particular is integrated with walking. However, while everyone walks, walking is not a safe or convenient option for everyone in the region. Traffic crashes involving people walking often end in a death or severe injury and pedestrian deaths are rising.

Many streets are not ADA-compliant, sidewalk gaps remain on busy arterial roadways and along bus routes, safe places to cross the street can be few and far between, and lack of street lighting and other gaps make it dangerous and difficult to walk, especially for older adults, children and people with disabilities. In marginalized communities, lack of safe walking routes can be worse.

In the Regional Pedestrian Network Vision, walking is safe and convenient. Section 3.08.130 of the Regional Transportation Functional Plan (RTFP) requires that local jurisdictions include a pedestrian plan to achieve the following:

- Sidewalks along all arterials, collectors and most local streets.
- Direct and safe pedestrian routes to transit and other essential destinations.
- Provision of safe crossings of streets and controlled pedestrian crossings on major arterials.
- Safe, direct and logical pedestrian crossings at all transit stops where practicable.
- Crossings over barriers such as throughways, active rail-lines and rivers provided at regular intervals following regional connectivity standards.
- Regional multi-use trails and walking paths are completed.

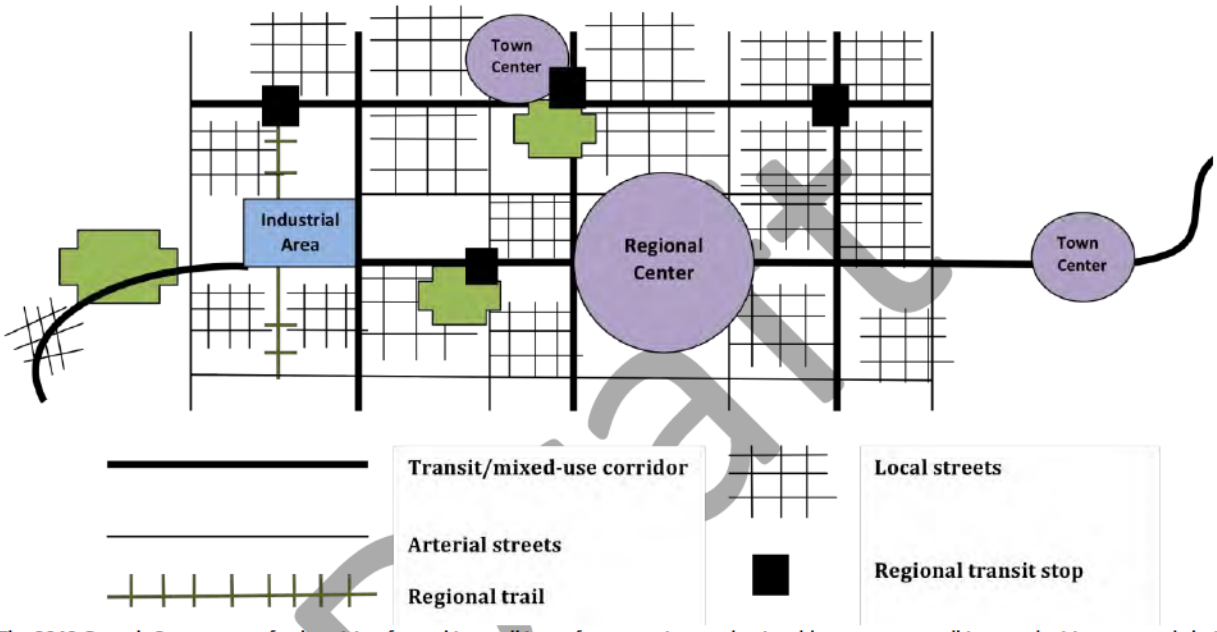
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### 3.3.9.1 Regional pedestrian network concept

The Regional Pedestrian Network Concept describes a well-connected grid of streets and multi-use paths connecting to and intersecting through regional and town centers, employment areas, station communities, parks and natural areas and connecting to transit and essential destinations.

Figure 3-36 shows the components of the regional pedestrian network and their relationship to adjacent land uses.

**Figure 3-36 Regional pedestrian network concept**




The 2040 Growth Concept sets forth a vision for making walking safe, convenient and enjoyable to support walking as a legitimate travel choice for all people in the region. The Regional Transportation Plan supports this vision with a region-wide network of on-street and off-street pedestrian facilities integrated with transit and regional destinations.

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### 3.3.9.2 Regional pedestrian network policies

Regional pedestrian policies help achieve the Regional Pedestrian Network Vision. Specific actions that Metro, in partnership with cities, counties, agencies and other stakeholders, can take to implement the policies are identified in the Regional Active Transportation Plan.

| | |
|---|---|
| **Policy 1** | **Make walking the most convenient, safe and enjoyable transportation choice for short trips of less than one mile.** |
| **Policy 2** | **Complete a well-connected network of pedestrian routes and safe street crossings that is integrated with transit and nature that prioritize seamless, safe, convenient and comfortable access to urban centers and community places, including schools and jobs, for all ages and abilities.** |
| **Policy 3** | **Create walkable downtowns, centers, main streets and station communities that prioritize safe, convenient and comfortable pedestrian access for all ages and abilities.** |
| **Policy 4** | **Improve pedestrian access to transit and community places for people of all ages and abilities.** |

**Pedestrian Policy 1. Make walking the most convenient, safe and enjoyable transportation choice for short trips of less than one mile.**

In addition to being the most basic form of transportation, walking is an important form of exercise and is the most popular recreational activity in Oregon.[42] The average length of a walking trip in the region is about half a mile. Today 15 percent of trips made in an auto are less than one mile. [43] Many of these trips could be made by walking if it were convenient, safe and enjoyable. Fully implementing regional and local plans will help make this possible.

In 2011, the Federal Transit Administration (FTA) established a formal policy on the eligibility of pedestrian and bicycle improvements for FTA funding and defined the catchment area for pedestrians and bicyclists in relation to public transportation stops and stations. The policy recognized that bicycle and pedestrian access to transit is critical and defined a three-mile catchment area for bicycle improvements and a half mile catchment area for pedestrian improvements. [44]

Ensuring all gaps and deficiencies on the regional pedestrian network have projects identified in the Regional Transportation Plan and including wayfinding, street markings, lighting and other elements that enhance connections and make the pedestrian network consistent, integrated, and easy to navigate are key elements to implementing this policy. The Regional Transportation

[42] Oregon's 2017 Statewide Outdoor Recreation Survey shows that 83 percent of Oregonians walk on local streets and sidewalks for recreation, making this the most popular recreational activity in the state.
[43] 2011 Oregon Household Activity Survey.
[44] Final Policy Statement on the Eligibility of Pedestrian and Bicycle Improvements Under Federal Transit Law

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Functional Plan (RTFP) includes specific requirements in the Pedestrian and Transit System Design sections.

Actions to implement this policy can be found in Chapter 12 of the 2014 Regional Active Transportation Plan.

**Pedestrian Policy 2. Complete a well-connected network of pedestrian routes, including safe street crossings, integrated with transit and nature that prioritize seamless, safe, convenient and comfortable access to urban centers and community places, including schools and jobs, for all ages and abilities.**

A well-connected high-quality pedestrian environment facilitates walking trips by providing safe and convenient access to essential destinations. The Regional Pedestrian Network provides the plan for well-connected pedestrian routes and safe street crossings to provide access to transit and essential daily needs. The Regional Transportation Functional Plan (RTFP) requires that local Transportation System Plans include an interconnected network of pedestrian routes.

Section 3.08.130 of the Regional Transportation Functional Plan (RTFP) includes the requirements to provide a well-connected pedestrian system, and Oregon State statutes and administrative rules establish that pedestrian facilities are required on all collector and higher classification streets when those roads are built or reconstructed. Exceptions are provided where cost is excessively disproportionate to need or where there is an absence of need due to sparse population or other factors.

Priority should be given to filling gaps and providing safe crossings of the busiest streets with transit and other essential destinations. Deficient facilities in areas of high walking demand are considered gaps.

**Pedestrian Policy 3. Create walkable downtowns, centers, main streets and station communities that prioritize safe, convenient and comfortable pedestrian access for all ages and abilities.**

All centers and station areas are Regional Pedestrian Districts. The central city, regional and town centers, main streets and light rail station communities are areas where high levels of pedestrian activity are prioritized. In these areas, sidewalks, plazas and other public spaces are integrated with civic, commercial and residential development. They are often characterized by compact mixed-use development served by transit. These areas are defined as pedestrian districts in the RTP.

Walkable areas should be designed to reflect an urban development and design pattern where walking is safe, convenient and enjoyable. These areas are characterized by buildings oriented to the street and boulevard-type street design features, such as wide sidewalks with buffering from adjacent motor vehicle traffic, marked street crossings at all intersections with special crossing amenities at some locations, special lighting, benches, bus shelters, awnings and street trees. All streets within these areas are important pedestrian connections. Sections 3.08.120 (B) (2) and 3.08.130 (B) list requirements for pedestrian districts and new development near transit.

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**Pedestrian Policy 4. Improve pedestrian access to transit and community places for people of all ages and abilities.**

Public transportation use is fully realized only with safe and convenient pedestrian and bicycle connections, especially safe crossings and facilities that connect stations or bus stops to surrounding areas or that provide safe and attractive waiting areas. Improving walkway connections between office and commercial districts and surrounding neighborhoods provides opportunities for residents to walk to work, shopping or to run personal errands. Buildings need to be oriented to the street and be well connected to sidewalks. Safe routes across parking lots need to be provided. This reduces the need to bring an automobile to work and enhances public transportation and carpooling as commute options. The Regional Transportation Functional Plan (RTFP) requires that local Transportation System Plans include an evaluation of needs for pedestrian access to transit for all mobility levels, including direct, comfortable and safe pedestrian routes.

Pedestrian access along transit-mixed use corridors is improved with features such as wide sidewalks, reasonably spaced marked crossings and buffering from adjacent motor vehicle traffic.

**Pedestrian Policy 5. Ensure that the regional pedestrian network equitably serves all people.**

All people in the region, regardless of race, income level, age or ability should enjoy access to the region's walking and transit networks and the access they provide to essential destinations, including schools and jobs. Currently the regional pedestrian network is incomplete in many areas of the region, including areas where people with low-incomes, people of color and people with language isolation live. Transportation is the second highest household expense for the average American; providing transportation options in areas with low-income populations helps address transportation inequities.

Section 3.08.120[C] of the Regional Transportation Functional Plan (RTFP) specifies that the needs of youth, seniors, people with disabilities and environmental justice populations including people of color and people with low incomes must be considered when planning transit.

Regional and local planning, design and construction of the networks must include consideration of the benefits and burdens of transportation investments to underserved and environmental justice populations and continue to collect data and monitor performance in accordance with section 3.08.010 of the Regional Transportation Functional Plan.

Investment programs should set priorities for sidewalk improvements to and along major transit routes and communities where physically or economically disadvantaged populations live.

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### 3.10.3 Regional pedestrian network classifications and map

This section describes the regional pedestrian network functional classifications shown on Figure 3-37, the Regional Pedestrian Network. The regional pedestrian network mirrors the regional transit network reflecting the important relationship of a complete walking network and transit. Frequent transit routes and regional arterials comprise regional pedestrian streets. Regional trails are also part of the regional pedestrian network. Centers and station areas are regional pedestrian districts and include all streets of all functional classifications and paths within their boundaries.

The regional pedestrian network has a functional hierarchy like that of the regional motor vehicle network. Figure 3-37 provides a vision for a future pedestrian network; for a map of existing pedestrian facilities in the region, refer to Chapter 4.

The different functional elements of the regional pedestrian network are:

- **Pedestrian Parkways** are generally major urban streets that provide frequent and almost frequent transit service (existing and planned). They can also be regional trails.
- **Regional Pedestrian Corridors** are any major or minor arterial on the regional urban arterial network that is not a Pedestrian Parkway. Regional trails that are not Pedestrian Parkways are classified as Regional Pedestrian Corridors.
- **Local Pedestrian Connectors** are all streets and trails not included on the Regional Pedestrian Network.
- **Pedestrian Districts** are the Central City, Regional and Town Centers and Station Communities shown on the Regional Pedestrian Network Map. A pedestrian district is an area with a concentration of transit, commercial, cultural, institutional and/or recreational destinations where pedestrian travel is attractive, comfortable and safe. Pedestrian Districts are areas where high levels of walking exist or are planned. All streets and trails within the Pedestrian District are part of the regional system.

Figure 3-37 applies the regional pedestrian network concept on the ground, illustrating how different regional pedestrian facilities work together to form a comprehensive network that allows people to walk to transit, schools, employment centers, parks, natural areas and shopping. Click on RTP Regional Network Maps for online zoomable version of map. [LINK TO BE ADDED]

**Figure 3-37 Regional pedestrian network map**

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# Regional Pedestrian Network

- Pedestrian Parkway
- Planned Pedestrian Parkway
- Pedestrian Corridor
- Planned Pedestrian Corridor
- Employment/Industrial
- Central city; Regional center; Town center
- Metropolitan Planning Area
- Urban growth boundary

See inset map

Inset map

0 Mile 1

0 5 10 Miles

Source: Metro

# 2023 REGIONAL TRANSPORTATION PLAN

Metro

2/13/2023

## 3.3.10 Transportation System Management and Operations Vision and Policies

The region's Transportation System Management and Operations (TSMO) vision, concept and policies address the management of the significant public investment in capital infrastructure. Taking a "manage first" approach addressed concerns about the social, environmental, and financial costs of large capital projects, such as building new lanes. System management can restore reliable travel and provide flexibility for travelers to use a variety of travel options. OAR 660.012, Oregon's Transportation Planning Rule (TPR), stipulates that coordinated land use and transportation plans should increase transportation choices and make more efficient use of the existing transportation system through transportation system management and demand management.

The 2021 TSMO Strategy updated the region's ten-year strategy, continuing an innovative, holistic, multimodal, and cost-effective approach to managing the transportation system. The TSMO Strategy prioritizes optimization of the existing transportation system by improving business practices and collaboration, encouraging behavior changes through transportation demand management and using technology to understand and manage how the system operates.

### 3.3.10.1 Transportation system management and operations vision

Regional stakeholders share a vision for TSMO: Collaborate to provide reliable, agile, and connected travel choices so that all users are free from harm, and to eliminate the disparities experienced by Black, Indigenous, people of color and people with low incomes.

This vision reflects broad participation in planning for operations. TSMO participation is multidisciplinary, and requires collaboration across several disciplines, including planners, engineers, emergency responders, demand management specialists, operators, and maintenance professionals. The region leads by aligning efforts with six TSMO Strategy goals:

1. Provide a transportation system that is reliable for all users.
2. Connect all people to the goods, services, and destinations they need through a variety of travel choices.
3. Collaborate as effective stewards for the transportation system.
4. Eliminate the disparities in the transportation system experienced by Black, Indigenous, people of color and people with low incomes.
5. Create a transportation system where all users are free from harm.
6. Manage the system to be agile in the face of growth, disruptions and changing technology.

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### 3.3.10.2 Transportation system management and operations concept

The concept for TSMO was further refined by stakeholders to establish objectives, performance measures and actions. The 21 actions in Table 3-11 show the range of regional work that connects TSMO work to achieving outcomes aligned with the RTP.

**Table 3-12 Examples of TSMO and investments in four strategic areas**

| |
|---|
| **Concepts, Capabilities, and Infrastructure**<br>• Inventory and manage regional signal and Intelligent Transportation System Communications Infrastructure<br>• Manage transportation assets to secure the network<br>• Continue freight technology and Intelligent Transportation Systems deployment<br>• Facilitate ground truthing of emerging technologies<br>• Establish a Regional Transit Operators TSMO Group<br>• Unify and standardize fare subsidies for transit and Mobility on Demand<br>• Develop an Intelligent Transportation System travel time information data collection and distribution plan for Regional Disaster Preparedness Organization regional emergency routes<br>• Create continuous improvement process for existing and new signal systems and related performance<br>• Deploy regional traveler information systems<br>• Implement integrated corridor management and mainstream into corridor planning<br>• Create a TSMO safety toolbox<br>• Build and use a TSMO Toolbox to connect gaps in bicycle and pedestrian infrastructure<br>• |
| **Planning**<br>• Develop a Mobility on Demand strategy and policy<br>• Pilot Origin-Destination data to prioritize TSMO investments<br>• Participate in regional public outreach to assist in guiding, listening and learning through TSMO focused conversations<br>• Update the regional ITS Architecture |
| **Listening & Accountability**<br>• Track and prioritize TSMO investments for and with Black, Indigenous, people of color and people with low incomes<br>• Create a community listening program<br>• Improve TSMO data availability to aid in traveler decisions and behavior |
| **Data Needs**<br>• Establish TSMO performance measures baseline.<br>• Explore new TSMO data sources |

### 3.3.10.3 Transportation system management and operations (TSMO) policies

| | |
|---|---|
| **Policy 1** | **Manage the transportation system for the effective and efficient use of publicly funded transportation assets while supporting mobility, multi-modal reliability, racial equity, safety, and reductions in carbon emissions.** |
| **Policy 2** | **Take actions from the regional TSMO Strategy by supporting a program that conducts planning for operations, develops new operational concepts, assesses future needs for capabilities, identifies gaps in data and establishes a process for listening and accountability.** |
| **Policy 3** | **Optimize operations for reliability and mobility by coordinating and advancing operator capabilities with shared tools and interoperable technologies.** |
| **Policy 4** | **Provide real-time traveler information data across devices and at physical locations that is comprehensive in serving the needs of people, businesses and freight movement.** |
| **Policy 5** | **Improve incident detection and clearance times on the region's transit and motor vehicle networks to reduce the impact of crashes on the transportation system.** |

**TSMO Policy 1. Manage the transportation system for the effective and efficient use of publicly funded transportation assets while supporting mobility, multi-modal reliability, racial equity, safety, and reductions in carbon emissions.**

Consistent with regional policy dating back to the 1990s, transportation agencies use system management to make the best use of existing infrastructure to delay or avoid large, higher-cost and potentially disruptive construction projects. This policy is applied using regional values and desired outcomes for mobility, reliability, racial equity, safety, and reduction in greenhouse gas emissions.

Transportation agencies collaborate to identify and scale up practices and technologies to a regional scale that are effective at reducing vehicle miles traveled and crashes while increasing reliability, connectivity, traveler information and investments that support racial equity. These technologies also record data from the transportation system that supports effective operations, planning and investments. Performance measures and targets for system management support the Congestion Management Process (CMP), Climate Smart Strategy and the 2021 TSMO Strategy.

Each step of implementing the strategy will use the TSMO Equity Tree (a branching diagram), working up through a series of equity-focused questions. The last step is to evaluate the plan or action for accountability. Each evaluation asks "Did the outcomes help or hurt communities of color?" and suggests next steps depending on the answer.

**TSMO Policy 2. Take actions from the regional TSMO Strategy by supporting a program that conducts planning for operations, develops new operational concepts, assesses future needs for capabilities, identifies gaps in data and establishes a process for listening and accountability.**

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In 2010, the region completed a planning process to adopt the first ten-year strategy for implementing TSMO. This formalized a regional TSMO Program to convene stakeholders and support priorities with resources and partnerships. Metro convenes TransPort, the subcommittee of Transportation Policy Alternatives Committee (TPAC). TransPort advances the TSMO Strategy through monthly meetings for cooperative planning and deployment of technologies and related procedures. Broad TransPort participation is encouraged. This regional forum supports operators of greater Portland's roads, highways, transit, shared-use mobility services, transportation demand management, congestion pricing, parking management, freight, active transportation facilities and digital infrastructure. Metro and TransPort form additional work groups as needed.

Figure 3-38 shows where some of these actions and investments are envisioned to be applied in the region to improve mobility, safety, efficiency, and reliability of the system.

**TSMO Policy 3. Optimize operations for reliability and mobility by coordinating and advancing operator capabilities with shared tools and interoperable technologies.**

Transportation operators meet to share perspective on their "capability maturity" with regard to their agency performance in operations and an overall performance of regional partners working together. By reaching agreement on standards and procedures, transportation operators share and advance capabilities. The end goal is to reach optimization across multiple categories such as actively managing the transportation system, responding to incidents, participating in planning, measuring performance, building a workforce with a culture of technical understanding and leadership, and engaging in broad collaboration. In many cases, optimization requires formal agreements, such as data sharing, that stem from regional policies. In other cases, the conversations prepare for emerging technologies as well as retiring outmoded technology.

**TSMO Policy 4. Provide real-time traveler information data across devices and at physical locations that is comprehensive in serving the needs of people, businesses and freight movement.**

TSMO responds to the barriers that can be overcome with traveler information, aiding people to find and use the most sustainable affordable and safest option. The 2021 TSMO Strategy includes actions to ensure investments and the creation of traveler information is done with community involvement supportive of racial equity.

**TSMO Policy 5. Improve incident detection and clearance times on the region's transit and motor vehicle networks to reduce the impact of crashes on the transportation system.**

TSMO Strategy is aligned with the region's Safety Strategy to eliminate severe crashes (crashes with major injuries or fatalities) by 2035. Crashes on the transportation network cause non-recurring congestion, and fatal crashes result in longer clearance and recovery times with

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sustained impacts. The 2021 TSMO Strategy aims to reduce harm, and reduce the non-recurring congestion created by incidents, by improving the safety of the system overall. [45]

### 3.11.4 Transportation system management and operations map

The map for regional TSMO reflects Policy 1. Actively managing the transportation system requires Intelligent Transportation Systems (ITS) equipment, such as variable message signs, along throughways and arterials to alert travelers with information or advise safe speeds. A variety of sensors help automate this process, but operators also utilize cameras to solve problems remotely or deploy responders to an incident. A digital infrastructure transmits data to and from transit and road operators who use central, shared software to improve multimodal movement and safety at intersections with traffic signals. In partnership with Portland State University, regional partners share data that can then be accessed by academic researchers, planners, consultants and the public. In partnership with Oregon DOT and the private sector, the region's operators also use crowdsourced data. Crowdsourced data helps evaluate reliability and also can inform current travel conditions and report crashes. Not all of this can fit into one map.

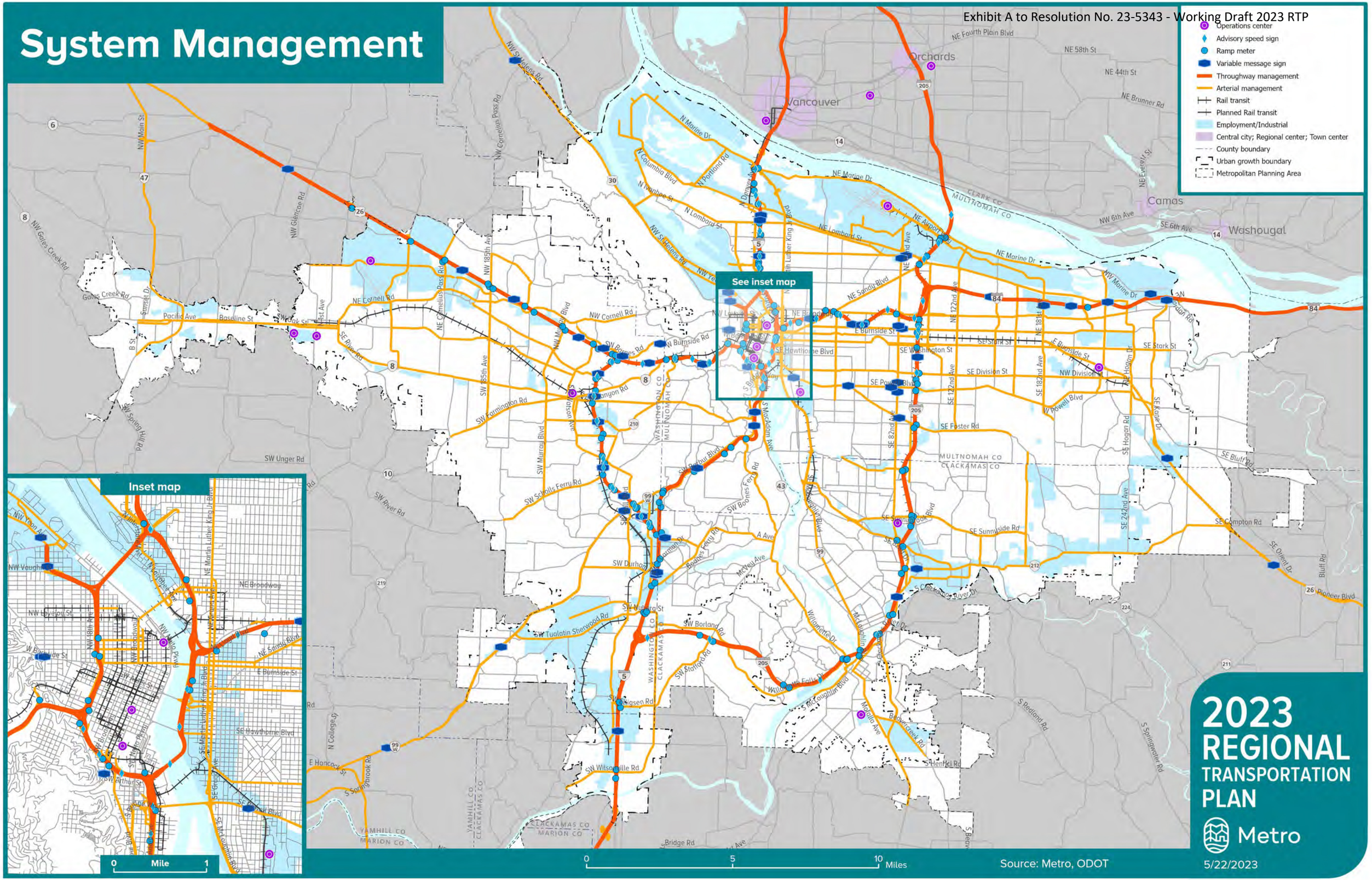
Another map will be created in a parallel effort with the 2023 RTP update. TSMO stakeholders will define system completeness as part of the Regional Mobility Policy. Stakeholders will map key corridors, referring to existing conditions and gaps that need to be addressed. This map will be used in Transportation System Plan updates and amendments.

**Figure 3-38 Transportation system management and operations map**

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[45] "Ridesharing" in this context means traditional not-for-profit carpooling or vanpooling, not Transportation Network Companies such as Uber or Lyft.

# System Management




Source: Metro, ODOT

# 2023 REGIONAL TRANSPORTATION PLAN

Metro

5/22/2023

## 3.3.11 Transportation Demand Management Concept and Policies

The Regional Travel Options (RTO) program is led by Metro and supports TDM work in the region primarily through awarding grants to partners leading outreach and engagement programs. This methodology has led to successful program implementation in the places and instances where it has been used. But there remain significant gaps in where TDM is used in the region and limits on expanding TDM efforts.

The RTO Strategy has established a goal of expanding the number of partners and programs to support the region's goals, but clearer policy direction is needed to better define how TDM is to be implemented in the region and move TDM efforts beyond their current levels.

### 3.3.11.1 Transportation demand management concept

Transportation Demand Management (TDM) is a series of activities aimed at ensuring people are aware of, understand and have access to the full variety of travel options available within the region. Though the region has already done much and continues to work to improve and expand travel options through capital investments in non-auto modes, the potential exists to increase the public's use of these non-SOV modes through TDM investments.

TDM complements and enhances other RTP policy areas by helping ensure our transportation system is used in a balanced way to maximize our investments. TDM provides information, encouragement, and incentives to help people make more of their trips safely and comfortably without driving alone. TDM programs are developed and staffed by professionals trained in understanding the travel needs of various groups, such as commuters or school children, and creating methods of helping them make those trips without the need for an SOV trip.

A typical TDM program involves working with a defined group of people that have similar travel needs or live in a specific place. Trained staff discuss the transportation needs and interests of the group and provide information and incentives to encourage people to try a new travel mode. This work can take many forms, from participation in GetThereOregon.org, a statewide website provided by ODOT and dedicated to facilitating travel options use, to a localized outreach effort specific to a single housing development.

Active involvement in delivering TDM programming is needed at the state, regional and local levels. Certain programs are most effective when developed and led by local governments, school districts, Transportation Management Associations (TMA), employers or community organizations. Others are better suited to be conducted on a state or regional scale.

TDM is particularly effective when paired with other policies or capital investments. Building new or improved active transportation infrastructure provides an opportunity for TDM efforts to help people be aware of and use the new travel options available to them. Complementary TDM activities should be planned and budgeted for in capital system improvement projects to ensure

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people are aware of the new travel options available to them, and to help them create new travel patterns and habits.

As the region considers roadway pricing and parking management as strategies for reducing auto trips, TDM is an important component in ensuring that people's mobility is maintained when these strategies are implemented. Making people aware of the existent options to paying a toll or fee can reduce the public's financial burden and help improve reliability and efficiency of the transportation network.

A significant portion of the region's current TDM activities are coordinated through the Regional Travel Options (RTO) program. This program, led by Metro on behalf of the entire region, currently coordinates partner activities and provides grant funds for TDM activities throughout the region. Through the RTO Strategy, the region's TDM vision, goals, objectives, and needs are defined. Roles for regional partners are defined, as is the grant funding methodology and criteria.

### 3.3.11.2 Transportation demand management policies

| | |
|---|---|
| **Policy 1** | **Develop and refine regional and local TDM policies and implementation plans to help reach climate, mobility and modal targets.** |
| **Policy 2** | **Provide adequate TDM resources and programming to meet the public's specific mobility needs for employment, education and essential services.** |
| **Policy 3** | **Provide and deliver TDM programming at a variety of scales: state, regional and local.** |
| **Policy 4** | **Improve access to travel choices and eliminating barriers for marginalized communities, with a focus on communities of color and people with low incomes.** |

**TDM Policy 1. Develop and refine regional and local TDM policies and implementation plans to help reach climate, mobility and modal targets.**

TDM is a component of numerous federal, state and regional plans, including:

- Climate Friendly and Equitable Communities Rules
- ODOT Transportation Options Plan
- DEQ Employee Commute Options Rule
- Metro Climate Smart Strategies
- Metro Regional Travel Options Strategy
- Metro Transportation System Management & Operations Strategy
- Congestion Management Process

These plans identify implementation of TDM programs as a part of the actions required for objectives to be met. Sufficient policy development and planning must be in place so that the roles and responsibilities of various entities are established and understood. Current local planning is insufficient in defining how TDM is to be implemented at a local level. And regional TDM planning is focused primarily on delivering grant funding through the RTO program.

Planning for TDM programs should be expanded and coordinated at the state, regional and local levels to ensure programs exist and are effective at helping people drive less. For some TDM programs, implementation at a regional scale is the most cost effective and efficient means of delivery. Other TDM programming functions best at a local, county or school district scale. A comprehensive regional TDM effort involves multiple levels of effort coordinated between government and non-government partners.

**TDM Policy 2. Ensure adequate TDM resources and programming are deployed to meet the public's specific mobility needs for employment, education and essential services.**

TDM programs are most effective when they are tailored to the specific travel needs of a group or community. The region has moved from a broad-based, one-size-fits all approach to TDM messaging and outreach, to implementing specific approaches for different travel needs. For example, helping commuters find other ways to get to work often involves working with employers to establish programs of information and incentives at worksites. But for Safe Routes to School programs, an entirely different approach is needed in working with parents and children to help them see the fun and benefits of being able to safely walk, bike or roll to school. The region should provide adequate funding, coordination and resources to effectively implement TDM.

Often, TDM efforts are compromised by a lack of first/last mile connections to transit, or by a lack of 24-hour transit service and vanpools. Many commuters live outside the region and have no option other than driving to work. Improvements to the regional transit system, as outlined in the transit policy section, are needed to improve TDM program effectiveness.

Regional funding for a portion of the region's TDM actions is provided through the RTO program. In its current form, the RTO program funds grants to partners conducting TDM activities. A portion of grant funds are reserved for partners with defined TDM plans and programs to ensure on-going funding is available. Other grant funds are aimed at pilot or one-time TDM projects, or to develop partner capacity to plan for and deliver TDM programs on an on-going basis.

ODOT also provides funding to the RTO program to promote and expand use of the GetThereOregon.org website.

Current funding levels are not sufficient to support an expanded TDM effort throughout the region. Additional state, regional and local funding will be needed to support these efforts.

**TDM Policy 3. Provide and deliver TDM programming at a variety of scales: state, regional and local.**

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A thorough regional TDM effort entails a variety of programs, at different scales and targeted towards a spectrum of travel needs. Delivery of these programs is most effective when it is led by the appropriate organization or government, depending on the program and its purpose.

Creation of TDM policy and ordinances through local TSPs is a successful approach to defining how TDM programs can be tailored to fit local needs and infrastructure and be coordinated with regional-scale efforts.

Providing a robust variety of successful TDM programs around the region comes from harnessing the efforts and expertise of cities, counties, regional and state agencies, as well as non-governmental organizations (NGO).

Government partners have oversight authority and responsibilities for managing parking and roadway pricing. Their role in these initiatives put them in a position to also lead complementary TDM efforts to help the public understand the travel alternatives available and ensure pricing strategies are implemented to their fullest potential.

Non-governmental organizations (NGOs) have insights and relationships with communities that, when combined with the capabilities and responsibilities of governments, can lead to more effective and impactful TDM programming.

**TDM Policy 4. Improve access to travel choices and eliminating barriers for marginalized communities, with a focus on communities of color and people with low incomes.**

The negative impacts of auto-centric transportation investments in the region have fallen particularly hard on marginalized communities, especially communities of color and people with low incomes. TDM investments made through a racial equity focus begin to correct these impacts and improve multiple regional priorities by addressing known burdens on marginalized communities in accessing travel options, which includes cost, personal safety from harassment/bias, and physical access to travel options. TDM efforts should focus on working with partners to learn together how to adapt and develop programming that is inclusive of and meets the needs of marginalized communities.

Implementing meaningful TDM programming in many areas of the region is constrained by the lack of sidewalks, safe bicycling infrastructure or low levels of transit service. These same areas are often those with high percentages of Black, Indigenous, people of color and low-income residents. Continued focus and prioritization of improvements in these areas is a key part of ensuring that TDM programs can benefit everyone in the region.

### 3.3.12 Emerging Technology Policies

Over the past several decades, new developments in technology have begun to reshape the way that people travel. Over three-quarters of adults now own a smartphone, often including apps that provide instant access to information on travel choices. Some new services combine smartphones with social networking, online payment, and global positioning systems to connect people with

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vehicles and rides. Most auto manufacturers now offer hybrid or electric vehicles, and the cost of these vehicles has been falling, giving more people access to clean transportation options. Other automakers have been working to develop vehicles that drive themselves, which could dramatically transform our relationship with cars.

The Regional Transportation Plan (RTP) uses the blanket term **emerging technology** to encompass all new developments and establishes a set of terms to describe and categorize them, including:

- Advances in vehicle technology, such as automated vehicles (AVs) that operate independently of any input from a human driver, connected vehicles (CVs) that communicate with each other or with traffic signals and other infrastructure, and electric vehicles (EVs) that use electric motors instead of or in addition to gasoline-powered motors.
- New mobility services that use smartphones and other new technologies to connect people with vehicles and rides. These services include ride hailing companies that connect passengers with drivers who provide rides in their personal vehicles; car, scooter, or bike share that allow people to rent a nearby vehicle for short trips; and microtransit services that operate vans or small buses, often tailoring schedules and routes to customers' travel needs. Traveler information and payment services that help people plan trips and compare different ways of getting around, get detailed information on their mode of choice, track and share their trips, and pay for trips.

#### 3.3.12.1 Emerging technology principles

Unlike other aspects of the transportation system, which are largely built and operated by the public sector, many emerging technology services are currently developed and operated by private companies. Transportation agencies can work with private companies in a variety of different ways – including contracting directly with companies and creating regulations that govern how companies operate – to bring emerging technology services to their communities in a way that benefits people. This work often happens more in the realm of partnerships and pilot projects than in the realm of policy and regulation. The principles summarized in Table 3-12, guide Metro and its partners in identifying companies that share common goals when developing partnerships and pilot projects.

**Table 3-13 RTP goals and corresponding emerging technology principles**

| RTP goal | Emerging technology principle |
|---|---|
| **Economy** | Emerging technology should create more efficient ways to meet the transportation needs of local businesses and workers.<br><br>Emerging technology companies and users should contribute their fair share of the cost of operating, maintaining and building the transportation system. |
| **Climate** | Emerging technology should improve transit service or provide shared travel options and support transit, bicycling and walking. |

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| | |
|---|---|
| **Mobility** | Emerging technology should promote shared trips, decrease vehicle miles traveled and minimize conflicts between modes. |
| **Safety** | Emerging technology should reduce the risk of crashes for everyone and protect users from data breaches and cyberattacks. |
| **Equity** | New mobility services should be accessible, affordable and available for all and meet the transportation needs of communities of color and marginalized communities.<br><br>Companies and public agencies should collaborate and share data to help make the transportation system better for everyone. |

### 3.3.12.2 Emerging technology policies

| | |
|---|---|
| **Policy 1** | **Make emerging technology accessible, available and affordable to all, and use technology to create more equitable communities.** |
| **Policy 2** | **Use emerging technology to improve transit service, provide shared travel options throughout the region and support transit, bicycling and walking.** |
| **Policy 3** | **Use the best available data to empower travelers to make travel choices and to plan and manage the transportation system.** |
| **Policy 4** | **Advance the public interest by anticipating, learning from and adapting to new developments in technology.** |

**Emerging Technology Policy 1. Make emerging technology accessible, available and affordable to all, and use technology to create more equitable communities.**

Metro and its partners are responsible for ensuring that the transportation system serves all people, particularly those in the greatest need. New mobility services have the potential to bring more flexible transportation options to marginalized communities, but not everyone can access these services. Communities of color face the threat of discrimination from drivers or companies, some older adults and people who speak limited English are not able to use apps, many low-income people cannot afford costly data plans or lack access to bank accounts and people in wheelchairs often struggle to find accessible shared vehicles. Removing these barriers can help to bring better transportation choices to communities of color, night shift workers, people with disabilities, people living in areas that lack frequent transit service and others.

**Emerging Technology Policy 2. Use emerging technology to improve transit service, provide shared travel options throughout the region and support transit, bicycling and walking.**

Emerging technology has already given people in our region new ways to get around, whether by taking car, scooter, or bike share, hailing a ride, or simply making it easier for people to learn about and pay for public transportation. However, new mobility services are often concentrated in communities where it is already easy to take transit, walk or bike, which can create more congestion and pollution by attracting people away from more efficient modes and clogging streets with vehicles looking for passengers. To make the most of emerging technology's potential to reduce congestion and pollution, the region's transportation agencies need to prioritize and invest

in the modes that move people most efficiently; improve convenience and safety for transit riders, pedestrians, and bicyclists; and direct new mobility services to provide options in places that currently lack them in addition to adding options to communities that are already rich in travel choices.

**Emerging Technology Policy 3. Use the best data available to empower people to make travel choices and to plan and manage the transportation system.**

In today's transportation system, data is almost as important as infrastructure. Smartphones enable people to instantly book a transit trip or find a new route when they run into traffic, and new mobility companies use real-time data to balance supply and demand. Metro and its agency partners work to ensure that high-quality information is available for all transportation options in the region, and that this information is presented in a way that allows travelers to seamlessly plan and book trips. Transportation agencies also work to collect data on how travel patterns are changing to plan the transportation system. This requires collecting data from companies that operate emerging technologies in a way that helps agencies understand trip making without risking users' privacy, it also requires agencies to improve data on transit, bicycling and walking as well as on new mobility options and create systems that allow us to share this data among public agencies.

**Emerging Technology Policy 4. Advance the public interest by anticipating, learning from and adapting to new developments in technology.**

Our current planning process is designed around infrastructure projects designed to last for 50 years and an unchanging set of transportation services. It can take decades to plan and build a project, and once it is built there is little room for change. This time-intensive, risk-averse approach continues to make sense for major infrastructure projects, but to effectively plan for emerging technology agencies need to test new services and approaches and learn from their experience. Agencies in the region have used approaches like pilot testing and phased implementation of regulations so that they can test new approaches to working with technology in a small-scale, low-risk manner before applying what they learn to larger-scale efforts.

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# Chapter 4

# **Our Growing and Changing Region**

# 2023 Regional Transportation Plan

May 26, 2023 WORKING DRAFT

*This draft is subject to design and copy edits, technical corrections and minor updates as it is finalized for public review.*

## Table of Contents

Introduction ..... 5
Purpose5
Chapter organization ..... 5
4.1 Mobility ..... 6
4.1.2 Evolving travel patterns ..... 6
Impacts of the COVID-19 pandemic on travel ..... 8
4.1.2 System completeness ..... 11
4.1.3 VMT per capita ..... 16
4.1.4 Transit frequency ..... 16
4.1.5 Access to destinations ..... 17
4.2 Safety ..... 19
4.2.1 Historical crash analysis ..... 20
4.2.2 Crashes by mode ..... 24
4.2.3 High Injury Corridors ..... 25
4.3 Equity ..... 27
4.3.1 History of discriminatory planning in the greater Portland region ..... 27
4.3.2 Demographic and economic changes ..... 31
4.3.3 Inequities in housing and employment ..... 34
4.3.4 Transportation needs in Equity Focus Areas ..... 36
4.3.4.1 Access to transit and to destinations ..... 38
4.3.4.2 Safe conditions for walking and bicycling ..... 42
4.4 Economy ..... 45
4.4.1 Jobs and growth ..... 45
4.4.2 Where jobs are located ..... 48
4.4.3 How workers move through the region ..... 49
4.4.4 How goods move through the region ..... 51
4.4.5 Connecting the region's employment centers ..... 53
4.5 Climate ..... 55
4.5.1 The 2023 RTP GHG and VMT gap ..... 57
4.5.2 VMT per capita ..... 60

## Table of Figures

Figure 4.1 Trip volumes by mode and by facility type, indexed to February 2020 levels, February 2020-2021 (PBOT freight route and arterial count data; ODOT throughway count data; TriMet transit ridership performance reports; data were compiled in April 2021) ..... 9

Figure 4.2 Weekday vehicle and transit volume changes, October 2019-October 2021 (ODOT throughway count data; Streetlight arterial volume data; TriMet transit ridership by route data) ..... 10

Figure 4.3 Regional transit network gaps (2018 RTP networks and 2022 partner agency data) ..... 12

Figure 4.4 Regional pedestrian network gaps (2018 RTP networks and 2022 partner agency data) ..... 13

Figure 4.5 Regional bicycle network gaps (2018 RTP networks and 2022 partner agency data) ..... 14

Figure 4.6 Regional trail network gaps (2018 RTP networks and 2022 partner agency data) ..... 15

Figure 4.7 2018 RTP regional motor vehicle network map ((2018 RTP networks and current partner agency data) ..... 16

Figure 4.8 Map of high-frequency transit (headways of less than 15 minutes) and transit-supportive communities (12.5 or more people and/or jobs per acre), 2020 (Metro regional travel model and distributed growth forecast) ..... 17

Figure 4.9 Five-year average rates of crashes by type and mode, 2007-2020, with trendlines and Vision Zero targets (ODOT crash data, analyzed by Metro staff) ..... 21

Figure 4.10 Annual fatalities by county, 2016-2021 (ODOT preliminary fatal crash data) ..... 24

Figure 4.11 All crashes and fatal crashes by mode, 2016-2020 (ODOT data, analyzed by Metro staff) .... 25

Figure 4.12: 2023 RTP High Injury Corridors and Intersections, 2016-2020 (ODOT crash data analyzed by Metro staff) ..... 26

Figure 4.13 Timeline of discriminatory planning and advancements toward equity in the Greater Portland region ..... 29

Figure 4.14 Population by race and ethnicity in the Portland region and surrounding counties, 2000 and 2020 (U.S. Census) ..... 32

Figure 4.15: Current and forecasted population by age cohort in the 7-county Greater Portland region, 2020 and 2045 (Metroscope) ..... 33

Figure 4.16 Homeownership rates by race and income for Multnomah, Washington and Clackamas Counties, 2020 (American Community Survey) ..... 34

Figure 4.17 Regional employment rates for workers earning above and below the median wage (indexed to January 2020) January 2020 – August 2021 (Earnin, Intuit, Kronos and Paychex data, analyzed by Cambridge Systematics for the Commodities Movement Study) ..... 36

Figure 4.18 2023 RTP Equity Focus Areas, (Census and American Community Survey data, 2016-2020). 37

Figure 4.19: Regional transit network gaps (2018 RTP networks, partner agency data) ..... 39

Figure 4.20 Map of high-frequency transit (headways of less than 15 minutes) and transit-supportive communities (12.5 or more people and/or jobs per acre), 2020 (Metro travel model, 2018 RTP transit network and distributed growth forecast) ..... 40

Figure 4.21 Percent of average annual traffic fatalities and severe injuries in Equity Focus Areas, by mode, 2016-2021 (ODOT crash data, analyzed by Metro staff) ..... 44

Figure 4.22 Unemployment rate in the greater Portland region vs. the U.S., 2000-22 ..... 46

Figure 4.23 Employment by industry in the greater Portland region ..... 47

Figure 4.24 Number of jobs by Census Tract, 2021 (Economic Value Atlas: Esri/DataAxle) ..... 48

Figure 4.25 2040 Growth Concept Map ..... 49

Figure 4.26 Where workers live and commute in the Greater Portland region and surrounding counties, 2019 (Census LEHD Origin-Destination Employment Statistics) ..... 50

Figure 4.27 Weight of outbound freight by mode in the Greater Portland Region, 2017 (Freight Analysis Framework data) ..... 52

Figure 4.28 Value of outbound freight by mode in the Greater Portland Region, 2017 (Freight Analysis Framework data) ..... 52

Figure 4.29 Climate Smart greenhouse gas reduction strategies ..... 57

Figure 4.30 Estimated percentage reductions in daily VMT per capita, Target vs. STS+RTP18 Scenario .. 59

Figure 4.31 Daily VMT per capita for the greater Portland region and the U.S, 1990-2020 (Oregon and Washington Highway Performance Monitoring System offices)..... 60

Figure 4.32 Home-based VMT per capita by Metro transportation analysis zone, 2020 (Metro regional travel model) ..... 61

## Table of Tables

Table 4-1 Commute mode shares in the Greater Portland region, 2010-2019 (American Community Survey five-year estimates, 2006-10 and 2015-19 data)..... 7

Table 4-2 System completeness by modal network and location within the region (2018 RTP networks and 2022 partner agency data)..... 11

Table 4-3 Percent of jobs accessible by driving and by transit, by community type and time of day, 2020 (Metro travel model and land use data) ..... 18

Table 4-4 Federal Safety Performance Measures for Traffic Fatalities and Serious Injuries, 2016-2020 (Oregon Department of Transportation crash data analyzed by Metro) ..... 20

Table 4-5 Percent of jobs accessible by driving and by transit, by community type and time of day, 2020 (Metro travel model, 2018 RTP transit network, and land use data)..... 42

Table 4-6 Pedestrian, bicycle and trail network completion for EFAs and non-EFAs (2018 RTP networks and current partner agency data)..... 43

Table 4-7 Percent of jobs accessible by driving and by transit, by community type and time of day, 2020 (Metro travel model and land use data) ..... 53

Table 4-8 Bike/ped system completeness by location within the region (2018 RTP networks and current partner agency data)..... 54

Table 4-9 Estimated absolute and percentage reductions in daily VMT per capita by scenario ..... 58

# INTRODUCTION

## Purpose

The greater Portland region is an extraordinary place to call home. It is known for its unique communities, a diverse and growing economy and a world-class transportation system. The region is surrounded by stunning natural landscapes and crisscrossed with a network of parks, trails and natural areas within a walk, bike ride or transit stop from home. It also serves as a freight gateway to domestic and international markets for businesses located throughout the state of Oregon, southwest Washington, the mountain states and the Midwest.

The region did not get this way by accident. Over the years, communities throughout the region have taken a collaborative approach to planning that has helped make the region one of the most livable in the country. Every day, the region's 2.4 million people have places to go – to work or school, to doctors and grocery stores and parks and back home again. All these trips, along with our transportation system, knit the region together – from Forest Grove to Troutdale, Vancouver and Portland to Wilsonville and every community in between.

Through our dedication to planning and working together to make local and regional plans a reality, we have set a wise course for managing growth, but new challenges continue to emerge. Our success in creating a livable region has attracted new residents and employers, but our housing supply hasn't kept up with population growth, and it has become prohibitively expensive for many people to afford homes, particularly in neighborhoods where it is easy to walk, bike or take transit. This may be one of the reasons why some recent investments in transit and trails haven't drawn as many users as they have in past decades. And even the best-laid plans couldn't have anticipated the impact of the COVID-19 pandemic, which dramatically reshaped how people travel and continues to affect the region even as the public health emergency recedes.

This chapter provides a snapshot of current conditions and trends within the Greater Portland region and highlights key regional transportation challenges and needs for the plan to address.

## Chapter organization

The RTP Needs Assessment is organized around the five 2023 RTP goals: mobility, safety, equity, economy, and climate. Each section of this chapter is dedicated to one of these priorities, and contains research, maps and data describing transportation needs with respect to each priority. Because these goals are often aligned – for example, increasing transit service often benefits mobility, climate, and equity – some sections contain similar information, or refer to relevant information in other sections.

## 4.1 MOBILITY

The updated Regional Mobility Policy included in the 2023 RTP update redefines how the region defines and measures mobility throughout the plan, establishing three performance measures for transportation agencies to use in plans and projects:

- System completeness
- Vehicle miles traveled (VMT)
- Travel time reliability on the region's throughways

This section provides a general update on how travel patterns have evolved since the last RTP update in 2018 as well as baseline information on the three measures above. Key findings include:

- Travel declined during the COVID pandemic. Between October 2019 and October 2021, daily throughway trips on a sample of regional mobility corridors decreased by five percent, daily arterial trips decreased by 14 percent, and daily transit ridership decreased by 41 percent.
- Overall, the planned motor vehicle network is much more complete than the bicycle, pedestrian and transit networks.
- Active transportation networks are mostly complete near transit. However, there are plenty of small gaps that hinder people's ability to walk and bike to transit stations and other important destinations. There are larger gaps on the regional bicycle and pedestrian networks between urban centers and at the edges of the region, many of which are on the regional trail system.
- Per capita VMT in the greater Portland region has been significantly lower than the national average since 1997 and has mostly been flat or declining. In order to meet ambitious state-mandated VMT per capita reduction targets, the region will likely need to take new approaches.
- During rush hour, the average traveler can reach 43% of jobs in the region by driving, and 7% by transit. Metro and partner agencies are working to increase ridership by better connecting activity centers – potentially including many developing suburban centers – with frequent transit.

### 4.1.2 Evolving travel patterns

Between 2015 (the base year for the 2018 RTP update) and 2020 (the base year for the 2023 RTP update, the region grew significantly – by 135,000 people (an 8.4% increase), 57,000 households (8.9%) and 90,000 jobs (10.1%).[1] This growth is projected to continue, though not necessarily at the same rapid rate as the region saw during the previous decade. As greater Portland continues to evolve into a major metropolitan area, with increasing housing prices and a more specialized economy, commute patterns are becoming more complex. Figure 4.26 in the Thriving Economy section provides a window into this growing complexity; it shows how workers commute within

[1] Metro Regional Travel Model.

and between counties in and around the region. Over 45 percent of workers in Clackamas, Multnomah and Washington counties work in a different county than where they live.

Though the number of jobs and homes in the region is growing, the way that people commute hasn't changed much. Table 4-1 shows commute mode shares for 2010 and 2019 (the base year for the 2023 RTP update, and the last year of available data that does not reflect the impacts of the COVID-19 pandemic). The table shows both absolute change in mode shares between 2010 and 2019 (which better captures which modes are dominant in the region, but can understate change for modes other than driving because they are less widely-used to begin with) and relative change (which better captures the extent to which usage of different modes is growing or declining relative to current levels, but can also amplify small variations that are due to margins of error or other reporting issues). This data is built up from Census tract-level estimates for all tracts within the MPA boundary, weighted according to the population in each tract.

**Table 4-1 Commute mode shares in the Greater Portland region, 2010-2019 (American Community Survey five-year estimates, 2006-10 and 2015-19 data)**

| Mode | 2010 mode shares | 2019 mode shares | Absolute change 2010-2019 | Relative change 2010-2019 |
|---|---|---|---|---|
| Drive alone | 69.5% | 67.8% | -1.7% | -2.4% |
| Carpool | 9.9% | 9.2% | -0.7% | -6.6% |
| Transit | 7.7% | 8.1% | 0.4% | 5.3% |
| Walk | 3.7% | 3.6% | -0.1% | -2.4% |
| Bike | 2.3% | 2.6% | 0.2% | 10.4% |
| Work from home | 6.0% | 7.6% | 1.6% | 26.4% |

Between 2010 and 2019, vehicle commute shares fell slightly, the share of people biking or taking public transportation to work rose slightly, and there were very small changes in how many people walk to work. This reflects the challenges inherent in achieving the RTP's goal of supporting a shift from driving to other modes. Though the region has prioritized investments in transit and active transportation over the past several decades, the motor vehicle network is far more built-out than other networks and people's daily travel habits are deeply ingrained, so even major multimodal investments only produce incremental changes. The rising cost of housing, especially in walkable neighborhoods near transit stations, may also play a role since it makes it harder for people with lower incomes – who tend to be more likely to use modes other than driving, particularly transit – to afford a home that offers access to options.

The biggest change captured in Table 4-1 is the growth of working from home. The share of people working from home increased by a relative 25% between 2010 and 2019 – double the growth in transit, which is the next-fastest-growing mode in the region – and as of 2019 there were almost as many people in the region working from home as there were taking transit to work. Furthermore, the data shown above only captures people who work from home full time; if it accounted for people who work from home a few days per week it would show an even larger percentage of people teleworking.

It is important to note that the data shown above only capture commute trips. These trips make up less than 30 percent of all trips in the region, but since commutes are often time-sensitive, longer-distance trips they account for a significant share of congestion and vehicle miles traveled. Metro's travel surveys find that people are significantly more likely to walk and carpool and less likely to drive alone or take transit when taking non-commute trips than they are when commuting.

### Impacts of the COVID-19 pandemic on travel

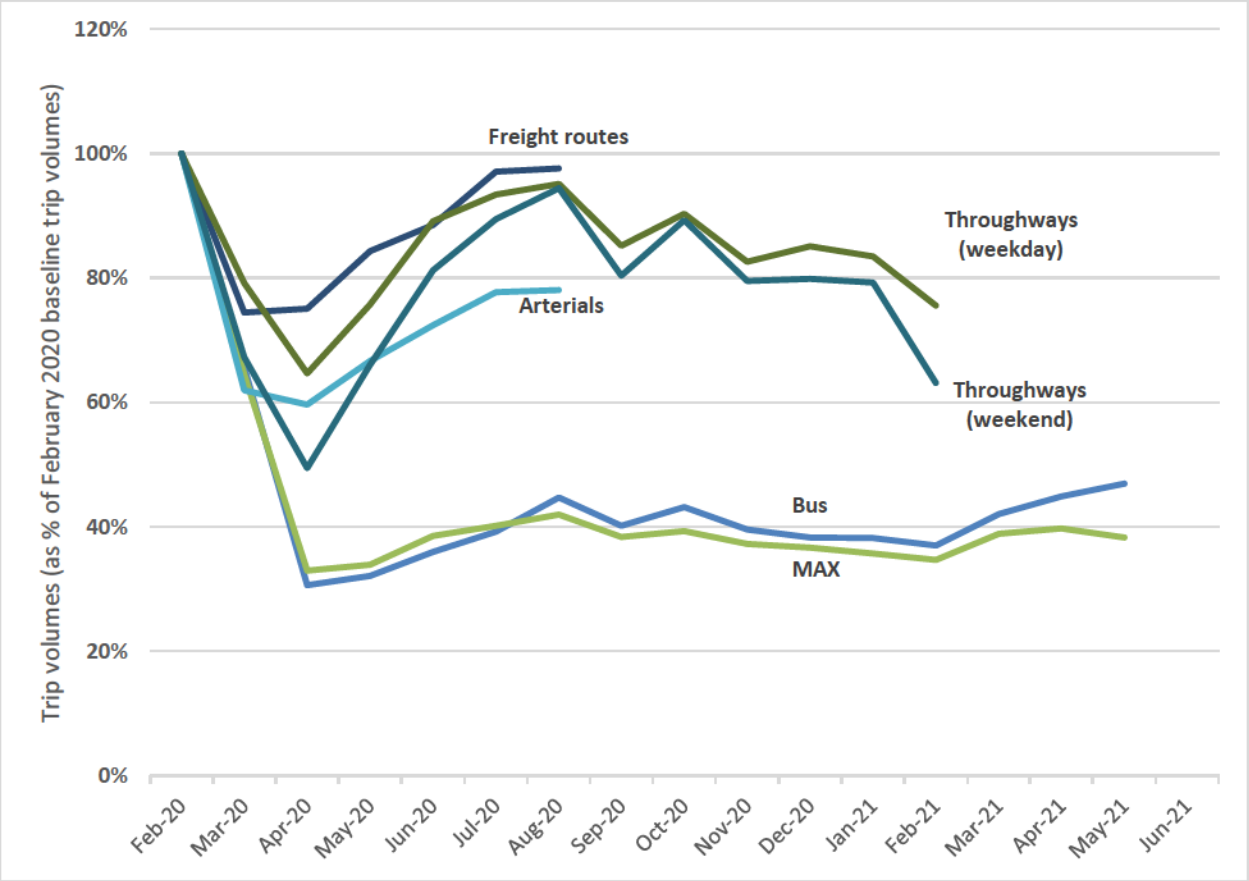
The data discussed above highlights how slowly transportation behavior often changes. However, major events like recessions and natural disasters can have immediate and drastic impacts on how people travel, and it can take a while for conditions to stabilize afterward. The COVID-19 pandemic that began in March 2020 was just such an event. Even though the federal government has now declared the COVID-19 public health emergency over, offices and hotels are still emptier than they were before the pandemic, and the impacts of the pandemic are still rippling through the economy and the transportation system.

The RTP is a plan for the next 20 years. Using pre-pandemic data to assess needs allows the RTP to focus on the long-term demographic and economic changes that shaped the region's growth over the past several decades, and that are likely to continue to determine how the region grows in the future. Most of the data in this chapter is from 2020 or before. 2020 is the base year for the 2023 RTP update, is often the most recent year for which data are available.

Many aspects of life and travel have already returned to their "normal" pre-pandemic state, while others are trending that way. It's possible that some of the impacts of the pandemic will be so long-lasting that they lead to a "new normal" somewhere between conditions at the peak of the pandemic and those beforehand. Considering this possibility – which begins with understanding how transportation patterns have continued to evolve since the pandemic[2] – helps the RTP be more resilient under different potential futures. Figure 4.1 below shows how travel demand changed for transit and on different types of streets during the year following the pandemic.

[2] Most data in this section comes from Metro's Emerging Transportation Trends Study, which can be found at: https://www.oregonmetro.gov/public-projects/2023-regional-transportation-plan/research

**Figure 4.1 Trip volumes by mode and by facility type, indexed to February 2020 levels, February 2020-2021 (PBOT freight route and arterial count data; ODOT throughway count data; TriMet transit ridership performance reports; data were compiled in April 2021[3])**

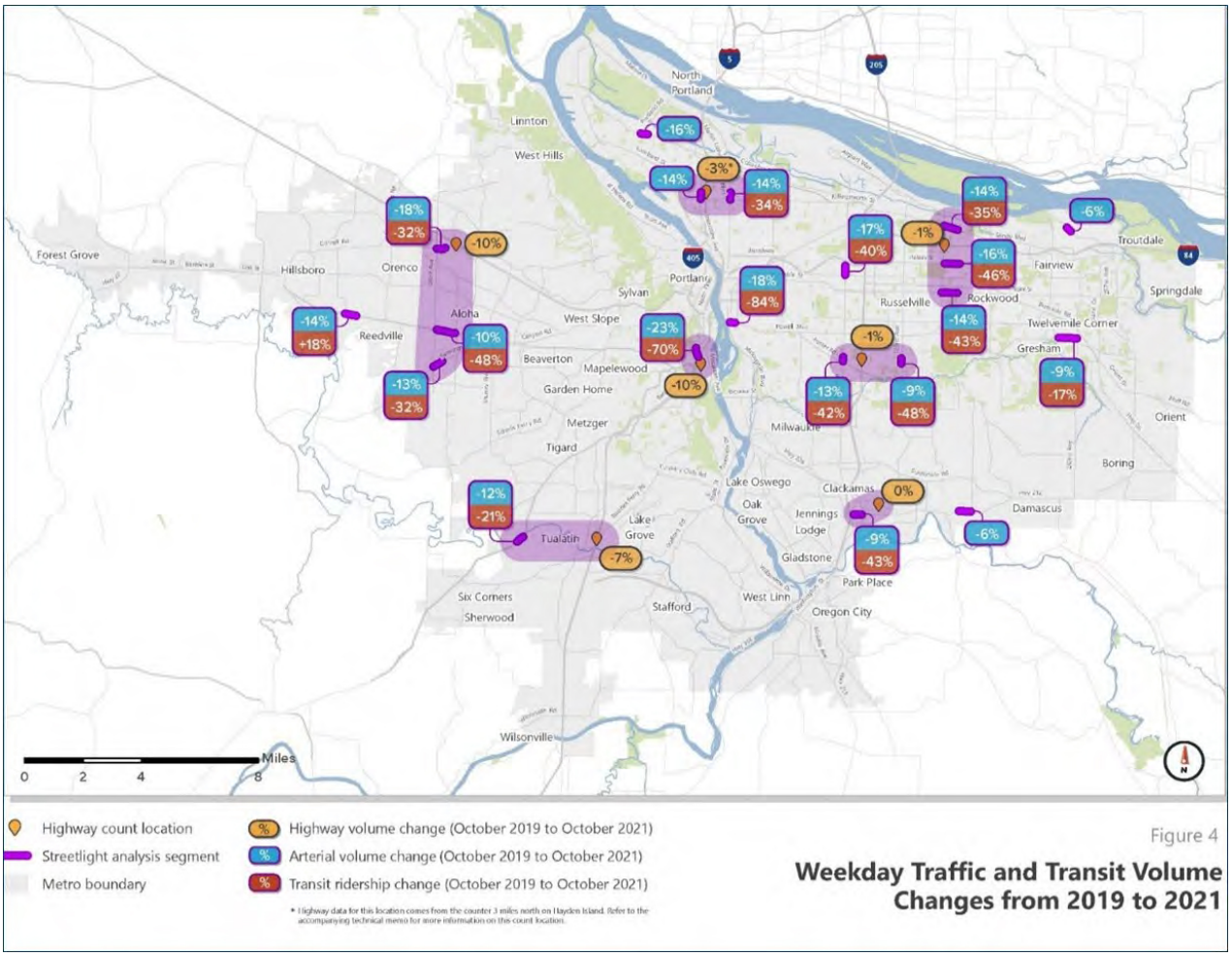



All different types of travel shown fell during the initial months of the pandemic, but some fell more steeply and/or recovered more slowly than others. Trips on freight routes fell the least and recovered most quickly, potentially because goods kept moving during the pandemic and many freight routes also connect workers to jobs that remained in-person during the pandemic. Throughway trips recovered to 80 percent of pre-pandemic levels by May 2020, and then continued to fluctuate, which could reflect normal seasonal changes in travel demand, extreme weather events, and/or the spread of new COVID variants. Arterial travel appeared to be recovering less slowly, but the data shown only covers the first half-year of the pandemic.

Metro collected data for a set of throughways, arterials and transit routes that reflect key corridors in the region. Figure 4.2 below shows the results. Changes in throughway volumes are shown in yellow, changes in arterial volumes are shown in blue, and changes in transit ridership are shown in red.

[3] This figure, as well as some of the other data in this section, reflects the underlying availability of source data at the time of compilation. Some of this data comes from limited-duration collection and reporting efforts that agencies undertook when the pandemic began to understand its impact.

**Figure 4.2 Weekday vehicle and transit volume changes, October 2019-October 2021 (ODOT throughway count data; Streetlight arterial volume data; TriMet transit ridership by route data)**




Average daily throughway trips across the study locations decreased by five percent between October 2019 and October 2021, while arterial trips declined by 14 percent and transit ridership fell by 41 percent. In almost every location studied, arterial volumes decreased more significantly than throughway volumes. Transit volumes fell particularly significantly in locations closer to the center of the region.

These findings are consistent with research about the pandemic's broader impacts on transportation, which has found that teleworking reduces vehicle trips and miles traveled, as well as transit ridership, particularly near job centers. Transportation agencies in the region are already responding to these dynamics – for example, TriMet's recent Forward Together concept[4] realigns transit service to focus on routes that have maintained ridership through the pandemic and that serve people with low incomes, who were more likely to continue to rely on transit over

[4] https://trimet.org/forward/

the past several years. If teleworking rates remain high, it would likely lead to slightly lower levels of VMT per capita and transit use than the region would otherwise experience, all other things being equal.

### 4.1.2 System completeness

Meeting Mobility goals depends on providing a variety of seamless and well-connected travel modes so that people have multiple options for making trips.

Table 4-2 below summarizes the completeness of different regional modal networks, using the planned networks developed during the 2018 RTP. These planned networks are based on extensive analyses of network conditions and deficiencies as of July 2022, as well as relevant policies and performance/design standards that apply across the region.[5] This table also reports on the completeness of the bicycle and pedestrian networks[6] near transit stations and along the arterials, which helps people make safe multimodal trips. Completing active transportation networks in EFAs is a priority under the RTP's Equity policies, and completing networks in 2040 centers and employment/industrial areas is important to supporting the Thriving Economy goal – see those sections for a discussion of bike/pedestrian network completeness in those specific communities.

**Table 4-2 System completeness by modal network and location within the region (2018 RTP networks and 2022 partner agency data)**

| Network | Total planned miles | Number of miles completed | Percent of miles completed |
|---|---|---|---|
| Region-wide | | | |
| Transit network[7] | 1,460 | 788 | 54% |
| Pedestrian network | 1,040 | 597 | 57% |
| Bicycle network | 1,149 | 626 | 55% |
| Trail network | 560 | 245 | 44% |
| Motor vehicle network | 1,171 | 1,146 | 98% |
| Near transit | | | |
| Pedestrian network | 837 | 539 | 64% |
| Bicycle network | 881 | 538 | 61% |
| Along arterials | | | |
| Pedestrian network | 725 | 414 | 57% |
| Bicycle network | 619 | 412 | 66% |

[5] For further information, see the Regional Transit Strategy, the Regional Active Transportation Plan, the Regional Trail System Plan, and forthcoming updates to the Regional Mobility Policy.

[6] Metro distinguishes between on-street bicycle and pedestrian gaps in facilities like bike lanes and sidewalks and off-street bike/ped gaps in facilities like trails. On-street facilities are generally needed to provide good active transportation connections in centers, near transit, and along arterials, whereas off-street facilities provide longer-distance connections between these areas. Table 4-2 focuses on the on-street bike/ped network.

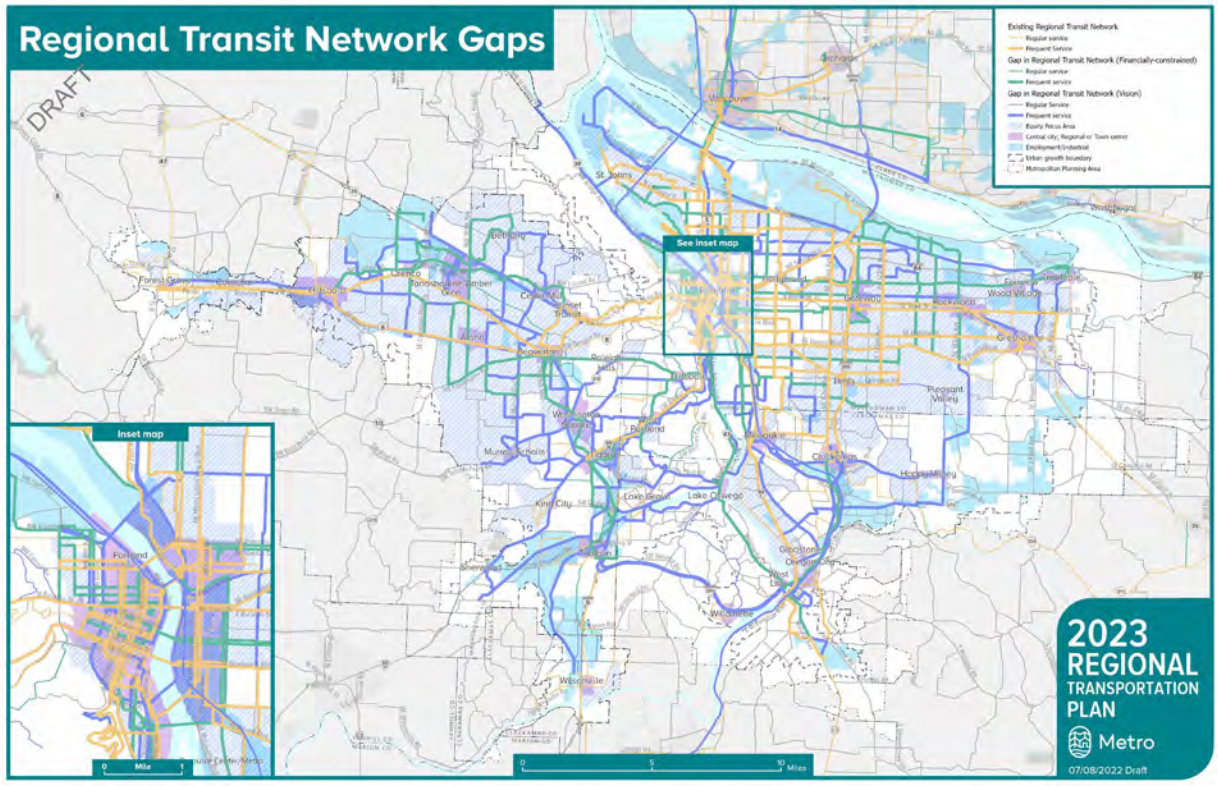
[7] Consistent with how completeness is analyzed for other modal networks, the assessment of transit system completeness is based on the financially constrained RTP, and excludes the strategic investments shown in Figure 4.3.

Overall, the planned motor vehicle network is much more complete than the other modal networks. Consistent with the 2040 Growth Concept, the active transportation networks are generally more complete near transit. However, the fact that the pedestrian network along arterials is not significantly more complete than it is in the rest of the region is a concern given that 77 percent of pedestrian crashes occur on arterials.

However, several important gaps remain in these areas. The maps below identify these gaps by comparing the regional visions (i.e., planned systems) for these networks – which are based in extensive coordination with stakeholders and analysis of transportation and land use data – to the facilities that are on the ground today in order to identify gaps in the system.

Figure 4.3 below shows gaps in the transit network where planned transit has not yet been built. The map differentiates between gaps in frequent (thick lines) and regular (thin lines) transit service, and between gaps in the financially constrained network, which the region has identified funding to complete (green), and gaps in the strategic network, which the region has not yet identified funding to complete (purple). It also shows the location of existing regular and frequent service (orange lines). All of this information is overlaid with Equity Focus Areas (violet cross-hatching) to highlight how the current and planned network serves these communities that particularly need improved transit service (see the Equity section for more details on transit-related Equity needs).

**Figure 4.3 Regional transit network gaps (2018 RTP networks and 2022 partner agency data)**



Filling the gaps in the frequent transit system (thick green lines) are particularly important to meeting the region's Climate goals. The 2018 RTP relied on a planned increase in frequent transit service to meet GHG reduction targets, and the thick green lines indicate routes where this transit has yet to be implemented. These gaps are distributed over most of the more populated parts of the region, and there are large concentrations of them in East Portland and the Orenco/Bethany/Aloha area.

Figure 4.4 and Figure 4.5 show gaps in the regional pedestrian and bicycle systems. Completed facilities are shown in purple or green; gaps are shown in red. The maps distinguish between gaps in on-street facilities like sidewalks and bike lanes (darker shades) and gaps in off-street facilities like trails (lighter shades). Both the pedestrian and bicycle networks are overlaid with urban centers identified in the 2040 growth concept since RTP policies direct pedestrian and bicycle investments toward centers of activity where short distances between destinations make it easy to travel on foot. Pedestrians and bicyclists are vulnerable users of the transportation system, and even a small gap in the network can make an entire trip feel unsafe and/or inconvenient.

**Figure 4.4 Regional pedestrian network gaps (2018 RTP networks and 2022 partner agency data)**

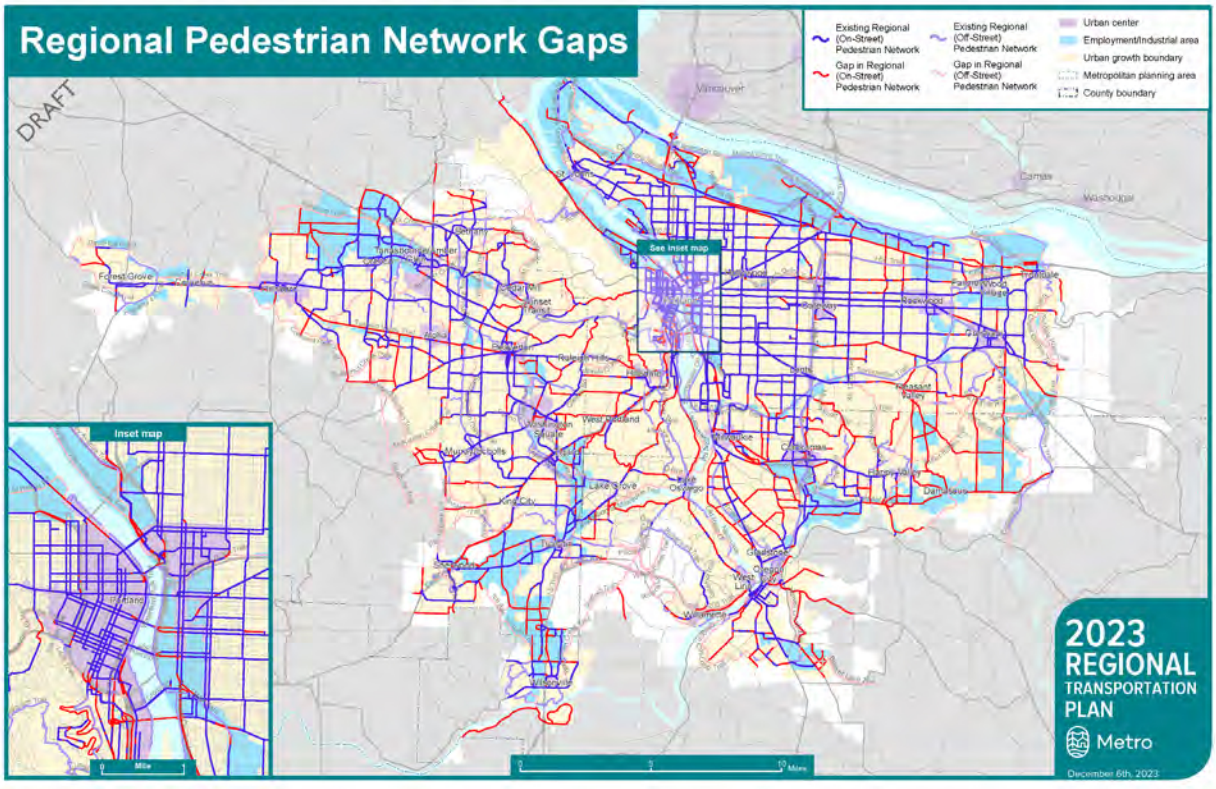
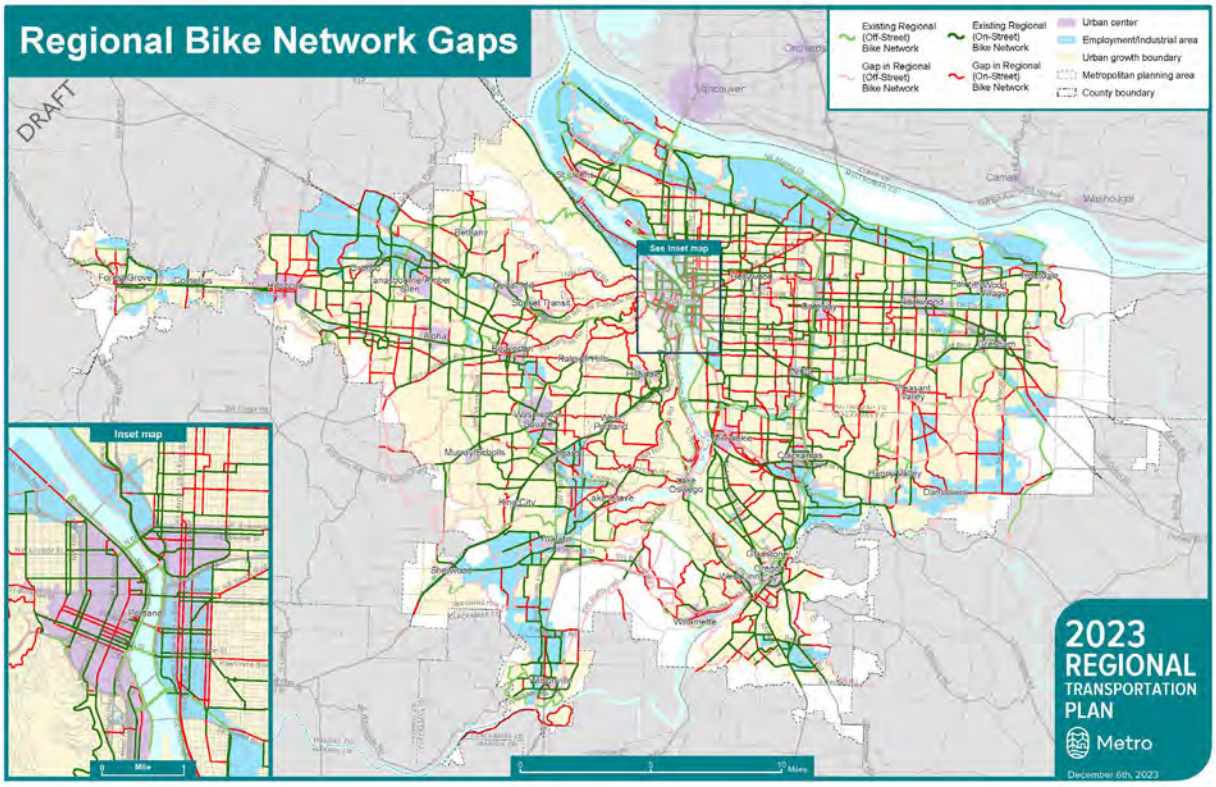


**Figure 4.5 Regional bicycle network gaps (2018 RTP networks and 2022 partner agency data)**



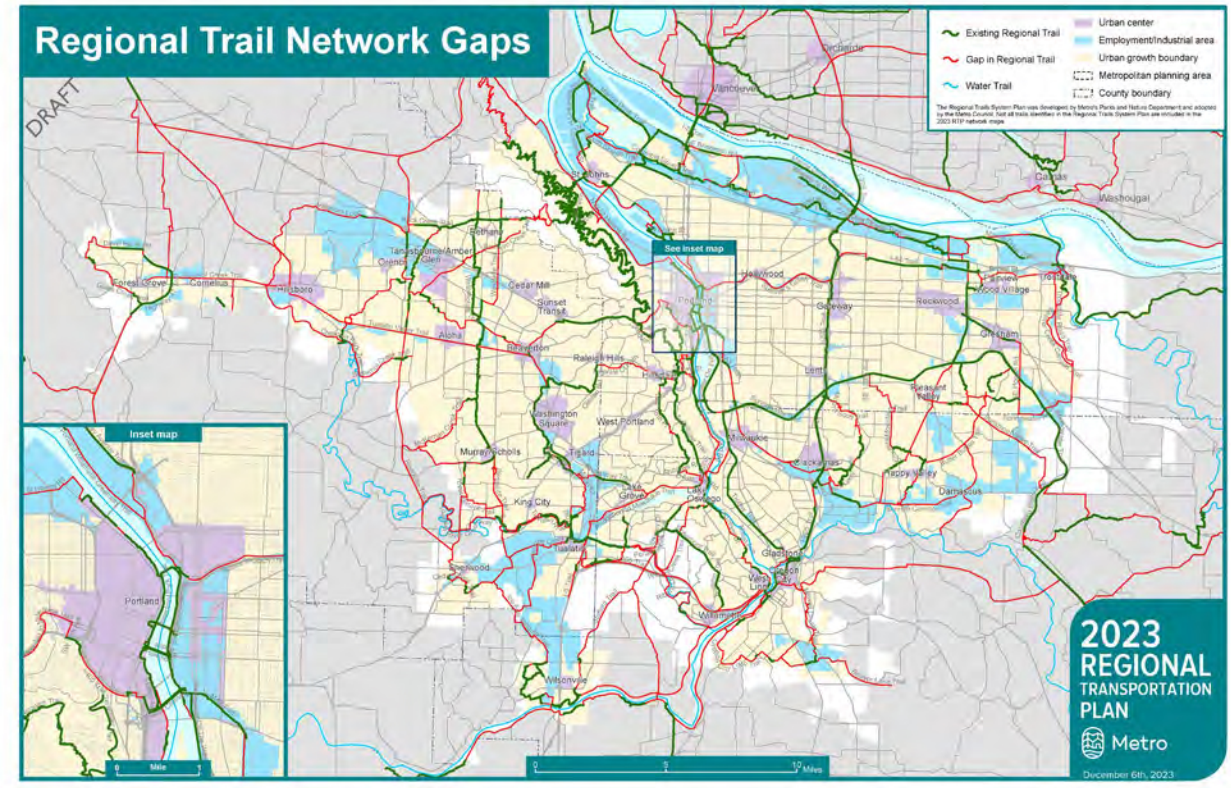

Both the bicycle and pedestrian networks are generally more complete in the region's urban centers, which is consistent with RTP policies that direct transportation investments to support implementation of the 2040 growth concept. But even within those centers there are plenty of small gaps that hinder people's ability to walk and bike – and that can also impact transit use and the economy. Walking is the most primary form of transportation. Whether an entire trip is done on foot or using a wheelchair or similar mobility device, people must walk for at least a part of every trip, even when the rest of the trip takes place on transit, in a vehicle or on a bicycle. Pedestrian activity thrives where the pedestrian facilities are well connected, safe and attractive—meaning well lit, free of debris and in good repair—and where there are frequent protected crossings. A 2022 PSU-Metro study found that pedestrian facilities also had a positive economic effect on surrounding communities.[8]

Closing the gaps shown above can be a relatively low-cost way to complete critical connections in areas that are already generally well-suited for walking and bicycling. There are larger bicycle and pedestrian gaps between urban centers and at the edges of the region, many of which are on the trail system. Closing these gaps has the potential to transform how people travel in communities where most trips are by car, especially when pedestrian projects are accompanied by complimentary investments in transit and community development.

[8] https://www.oregonmetro.gov/active-transportation-return-investment-study

Figure 4.6 below shows gaps in the regional trail network in red and completed trail segments in green, as well as the same urban centers that are included as overlays in the bicycle and pedestrian maps above. Trails are long-distance, high-quality bicycle and pedestrian facilities that provide connect regional centers, and they often pass through natural areas and/or include landscaping and natural features.

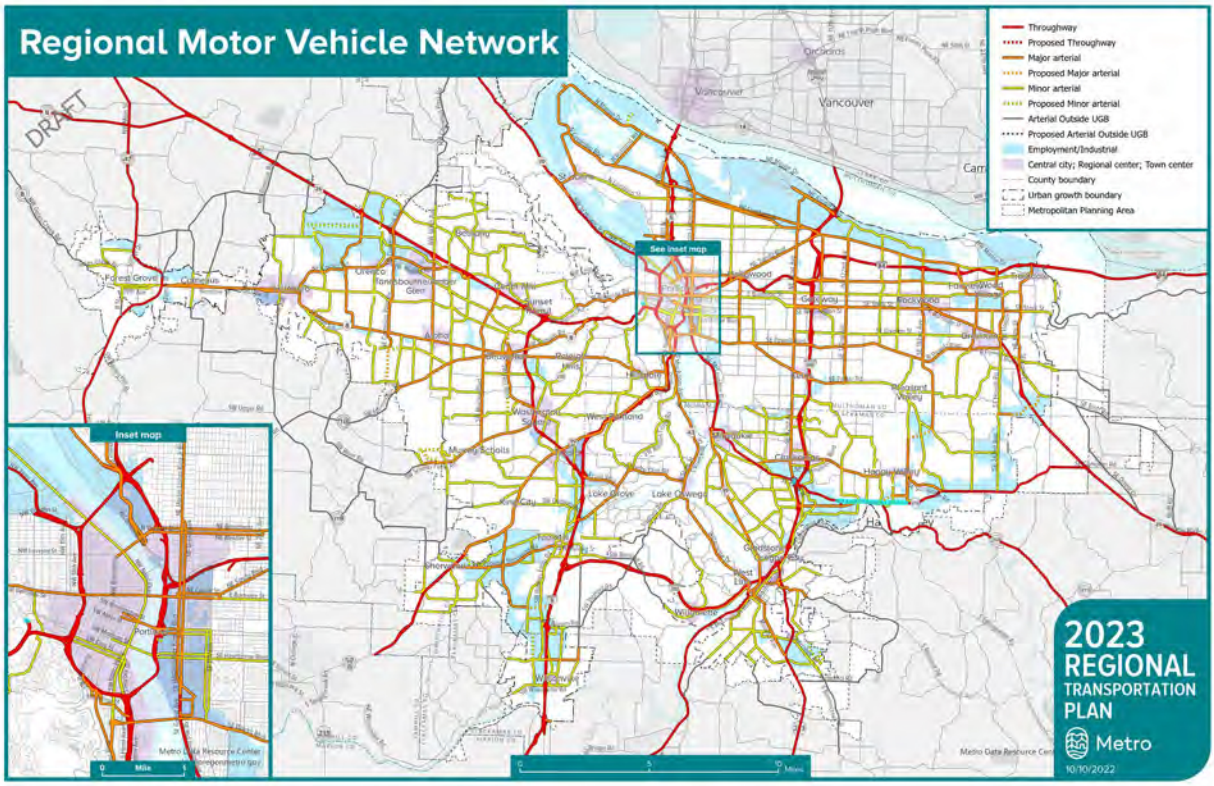
**Figure 4.6 Regional trail network gaps (2018 RTP networks and 2022 partner agency data)**




Trails are also part of the bicycle and pedestrian networks shown above, and this map underscores how filling many of the longer-distance gaps shown above depends upon completing the regional trail system.

Figure 4.7 shows the planned motor vehicle network by facility type, including planned facilities that have not yet been built, which are shown in dashed lines. As the map below shows, the network is largely built out.

**Figure 4.7 2018 RTP regional motor vehicle network map ((2018 RTP networks and current partner agency data)**




### 4.1.3 VMT per capita

Vehicle miles traveled (VMT) per capita measures much the average person in the Portland region drives each day. Many transportation agencies in the region use VMT per capita to measure progress toward creating vibrant communities and providing multimodal travel options. All other things being equal, VMT per capita tends to be lower in compact communities with a mix of destinations and good access to transit and other options.[9] As discussed at the beginning of this section, the Regional Mobility Policy establishes VMT per capita as a critical performance measure for Mobility, and the State has also established VMT per capita as the key metric used in determining whether the RTP meets its climate targets. See the Climate section for information on historical, current, and projected future levels of VMT in the region.

### 4.1.4 Transit frequency

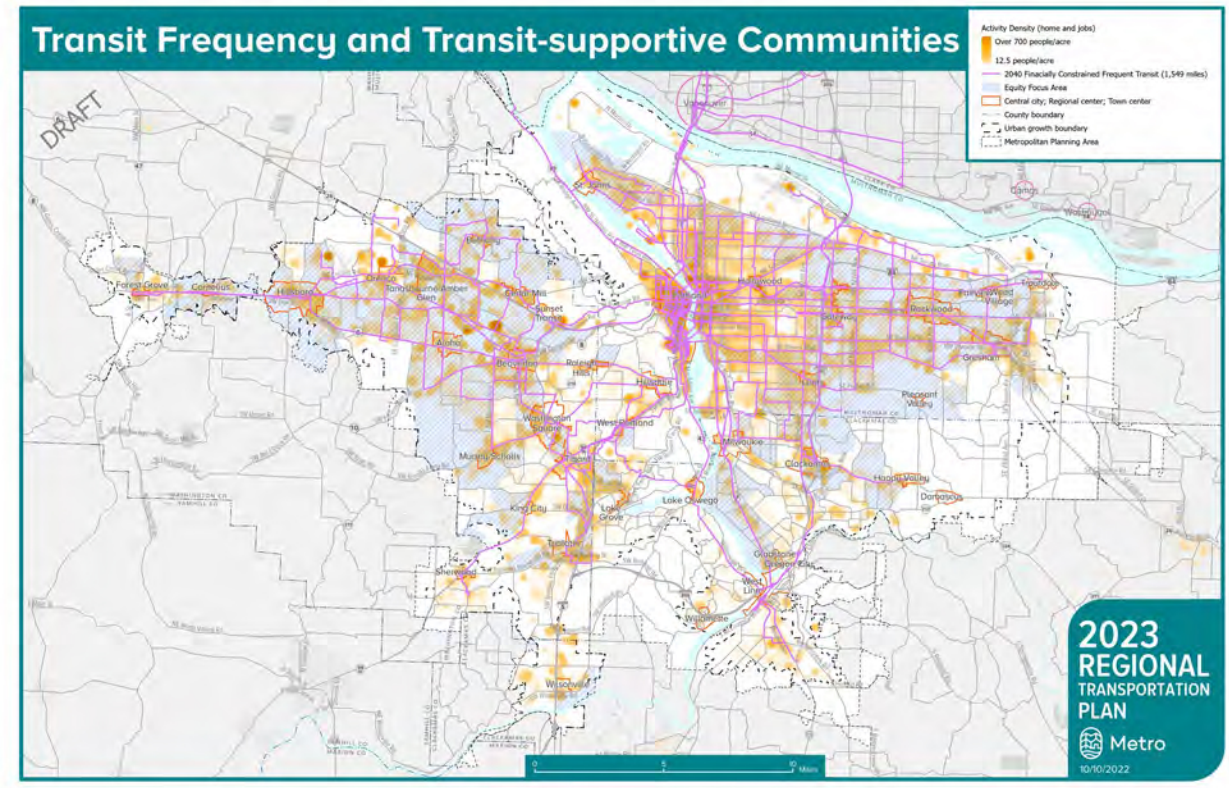
Completing a high-quality transit network is critical to meeting regional Mobility goals. Half of all trips are over three miles, and these trips account for the majority of VMT.[10] Transit is the mode that is best-suited to provide a climate-friendly and affordable alternative to driving for these

[9] https://nap.nationalacademies.org/catalog/12747/driving-and-the-built-environment-the-effects-of-compact-development

[10] https://www.bikeleague.org/content/national-household-travel-survey-short-trips-analysis

longer-distance trips. And transit is the most useful when it provides fast, convenient, and accessible transit connections between activity centers. Figure 4.8 below highlights communities that have the densities necessary to support frequent transit[11] (orange) and compares their location with current frequent transit service (i.e., lines with peak headways of 15 minutes, shown in purple). It also shows EFAs in light blue cross-hatching (see the Equity section for additional discussion of this map).

**Figure 4.8 Map of high-frequency transit (headways of less than 15 minutes) and transit-supportive communities (12.5 or more people and/or jobs per acre), 2020 (Metro regional travel model and distributed growth forecast)**




If transit service is well-coordinated with land use, this map should show purple lines connecting most of the orange/red clusters of high density. This is the case in much, but not all, of the region, particularly in the south and west and on north/south corridors in the east side of the region.

### 4.1.5 Access to destinations

Measuring how many destinations people can access via transit and automobile within a given travel time is a common way of understanding the overall utility of transit and driving. The RTP

[11] The High Capacity Transit and Regional Transit Strategies specify a threshold of 5 households or 15 jobs per acre for communities served by frequent transit. In order to map both jobs and housing at the same scale, Figure 4.8 combines jobs and housing into a single measure of activity density (jobs plus residents per acre) and uses a threshold of 12.5 jobs and/or residents per acre to identify communities that support frequent transit. The average household in the region includes 2.5 people, so 5 households per acre is equivalent to 12.5 residents per acre.

aims to increase access to destinations, particularly for transit. A truly multimodal transportation system is one in which people who travel by transit can reach the same number of jobs via transit within a given travel time as they can via automobile. Table 4-3 below compares accessibility via transit and automobile during peak hours and other times of the day. This analysis uses a 45-minute travel time to measure transit access and 30-minute travel times to measure automobile access,[12] which accounts for the time needed for people to walk between their origins/destination and their car/transit stop and transfer between different transit routes, etc.

**Table 4-3 Percent of jobs accessible by driving and by transit, by community type and time of day, 2020 (Metro travel model and land use data)**

| | Percent of jobs accessible within… | |
|---|---|---|
| | **… a 30-minute drive** | **…a 45-minute transit trip** |
| During rush hour | 43% | 7% |
| Outside of rush hour | 50% | 6% |

The good news is that driving offers good access to jobs throughout the region – the average resident can reach almost half of the region's job within a 30-minute commute. The challenge to creating a multimodal system is that driving offers much better access than taking transit does. Across all times of day, people can reach five to ten times as many destinations by auto as they can by driving.

[12] These travel times were recommended by the 2018 Transportation Equity Working Group to account for the fact that transit trips are typically longer than automobile trips.

## 4.2 SAFETY

The RTP establishes a Vision Zero goal for the Portland region to eliminate traffic-related deaths and severe injuries by 2035. Safety analysis for the draft needs assessment is based on the most recently available data. To track trends over time, most of the analysis uses a five-year average of crash data because of the random nature of crashes.

Key findings from the draft Safety needs assessment include:

- From 2016 through 2020, 2,814 people were killed or experienced a life-changing severe injury from a traffic crash in the greater Portland region, an average of 563 people per year.
- Traffic fatalities in the Portland region have been increasing for users of all modes, except for people bicycling. Severe injury crashes are also increasing, though not as dramatically as fatal crashes.
- Pedestrians experience a disproportionately high number of traffic deaths.
- Fatal and severe crashes are concentrated at a small number of corridors and intersections, which the RTP refers to as High Injury Corridors and High Injury Intersections.
- There is a high level of overlap between the updated 2023 High Injury Corridors and those identified in the 2018 RTP.
- About 40% of traffic fatalities occur on state owned highways.
- Black, American Indian and Alaska Native people experience a disproportionate number of traffic deaths.
- Three quarters of serious pedestrian and bicycle crashes, and 65% of all serious crashes, occur in areas identified as Equity Focus Areas.
- Safety issues are a concern for children walking and bicycling to school.

Since the 2018 RTP was adopted, city, county, regional and state partners been developing and implementing safety action plans. Metro's 2-Year Progress Report on the Regional Transportation Safety Strategy[13] highlighted this work and identified actions for the next two years, including in the update of the 2023 RTP. While it is discouraging to see traffic fatalities and severe injuries increase as agencies and community partners work to address safety, it often takes a while for the impact of Vision Zero policies to become apparent. Countries and cities that have adopted the Safe System Approach and committed to achieving zero serious crashes typically begin to see substantial results in about 10 years, reducing traffic fatalities upwards of 40-60%.[14]

[13] June 2021. https://www.oregonmetro.gov/sites/default/files/2021/08/03/RTSS-progress-report-20210603.pdf

[14] Road Safety Annual Report 2020, International Transport Forum: https://www.itf-oecd.org/sites/default/files/docs/irtad-road-safety-annual-report-2020_0.pdf

### 4.2.1 Historical crash analysis

The RTP includes ambitious targets to reduce fatal and serious injury crashes by 16 percent by 2020, by 50 percent by 2025, and to zero by 2035, and identifies a trajectory for the intervening years that allows the region to meet these targets. Table 4-4 summarizes regional progress toward these performance measures.

**Table 4-4 Federal Safety Performance Measures for Traffic Fatalities and Serious Injuries, 2016-2020 (Oregon Department of Transportation crash data analyzed by Metro)**

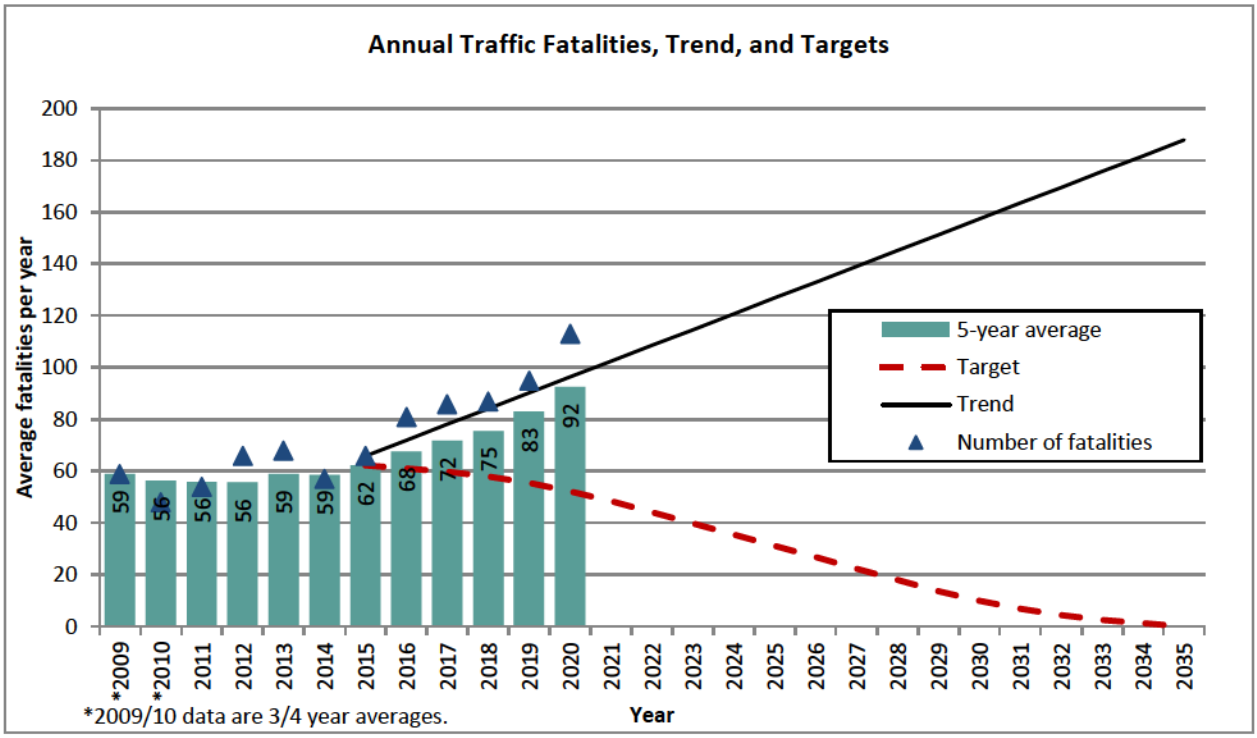
| | 5-year rolling averages | | |
|---|---|---|---|
| **Performance Measure** | **2011-2015 Baseline** | **2016-2020 Target** | **2016-2020 Actual** |
| Number of fatalities | 62 | 52 | 93 |
| Fatalities per 100 million vehicle miles traveled | 0.6 | 0.5 | 0.9 |
| Number of serious injuries | 458 | 384 | 512 |
| Serious injuries per 100 million vehicle miles traveled | 4.5 | 3.6 | 4.8 |
| Number of non-motorized fatalities and serious injuries | 113 | 95 | 129 |

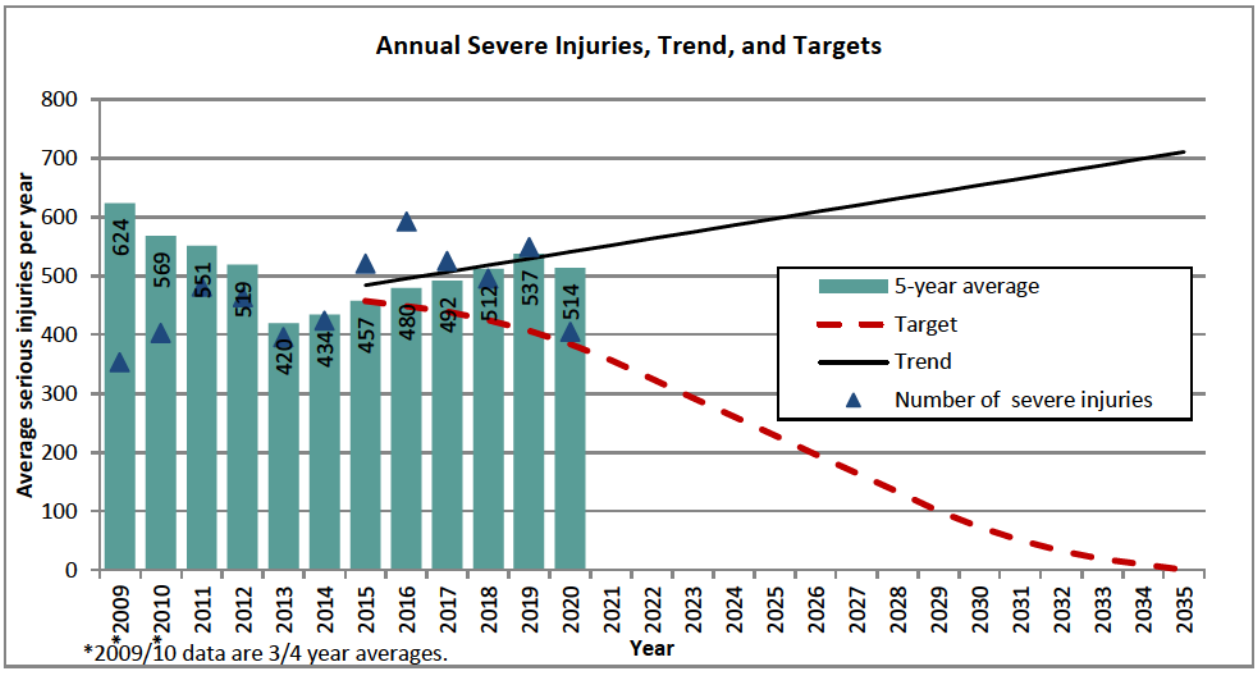
The region is not on track to meet its targets. In fact, across all the measures summarized in Table 4-4, the region's streets have gotten less safe since JPACT and the Metro Council established this goal and began collecting baseline data. These findings are consistent with an interim Safety Performance report that Metro published in 2021,[15] which was based on 2019 data.

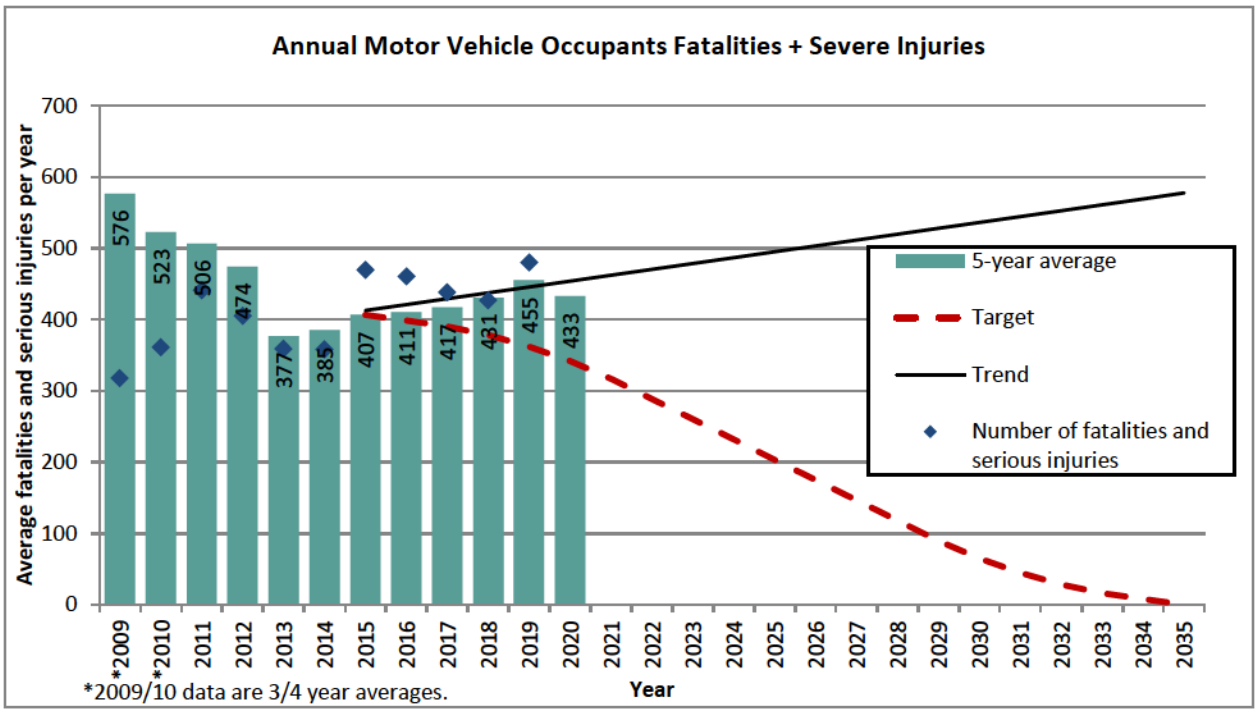
Figure 4.9 shows more detail on safety trends in the region, providing data by crash type (fatal vs. serious injury) and mode.

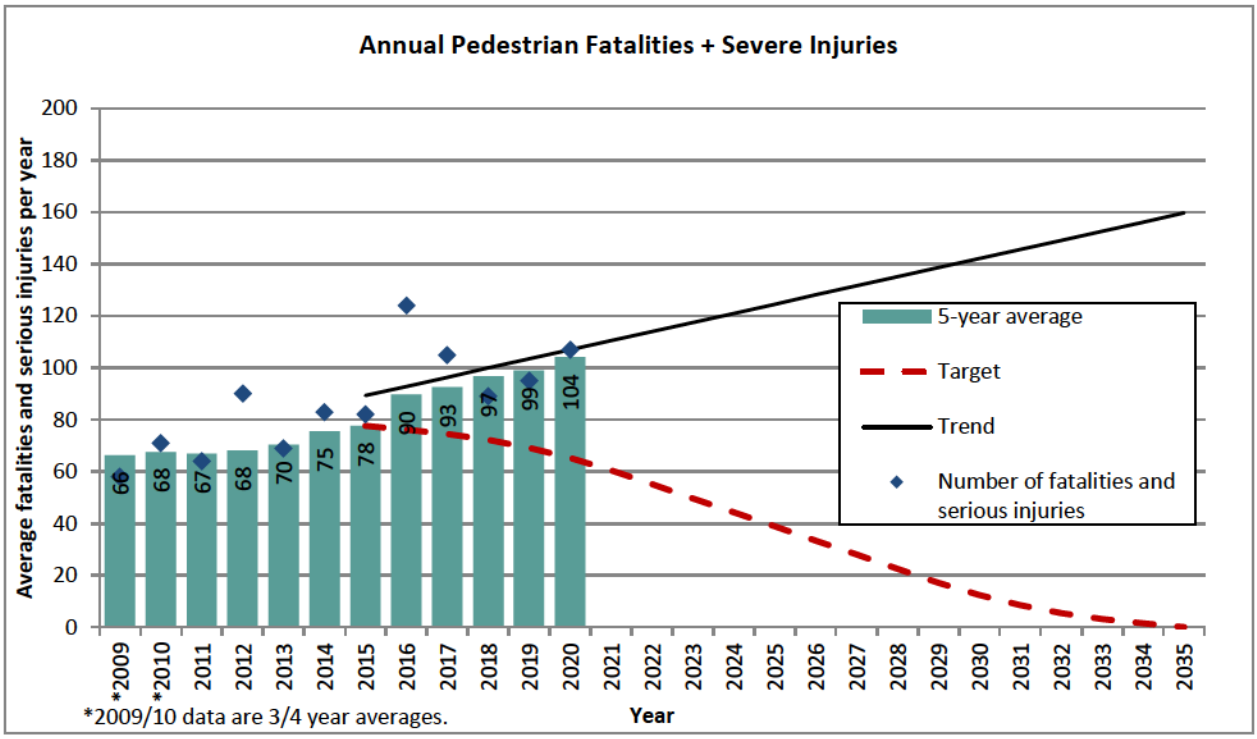
[15] https://www.oregonmetro.gov/sites/default/files/2021/03/04/Metro-safety-annual-performance-report-2015-2019.pdf

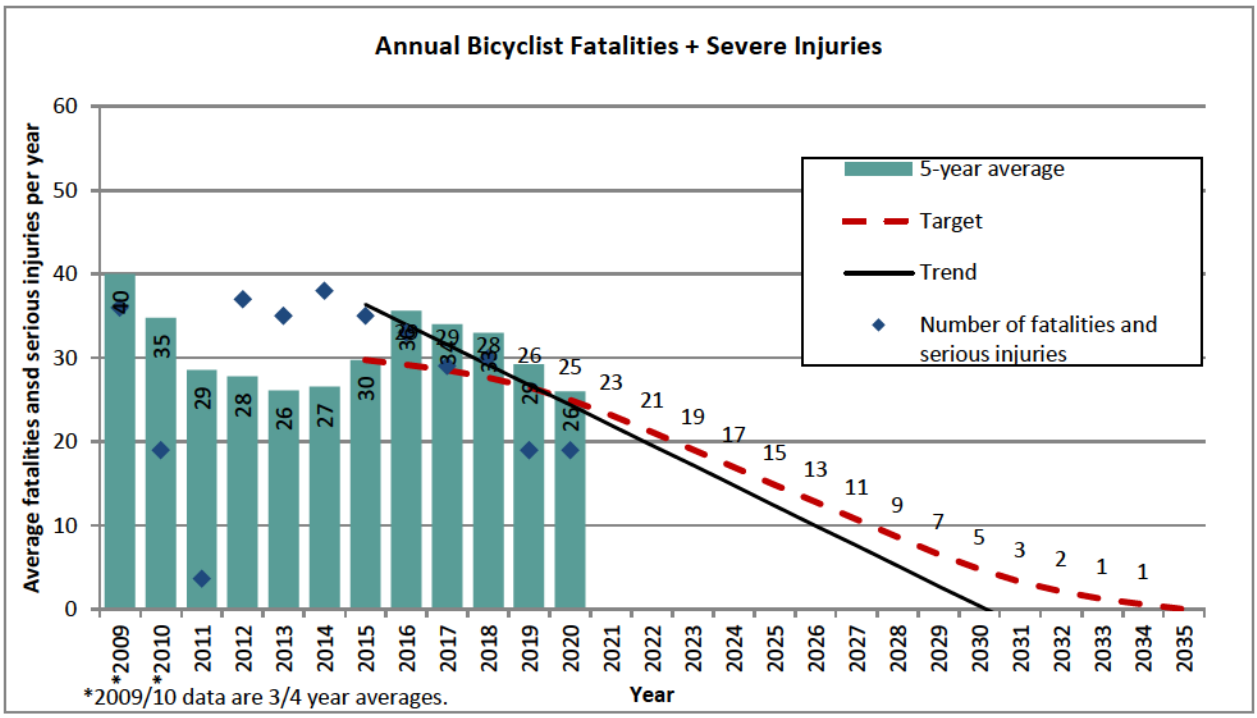
**Figure 4.9 Five-year average rates of crashes by type and mode, 2007-2020, with trendlines and Vision Zero targets (ODOT crash data, analyzed by Metro staff)**




Annual Motor Vehicle Occupants Fatalities + Severe Injuries
Average fatalities and serious injuries per year
700
600
500
400
300
200
100
0
576
523
506
474
377
385
407
411
417
431
455
433
5-year average
Target
Trend
Number of fatalities and serious injuries
*2009
*2010
2011
2012
2013
2014
2015
2016
2017
2018
2019
2020
2021
2022
2023
2024
2025
2026
2027
2028
2029
2030
2031
2032
2033
2034
2035
*2009/10 data are 3/4 year averages.
Year

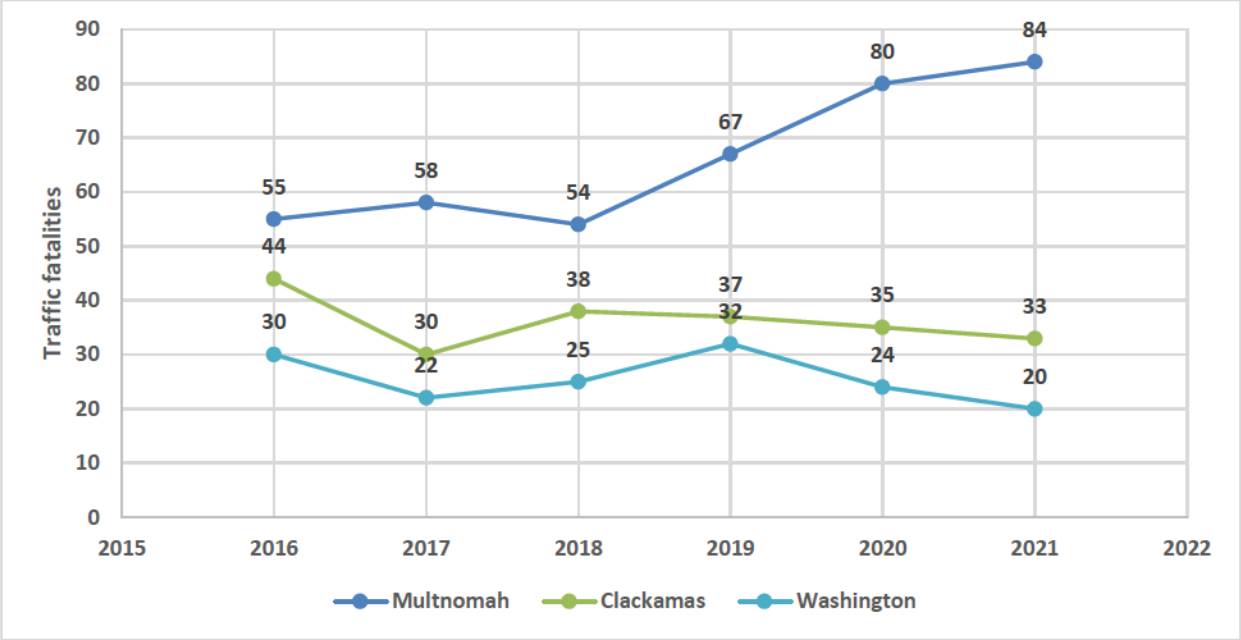

Annual Pedestrian Fatalities + Severe Injuries
Average fatalities and serious injuries per year
200
180
160
140
120
100
80
60
40
20
0
66
68
67
68
70
75
78
90
93
97
99
104
5-year average
Target
Trend
Number of fatalities and serious injuries
*2009
*2010
2011
2012
2013
2014
2015
2016
2017
2018
2019
2020
2021
2022
2023
2024
2025
2026
2027
2028
2029
2030
2031
2032
2033
2034
2035
*2009/10 data are 3/4 year averages.
Year




Traffic fatalities in the Portland region have been increasing for users of all modes except for people bicycling. Severe injury crashes are also increasing, though not as dramatically as fatal crashes.

As Figure 4.10 shows, the increase in regional fatalities is driven by an increase Multnomah County. Fatal crashes have remained relatively flat in Clackamas and Washington Counties. The fact that there are more crashes in Multnomah County than in Washington and Clackamas is not surprising; half of the passenger miles traveled in the region take place in Multnomah County, and higher travel volumes mean greater exposure to crashes, all other things being equal. However, the recent increase in fatalities is concerning given that the proportion of travel occurring in Multnomah County does not appear to have increased during that same period. Local analysis is critical to understanding how local conditions, including traffic volumes, percent of people walking and bicycling, and other factors influence traffic safety.

**Figure 4.10 Annual fatalities by county, 2016-2021 (ODOT preliminary fatal crash data)**




Speed, alcohol, and/or drugs continue to be the most common contributing factors in severe and fatal crashes in the region. During 2016-2020, speed was involved in 35% of fatal and 16% of severe injury crashes, and alcohol or other drugs were involved in 38% of fatal and 14% of severe injury crashes. However, each crash captured in the data above is complex and involves multiple contributing factors and circumstances, including traffic exposure and built environment variables.

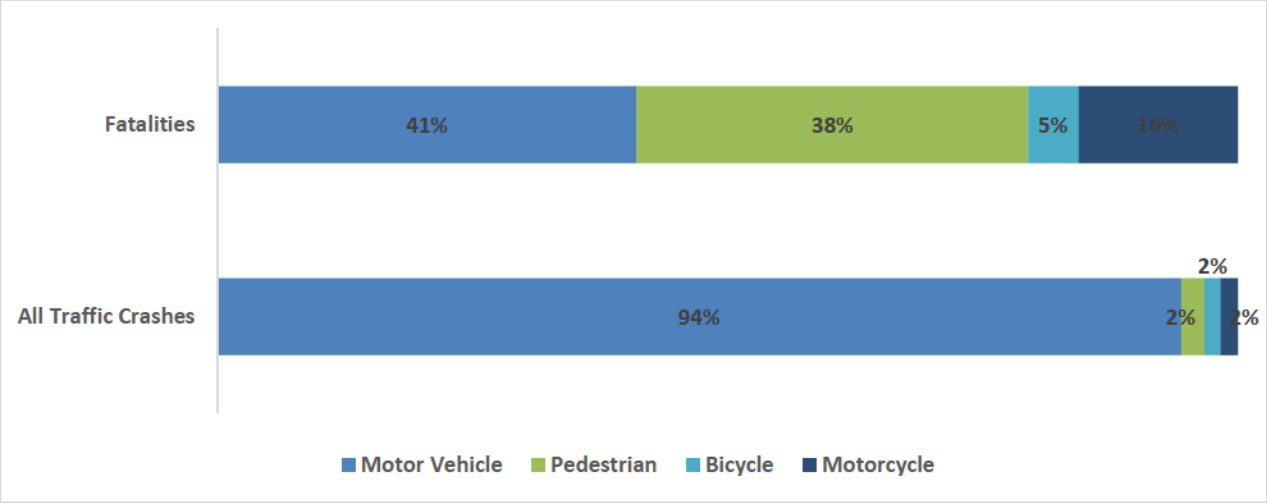
Preliminary analysis reveals many safety issues near the region's public elementary, middle and high schools. Within a mile buffer around the average school, there are 8.1 miles of dangerous streets and 38 of fatal, severe, or bicycle and pedestrian injury crashes. A quarter of the region's schools are surrounded by streets with mostly incomplete sidewalks.[16]

### 4.2.2 Crashes by mode

Crashes have different impacts on different users of the transportation system. In general, vehicle crashes are more frequent, because most people in the region drive for most of their trips, but crashes that involve people walking, and riding bicycles and motorcycles are more severe, because their bodies are more exposed. Figure 4.11 compares fatal crashes by mode to all crashes by mode.

[16] i.e., less than 50% of the sidewalks within one mile are complete. For the purposes of this analysis, a street with a sidewalk on either one or both sides counts as "complete."

**Figure 4.11 All crashes and fatal crashes by mode, 2016-2020 (ODOT data, analyzed by Metro staff)**



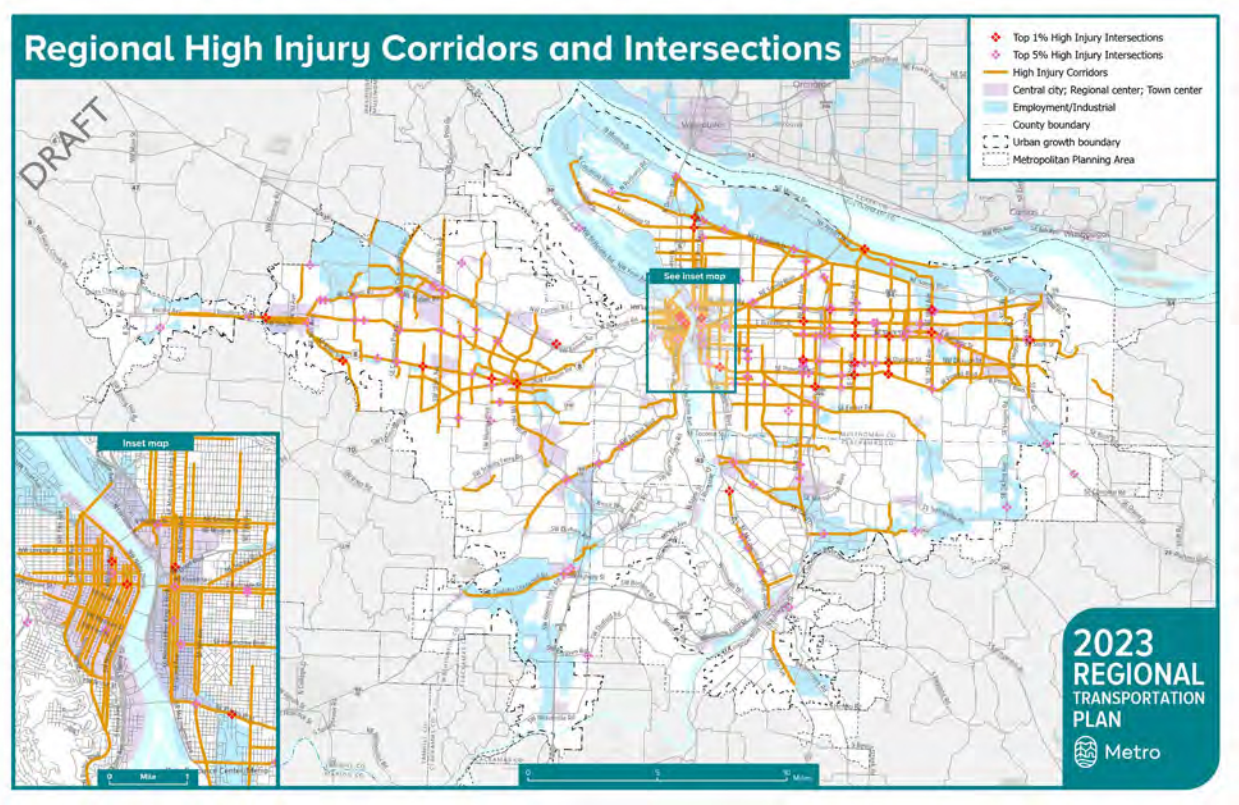

As this chart illustrates, traffic deaths disproportionately impact people who walk, bicycle and ride a motorcycle. Pedestrians experience the most disproportionate impact. Auto-only crashes comprise 94% of all crashes and 41% of all fatal crashes, whereas pedestrian crashes make up 2% of all crashes and 38% of all fatal crashes. In other words, pedestrians who are involved in a crash are much more likely to die – 26 times more likely – than non-pedestrians. Pedestrian traffic deaths are steadily increasing, are the most common type of fatal crash, and have the highest severity of any crash type. This trend is being seen across the country and is attributed in part to vehicles getting larger over the years. Designing safe streets, particularly on arterials, is critical to pedestrian safety. 77 percent of serious pedestrian crashes occur on arterials.

### 4.2.3 High Injury Corridors

A majority of the serious and fatal crashes in the region, as well as the crashes that involve vulnerable users, [17] consistently occur on a small number of roads. Metro focuses its analysis on High Injury Corridors, which are the corridors where 60 percent of these crashes occur, and High Injury Intersections, which are the five percent of intersections with the highest rates of these crashes. Figure 4.12 shows High Injury Corridors (orange lines) and Intersections (those that are in the top five percent for severe injury rates are marked in pink; those that are in the top one percent are marked in red).

[17] When defining High Injury Corridors and Intersections, Metro accounts for pedestrian and bicycle injuries, which are particularly likely to be severe because these travelers' bodies are exposed to traffic. Fatal and severe injury crashes are given a weight of ten and other injury crashes for pedestrians and bicyclists are given a weight of three. Pedestrian and bicycle involved crashes are less frequent, but compared to vehicular crashes, they are significantly more likely to result in death or serious injury (this is true for motorcycle crashes as well, hence the need for consideration of separating out these crashes in future analysis). This weighting factor reflects the higher degree of risk involved in bicycle and pedestrian crashes. Metro's methodology provides a high-level, planning level analysis that compares all roads in the region, appropriate for identifying and prioritizing needs at the regional scale. Supplemental local analysis, including identification of safety corridors at the county and city geography, should also be used to identify needs and priorities in the RTP.

**Figure 4.12: 2023 RTP High Injury Corridors and Intersections, 2016-2020 (ODOT crash data analyzed by Metro staff)**




The RTP recommends the use of proven safety countermeasures[18] to address High Injury Corridors and Intersections and locally identified safety needs. Local safety action plans describe in detail the projects that are needed to resolve safety issues at these locations and others identified by partner agencies.

[18] The Safety Division of the FHWA provides information on proven safety countermeasures at https://safety.fhwa.dot.gov/provencountermeasures/

## 4.3 EQUITY

RTP Equity Policy 3 directs Metro and its agency partners to "Prioritize transportation investments that eliminate transportation-related disparities and barriers for historically marginalized communities, with a focus on communities of color and people with low incomes." Through extensive outreach, Metro has heard that these communities need fast, frequent, affordable. and reliable transit connections to key destinations and safer walking and biking infrastructure. The Needs Assessment evaluates equity through that lens and finds:

- The Portland region continues to grow more racially and ethnically diverse.
- The region is aging. The share of people 65 and older is growing while all other age groups are declining. However, people under 44 will continue to be in the majority.
- The COVID-19 impact had particularly severe and long-lasting impacts on people of color and workers with low incomes.
- Regional transportation agencies can advance equity by investing in transit service and safe biking and walking infrastructure in Equity Focus Areas (EFAs), which are communities with concentrations of people of color, people with low incomes, and people with limited English proficiency.
- The region has made significant progress in improving transit service and bike/ped infrastructure in EFAs, but not enough to address deep-seated inequities. Transit still offers much less access to destinations than driving does, and serious crashes are still concentrated in EFAs.

### 4.3.1 History of discriminatory planning in the greater Portland region

The disparities described in this chapter are the result of specific decisions made over the years by governments, institutions, and the public to marginalize people of color and other groups. Many of these decisions had generational impacts that continue to contribute to the inequities we see today. Knowing this history is critical to fully understanding and resolving these disparities.[19]

Oregon has a unique history of passing laws that discriminate against Black people. In the 1840s and 50s, State legislative bodies passed a series of laws that made it illegal for Black people to live in Oregon, and Oregon was the only state with such laws in its constitution. These State policies, along with federal policies such as the Japanese Internment law of 1942, as well as a series of actions that the real estate industry and government agencies took to concentrate people of color in particular neighborhoods and disinvest in those neighborhoods, all contribute to the region's history of discriminatory planning. Throughout the last century, people of color and people with lower incomes have been impacted by planning decisions that targeted struggling areas for development. Major roads and freeways were often built on top of already disadvantaged communities to avoid affecting wealthy, white neighborhoods. These decisions split

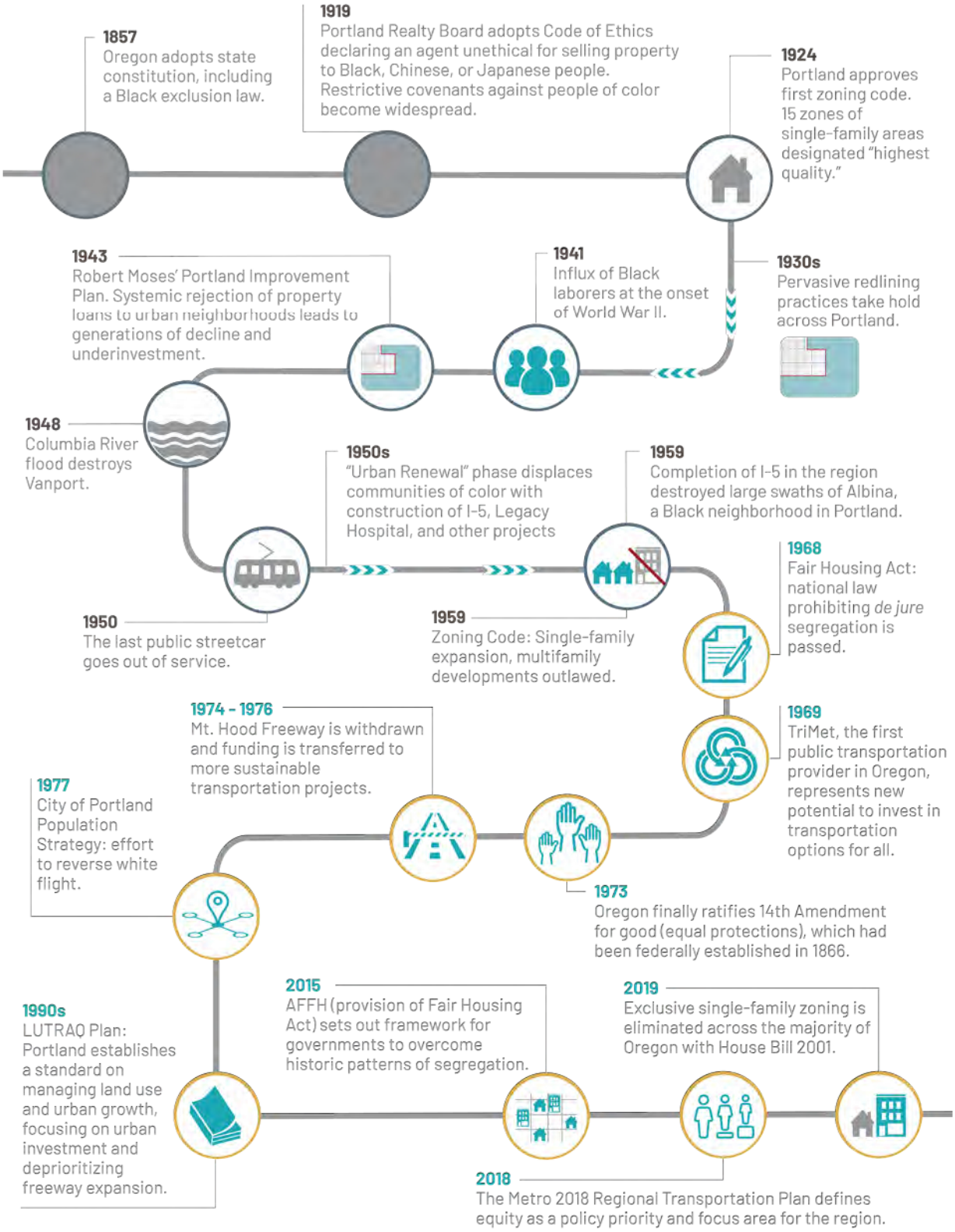
[19] The information in this section is adapted from Metro's Equitable Transportation Funding Research Report: https://www.oregonmetro.gov/sites/default/files/2022/11/16/Equitable-Transportation-Funding-Research-Report-11142022.pdf.

neighborhoods, displaced families, permanently damaged communities, and even led to higher rates of air pollution and chronic illness.[20]

Figure 4.13 provides a visual timeline of discriminatory planning in the greater Portland region from the late 19th century to the present, and also chronicles more recent efforts to restore justice. In the graphic, gold circles reflect the shift away from discrimination and the beginnings of a path towards equity.

[20] Oregon Metro. (2022). "2023 Regional Transportation Plan Update: Work Plan."

**Figure 4.13 Timeline of discriminatory planning and advancements toward equity in the Greater Portland region**



Beginning in the 1920s, local governments throughout the region used exclusionary zoning to prevent Black, Indigenous, and other people of color from owning property in certain neighborhoods, was common practice in the greater Portland region.[21] The real estate industry – including realtors, bankers, appraisers, and landlords – also used redlining, discriminatory lending, and restrictive covenants to steer people of color toward certain neighborhoods and exclude them from others.[22] Local governments also used single-family zoning to support these practices by forcing multi-family development into segregated neighborhoods.[23] Agencies significantly increased the amount of land zoned for single-family housing throughout the 1930s, 1940s, and 1950s. By the end of this period, multi-family zones accounted for only 5% of residentially zoned lands. These practices created concentrated people of color and people with lower incomes in neighborhoods that were vulnerable to disinvestment, industrial uses, infrastructure development, and urban renewal plans.[24]

Urban renewal, whereby government agencies razed and redeveloped 'blighted' areas in their jurisdictions, swept the United States in the mid-twentieth century. Local governments used this power to implement sweeping redevelopments in marginalized, often Black, communities without consulting residents. The new developments that were created through urban renewal took on many forms: transportation infrastructure, large-scale multi-family housing, event centers, parks, and office buildings, etc. The agencies who led these projects often systematically displaced former residents and bought out landowners for a fraction of their property's value. Portland and many other cities across the U.S. have a long and well-documented history of urban renewal projects – including some that were approved by voters, such as the development of Memorial Coliseum in the heart of Portland's black community.[25]

Portland's Albina neighborhood developed into a thriving business district after the population boom throughout World War II and became a haven and area of opportunity for Black people living in the city. This sudden population growth also led to the development of Vanport in North Portland, which was initially built to provide temporary housing for shipyard workers. Many of these workers were African American and were unable to find other suitable nearby housing. In 1948, Vanport was destroyed by a flood, taking numerous lives and forcing residents to relocate, many of whom moved to Albina. In the 1950s, federal, state and local transportation agencies built the Interstate 5 freeway through Albina, and local governments razed other parts of Albina to build Memorial Coliseum and Emanuel Hospital, destroying homes and businesses, forcing displacement, and tearing the fabric of the neighborhood apart.

Exclusionary zoning and racial segregation still influence where people live and work today. Exclusive single-family zoning was eliminated in the majority of Oregon through the passing of House Bill 2001. As of June 2022, cities with a population over 25,000 and cities in the greater

[21] https://www.oregonencyclopedia.org/articles/blacks_in_oregon/#.Y0mqhXbMJPY

[22] Department of Land Conservation and Development. (2022). "Housing Choices (House Bill 2001)."

[23] Department of Land Conservation and Development. (2022). "Housing Choices (House Bill 2001)."

[24] Hughes, Jena. (2019). "Historical Context of Racist Planning." *Bureau of Planning and Sustainability*.

[25] Killen, John. (2015). "Throwback Thursday: 60 years ago, Portland began urban renewal plan for South Auditorium district." *Oregon Live*.

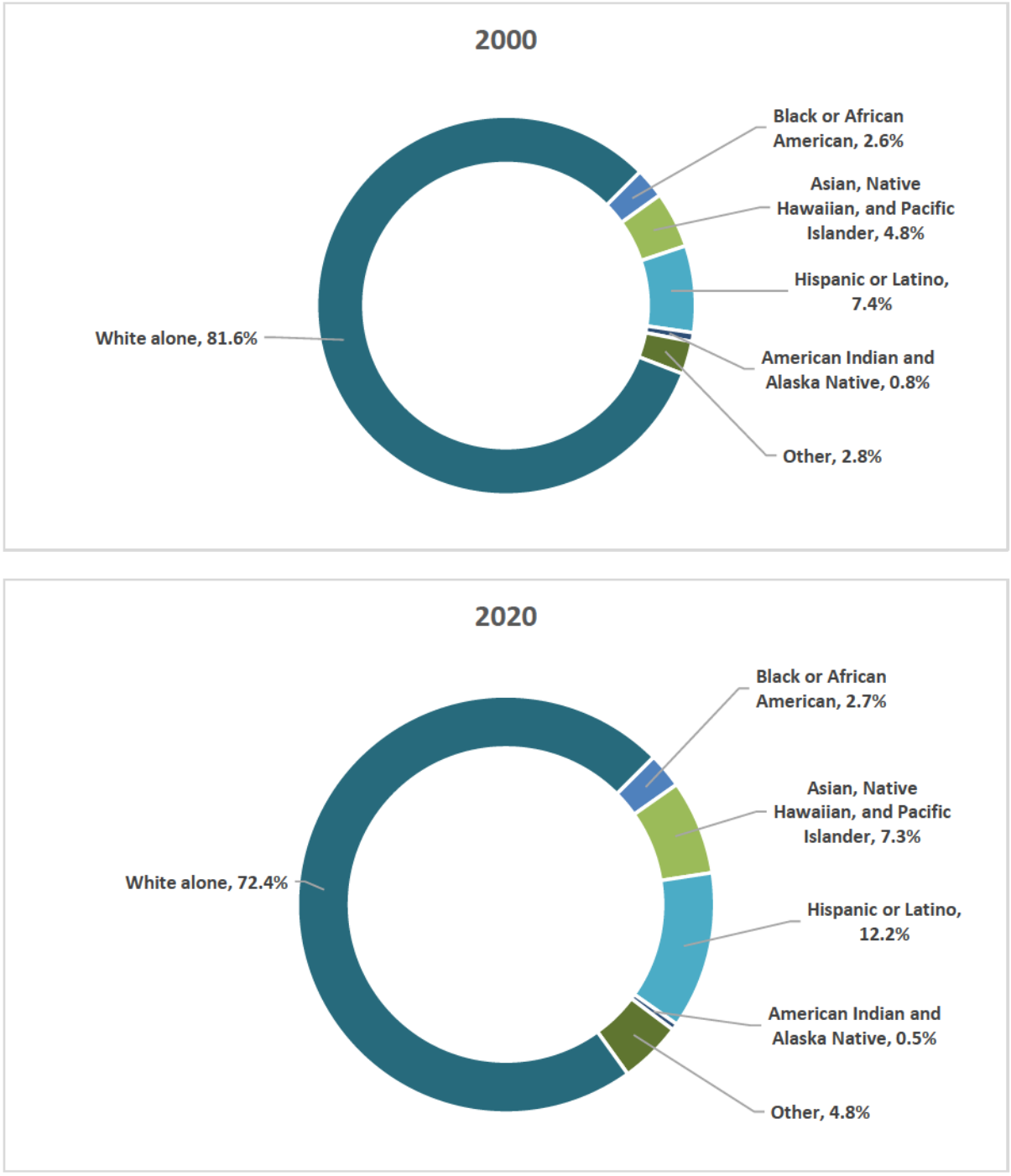
Portland region must allow duplexes, triplexes, quadplexes, cottage clusters, and townhouses in residential areas. Yet much still needs to be done to untangle the legacy of displacement and damage inflicted in years past. Even with the progress made since the late 1960s, the disproportionate impact of lack of transportation access to opportunities for people of color and people with low-income persists. Gentrification, population growth, and increasing demands on housing continue to threaten to further destabilize people of color and low-income communities. Implementing the recommendations in this report and continuing efforts to advance racial and income equity in future RTPs, plans, and programs, are critical to righting the wrongs of the past.[26]

### 4.3.2 Demographic and economic changes

People of color make up an increasing share of the regional population. The portion of residents who identify as people of color has been increasing steadily over the past several decades; from under one percent in 1960 to 28 percent in 2020. Figure 4.14 shows how the racial and ethnic makeup of the region's population changed between 2000 and 2020.

[26] Much of the existing academic literature and subsequent discussions are around the City of Portland, however the patterns of exclusion and discrimination are well established to have been rampant across the country, Oregon, and the greater Portland region.

**Figure 4.14 Population by race and ethnicity[27] in the Portland region and surrounding counties,[28] 2000 and 2020 (U.S. Census)**



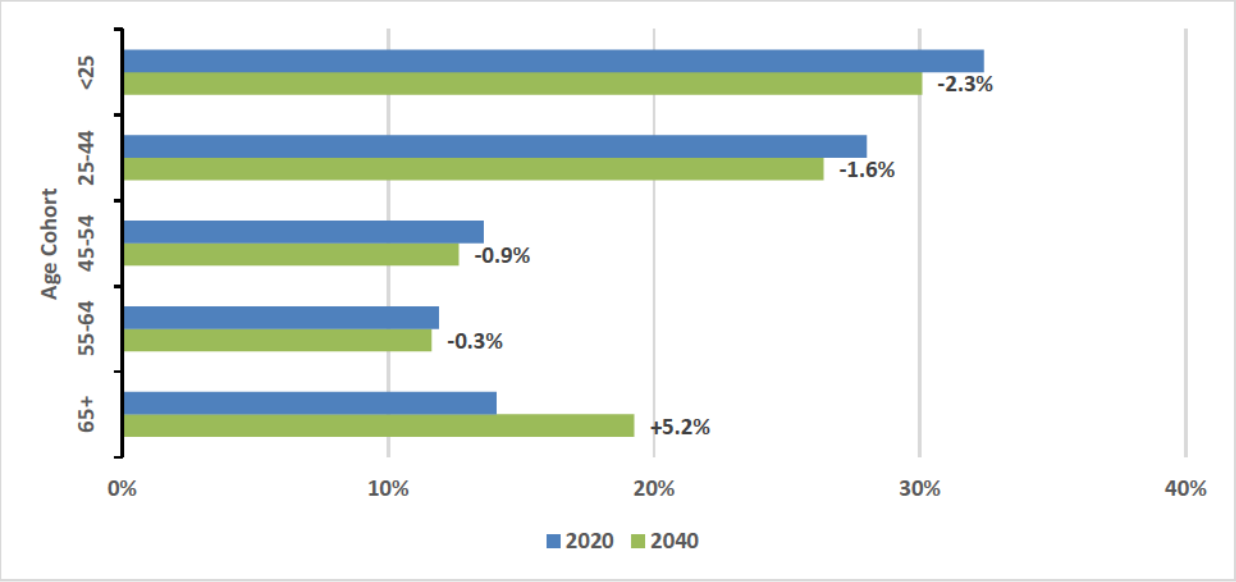

[27] The U.S. Census uses different terms for race and ethnicity than Metro does. This figure uses the Census labels to reflect the language used in the surveys that provide this data.

[28] For consistency with regional and state population forecasts, Metro uses a broader 7-county region (Clackamas, Clark, Columbia, Multnomah, Skamania, Washington, and Yamhill counties) in its demographic data.

Over the 20-year time span captured in the figure above, the share of regional residents who identify as people of color grew from 18 percent to percent. This change was driven primarily by growth among Latines, Asian Americans and Pacific Islanders, as well as an increasing number of people who identify as "other."[29]

Figure 4.15 shows Metro's forecasts for how the share of population in different age groups will change between 2020 and 2040.

**Figure 4.15: Current and forecasted population by age cohort in the 7-county Greater Portland region, 2020 and 2045 (Metroscope)**




Just like the national population, our region's population is aging, and the share of people over 65 is projected to grow by 5 percent, while shares of all other age groups are declining. However, the two youngest age groups – people under 25 and people 25 to 44 – are projected to remain the two largest age groups in the region. By 2040, close to 50% of the region's population will either be under 25 or over 65. Though these two groups have very different transportation needs, they also have some important similarities – lower rates of commuting by auto, high proportions of people who cannot drive due to age or disability, and lower participation in the labor force, which means that their travel patterns are less likely to be driven by commuting.[30]

[29] The Census Bureau increased the number of options for people to classify themselves as members of two or more races between 2000 and 2020. For the purpose of comparing data from 2020 with data from 2000, we use similar race/ethnicity categories as were used in 2000 – combining Asian people and Pacific Islanders in spite of the fact that the Census Bureau now differentiates between the two, and including people who identify as being part of two or more races in the "other" category.

[30] https://www.census.gov/content/dam/Census/library/publications/2020/acs/acs-45.pdf

### 4.3.3 Inequities in housing and employment

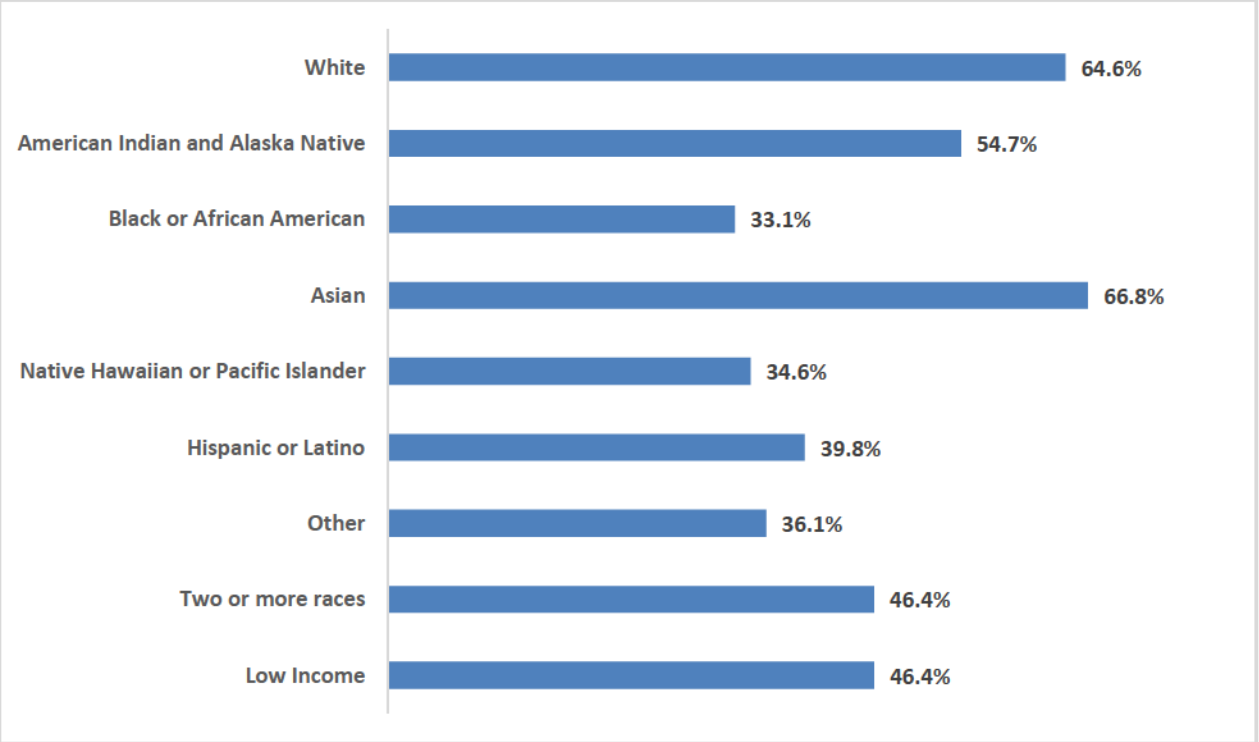
The 2018 RTP undertook a wide-ranging review of data and research on equity, both nationally and in the Portland region, and highlighted several inequities in different marginalized groups' access to housing and jobs.

- People with low incomes and most people of color (with the exception of Asian Americans) and people with low incomes are significantly less likely to own a home than white people.
- People of color are being displaced to areas of the region that lack good access to transportation options, jobs, and other important destinations.
- People of color and people with low incomes can access fewer jobs within a typical commute distance than white people.

Many of these inequities were exacerbated by the COVID-19 pandemic. The health impacts of the pandemic fell significantly upon the region's Latine population, and its economic impacts were particularly damaging for people with low incomes – both workers, who were more likely to lose their jobs, and students, who experienced greater learning loss due to the pandemic.

Significant disparities in access to jobs and housing persist. For example, Figure 4.16 shows how homeownership rates are still much lower for most non-white racial and ethnic groups and for households earning below $75,000 per year than they are for white people.

**Figure 4.16 Homeownership rates by race and income for Multnomah, Washington and Clackamas Counties, 2020 (American Community Survey)**

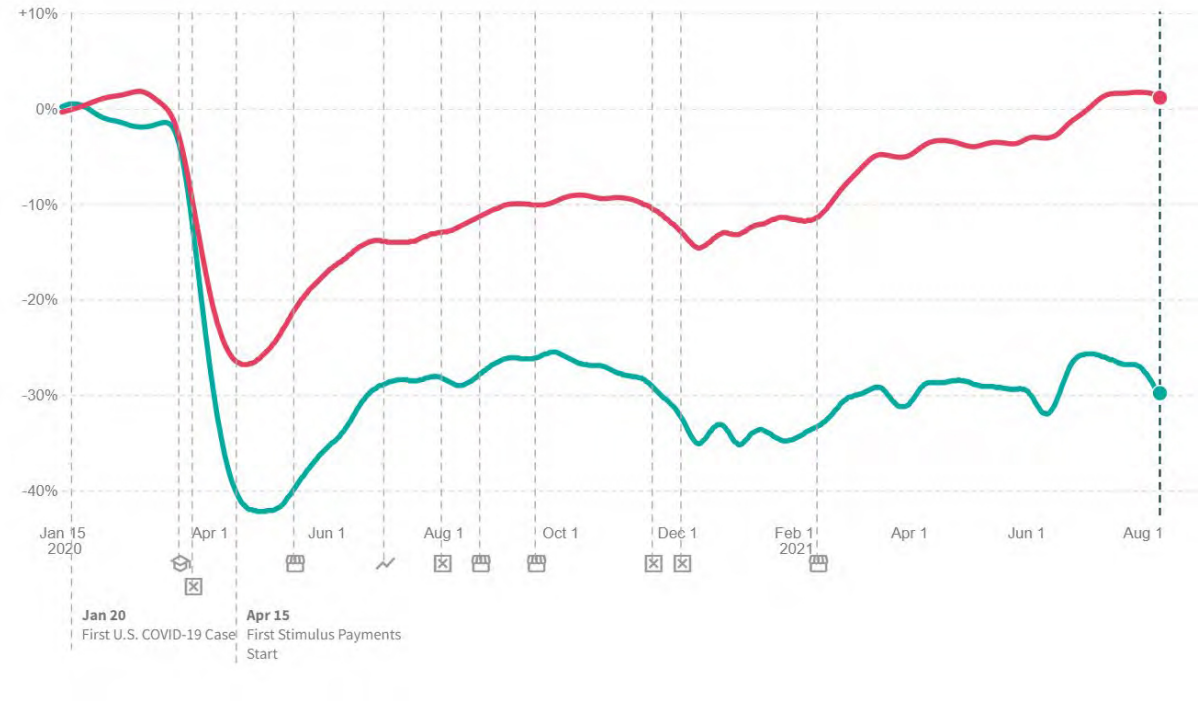


Public agencies are working to address these disparities by creating more affordable housing, supported by a regional affordable housing bond measure, which was passed by voters in 2018. The bond aims to fund the construction of 3,900 designated affordable housing units across the region, with a focus on providing homes for people of color. Though the bond measure represents significant progress in building affordable housing, it only provides a small portion of the roughly 48,000 units in the region that Metro estimates are necessary to meet the region's needs.

Homeownership rates can affect how communities respond to the transportation projects that are the focus of the RTP. Some transportation projects – in particular, new light rail lines and bicycle/pedestrian trails – can potentially increase the value of adjacent properties. This benefits homeowners who live nearby, but it can create higher housing costs and displacement risks for people who rent. This means the groups shown as having low homeownership rates in Figure 4.16 are more likely to see new transportation investments as threatening their ability to remain in their communities.

The inequities created by the COVID-19 pandemic become very visible when comparing employment patterns for lower- and higher-income workers. Overall, the U.S. experienced historically high levels of unemployment in summer 2020, immediately following the onset of the COVID-19 pandemic. By Spring 2022, the overall unemployment rate had fallen to levels that could be considered low even by pre-pandemic standards. However, this broad trend masks significant differences in the employment rate between workers with lower incomes and those with higher incomes. Figure 4.17 shows unemployment rates over the past three years for both workers who more than the median wage (approximately $30 per hour, or $60,000 per year) and workers who earn less.

**Figure 4.17 Regional employment rates for workers earning above and below the median wage (indexed to January 2020) January 2020 – August 2021 (Earnin, Intuit, Kronos and Paychex data, analyzed by Cambridge Systematics for the Commodities Movement Study)**



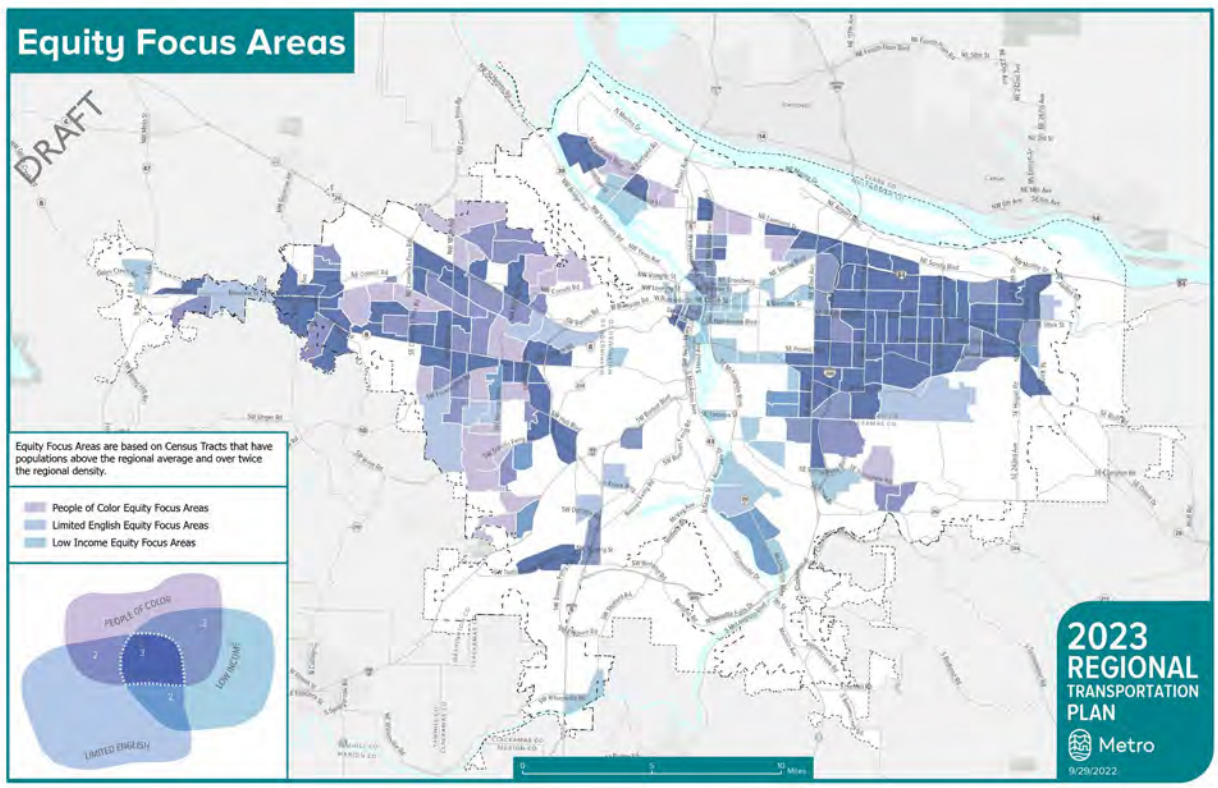

As of August 2021, the employment rate for workers in the Portland region who earned above the median wage had increased by 1.2 percent over pre-pandemic (January 2020) levels, whereas the employment rate for workers earning below the median wage fell by 29.8 percent. In other words, the pandemic opened up a 30-point employment gap between workers earning above the median and workers earning below the median wage.

### 4.3.4 Transportation needs in Equity Focus Areas

Equity Focus Areas were designed to guide transportation plans toward focusing on communities with the greatest needs, and to benefit as many people in need as possible, while accounting for regional growth and change. They highlight the communities in the region with the highest densities of people of color, people with low incomes, and people who speak limited English.

Figure 4.18 shows the updated Equity Focus Areas used in the 2023 RTP, including which of the three populations included in the definition of EFAs are concentrated within each EFA, and uses shading to illustrate how these different populations overlap with each other. These EFAs are based on 2016-20 American Community Survey data (for income and English proficiency) and 2020 Census data (for race). Appendix C provides more detail on the data sources and calculations used to create and update EFAs.

**Figure 4.18 2023 RTP Equity Focus Areas, (Census and American Community Survey data, 2016-2020)**




EFAs are located throughout the region, and there are large concentrations of all three EFA populations in East Portland and Multnomah County and along Tualatin Valley Highway in Washington County. These are largely the same areas that were highlighted during the 2018 RTP equity analysis.[31] Directing transportation investments – particularly projects designed to meet the needs of the people they serve – toward the EFAs that are highlighted above helps to meet this goal.

The equity policies adopted in the 2018 RTP direct Metro and partner agencies to both learn more about marginalized people's transportation needs[32] and also to act on what they learn.[33] Since the 2018 RTP update, Metro has conducted extensive outreach to people of color, people with low incomes, and other marginalized people to better understand their transportation needs through the development of the 2020 regional transportation funding measure, the Regional Mobility

[31] See the Needs Assessment memo that was shared with TPAC as part of the July 13 meeting packet (beginning p. 14) for further discussion of how and why Equity Focus Areas changed as they were updated.

[32] Policy 5: "Use engagement and other methods to collect and assess data to understand the transportation-related disparities, barriers, needs and priorities of communities of color, people with low income and other historically marginalized communities."

[33] Policy 3: "Prioritize transportation investments that eliminate transportation-related disparities and barriers for historically marginalized communities, with a focus on communities of color and people with low income."

Policy update, other processes, and this update to the RTP.[34] Metro has consistently heard that these communities need safer and more accessible travel options – specifically better transit service and safer streets for bicycling and walking, including:

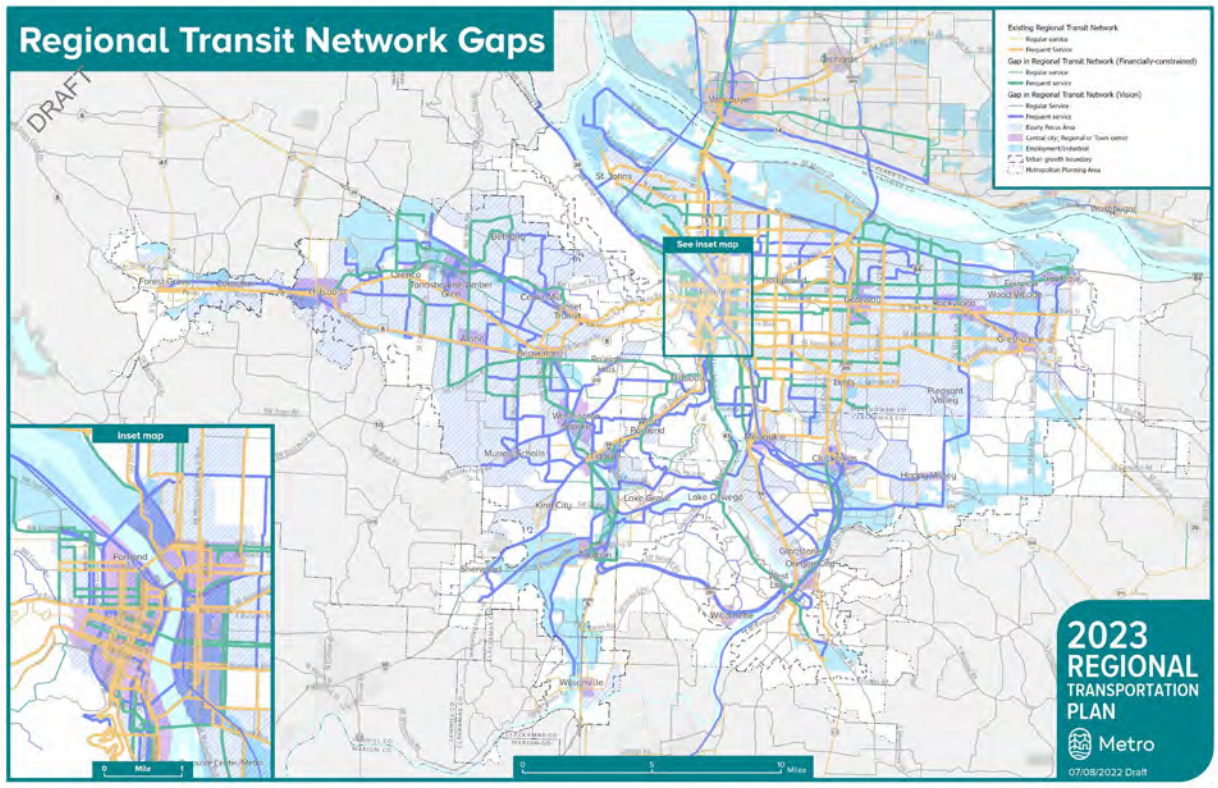
- More fast, frequent and reliable transit service for all types of trips (including at off-peak travel times)
- More affordable transit that connects people to the places and things they need to thrive.
- Better conditions for walking and biking, including adequate street lighting, protected crossings and crossing signals, particularly to improve access to transit.
- Connected and separated walking and biking infrastructure.

#### 4.3.4.1 Access to transit and to destinations

Figure 4.19, which is discussed in more detail in the following section on Mobility, shows where gaps in the regional transit network are located. These gaps show places where planned transit has not yet been built. The map differentiates between gaps in frequent (thick lines) and regular (thin lines) transit service, and between gaps in service that are based on the financially constrained network (i.e., gaps that the region currently has identified funding to complete, shown in green) and those that are based on the network vision (i.e., gaps that the region has not yet identified funding to complete, shown in purple). It overlays these gaps with Equity Focus Areas, which are shown in violet cross-hatching.

[34] https://www.oregonmetro.gov/sites/default/files/2020/11/10/Historically-marginalized-communities-transportation-priorities-summary.pdf

**Figure 4.19: Regional transit network gaps (2018 RTP networks, partner agency data)**

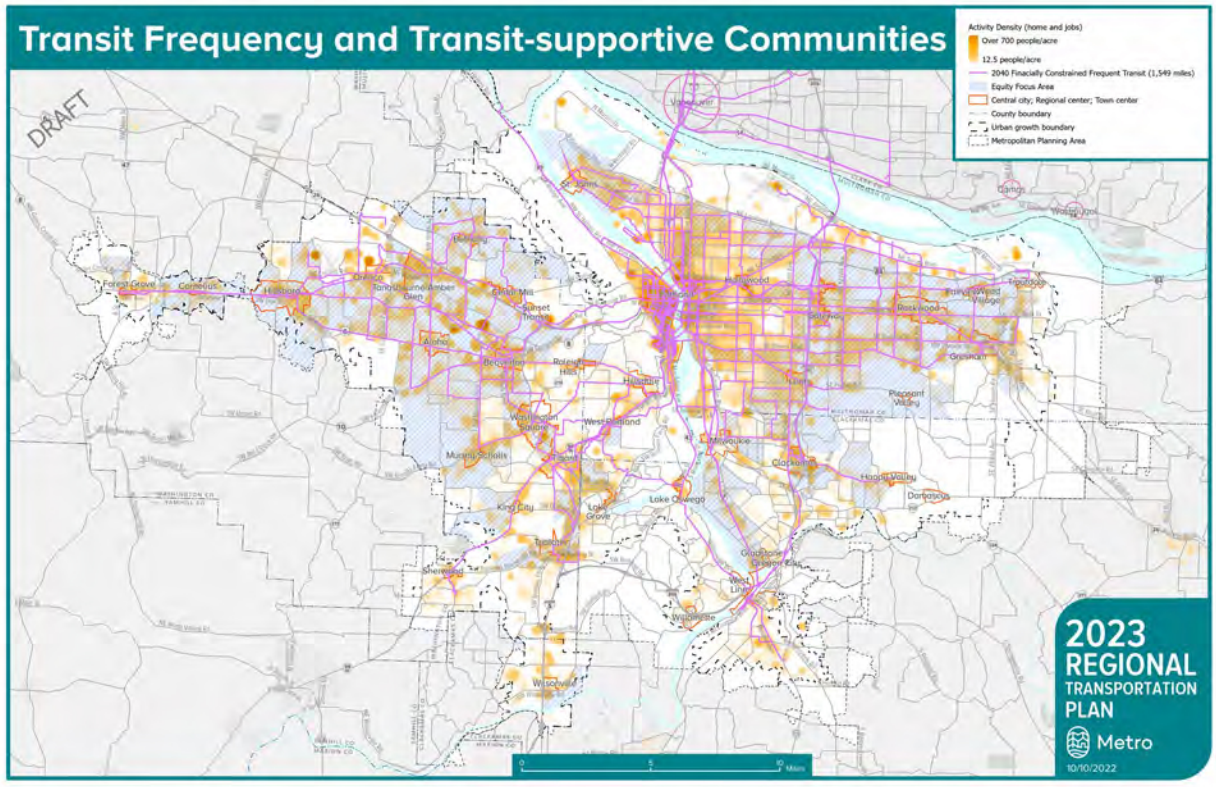



There are many places where transportation agencies have planned to deliver the frequent transit that EFA residents say they need, but where those projects are not being implemented – i.e., where the thick green and purple lines shown in the figure above overlap with the Equity Focus Areas. Completing these transit investments – particularly those shown in green, which can be built with available funds – would address pressing equity needs while also advancing mobility and climate outcomes.

Figure 4.20 below takes a different view of the transit system. Instead of using planned transit lines as a basis for identifying needs, Figure 4.20 highlights communities that have the densities necessary to support frequent transit[35] (orange) and compares their location with current frequent transit service (i.e., lines with peak headways of 15 minutes, shown in purple). It shows EFAs in light blue cross-hatching.

[35] The High Capacity Transit and Regional Transit Strategies specify a threshold of 5 households or 15 jobs per acre for communities served by frequent transit. In order to map both jobs and housing at the same scale, Figure 4.20 combines jobs and housing into a single measure of activity density (jobs plus residents per acre) and uses a threshold of 12.5 jobs and/or residents per acre to identify communities that support frequent transit. The average household in the region includes 2.5 people, so 5 households per acre is equivalent to 12.5 residents per acre.

**Figure 4.20 Map of high-frequency transit (headways of less than 15 minutes) and transit-supportive communities (12.5 or more people and/or jobs per acre), 2020 (Metro travel model, 2018 RTP transit network and distributed growth forecast)**




People living within EFAs have said that they need better transit connections between their communities and their destinations. If these connections were in place, the map above would likely show purple lines connecting most of the orange/red clusters of high density within the light blue EFAs. This is the case in much of the east side of the region – though there are notable gaps on several north/south corridors – but not as much in EFAs on the west side of the region. This is in part because the built environment in East Portland and Multnomah County has many transit-supportive characteristics, such as a well-connected grid of arterials and relatively high-density residential areas. There may be further opportunities in the long term to better configure the transit network to benefit current and prospective transit riders who live in EFAs.

In addition to identifying where there are needs and opportunities to provide more equitable transit service, the RTP also examines whether the transit system provides the convenient and useful connections that EFA residents have asked for. Measuring how many destinations a traveler can access within a given travel time via different modes has been established as a best practice for understanding and comparing how useful different modes are for different groups of people. This analysis can answer two questions about transit equity.

**Does the transit system provide equitable service to marginalized people?** If so, people living in Equity Focus Areas should be able to reach the same number of other jobs (or more) as people living in other communities.

**Is transit a competitive alternative to driving?** Both community feedback and research stress that people of color and people with low incomes are more likely to rely on transit. It follows that an equitable transportation system is one in which people who travel by transit are not faced with longer, less convenient trips than people who drive – in other words, that people should be able to reach the same number of jobs (or more) via transit as they should via automobile in the same travel time. This is a challenging goal to meet given how built-out the road network is, but meeting this goal would have far-reaching benefits – not just for equity, but mobility and climate.

Table 4-5 compares access to jobs between modes (transit versus auto), community types (EFAs vs. non-EFAs) and time periods (rush hour vs. non-rush-hour) for the RTP base year of 2020. Jobs are not just commute destinations – grocery stores, medical offices, and schools are also places of employment, so jobs are a proxy for many different types of destinations that draw many different types of trips.[36] Metro has tested many different measures of access to jobs by income and to community places such as grocery stores, libraries, schools, medical offices, and community services and has found the same patterns in access to these important destinations as for access to all destinations. This analysis uses a 45-minute travel time to measure transit access and 30-minute travel times to measure automobile access, which accounts for the time needed for people to walk between their origins/destination and their car/transit stop and transfer between different transit routes, etc.

[36] https://ssti.us/wp-content/uploads/sites/1303/2020/12/Measuring-Accessibility-Final.pdf

**Table 4-5 Percent of jobs accessible by driving and by transit, by community type and time of day, 2020 (Metro travel model, 2018 RTP transit network, and land use data)**

| | Percent of jobs accessible within… | |
|---|---|---|
| | … a 30-minute drive | …a 45-minute transit trip |
| *During rush hour* | | |
| Average for EFAs | 42% | 8% |
| Average for non-EFAs | 42% | 6% |
| Average for the region | 43% | 7% |
| *Outside of rush hour* | | |
| Average for EFAs | 52% | 7% |
| Average for non-EFAs | 50% | 5% |
| Average for the region | 50% | 6% |

The results above show that people living in EFAs enjoy significantly better access to destinations via transit (and to a lesser extent, via driving) than people living in other communities. This is likely because many communities of color and much of the region's naturally occurring affordable housing stock are located in regional centers that have long been key points in the transit network, but it also reflects more recent efforts by transit agencies to focus on serving marginalized communities even as these communities relocate within the region. Table 4-5 also shows the extent to which driving offers better access than taking transit does. Across all communities and all times of day, people can reach five to ten times as many destinations by auto as they can by driving. Though the Portland region has an extensive transit system relative to many other Metro areas, significant parts of the region are not served by transit and (as shown in Figure 4.20 above) do not have the land uses necessary to support frequent transit. Extending and improving transit service can help improve transit access to destinations, and land use changes that create clusters of activity that support high-quality transit can also make a big difference.

### 4.3.4.2 Safe conditions for walking and bicycling

Other than the need for better transit service for EFAs, the main need that people of color and people with low incomes have expressed in Metro's outreach is the need for safer and more convenient walking and biking facilities, particularly near transit stations. Bicycle and pedestrian gaps are mapped in the following section on Mobility and Climate, and these maps show which gaps are located in EFAs. Table 4-6 summarizes how complete the bicycle, pedestrian and transit networks are (including bicycle and pedestrian facilities near transit) in EFAs versus in other areas.

**Table 4-6 Pedestrian, bicycle and trail network completion for EFAs and non-EFAs (2018 RTP networks and current partner agency data)**

| | Percent of the network that is complete… | | |
|---|---|---|---|
| **Network** | **In EFAs** | **In non-EFAs** | **Total** |
| Pedestrian network | 71% | 46% | 57% |
| Pedestrian network near transit[37] | 75% | 54% | 64% |
| Bicycle network | 61% | 49% | 55% |
| Bicycle network near transit[37] | 65% | 56% | 61% |
| Trail network | 45% | 43% | 44% |
| Trail network near transit[37] | 52% | 51% | 51% |

The region has made more progress completing the active transportation network, and also in providing bicycle and pedestrian connections to transit, in EFAs than in other communities. However, significant portions of the network still need to be completed for everyone in the region to benefit from high-quality walking and biking connections. The results above also reflect slow but steady progress in building out the region's active transportation network. The pedestrian and bicycle networks, both region-wide and in EFAs, are 3% more complete than they were when Metro last conducted for 2015, and the trail network is 6% more complete.

In spite of this progress, crashes are still concentrated in Equity Focus areas, and are particularly likely to involve BIPOC people. Metro analyzed crash data from the Fatality Analysis Reporting System (FARS), which includes race and ethnicity for traffic fatalities,[38] to assess the impact of fatal crashes on different populations in Multnomah, Washington, and Clackamas counties. Normalizing by population, Black, American Indian and Alaska Native people experience double or nearly double the number of traffic fatalities that other groups experience. This finding is consistent with analysis conducted by ODOT in 2019.[39]

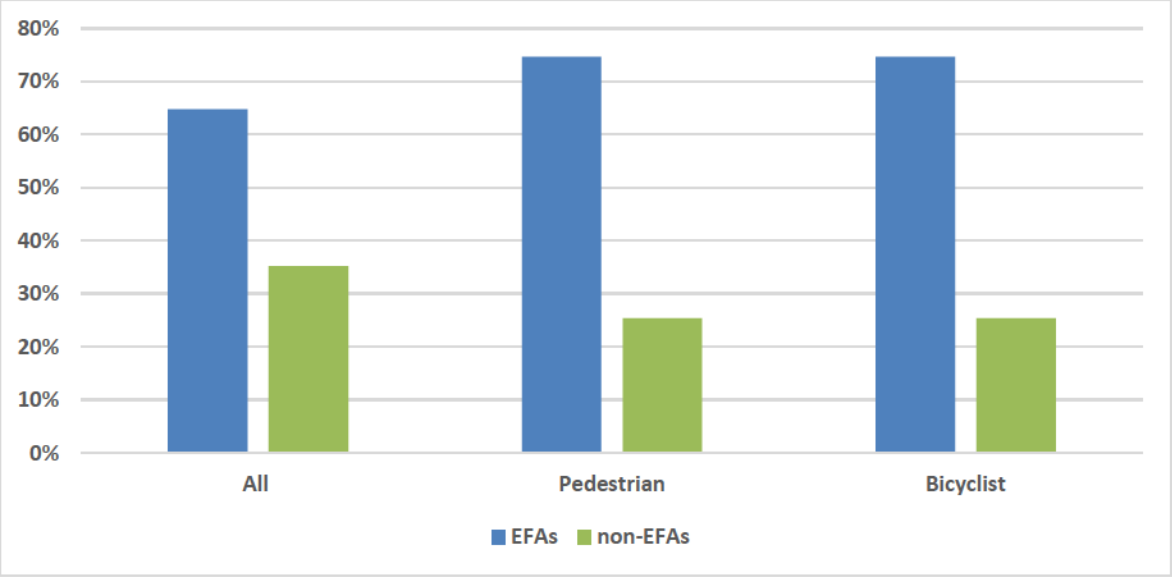
As Figure 4.21 shows, three quarters of serious pedestrian and bicycle crashes and 65% of all serious crashes occur in Equity Focus Areas (see the Equity section below for information on these areas). Addressing safety in these areas is critical to making the entire transportation system safer and more equitable.

[37] Research has shown that people are willing to travel further to access high-quality, frequent transit than they are normal bus service. The transit access analysis for the 2018 RTP used different travelsheds to examine access to different types of transit: ½ mile for light rail, 1/3 mile for streetcar, and ¼ mile for bus. This analysis uses these same travelsheds to identify bicycle and pedestrian facilities near transit.

[38] FARS is a nationwide census providing yearly data regarding fatal injuries suffered in motor vehicle traffic crashes. https://www.nhtsa.gov/research-data/fatality-analysis-reporting-system-fars

[39] Josh Roll, Nathan McNeil, Race and income disparities in pedestrian injuries: Factors influencing pedestrian safety inequity, Transportation Research Part D: Transport and Environment, Volume 107, 2022, 103294, ISSN 1361-9209, https://www.sciencedirect.com/science/article/pii/S1361920922001225. This study employs an ecological analysis to explore pedestrian safety disparities in Oregon, incorporating crash data, roadway and land use factors, and sociodemographic data. Lower median income and higher proportions of BIPOC residents are found to be associated with more pedestrian injuries. These variables may be proxies for other traffic exposure and deficient built environment variables, which may reflect a lack of historic investment in the neighborhoods where these populations are concentrated.

**Figure 4.21 Percent of average annual traffic fatalities and severe injuries in Equity Focus Areas, by mode, 2016-2021 (ODOT crash data, analyzed by Metro staff)**




Though bicycle and pedestrian infrastructure is generally equitably distributed – in fact, the region has a slightly better track record of completing planned infrastructure in EFAs than in other communities – a higher percent of pedestrian crashes are still occurring in EFAs. One explanation for this is that other factors besides the presence of trails, sidewalks and bicycle infrastructure helps reduce crashes for vulnerable users, but other factors, such as the design and posted speed of travel lanes, also influence the overall safety of streets.

## 4.4 ECONOMY

Transportation and the economy are deeply interrelated. The transportation system plays a critical role in connecting workers to jobs in allowing employers access to the talent that they need and shifts in the economy often lead to changes in how people and goods travel through the region. The RTP aims to support the region's economy by improving connections to jobs and also to respond to how transportation patterns are changing in the region.

This section examines how the region's economy is growing and changing, how workers and goods move through the region, and how well the transportation system currently serves employment centers. Key findings include:

- Over the past decade, the Portland region's economy has grown stronger relative to the rest of the U.S., and the region has experienced slightly lower-than-average unemployment.
- Trade, transportation and utilities; professional and business services; and education and health services continue to be the largest employment sectors in the region.
- The majority of the region's jobs are located in the centers and employment / industrial areas identified by the 2040 Growth Concept.
- Over 45 percent of workers work in a different county than where they live.
- The number of commuters who travel into the region from surrounding communities is growing, but the majority of commute trips in the region still begin and end within Clackamas, Multnomah, and Washington counties.
- The majority of the region's freight still moves by truck, but high-value freight is more likely to use other modes.
- Anyone who is able to commute by auto enjoys reasonably good access to jobs, but transit does not provide nearly the same level of access as driving does. People can reach five to ten times as many jobs by auto as they can by transit.
- Active transportation networks are generally more complete within regional centers and near transit.

### 4.4.1 Jobs and growth

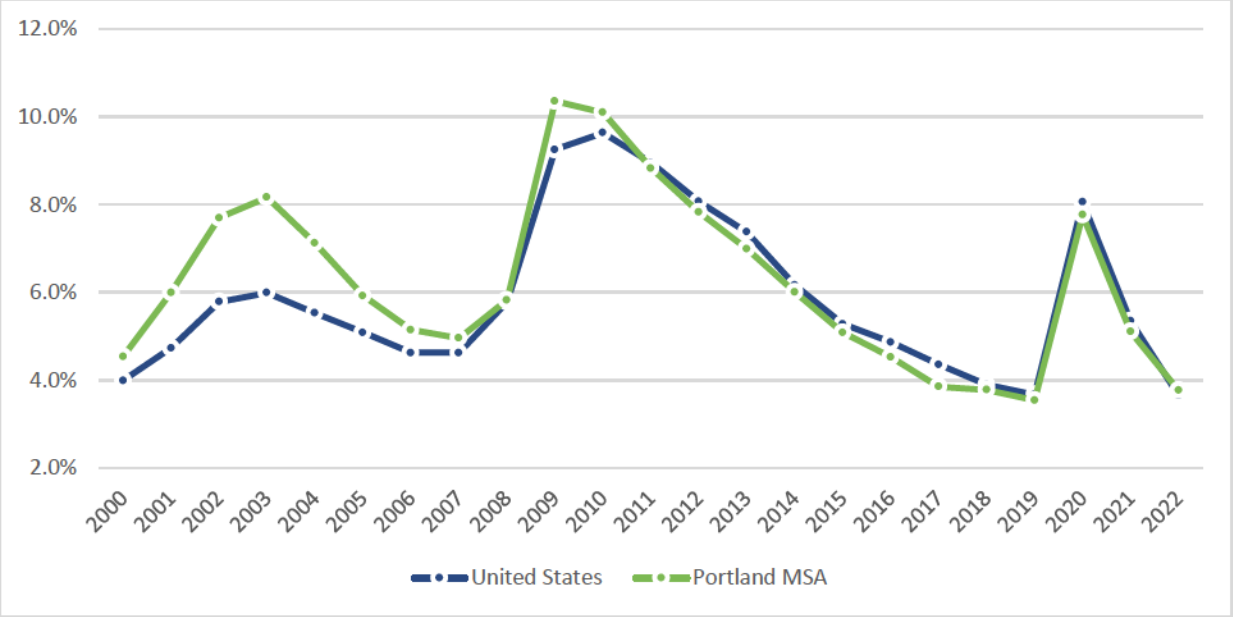
The 2018 RTP described a region that was growing rapidly into a major U.S. metropolitan area, with large numbers of people from other cities migrating to Greater Portland. It described some of the challenges associated with that growth, including growing congestion, rising housing costs, and increased displacement of people of color and people with low incomes to neighborhoods that are harder to serve with transit and other transportation options. These forces still continue to shape the region, though there are signs that growth may be slowing.

Between 2015 (the base year for the 2018 RTP update) and 2020 (the base year for the 2023 RTP update, the region grew significantly – by 135,000 people (an 8.4% increase), 57,000 households

(8.9%) and 90,000 jobs (10.1%).[40] This growth is projected to continue, though not necessarily at the same rapid rate as the region saw during the previous decade. Even prior to the pandemic, State economists and demographers predicted that population growith in Oregon and our region would be slower during the 2020s than it had been during the 2010s, and in 2022 the Census Bureau estimated that the State and region's population declined for the first time in years.[41] Generally, slower population growth also means slower economic growth, and recent State analyses find that businesses in Oregon are having a harder-than-ever time filling vacant positions.

Figure 4.22 shows historical unemployment rates for the greater Portland region, which in this and the following charts include Clackamas, Clark, Columbia, Multnomah, Skamania, Washington, and Yamhill counties – the 7-county region that is commonly used in reporting on the region's economy because it captures the full extent of potential commutes to and from our region's job centers.

**Figure 4.22 Unemployment rate in the greater Portland region vs. the U.S., 2000-22**




This chart highlights two important recent trends. One is that the region's economy has grown stronger relative to the rest of the U.S. Prior to 2011, the region generally experienced higher unemployment rates than the national average compared to the U.S. as a whole, particularly during recessions, but since then the region has consistently had lower unemployment rates than the rest of the country. These recent low unemployment rates are particularly remarkable since they are happening at a time when participation in the labor force is increasing, which normally causes unemployment to rise. Between 2011 and 2020, the labor force participation rate in the broader economic region grew or remained constant for every age group of workers, whereas in

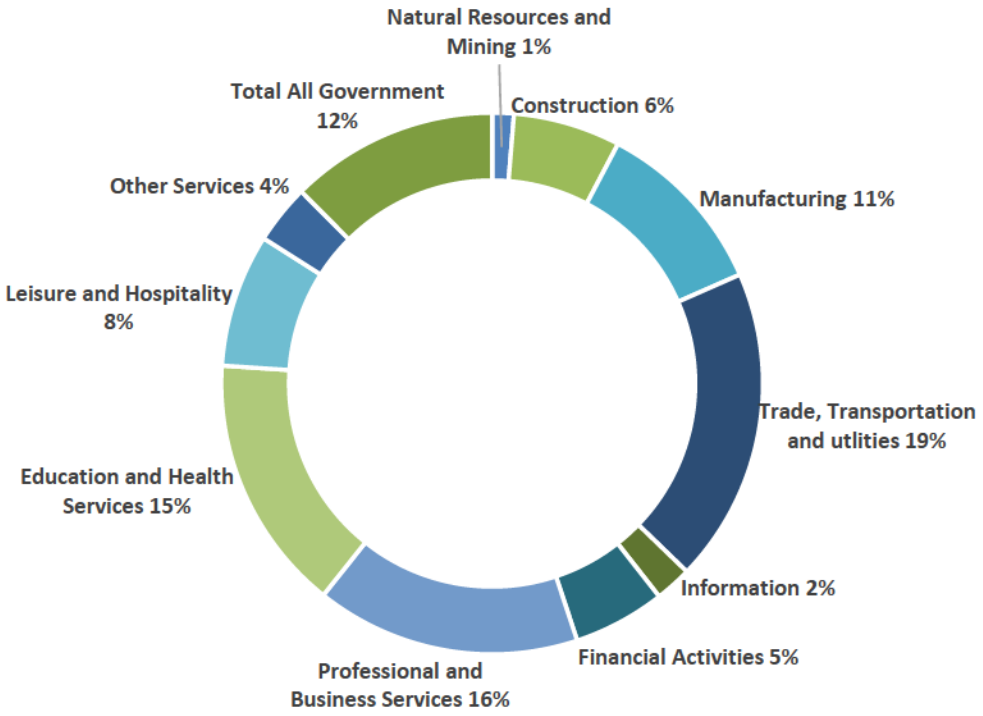
[40] Metro Regional Travel Model.

[41] https://oregoneconomicanalysis.com/2022/12/29/oregon-population-growth-2022/

the U.S. as a whole it fell for many age groups.[42] The second trend is the exceptional nature of the recent recession triggered by the COVID-19 pandemic, which receded much more quickly than prior recessions. During the prior two recessions in 2002-04 and 2009-14 both the regional and national unemployment rates remained above six percent for several years, whereas they only remained at such high rates for a single year during the most recent 2020 recession.

Figure 4.23 shows the industries in which people hold jobs within the same 7-county region discussed above.

**Figure 4.23 Employment by industry in the greater Portland region**



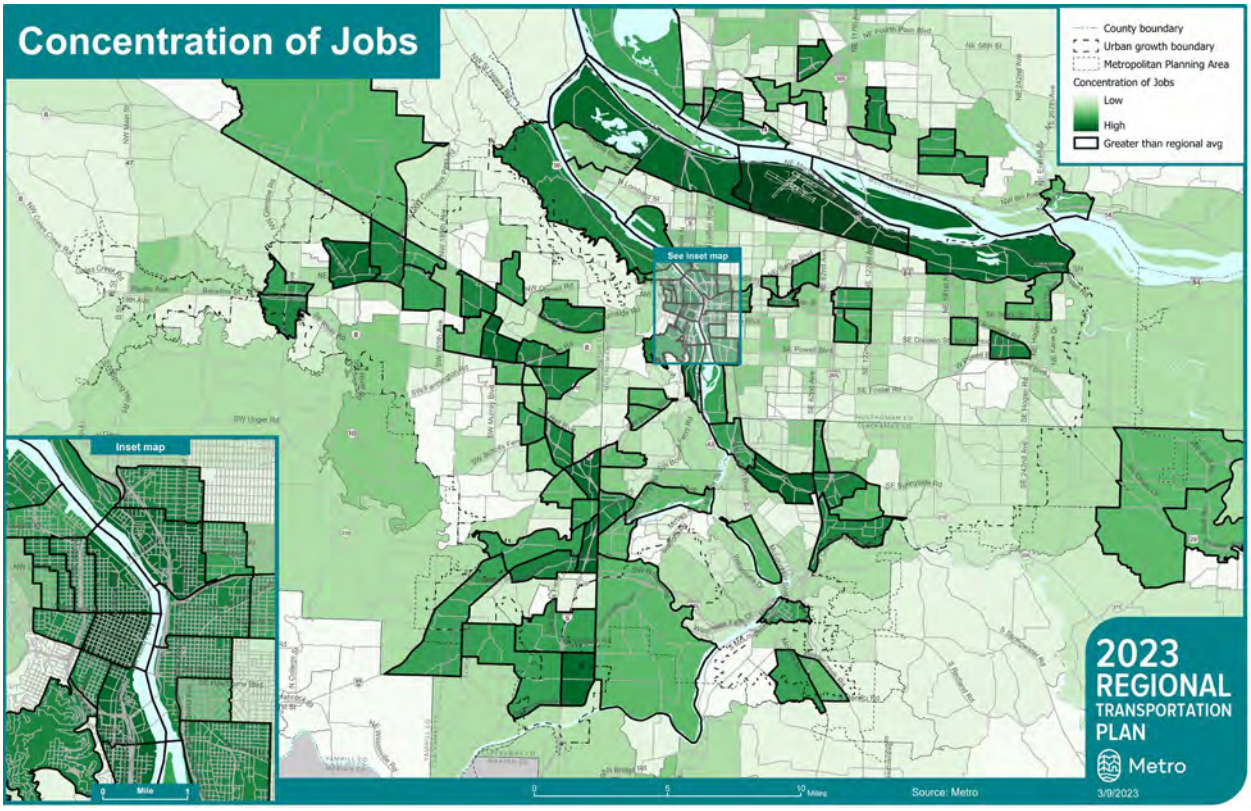

According to this data, which is from 2019, the most recent non-pandemic data was available, Transportation, Professional Services, and Education and Health are the largest employment sectors in the region, collectively accounting for half of the jobs. Those sectors also dominated the region's economy according to the 2015 data that was included in the last RTP update. Collectively those major employment sectors – along with Information, which is a fast-growing sector in the current economy – have accounted for most of the region's recent economic growth. The pandemic led to a seven percent overall decrease in regional employment in 2020, but all of the sectors shown above have recovered from their losses except the leisure and hospitality sector, which suffered nationwide losses as travel and in-person events ceased and continues to recover slowly due to low levels of tourism.

[42] Columbia Workforce

### 4.4.2 Where jobs are located

Figure 4.24 shows where jobs are currently located in the Portland region. Census tracts with more jobs are shaded in darker green on the map, and tracts with above average numbers of jobs are outlined in bold.

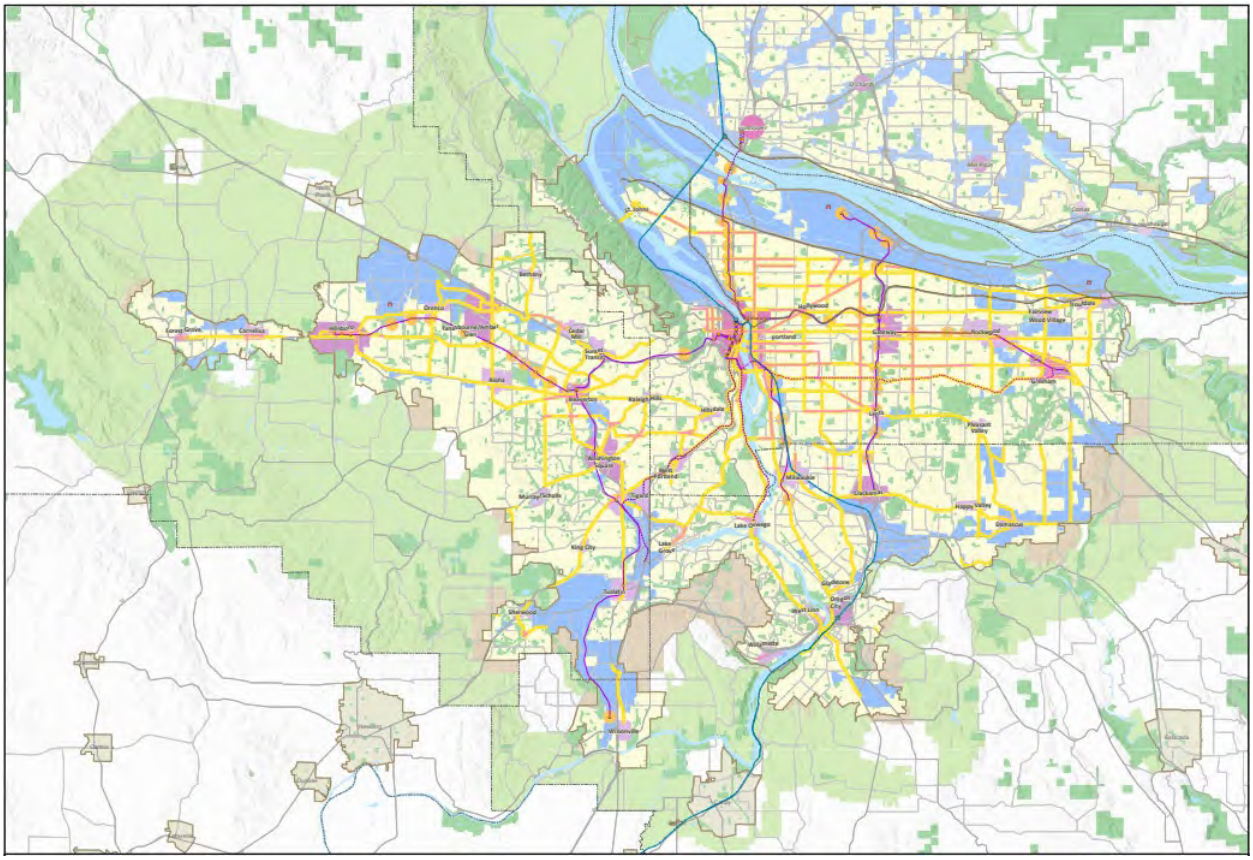
**Figure 4.24 Number of jobs by Census Tract, 2021 (Economic Value Atlas: Esri/DataAxle)**




Jobs are distributed throughout the region, but there are higher-than-average concentrations of jobs in the centers of larger cities in the region, including Portland, Beaverton, Gresham, Hillsboro, and Tigard; and in major employment or industrial areas such as the Columbia Corridor, the 224 Corridor, Tualatin-Sherwood, and North Hillsboro.

The 2040 Growth Concept, shown in Figure 4.25 below, designates where and how the region is planned to grow over the next several decades. It includes a network of regional and town centers (shown in pink) and employment lands (shown in blue). These centers and employment lands include the areas that are currently rich in jobs shown in Figure 4.24 above, as well as areas where the region is planning to develop space for jobs in the future.

**Figure 4.25 2040 Growth Concept Map**



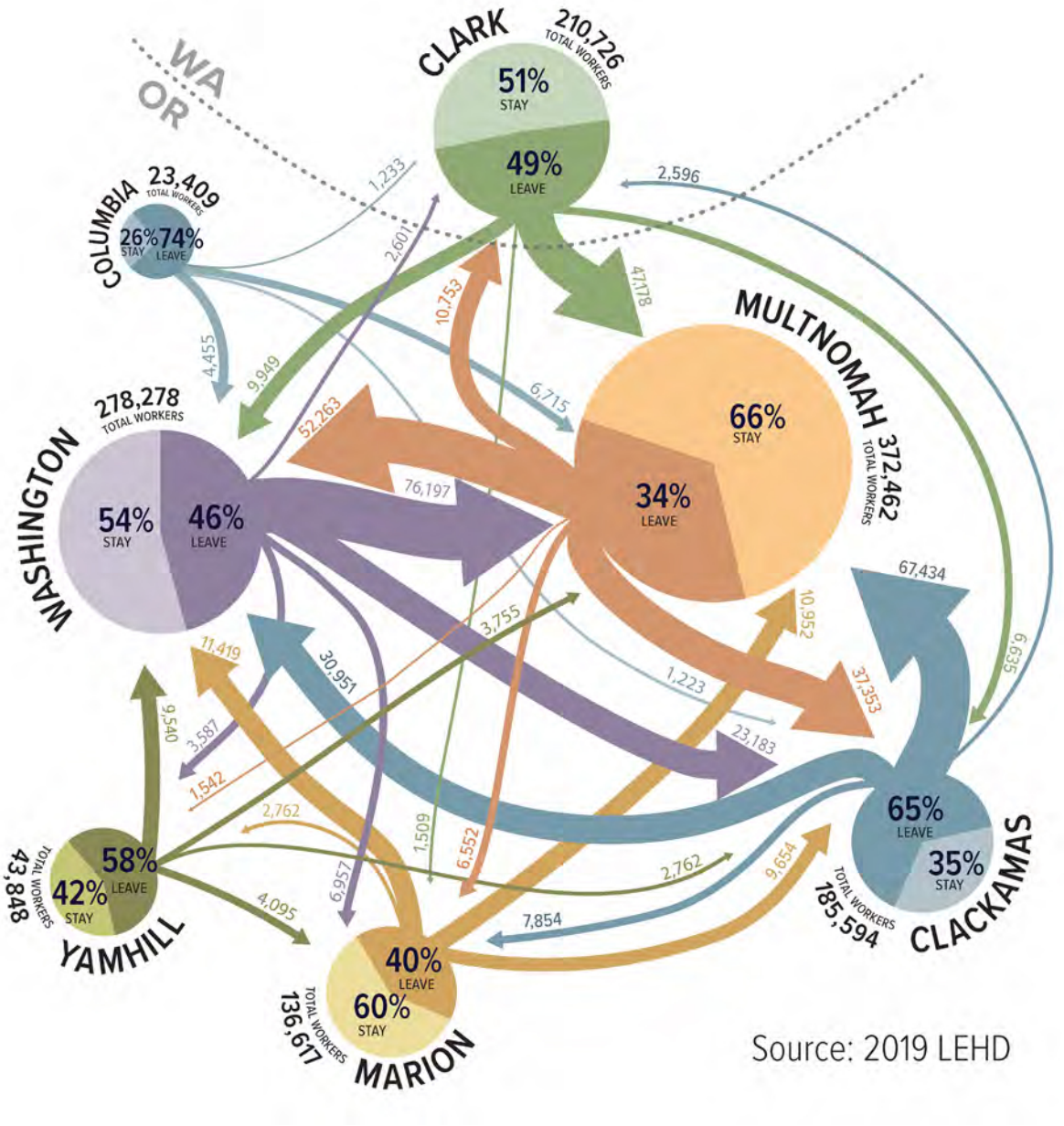
The 2040 Growth Concept helps to identify the many different job and activity centers in the region that need to be included in this web of connections. At the same time, local pedestrian, bike and transit connections are necessary in and around these centers to give people safe, affordable and healthy options for shorter trips to shops, services, and other non-work destinations.

### 4.4.3 How workers move through the region

Between 2015 (the base year for the 2018 RTP update) and 2020 (the base year for the 2023 RTP update, the region grew significantly – by 135,000 people (an 8.4% increase), 57,000 households (8.9%) and 90,000 jobs (10.1%).[43] This growth is projected to continue, though not necessarily at the same rapid rate as the region saw during the previous decade. As Greater Portland continues to evolve into a major metropolitan area, with increasing housing prices and a more specialized economy, commute patterns are becoming more complex. Figure 4.26 shows how workers commute within and between counties in and around the region. It includes data for counties that are outside the region that have significant amounts of workers commuting to or from the Metro region.

[43] Metro Regional Travel Model.

**Figure 4.26 Where workers live and commute in the Greater Portland region and surrounding counties, 2019 (Census LEHD Origin-Destination Employment Statistics)**




This figure highlights how commute patterns in the region are increasingly complex and long-distance. Over 45 percent of workers in the 3 Metro-area counties work in a different county than where they live. Travel patterns like those shown above are typical of major metropolitan areas with large populations, clusters of specialized jobs, and rising housing prices that limit many people from living close to jobs. Most of the longer-distance commute trips highlighted in Figure 4.26 are made by car; frequent and high-capacity transit routes are needed to provide affordable, congestion-free commute alternatives as the region grows.

Though commute patterns are growing more complex and the share of long-distance commutes is increasing, the majority of commute trips pass through the heart of the region – which means that investing in the transportation system in the central areas of the region continues to be critical to supporting the region's economic growth. Over 70 percent of the commutes within the 7-county economic region discussed above begin and end within the 3 Metro-area counties (Clackamas, Multnomah and Washington). Multnomah County is particularly central to the region's economy – it is the only county that experiences significant population gains during the working day. Washington County has roughly the same number of workers commuting into the county and workers commuting out of the county, and Clackamas County loses more workers than it gains during the day. These numbers help to contextualize some of the findings elsewhere in this report that show Multnomah County having more crashes, more congestion, and more transit service than other counties; these issues are due in part to the fact that Multnomah County has more people commuting to, from, and through it. This is not to dismiss the growth in long-distance commutes over the past decade; the number of workers traveling into the region from counties such as Hood River and Marion increased significantly between 2019 and 2015, when Metro last reviewed this data. However, even with this growth there are roughly 36,000 of these long-distance commutes happening every day, compared to the 800,000 daily commutes within the region's core.

### 4.4.4 How goods move through the region

Keeping freight moving is a critical part of regional mobility. Most of the products we buy come from someplace else, and many of the goods we produce in Oregon move on to markets in other states and countries. The global economy is expanding rapidly, and our region's ability to move products to far-flung markets depends on an efficient transportation system. With its location on Interstate 5, the West Coast artery of the Interstate Highway System, the greater Portland region is ideally situated to move freight by truck. But with Portland International Airport, two Class 1 railroads (mainline railroads Union Pacific and Burlington Northern/Santa Fe), the southern terminus of the 400-mile Olympic Pipeline, and a location at the confluence of two major rivers with ocean access and several marine terminals, the region's freight transportation system is a multimodal network.

Figure 4.27 and Figure 4.28 summarize the value and weight of the goods that move through the region by mode. High-value goods make up an increasing share of the freight that moves through the region, and they sometimes take different routes and modes than other goods in order to arrive at their destinations safely and on time. Distinguishing between value and weight helps to identify how goods of different value are moving through the transportation system.

**Figure 4.27 Weight of outbound freight by mode in the Greater Portland Region, 2017 (Freight Analysis Framework data)**

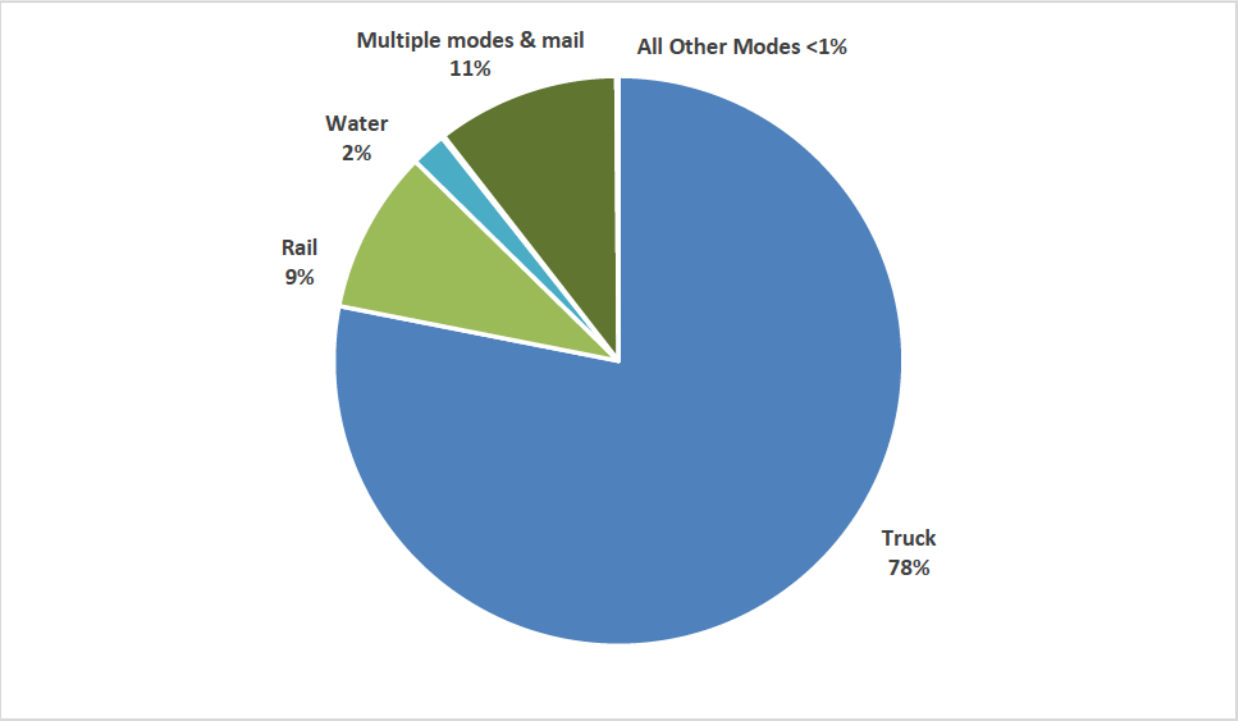
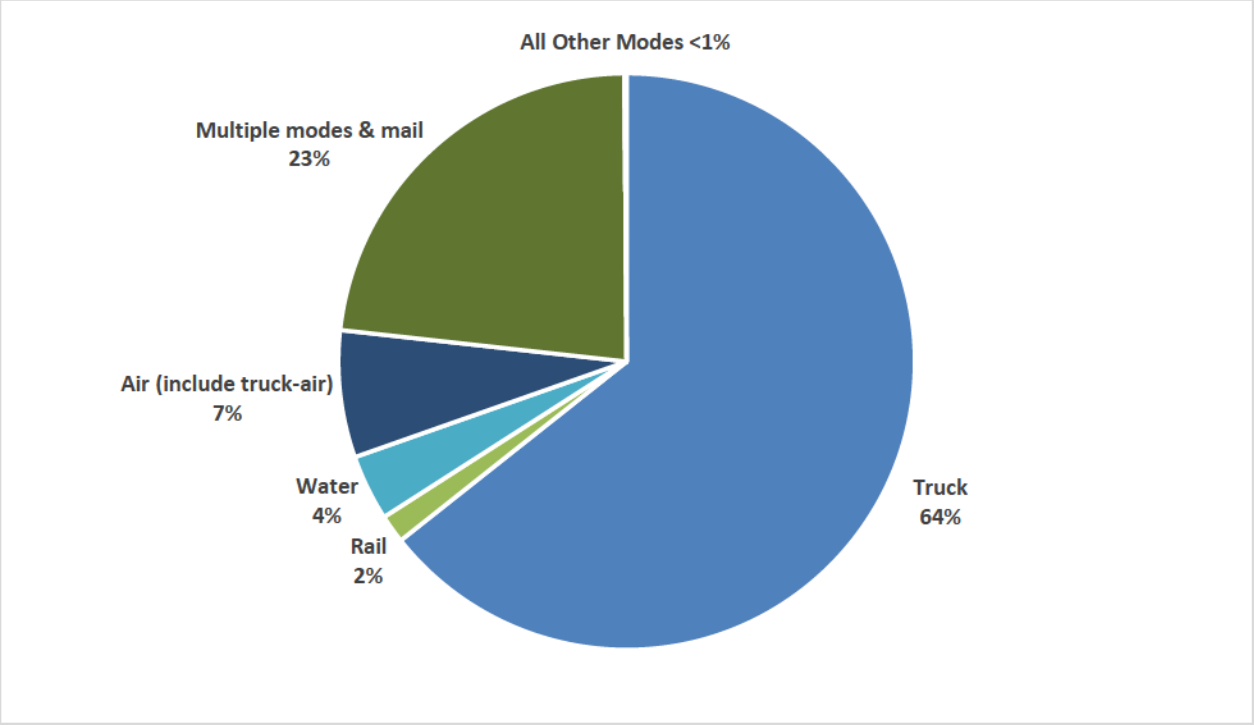



**Figure 4.28 Value of outbound freight by mode in the Greater Portland Region, 2017 (Freight Analysis Framework data)**



The majority of the region's freight, whether by value or weight, is moved by truck. High value freight is less likely to move by truck and rail, and more likely to use multiple modes, mail, water, and air. As Oregon's economy shifts from bulk products like farm exports and timber to lighter products like semiconductors, electronics and specialized machinery, improving freight connectivity to the airport and other intermodal facilities will help keep goods moving through the region.

### 4.4.5 Connecting the region's employment centers

The RTP goals envision a region where employment centers are accessible through a variety of multimodal connections. This means that the 2040 centers and employment/industrial lands shown above in Figure 4.25 should be well-connected by vehicle and transit because commutes are often the longest trip people take in a day, and these are the modes best suited for long trips. It also means that these centers need to include solid bicycle and pedestrian infrastructure and a mix of land uses so that people can get meals or run other errands without needing to drive.

This table is also included above in the Mobility section, which provides more details on the methodology and how access to destinations is related to land use patterns and the transportation system.

Table 4-7 below examines how accessible jobs are by driving and transit, comparing access to jobs via transit and automobile during peak hours and other times of the day. This table is also included above in the Mobility section, which provides more details on the methodology and how access to destinations is related to land use patterns and the transportation system.

**Table 4-7 Percent of jobs accessible by driving and by transit, by community type and time of day, 2020 (Metro travel model and land use data)**

| | Percent of jobs accessible within… | |
|---|---|---|
| | **… a 30-minute drive** | **…a 45-minute transit trip** |
| During rush hour | 43% | 7% |
| Outside of rush hour | 50% | 6% |

Anyone who is able to commute by auto enjoys reasonably good access to jobs – the average driver can reach roughly half of the region's jobs outside of rush hour. But transit does not provide nearly the same level of access as driving does; people can reach five to ten times as many jobs by auto as they can by driving. Adding high-frequency transit service that connects the neighborhoods where workers live to employment centers is critical to meeting the RTP's goal of providing multimodal connections to work.

Table 4-8 below compares how complete the bike/ped network is[44] in key 2040 geographies – centers, station communities, mixed-use communities, and employment/industrial lands – versus

[44] Metro distinguishes between on-street bicycle and pedestrian gaps in facilities like bike lanes and sidewalks and off-street bike/ped gaps in facilities like trails. On-street facilities are generally needed to provide good active transportation connections in centers, near transit, and

in the region as a whole. Meeting the economy goal in the RTP means prioritizing active transportation investments in these centers.

**Table 4-8 Bike/ped system completeness by location within the region (2018 RTP networks and current partner agency data)**

| Network | Total planned miles | Number of miles completed | Percent of miles completed |
|---|---|---|---|
| Region-wide | | | |
| Pedestrian network | 1,040 | 597 | 57% |
| Bicycle network | 1,149 | 626 | 55% |
| Trail network | 560 | 245 | 44% |
| Motor vehicle network | 1,171 | 1,146 | 98% |
| Within 2040 centers | | | |
| Pedestrian network | 181 | 141 | 78% |
| Bicycle network | 168 | 112 | 66% |
| Within station communities outside above centers | | | |
| Pedestrian network | 108 | 72 | 67% |
| Bicycle network | 123 | 69 | 56% |
| Within mixed-use zoning outside above centers & station communities | | | |
| Pedestrian network | 136 | 106 | 78% |
| Bicycle network | 114 | 75 | 66% |
| Within employment and industrial areas outside above centers, station communities, and mixed-use zoning | | | |
| Pedestrian network | 147 | 60 | 41% |
| Bicycle network | 133 | 73 | 55% |

Consistent with the 2040 Growth Concept, active transportation networks are generally more complete within regional centers and near transit. However, several important gaps remain in these areas, which can be seen in the "gap maps" in the Mobility section.

along arterials, whereas off-street facilities provide longer-distance connections between these areas. Table 4-8 focuses on the on-street bike/ped network.

## 4.5 CLIMATE

Climate change is the defining global challenge of the 21st century. And as the recent increase in climate-induced wildfires and extreme weather events has demonstrated, it is likely to have significant impacts on the greater Portland region. In 2009, the Oregon Legislature set goals to reduce greenhouse gas (GHG) emissions 10 percent below 1990 levels by 2020 and at least 75 percent below 1990 levels by 2050.45 More recently, Executive Order 20-04 set new emissions reduction goals that call for the State of Oregon to reduce its GHG emissions at least 45 percent below 1990 emissions levels by 2035 and at least 80 percent below 1990 levels by 2050.46 These updated goals are consistent with the reductions that climate scientists now believe are necessary to avoid catastrophic climate change impacts.

The transportation sector is the largest contributor to greenhouse gas emissions in Oregon. It is therefore a key focus of the state's greenhouse gas reduction efforts. And the State, recognizing the role that regional transportation plans (RTPs) play in influencing transportation policies, projects, and outcomes, has relied on RTPs to help reduce transportation emissions. The State is responsible for allocating state and federal funds to reduce GHG emissions by making vehicles and fuels cleaner; it assigns regions targets that are designed to make up the gap between those State-led reductions and State goals. Beginning in 2012, the State set GHG reduction targets for the greater Portland region to meet and has continued to update these targets since, most recently in July 2022. The Portland region's targets for the financially constrained RTP are:

- A 20 percent reduction in per capita greenhouse gas emissions by the year 2035 (the target for the Climate Smart Strategy adopted in 2014)[47]
- A 25 percent reduction by 2040 (the target for the 2018 RTP)
- A 30 percent reduction by 2045 (the target for the 2023 RTP)
- A 35 percent reduction by 2050 (the target for the 2028 RTP)
- Targets for the years 2041-2049 steadily increase from 26 to 34 percent in order to maintain progress toward the 2050 target.[48]

These targets are relative to a 2005 base year. They are based on per capita emissions in order to control for population growth and focus on the impact of transportation policies, programs and plans on GHG emissions. Regional targets only apply to certain types of emissions, and therefore only certain reduction strategies count toward the region's targets:

[45] Oregon Department of Environmental Quality, Oregon Greenhouse Gas Emissions, https://www.oregon.gov/deq/aq/programs/Pages/GHG-Oregon-Emissions.aspx

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

[47] The Climate Smart Strategy adopted in 2014 was forecasted to achieve a 29 percent reduction by 2035 if fully implemented.

[48] Oregon Administrative Rule 660-044-0020, https://secure.sos.state.or.us/oard/displayDivisionRules.action?selectedDivision=3093

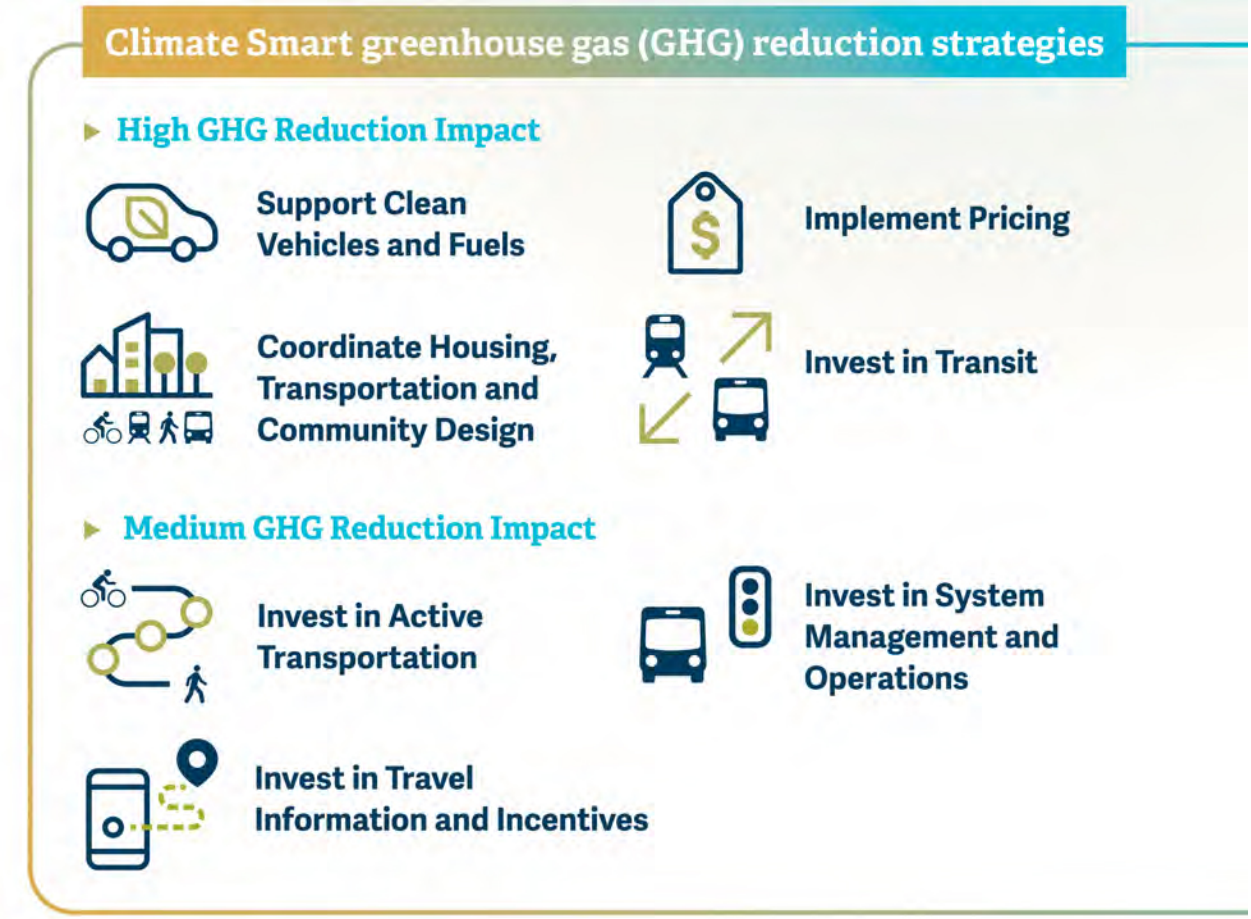
https://www.oregon.gov/lcd/LAR/Documents/2022-01_Div44.pdf

- **Strategies that reduce emissions from light vehicles**, including passenger vehicles (cars, pickup trucks and SUVs) and commercial trucks with a vehicle weight rating of 10,000 pounds or less.
- **Strategies that impact household travel,** whether physically traveled by the members of the household or by deliveries and miscellaneous commercial travel to their home.[4]
- **Strategies that benefit the climate by reducing vehicle miles traveled**. The State estimates the impact of State-level vehicle- and fuel-based reductions and then sets regional greenhouse gas targets to fill the remaining gap needed to meet Oregon's emissions goals. It would be double-counting if regions also took credit for vehicle- and fuel-based reductions, which would lead agencies to overestimate progress toward Oregon's climate goals. The state has clarified that **the targets shown above are equivalent to VMT reduction targets.**

The Climate Smart Strategy,[49] adopted in 2014, is the region's blueprint for reducing emissions. It identifies a toolkit of high- and medium-impact GHG reduction strategies, summarized in Figure 4.29 below, that the region's transportation agencies continue to rely on today.

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

**Figure 4.29 Climate Smart greenhouse gas reduction strategies**




### 4.5.1 The 2023 RTP GHG and VMT gap

Though the region's basic toolkit for fighting climate change has remained consistent since 2010, the State last updated the region's GHG and VMT targets in 2017 and requires each RTP update to include a revised climate analysis that demonstrates the region's progress toward these targets that accounts for state clean vehicle and fuel strategies and that updates the level of implementation of different local and regional strategies to reflect the policies and investments in the RTP. If this analysis finds that the RTP is not sufficient to meet regional targets, JPACT and Metro Council can consider changes to the RTP that further reduce VMT and GHG emissions.

Prior to updating the 2023 RTP project list, Metro estimated the gap between between the region's existing emissions under the 2018 RTP and its updated GHG reduction targets. The size and nature of the gap help to understand and anticipate the extent to which the 2023 RTP may need to change in order to meet its climate targets, and what the needed changes might look like. Metro, working in partnership with ODOT, DLCD and DEQ, used VisionEval, which is the tool the state uses to set regional climate targets and is designed to allow users to evaluate and compare multiple different GHG reduction scenarios, to assess two scenarios:

The **target scenario**, which represents the Portland region's GHG/VMT reduction target. The region's emissions targets are based on a percentage reduction in 2005-level GHG emissions; the Target scenario applies these reductions to daily VMT per capita from 2005 to estimate target levels of daily VMT per capita for different milestone years.

The **STS+RTP18 scenario**, which represents the GHG/VMT reductions due to adopted State and local/regional plans. State-level reductions are based on the Statewide Transportation Strategy (STS),[50] which outlines the strategies that the State will take to reduce transportation-sector GHG emissions on variables such as the share of zero-emission vehicles, the carbon intensity of fuels, the balance of cars and trucks in the passenger fleet, vehicle turnover, and the cost of travel (accounting for the cost of various types of energy as well as state-implemented road pricing). Metro is required to use State assumptions about the carbon intensity of vehicles and fuels in its climate analysis and can choose whether to adjust some pricing assumptions provided by the state. Local/regional reductions are based on the 2018 RTP, which included significant investments in transit, active transportation, travel demand and system management, and other GHG reduction strategies. In 2020, Metro staff made minor adjustments to some of the VisionEval inputs that represent the 2018 RTP in order to capture progress in implementing these strategies.[51]

Table 4.7 and Figure 4.30 show GHG reductions under these two scenarios as well as the RTP23 gap, which is the remaining reduction in GHG/VMT that the 2023 RTP update needs to achieve in order to meet its climate targets, and which is calculated as the difference between the results of the Target Scenario and those of the STS+RTP18 Scenario. These results are shown in both absolute daily VMT per capita and in the same percentage reductions relative to the 2005 baseline that the State uses when establishing regional targets.

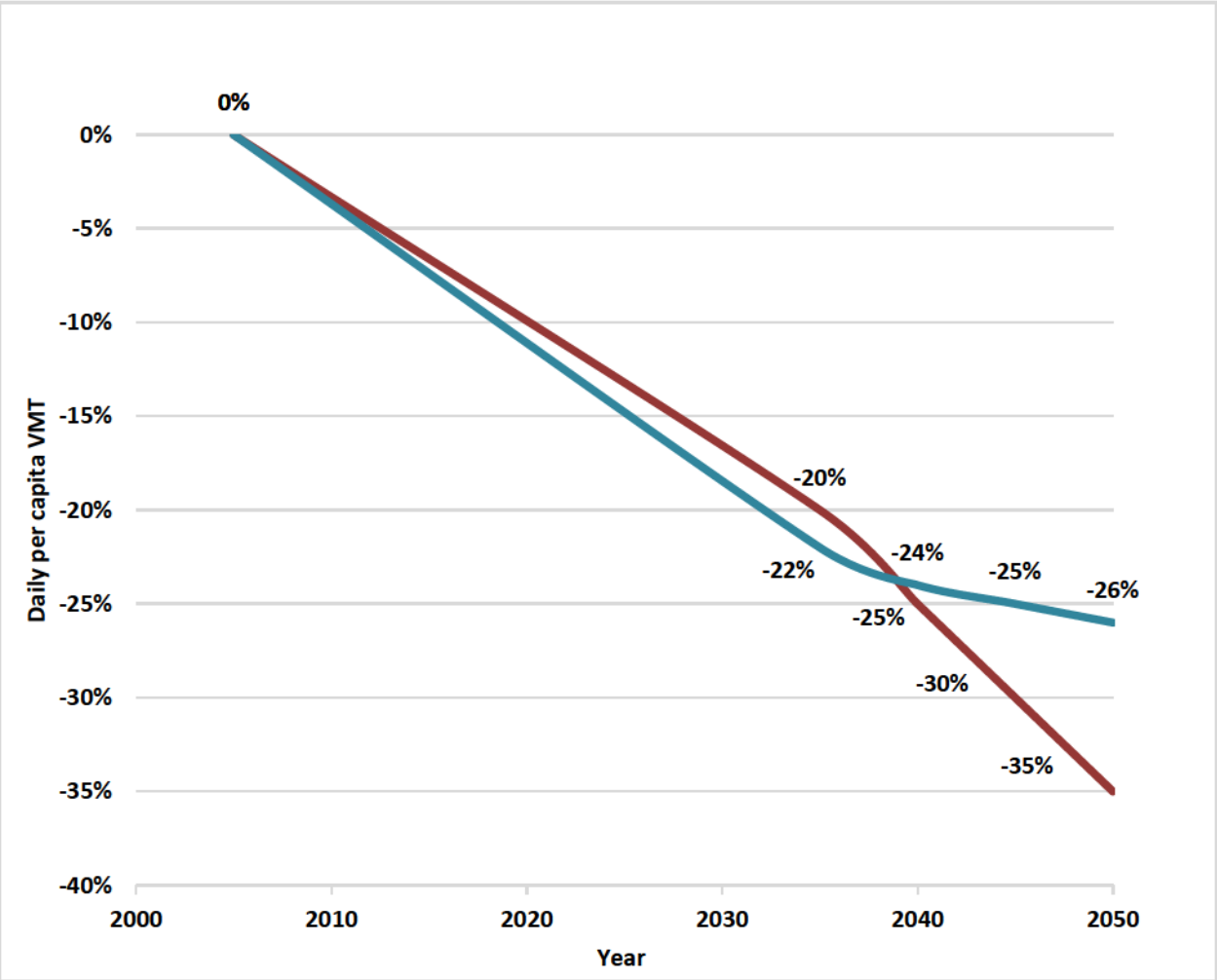
**Table 4-9 Estimated absolute and percentage reductions in daily VMT per capita by scenario**

| Year | Target (absolute) | Target (% reduction) | STS + RTP18 (absolute) | STS + RTP18 (% reduction) | Estimated RTP23 gap (absolute) | Estimated RTP23 gap (% reduction) |
|---|---|---|---|---|---|---|
| 2005 | 19.4 | 0% | 19.4 | 0% | 0 | 0% |
| 2035 | 15.5 | -20% | 15.0 | -22% | -0.4 | 2% |
| 2040 | 14.5 | -25% | 14.6 | -24% | 0.2 | -1% |
| 2045 | 13.5 | -30% | 14.5 | -25% | 1.0 | -5% |
| 2050 | 12.5 | -35% | 14.3 | -26% | 1.8 | -9% |

[50] https://www.oregon.gov/odot/Planning/Pages/STS.aspx

[51] 2020 adjustments focused on adjusting assumptions regarding participation in traveler information and incentive programs based on updated evaluation data from Metro's Regional Travel Options program demonstrating that participation in these programs is often more limited than anticipated. The 2018 RTP assumed that 30% of workers and 45% of households receive regular travel options programming; Metro revised these assumptions downward to 5% and 0.5%, respectively. Other assumptions from the 2018 RTP climate analysis can be found in Appendix J of the 2018 RTP: https://www.oregonmetro.gov/sites/default/files/2019/04/02/RTP-Appendix_J_Climate_Smart_Strategy_Monitoring181206.pdf.

**Figure 4.30 Estimated percentage reductions in daily VMT per capita, Target vs. STS+RTP18 Scenario**




These results confirm that the 2018 RTP Climate Strategy was largely on track to meet its GHG reduction targets. The targets used in the 2018 RTP only extended through 2040, and under the STS+RTP18 Scenario is very close to Target Scenario levels through the year 2040 However, the results also highlight a growing GHG reduction gap for the years 2040-50. This is expected since the State has set targets out to 2050, whereas the GHG strategies adopted in the 2018 RTP only apply out to 2040. Nonetheless, the way that the results of the two scenarios diverge after 2040, when targets become more ambitious while local/regional GHG reductions flatten out, suggests that the region needs to focus on achieving long-term, cumulative emissions reductions to achieve its targets. This analysis estimates that the region needs to reduce 2050 daily VMT per capita by 1.8 miles below currently forecasted levels to meet its targets. This is equivalent to reducing VMT/GHG emissions by roughly a third more than what current plans are expected to achieve.

Coordinated implementation of multiple GHG reduction strategies can help to achieve the necessary reductions, particularly when it is supported by active pricing and/or management of the transportation system. The 2023 RTP update is the first to include roadway pricing policies

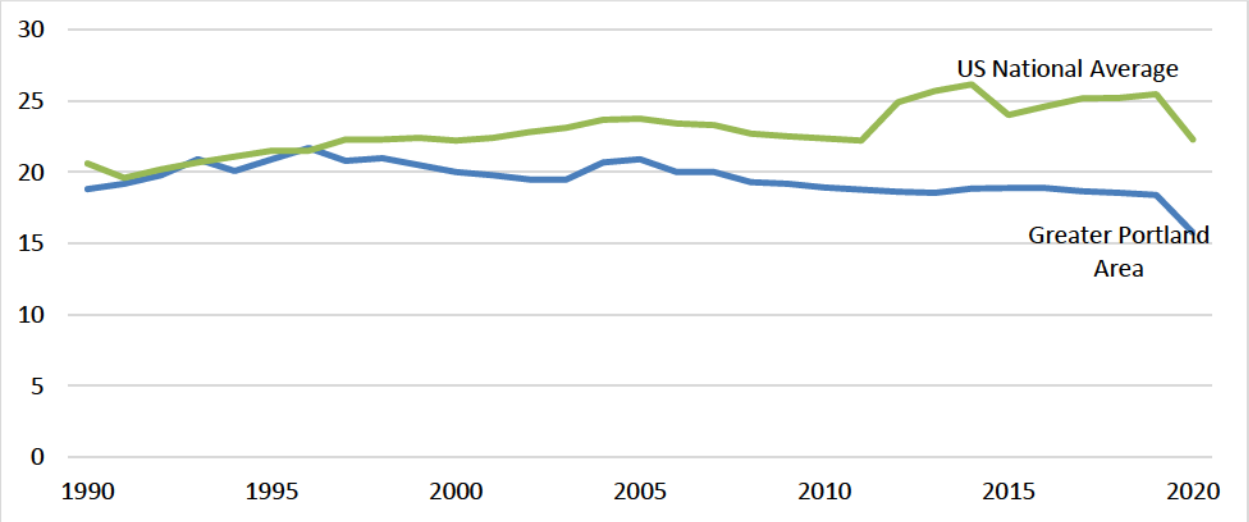
and projects, which creates a major opportunity to reduce VMT and GHG emissions. Chapter 7 updates the analysis above to evaluate the 2023 RTP update's progress toward meeting regional climate targets.

### 4.5.2 VMT per capita

Vehicle miles traveled (VMT) per capita measures much the average person in the Portland region drives each day. Many transportation agencies in the region use VMT per capita to measure progress toward creating vibrant communities and providing multimodal travel options. As discussed above, the region's climate targets focus on reducing VMT. Understanding current and historical VMT per capita can help identify additional opportunities to reduce emissions and close any gap remaining between emissions under the 2023 RTP update and the region's climate targets.

Figure 4.31 below shows trends in VMT per capita between 1990 and 2020 for both the U.S. and the greater Portland region.

**Figure 4.31 Daily VMT per capita for the greater Portland region and the U.S, 1990-2020 (Oregon and Washington Highway Performance Monitoring System offices)**




Per capita VMT in the greater Portland region has been significantly lower than the national average since 1997. There has been a general downward trend, with a few exceptions during economic booms, over the past 25 years. However, between 2010 and early 2020[52] there was little or no decline in VMT per capita. The region's past successes in transportation and land use planning appear to have had a lasting impact on people's travel choices, and even during periods of growth they may have helped to keep VMT per capita from increasing. But in order to continue

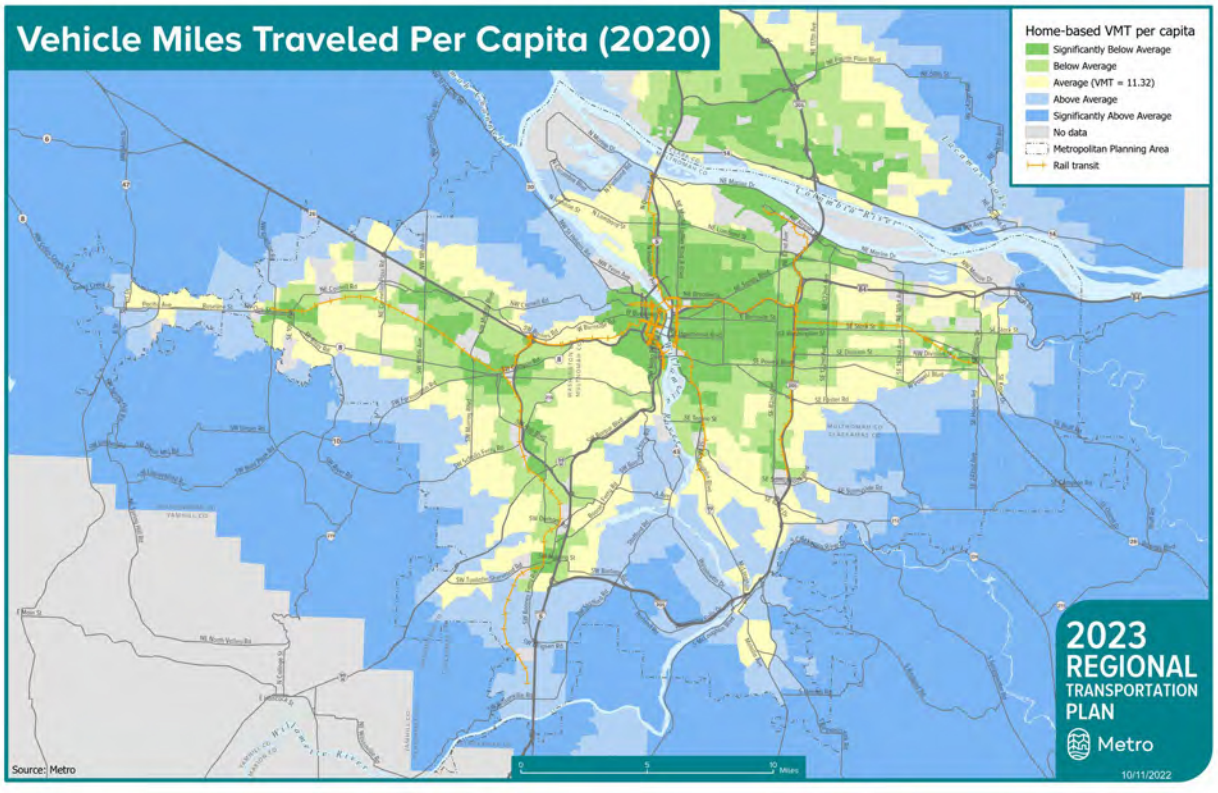
[52] Figure 4.31 also shows a steep decline in both national and regional VMT per capita in 2020. This reflects the onset of the COVID-19 pandemic, which led many people to limit their travel as stay-at-home orders were carried out and many schools and workplaces closed. Metro's Emerging Transportation Trends study (https://www.oregonmetro.gov/public-projects/2023-regional-transportation-plan/research) estimated that the persistence of teleworking and other pandemic-era behaviors could reduce 2050 VMT per capita by three to eight percent, all other things being equal.

to reduce VMT – especially in an era when high housing costs make it challenging for many people to live in neighborhoods with good access to travel options – the region will likely need to take new approaches, such as congestion pricing, or double down on high-impact strategies such as expanding frequent transit, creating affordable housing in regional centers, and managing or pricing parking.

The numbers above also help provide some context for understanding the estimated VMT reduction gap between the 2018 RTP and regional climate targets discussed in the previous section. The estimated gap of 1.8 miles per person per day is roughly the same amount that regional VMT declined between 1997 and 2002 or 2007 and 2013, which are two of the periods when VMT declined the most during the past 30 years. This suggests that closing such a gap is feasible, even during a period of economic growth such as 1997-2002 (all things being equal, VMT tends to increase as the economy grows), but it requires a deliberate and coordinated effort.

Figure 4.32 shows how estimated household-based VMT per capita from Metro's travel model varies across the region. Though these are estimates, they highlight relative differences in VMT per capita based on nearby land uses and transportation options.

**Figure 4.32 Home-based VMT per capita by Metro transportation analysis zone, 2020 (Metro regional travel model)**




VMT per capita is lower in regional centers, along frequent transit lines, and in many of the region's older neighborhoods. This is consistent with research finding that VMT per capita tends to be lower in compact communities with a mix of destinations and good access to transit and

other options.[53] It demonstrates the impact of sound land use planning and diverse travel options on VMT per capita.

[53] https://nap.nationalacademies.org/catalog/12747/driving-and-the-built-environment-the-effects-of-compact-development

# Chapter 5

# **Our Transportation Funding Outlook**

# 2023 Regional Transportation Plan

May 26, 2023 WORKING DRAFT

*This chapter will be provided in the July public review draft.*

# Chapter 6

# **Regional Programs and Projects to Achieve Our Vision**

## 2023 Regional Transportation Plan

May 26, 2023 WORKING DRAFT

*This chapter will be provided in the July public review draft.*

# Chapter 7

# **System Analysis**

# 2023 Regional Transportation Plan

May 26, 2023 WORKING DRAFT

*This draft is subject to design and copy edits, technical corrections and minor updates as it is finalized for public review.*

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## TABLE OF CONTENTS

Introduction ..... 2
Purpose ..... 2
Chapter organization ..... 2
7.1 Our Growing Region ..... 3
7.2 Mobility ..... 5
7.3 Safety ..... 8
7.4 Equity ..... 10
7.5 Economy ..... 12
7.5.1 Analyses under development ..... 13
7.6 Climate and Environment ..... 14
7.6.1 Analyses under development ..... 16

Table 7.1 Forecasted changes in regional growth and the travel network, 2020-2045 ..... 3
Table 7.2 Summary of draft system analysis results: mobility ..... 5
Table 7.3 Summary of draft system analysis results: Safety ..... 8
Table 7.4 Summary of draft system analysis results: equity ..... 10
Table 7.5 Summary of draft system analysis results: economy ..... 12
Table 7.6 Summary of draft system analysis results: climate and environment ..... 14
Table 7.7 Climate scenarios and associated assumptions ..... 16

Figure 7.1 Daily VMT per capita by scenario vs. regional climate target ..... 16

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# INTRODUCTION

## Purpose

This chapter presents the results of the RTP system analysis conducted on the draft financially constrained project list in Chapter 6. The analysis assesses the RTP's impact on the five RTP goal areas: mobility, safety, equity, climate and economy. The RTP uses several different performance measures to capture the region's progress in each of these goal areas and compares the results to targets described in Chapter 2. The targets that are established through the state and federal rules that govern the RTP or that are included in policies adopted by the Joint Policy Advisory Committee on Transportation (JPACT) and the Metro Council. The system analysis uses Metro's travel model and other analytical tools. The analysis accounts not only for the projects and policies in the RTP, but also for factors such as projected population and job growth.

## Chapter organization

This chapter consists of five sections, each of which summarizes the RTP's performance with respect to the five RTP goals: mobility, safety, equity, economy, and climate. These sections all follow the same structure. Each begins with a table that summarizes the results for performance measures related to the goal in question. For each measure, the tables include a sentence describing the measure followed by rows with numbers showing the associated target and data on results and targets for the years 2020, 2030, and 2045. The tables use blue text to indicate where the RTP meets targets, orange text to indicate where it doesn't, and purple text to indicate mixed results. The text below the tables **highlights key findings in bold**, provides additional context to help interpret results, and discusses any performance measures or analyses that are still pending.

Metro sometimes cannot estimate results for certain years, and targets sometimes do not apply to all years for which the tables below show data. Blank cells in a table mean that a result or target is not available for a particular year for the measure in question.

The draft system analysis results are described alongside key takeaways from the high-level project list assessment completed as part of the evaluation process. The high-level project list assessment takes a simple, yes-or-no approach to reviewing whether individual projects in the draft RTP project list have certain features that support RTP goals and considers the share of the RTP spending devoted to different types of projects. The high-level project list assessment and system analysis in combination with public feedback received will inform policymakers and regional technical and policy advisory committees as they work together to finalize the draft. RTP and projects lists for adoption in Fall 2023.

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## 7.1 OUR GROWING REGION

The system analysis focuses on how the RTP advances the region toward meeting its transportation goals. That said, other factors like regional population and employment growth and the historical development of the region's transportation system, also influence progress toward these goals. Table 7.1 summarizes how the region and its travel network are growing and changing.

**Table 7.1 Forecasted changes in regional growth and the travel network, 2020-2045**

| | 2020 | 2030 | 2045 |
|---|---|---|---|
| *Population and employment* | | | |
| Total population | 1,740,943 | 1,933,475 | 2,242,128 |
| % change in population vs. 2020 | | 11% | 29% |
| Total households | 693,123 | 794,613 | 950,634 |
| % change in households vs. 2020 | | 15% | 37% |
| Total employment | 985,260 | 1,050,958 | 1,210,997 |
| % change in employment vs. 2020 | | 7% | 23% |
| *Travel network* | | | |
| Total road miles | 3,723 | 3,754 | 3,789 |
| % change in road miles vs. 2020 | | 1% | 2% |
| Total arterial miles | 3,491 | 3,525 | 3,556 |
| % change in arterial miles vs. 2020 | | 1% | 2% |
| Total lane miles | 5,510 | 5,640 | 5,776 |
| % change in lane miles vs. 2020 | | 2% | 5% |
| Total throughway lane miles | 627 | 645 | 663 |
| % change in throughway lane miles vs. 2020 | | 3% | 6% |
| Total transit network miles | 1,240 | 1,275 | 1,294 |
| % change in transit network miles vs. 2020 | | 3% | 4% |
| Total regional pedestrian network miles | 597 | 646 | 724 |
| % change in regional pedestrian network miles vs. 2020 | | 8% | 21% |
| Total regional bicycle network miles | 626 | 800 | 802 |
| % change in regional bicycle network miles vs. 2020 | | 28% | 28% |
| Total regional trail network miles | 247 | 273 | 330 |
| % change in regional trail network miles vs. 2020 | | 11% | 34% |

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This information – which comes from the regional growth distribution adopted by the Metro Council for the RTP and other local and regional planning efforts, and from the project information that agency partners submit to the RTP – forms part of the background assumptions that Metro uses to analyze the impact of the RTP on regional goals. It highlights how the region is growing and changing and provides additional context for interpreting some of the results above.

**The region is forecasted to grow significantly between now and 2045**. During that time, the region's population is anticipated to grow by 29 percent, while employment grows by 23 percent. Though the COVID-19 pandemic slowed population and job growth in the Portland region and in many other major metro areas, this growth is expected to pick up again in the future. Population

and employment growth has a strong influence on congestion, and therefore on related performance measures such as access to jobs and corridor travel times. The region's goals are to improve access to jobs and reduce travel times on key corridors regardless of how much growth occurs, but all other things being equal these goals are harder to achieve when the region is growing more rapidly. Comparing the change in these performance measures to overall population and employment growth can help to distinguish whether growth or other issues are the driving factors behind the changes shown in the system analysis.

**The motor vehicle network is much more extensive than other networks**. The system analysis focuses on measuring system completion for different networks and in different communities where RTP policies prioritize investment. This is an important way of understanding the RTP's progress toward the region's vision for the transportation network, but those visions always build on the existing network, which was developed over several decades during which transportation agencies primarily focused on moving vehicles. Table 7.1 summarizes the current extent of different networks and the planned growth of those networks under the RTP. It illustrates why so many of the goals described above focus on completing the transit and active transportation networks – as of 2020, all those networks are less than a third of the size of the region's road network, and that is still the case in 2045 even with the RTP prioritizing transit and active transportation investments.

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## 7.2 MOBILITY

**Table 7.2 Summary of draft system analysis results: mobility**

| Measure | Base year value | Base year target | 2030 result | 2030 target | 2045 result | 2045 target |
|---|---|---|---|---|---|---|
| *The RTP aims to triple transit, bike, and pedestrian mode shares relative to the base year.* | | | | | | |
| Transit mode share | 4.1% | | 4.5% | | 5.4% | 12.2% |
| Pedestrian mode share | 7.5% | | 7.5% | | 7.8% | 22.6% |
| Bicycle mode share | 3.7% | | 3.8% | | 3.9% | 11.1% |
| *The RTP prioritizes improving access to jobs via driving and transit relative to the base year.*[1] | | | | | | |
| % of regional jobs accessible by transit | 7% | | 8% | 7% | 8% | 7% |
| % of regional jobs accessible by driving | 41% | | 42% | 41% | 37% | 41% |
| *The RTP aims to provide the same level of access to jobs via transit (or greater) as via driving so that transit offers the same efficiency and convenience as driving.* | | | | | | |
| % of regional jobs accessible by transit | 7% | 41% | 8% | 42% | 8% | 37% |
| *The RTP aims to complete the motor vehicle, transit, bicycle, trail and pedestrian networks by 2035.* | | | | | | |
| % of the motor vehicle network that is complete | 98% | 100% | 99% | 100% | 99% | 100% |
| % of the transit network that is complete | 70% | 100% | 72% | 100% | 73% | 100% |
| % of the pedestrian network that is complete | 57% | 100% | 62% | 100% | 69% | 100% |
| % of the bicycle network that is complete | 55% | 100% | 60% | 100% | 66% | 100% |
| % of the trail network that is complete | 43% | 100% | 48% | 100% | 58% | 100% |
| *The RTP prioritizes completing the bicycle and pedestrian system near transit (relative to the regional average) in order to provide safe and convenient access to stations and stops.* | | | | | | |
| % of the pedestrian network near transit that is complete | 63% | 57% | 68% | 62% | 74% | 69% |
| % of the bicycle network near transit that is complete | 60% | 55% | 66% | 60% | 71% | 66% |
| *The RTP aims to have no more than four hours in a day when average travel speeds fall below 35 miles per hour on the region's limited=access throughways and 20 miles per hour on other designated throughways so that the region's throughways are reliable.* | | | | | | |
| % of limited-access throughway miles that fall below 35 MPH for more than 4 hours per day | TBD | TBD | TBD | TBD | TBD | TBD |
| % of other throughway miles that fall below 20 MPH travel speeds for more than 4 hours per day | TBD | TBD | TBD | TBD | TBD | TBD |
| *The RTP aims to increase the share of households and jobs that are located within walking distance of frequent transit service*[2] *relative to the base year.* | | | | | | |

[1] Access to jobs analysis involves measuring the average number of jobs that are accessible via 45 minutes via transit and 30 minutes via driving during peak travel hours across all of the travel analysis zones used in Metro's travel model. See the equity section below for more detail on the type of jobs and destinations that are captured in this analysis.

[2] "Frequent transit service" refers to service with headways of 15 minutes or less. Metro uses different walking distances to analyze proximity to different types of transit service, consistent with research that shows people are willing to walk longer to reach higher-quality service. This analysis defines "walking distance" as ¼ mile for bus, 1/3-mile for streetcar, and ½ mile for rail.

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| Measure | Base year value | Base year target | 2030 result | 2030 target | 2045 result | 2045 target |
|---|---|---|---|---|---|---|
| % of households located within walking distance of a frequent transit station | 54% | | 56% | 54% | 54% | 54% |
| % of jobs located within walking distance of a frequent transit station | 64% | | 67% | 64% | 67% | 64% |
| *The RTP seeks to improve mobility by filling gaps in the transportation network and by designing the transportation system for multimodal travel.* | | | | | | |
| % of the capital RTP spending invested in projects that fill gaps in the transportation network | | | 30% | | 29% | |
| % of the capital RTP spending invested in projects that include multimodal design elements | | | 95% | | 91% | |
| % of the capital RTP spending invested in projects that fill gaps and include multimodal design elements | | | 30% | | 29% | |

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Since the RTP is a transportation plan, it has many different performance measures related to mobility, including three new measures to support the regional mobility policy – system completeness, throughway reliability, and vehicle miles traveled (discussed in the climate section). For some of these measures the RTP meets performance targets, whereas for other measures it falls short.

**The RTP does not meet the region's targets to triple transit, walking and bicycling mode share**. Metro's travel models forecast that the investments in the RTP help to increase the share of trips that people make using these modes, but only by small amounts. Transit mode share is forecast to grow by 1.3% between 2020 and 2045 – a relative increase of over 30% – which is significant, but still far short of adopted targets. Walking and bicycling mode shares increase by much smaller amounts than transit mode shares.

**The RTP generally improves access to jobs**. The percentage of the region's jobs that are accessible by transit increases between 2020 and 2045. Access to jobs by transit also increases between 2020 and 2030, but then it declines between 2030 and 2045. Generally, the investments in the RTP help to keep both roads and transit vehicles moving more efficiently, which increases access to jobs. Increasing congestion near some job centers appears to be contributing to declining motor vehicle access to jobs in the later years of the plan.

**Driving currently offers much better access to jobs than transit does, and the RTP does not change this**. The RTP improves access to jobs via transit more than it does access to jobs via driving. However, driving currently offers access to five to ten times as many destination as transit does depending on when you are traveling, where you want to go, and where within the region you are starting from, and the RTP does not change the fact that driving offers much better access than transit does. In order to give people the ability to choose from a variety of seamless and well-connected travel options and services that easily get them where they need to go, transit needs to

offer the same level of access as driving does. Providing equal access via transit and driving is an aspirational goal for the greater Portland region – and almost any other U.S. city – due to a decades-long history of auto-oriented development, but closing the gap between transit and driving access has far-reaching benefits for the region.

**None of the region's transportation networks are complete, but the motor vehicle network is much closer than others**. A goal of the RTP mobility policy is to complete all the planned infrastructure networks included in the plan – motor vehicle, transit, pedestrian, bicycle and trail. None of these networks are complete, but the motor vehicle network, which will be 99% complete in 2045 when other networks are only 58 to 73% complete, is much closer than the other networks. Completing all networks in the RTP is important to meeting goals, but the fact that the motor vehicle network is so much more complete than others contributes to the challenge of providing a variety of seamless and connected travel choices. Additional work is being completed by Metro staff to develop approaches for defining system completeness for transportation system management and operations (TSMO) network and transportation demand management programs.

**The region has historically prioritized completing pedestrian and bicycle facilities near transit, and the RTP upholds this priority**. The pedestrian and bicycle networks are currently more complete near transit than in other locations in the region, and though the RTP does slightly less to complete these networks near transit than in other parts of the region, they will still be more complete in 2045.

**The RTP generally improves access to frequent transit, if only slightly**. In order for the transit system to be useful, stops and stations have to be located near common origins and destinations, particularly for the frequent service that gets riders where they need to go efficiently. The RTP slightly increases the share of jobs that are near transit, and in the short term, the share of households that are located near transit as well. However, the share of households that are projected to be within walking distance of transit in 2045 is similar to the base year share. Though the RTP expands the transit system, this planned growth may not be keeping pace with new development.

Almost all of the RTP projects include design elements that support travel by transit, foot or bike. However, slightly under a third of the RTP spending goes toward projects that close gaps in regional transportation networks. Increasing this share could help the RTP better complete the transportation system.

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## 7.3 SAFETY

**Table 7.3 Summary of draft system analysis results: Safety**

| Measure | Base year value | Base year target | 2030 result | 2030 target | 2045 result | 2045 target |
|---|---|---|---|---|---|---|
| *The RTP aims to eliminate transportation related fatalities and serious injuries for all users of the region's transportation system by 2035, and to maintain progress toward this goal in interim years.* | | | | | | |
| Number of fatalities | 93 | 52 | | | | |
| Fatalities per 100 million vehicle miles traveled | 0.9 | 0.5 | | | | |
| Number of serious injuries | 512 | 384 | | | | |
| Serious injuries per 100 million vehicle miles traveled | 4.8 | 3.6 | | | | |
| Number of non-motorized fatalities and serious injuries | 129 | 95 | | | | |
| *The RTP seeks to advance safety by funding projects that benefit safety in the most dangerous locations on the region's transportation network.* | | | | | | |
| % of the capital RTP spending invested in projects identified as safety projects | | | 66% | | 71% | |
| % of the capital RTP spending invested in projects located on high injury corridors or intersections | | | 40% | | 53% | |
| % of the capital RTP spending invested in safety projects that are located on high injury corridors or intersections | | | 24% | | 43% | |

**The region is not on track to meet its target of reducing fatal and serious injury crashes to zero by 2035**. Table 7.3 shows baseline 2020 results for several different indicators that examine different types of crashes (fatal crashes, serious injuries, and non-motorized crashes involving vulnerable users) using different indicators (both rates and absolute values) and compares them 2020 targets that represent a sixteen percent reduction in crashes compared to 2014, when the region adopted this safety targets, and a fifty percent reduction by 2025. By every **safety measure that the RTP tracks, the region's streets are getting less safe**, and the RTP is not meeting the interim 2020 targets that it established to maintain progress toward the 2035 Vision Zero goal.

The needs assessment and Urban Arterials Brief prepared in Fall 2022 contain more information on where crashes are occurring in the region and who is affected by different types of crashes that helps to explain and contextualize the results above.[3] Key findings include:

- Pedestrians experience a disproportionately high number of traffic deaths.
- Traffic fatalities are decreasing among bicyclists.
- A majority of serious crashes and bike/ped crashes occur in equity focus areas (see the Equity section for more information).

[3] https://www.oregonmetro.gov/sites/default/files/2022/11/29/2023-RTP-Needs-Assessment-fact-sheets.pdf and https://www.oregonmetro.gov/sites/default/files/2022/10/24/Safe%20and%20healthy%20urban%20arterials%20policy%20brief.pdf

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- Speed, alcohol, and/or drugs continue to be the most common contributing factors in severe and fatal crashes in the region.
- Serious crashes, and particularly fatal pedestrian crashes, are increasing both in the Greater Portland region and nationally. The growing popularity of SUVs and other heavier and larger models of passenger vehicles is contributing to these trends; by 2025, light-trucks, SUVs, vans and pickups are estimated to make up 78 percent of sales. Research indicates that crashes involving SUVs and similar weight vehicles are more likely to be serious and to injure or kill pedestrians and bicyclists.[4]

More than two thirds of capital funding in the RTP goes to projects that lead agencies identified as safety projects, and roughly half of the capital budget goes toward projects that are on the high-injury network, which includes the relatively small share of roads and intersections where most of the serious crashes in the region occur.[5] However, a smaller share of the near-term (2023-30) RTP spending is devoted to these projects than of the total budget, which suggests that there may be additional opportunities to prioritize near-term investments in safety. See Chapter 3 for a map of the high injury network that is used in these safety analyses.

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[4] Tyndall, Justin. "Pedestrian Deaths and Large Vehicles." Economics of Transportation, Volumes 26–27, June–September 2021. https://www.sciencedirect.com/science/article/abs/pii/S2212012221000241?via%3Dihub, and Monfort, Samuel S.; Mueller, Becky C. "Pedestrian injuries from cars and SUVs: updated crash outcomes from the Vulnerable Road User Injury Prevention Alliance (VIPA)." Traffic Injury Prevention (TIP), Insurance Institute for Highway Safety, May 2020. https://www.iihs.org/topics/bibliography/ref/2203.

[5] For a map of High Injury Corridors and intersections, see https://experience.arcgis.com/experience/6b5ae16aad814e6e81546bcc4ffdf964.

## 7.4 EQUITY

**Table 7.4 Summary of draft system analysis results: equity**

| Measure | Base year value | Base year target | 2030 result | 2030 target | 2045 result | 2045 target |
|---|---|---|---|---|---|---|
| *Safety is a critical issue in equity focus areas. The RTP aims to eliminate transportation related fatalities and serious injuries for all users of the region's transportation system, particularly in equity focus areas, which experience higher rates of serious crashes.* | | | | | | |
| Serious crashes in Equity Focus Areas (EFAs) | 65% | 35% | | | | |
| Pedestrian- and bicyclist-involved crashes in Equity Focus Areas (EFAs) | 75% | 25% | | | | |
| *The RTP prioritizes completing the bicycle and pedestrian system in equity focus areas (relative to other communities) to provide safe streets for the most vulnerable travelers.* | | | | | | |
| % of the pedestrian network that is complete within EFAs | 70% | 45% | 76% | 49% | 81% | 58% |
| % of the pedestrian network near transit that is complete within EFAs | 73% | 53% | 78% | 56% | 83% | 64% |
| % of the bicycle network that is complete within EFAs | 61% | 49% | 68% | 53% | 75% | 58% |
| % of the bicycle network near transit that is complete within EFAs | 64% | 55% | 72% | 60% | 77% | 65% |
| *The RTP prioritizes improving access to jobs within equity focus areas (relative to other communities).*[6] | | | | | | |
| % of regional jobs accessible by transit in equity focus areas | 8% | 5% | 9% | 5% | 11% | 5% |
| % of regional jobs accessible by driving in equity focus areas | 42% | 40% | 43% | 40% | 40% | 33% |
| *The RTP seeks to advance equity by funding projects that benefit equity in the communities that have the greatest needs.* | | | | | | |
| % of the capital RTP spending invested in equity projects (transit or walk/bike investments) | | | 69% | | 75% | |
| % of the capital RTP spending invested in projects located in equity focus areas | | | 37% | | 36% | |
| % of the capital RTP spending invested in equity projects that are located in equity focus areas | | | 27% | | 26% | |

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**The RTP achieves mixed results on equity – it invests equitably, but these investments do not lead to more equitable outcomes, nor do they undo longstanding transportation inequities in safety and access to jobs**. The region's bicycle and pedestrian networks are currently more complete in the Equity Focus Areas (EFAs) where people of color, low-income people and people who speak limited English are concentrated, and the RTP continues to invest in

[6] The results shown here measure access to all jobs during peak hours. Community feedback has emphasized that marginalized people particularly prioritize access to community places such as schools, grocery stores and community services and access to jobs that they are qualified for, and that marginalized people are less likely to commute during peak hours and more likely to need to travel throughout the day. Metro staff analyzed access to jobs by wage level and access to community places and access during off-peak periods. All of these analyses show the same basic patterns as the results in Table 7.2 – access to destinations via transit and auto is slightly better in equity focus areas than in other communities, and access to destinations via auto is much higher than access via transit – and this memorandum does not reproduce those results in order to conserve space. The final RTP will include complete results of the accessibility analysis.

completing those networks. However, recent data shows that these areas continue to experience three times the number of crashes that involve people walking and biking – who are particularly vulnerable to death and injury during crashes – and almost twice as many fatal and serious injury crashes as other parts of the region.

Similarly, **people living in EFAs currently enjoy significantly better access to jobs via transit and driving than people living in non-EFAs, and the RTP continues to improve access to jobs in these communities relative to others**. However, despite continued efforts to grow transit service during this and previous RTP cycles, **driving in general continues to offer much more efficient and convenient access to jobs than transit does**. Both community feedback and research emphasize that people of color and people with low incomes are more likely to rely on transit than other people are. This suggests that an equitable transportation system is one in which transit offers the same level of access to jobs as driving – and even with the investments in the RTP the region still falls short of providing equal access via driving and transit.

Over two thirds of RTP capital spending goes toward projects that invest in the transportation equity needs identified by EFA residents, and over one third goes toward projects in EFAs, with a slightly higher share of long-term funding than near-term funding devoted to these priorities. See Chapter 3 for a map of the equity focus areas used in these analyses.

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## 7.5 ECONOMY

**Table 7.5 Summary of draft system analysis results: economy**

| Measure | Base year value | Base year target | 2030 result | 2030 target | 2045 result | 2045 target |
|---|---|---|---|---|---|---|
| *The RTP aims to decrease driving and transit travel times along regional mobility corridors relative to the base year.* | | | | | | |
| % change in average mid-day corridor[7] travel times vs. 2020 - driving | | | 0.7% | 0% | 3.7% | 0% |
| % change in average evening peak corridor travel times vs. 2020 - driving | | | 1.5% | 0% | 3.8% | 0% |
| % change in average off-peak corridor travel times vs. 2020 - transit | | | -3.4% | 0% | -3.8% | 0% |
| % change in average evening peak corridor travel times vs. 2020 - transit | | | -1.2% | 0% | -1.6% | 0% |
| *The RTP prioritizes completing the bicycle and pedestrian system in job and activity centers (relative to the regional average) in order to provide safe and convenient options for short trips and connections to transit.* | | | | | | |
| % of the pedestrian network that is complete within centers, station communities, and mixed-use areas | 74% | 57% | 77% | 62% | 80% | 69% |
| % of the bicycle network that is complete within centers, station communities, and mixed-use areas | 63% | 55% | 69% | 60% | 74% | 66% |
| % of the pedestrian network that is complete within employment and industrial areas | 39% | 57% | 44% | 62% | 52% | 69% |
| % of the bicycle network that is complete within employment and industrial areas | 55% | 55% | 58% | 60% | 64% | 66% |
| *The RTP supports the economy by prioritizing by filling gaps in the transportation network and by designing the transportation system for multimodal travel.* | | | | | | |
| % of the capital RTP spending invested in projects located in planned job centers and growth areas | | | 89% | | 88% | |
| % of the capital RTP spending invested in projects located in areas that currently have higher-than-average concentrations of jobs | | | 83% | | 80% | |

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The RTP achieves mixed results on regional economic goals. It reduces transit travel times along the corridors that connect the region's centers, but driving times along these corridors increase, particularly in 2045, due to increased congestion. However, travel times increase at a much slower pace than the region's population and employment grows (under 4% by 2045, compared to 29% growth in population and 23% growth in jobs), which suggests that the RTP helps traffic

[7] Metro uses mobility corridors that link different regional centers for the purposes of travel analysis (https://www.oregonmetro.gov/mobility-corridors-atlas) and forecasts driving and transit times between key destinations along each corridor using its travel model. The averages presented for this metric are based on the longest-distance route along each corridor for which forecasted both driving and transit travel times are available, and, in the case of peak-hour results, the route corresponding with the direction of peak travel.

move more efficiently along these corridors than it would otherwise given the pressure that new growth and new trips put on the transportation system.

In order to help workers take advantage of the faster and more frequent transit connections that the RTP provides, the RTP must also complete the bicycle and pedestrian networks in the communities where jobs are located. Doing so gives transit commuters safe and convenient connections from transit stations to their places of work. The bicycle and pedestrian network is already more complete than average in centers, station communities and other mixed-use areas where many of the region's office, service, and other jobs are located, and the RTP continues to prioritize investment in these areas. However, even with the investments planned in the RTP, the pedestrian and bicycle networks – particularly the former – are not nearly as complete in employment and industrial areas that are home to many of the region's manufacturing and transportation jobs as it is in the rest of the region. Many businesses in these areas need freight access and ample floor space for manufacturing or warehousing, which can pose challenges to creating convenient and safe walking and biking environments, and new transit options, particularly smaller and more flexible service that can serve routes with many dispersed stops, are needed to give people a car-free option that connects within walking or biking distance of their jobs. However, completing these networks, especially the pedestrian network, can help transit riders safely and conveniently complete the last mile of their commutes.

The RTP invests heavily in projects that are located both in planned job centers and in the places where jobs are currently concentrated, which reflects a continued emphasis on investing in transportation facilities that support current and planned growth.

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### 7.5.1 Analyses under development

Note: The RTP uses **freight-related performance measures** to examine economic performance. The final draft of the 2023 RTP update will include versions of the travel reliability measure discussed in the Mobility section focused on examining the variations in travel times and speed on the regional freight network. Metro staff are working to update these measures through the Freight and Commodities Movement Study and will share freight performance measure results with RTP policy and technical committees as part of the Freight and Commodities Movement Study results in July 2023.

## 7.6 CLIMATE AND ENVIRONMENT

Note: This section will be updated in consultation with ODOT, DLCD and DEQ.

**Table 7.6 Summary of draft system analysis results: climate and environment**

| Measure | Base year value | Base year target | 2030 result | 2030 target | 2045 result | 2045 target |
|---|---|---|---|---|---|---|
| *The RTP aims to reduce **greenhouse gas emissions and vehicle miles traveled** in order to meet regional climate targets set by the state which are to reduce vehicle miles traveled per person by 35% by 2050, with a 30 percent reduction by 2045 and a 25% reduction by 2040, compared to 2005.* | | | | | | |
| % reduction in VMT per capita (relative to 2005) | | | | | 22-40% | 30% |
| % reduction in GHG emissions per capita (relative to 2005) | | | | | TBD | 30% |
| *The RTP aims to reduce total **greenhouse gas emissions** in order to meet State goals.* | | | | | | |
| % reduction in total GHG emissions (relative to 2005) | | | | | | |
| *The RTP aims to keep **criteria pollutants** from mobile sources below thresholds set by the federal government.* | | | | | | |
| Total summer carbon monoxide emissions (lbs) | 261,097 | | 111,508 | 261,097 | 77,805 | 261,097 |
| Total winter carbon monoxide emissions (lbs) | 206,410 | | 85,266 | 206,410 | 71,579 | 206,410 |
| Total summer volatile organic compound emissions (lbs) | 11,734 | | 2,836 | 11,734 | 2,374 | 11,734 |
| Total winter particulate matter 10 exhaust (lbs) | 375 | | 125 | 375 | 62 | 375 |
| Total winter particulate matter 2.5 exhaust (lbs) | 336 | | 111 | 336 | 55 | 336 |
| *The RTP aims to keep **air toxics** from mobile sources below current levels.* | | | | | | |
| *To be added* | | | | | | |
| *To be added* | | | | | | |
| *To be added* | | | | | | |
| *To be added* | | | | | | |
| *To be added* | | | | | | |
| *To be added* | | | | | | |
| *The RTP seeks to advance climate and resilience by funding high-impact greenhouse gas reduction strategies and projects on key emergency routes.* | | | | | | |
| % of the capital RTP budget invested in high- or moderate-impact Climate Smart Strategies | | | 32% | | 28% | |
| % of the capital RTP budget invested in projects located on Emergency Transportation / Seismic Lifeline routes | | | 72% | | 71% | |

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**The RTP meets its targets to reduce criteria pollutant emissions.** These emissions are known to cause health and respiratory issues for people and damage the environment, so meeting this

goal also supports public health and the general health of the region's ecosystem. Progress toward this target is largely driven by the fact that the next generation of vehicles is expected to produce less pollution than the cars that are currently on the road. The region's success in reducing per capita VMT also helps to ensure that increases in driving don't counteract the benefits of cleaner vehicles.

**The RTP meets state-mandated regional climate targets by implementing the projects and programs in the constrained RTP project list in combination with state-led actions identified in the Oregon Statewide Transportation Strategy (STS),** which is Oregon's strategy to reduce transportation-sector GHG emissions. The STS includes state-led pricing actions, in addition to implementation of clean vehicle and fuel programs and regulations at the state and federal level. The fleet and technology actions cover variables such as the share of zero-emission vehicles, the carbon intensity of fuels, the balance of cars and trucks in the passenger fleet, and vehicle turnover. The state-led pricing-actions assumed in the STS assume that the state will implement extensive changes to how transportation revenues are collected in Oregon, both to replace the gas tax, which is not producing enough revenue to meet Oregon's transportation needs, and to reduce GHG emissions by managing demand for driving and encouraging the use of cleaner modes and vehicles. New revenue mechanisms in the STS include a road user charge that levies per-mile fees on drivers, carbon taxes, and additional road pricing beyond what is currently included in the 2023 RTP. These changes are not reflected in the RTP because they are not yet adopted in state policies or regulations, but the climate analysis for the RTP is allowed to include them because these state-led pricing actions are identified in STS and were assumed when the state set the region's climate targets.[8]

The RTP climate targets are designed to ensure that the region and state work together to meet Oregon's transportation-sector GHG reduction goals. The climate analysis must reflect both the transportation investments and policies in the RTP and the impact of state vehicle and fuel regulations as reflected in the Statewide Transportation Strategy (STS). More discussion of the role of state-led pricing actions in meeting the region's climate targets is recommended.

Table 7.6 shows the range of potential VMT reductions that the RTP could achieve based on two scenarios that Metro developed to represent the range of potential VMT and GHG reductions that the RTP could demonstrate through its climate analysis. Table 7.7 describes the assumptions behind these two scenarios, and Figure 7.1 illustrates the VMT reductions that each scenario achieves, and also shows emissions levels under the 2018 RTP update for comparison.

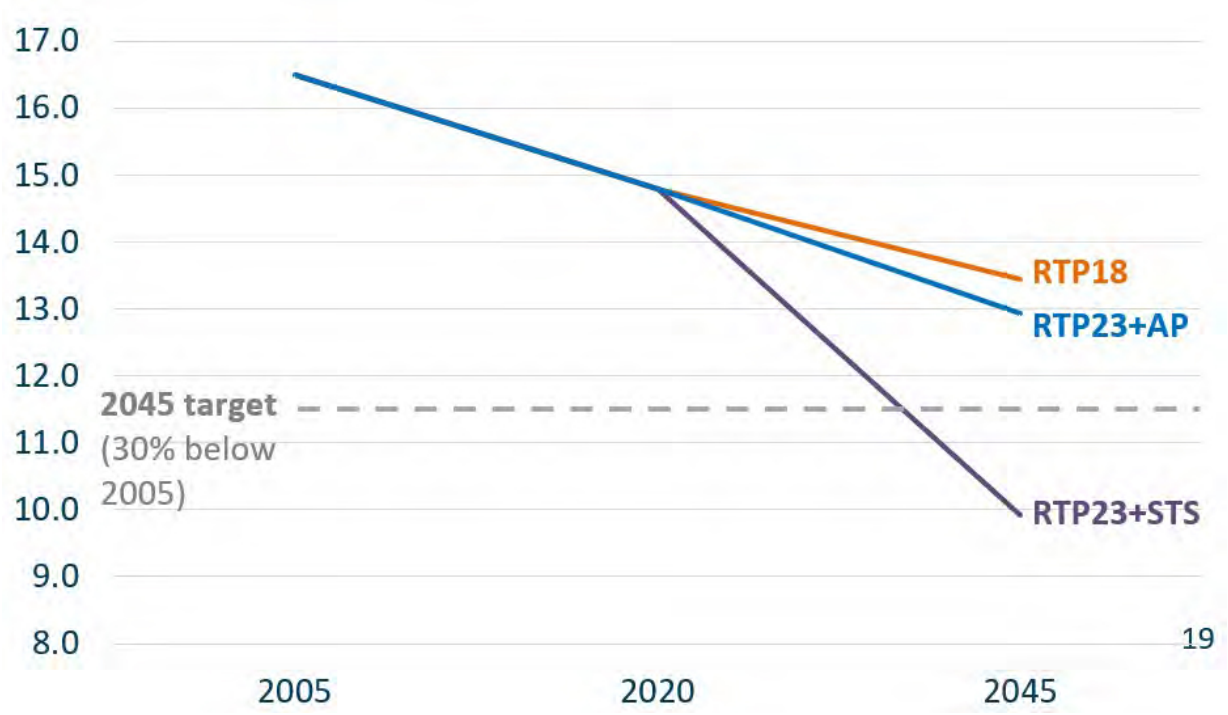
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[8] OAR 660-044-0030(4)(a): https://secure.sos.state.or.us/oard/viewSingleRule.action;JSESSIONID_OARD=Pk5WeLsr40n1ZMdFGJr943D9KeHyA7LSgdLuG_bsnXZJvNrXnI8x!-286176765?ruleVrsnRsn=293065

**Table 7.7 Climate scenarios and associated assumptions**

| | RTP23 + adopted plans (AP) scenario | RTP23 + STS scenario |
|---|---|---|
| Description | Includes all RTP investments, including the throughway pricing currently included in the RTP. | Includes RTP investments and throughway pricing as well as all additional pricing and revenue mechanisms included in the STS. |
| Throughway pricing assumptions | Includes the Regional Mobility Pricing Project and tolls on the I-5 Bridge Replacement and I-205 projects; these tolls average ~$0.13/mi. on the priced portions of I-5 and I-205 | Includes STS levels of pricing on the region's entire throughway network, which average $0.30/mi. |
| Additional pricing and revenue mechanisms | None | Includes a combination of per-mile charges and taxes equal to roughly $0.17/mi. |
| VMT reductions (vs. 2005 levels) | 22% | 40% |

**Figure 7.1 Daily VMT per capita by scenario vs. regional climate target**




### 7.6.1 Analyses under development

Note: Metro staff will continue to work with state agencies and regional partner agencies to identify a preferred scenario to use in the RTP climate analysis over Summer 2023. Metro staff will use this preferred scenario to further develop GHG performance measure results.

# Chapter 8

# **Moving Forward Together**

## 2023 Regional Transportation Plan

June 2023 WORKING DRAFT

*This draft is subject to copy edits, technical corrections and minor updates as it finalized for public review.*

DRAFT

## TABLE OF CONTENTS

8.0 Purpose ..... 8-1

Chapter organization ..... 8-1

8.1 Introduction ..... 8-2

Connecting Our Shared Values and Vision for the Future: Setting a Course for Transportation ..... 8-2

8.2 Planning and programs ..... 8-5

8.2.1 Local Implementation ..... 8-5

8.2.2 Metro's Regional Programs ..... 8-6

8.2.2.1 Civil Rights and Environmental Justice program ..... 8-6

8.2.2.2 Regional Safe Streets for All Program ..... 8-7

8.2.2.3 Regional Active Transportation Program ..... 8-8

8.2.2.4 Regional Freight Program ..... 8-8

8.2.2.5 Regional Transit Program ..... 8-8

8.2.2.6 Transportation System Management and Operations (TSMO) Program ..... 8-9

8.2.2.7 Regional Travel Options (RTO) and Safe Routes to School Programs ..... 8-10

8.2.2.8 Air Quality and Climate Change Monitoring ..... 8-10

8.2.2.9 Designing Livable Streets and Trails Program ..... 8-11

8.2.2.10 Regional Transit-Oriented Development Program ..... 8-11

8.2.2.11 Investment Areas Program ..... 8-11

8.2.2.12 Better Bus Program ..... 8-12

8.2.2.13 Regional Congestion Pricing Program ..... 8-12

8.2.3 Region-wide Planning ..... 8-13

8.2.3.1 Regional Mobility Policy Implementation Action Plan ..... 8-14

8.2.3.2 Transit Planning ..... 8-15

8.2.3.3 Connecting First and Last Mile: Accessing Mobility through Transit Study ..... 8-15

8.2.3.4 Steel Bridge Transit Bottleneck Study ..... 8-16

8.2.3.5 Cascadia Corridor Ultra-High-Speed Ground Transportation Project Planning ..... 8-17

8.2.3.6 Passenger Rail Study ..... 8-18

8.2.3.7 Equitable Development Strategies ..... 8-18

8.2.3.8 Workforce Diversification in Regional Transportation Infrastructure Projects ..... 8-19

8.2.3.9 Funding Strategy for Regional Bridges ..... 8-20

8.2.3.10 Emergency Transportation Routes Project ..... 8-21

DRAFT

8.2.3.11 Regional Freight Rail Study ..... 8-22
8.2.3.12 Regional Transportation Functional Plan Update ..... 8-23
8.2.3.13 2040 Refresh Coordination ..... 8-24
8.2.3.14 Columbia Connects ..... 8-24
8.2.4 Corridor Refinement Planning ..... 8-24
8.2.4.1 Tigard to Wilsonville (Mobility Corridor 3) ..... 8-32
8.2.4.2 Portland Central City Loop (Mobility Corridor 4) ..... 8-35
8.2.4.3 Clark County to I-5 via Gateway, Oregon City and Tualatin (Mob Corridors 7, 8 and 10) 8-37
8.2.4.4 Beaverton to Forest Grove (Mobility Corridors 14 and 15) ..... 8-39
8.2.4.5 Powell-Division Corridor: Portland Central City to Lents Town Center and Lents Town Center to Gresham Regional Center (Mobility Corridors 19 and 20) ..... 8-44
8.2.4.6 Hillsboro to Portland (Mobility Corridors 13 and 14) ..... 8-47
8.3 Projects ..... 8-51
8.3.1 Major Project Development ..... 8-51
8.3.1.1 Interstate 5 Corridor and Bridge Replacement Project (formally Interstate 5/Columbia River Crossing Project) ..... 8-53
8.3.1.2 Sunrise Project and Sunrise Community Visioning Project ..... 8-56
8.3.1.3 Southwest Corridor Transit Project ..... 8-57
8.3.1.4 I-5 Rose Quarter Improvement Project ..... 8-58
8.3.1.5 I-205 Abernethy Bridge and Phase 1A Construction ..... 8-61
8.3.1.6 I-205 Toll Project (Includes Widening and Seismic Improvements) ..... 8-62
8.3.1.7 I-5 & I-205 Regional Mobility Pricing Project ..... 8-63
8.3.1.8 Boone Bridge Replacement ..... 8-65
8.3.1.9 Earthquake Ready Burnside Bridge Project ..... 8-66
8.3.1.10 TV Highway Transit & Development Project ..... 8-68
8.3.1.11 82nd Avenue Transit Project ..... 8-69
8.3.2 Metropolitan Transportation Improvement Program ..... 8-70
8.3.2.1 MTIP responsibilities and oversight ..... 8-71
8.3.2.2 The role of the MTIP in regional planning ..... 8-71
8.3.2.3 Demonstrating consistency prior to implementation ..... 8-71
8.3.2.4 Demonstrating fiscal constraint ..... 8-74
8.3.2.5 Demonstrating support toward achievement of performance targets ..... 8-74
8.3.2.6 Public involvement expectations and process for demonstrating consistency ..... 8-76

DRAFT

8.3.2.7 Developing the MTIP....8-77
8.4 Data and tools....8-78
8.4.1 Performance-based planning and programming....8-78
8.4.2 Data Collection and Coordination....8-78
8.4.2.1 Growth Data....8-79
8.4.2.2 Travel Activity Data....8-79
8.4.2.3 Transportation Safety Data....8-79
8.4.2.4 Multi-Modal Network Data....8-79
8.4.3 Analysis Tool Maintenance and Enhancement....8-80
8.4.3.1 Growth Forecast....8-80
8.4.3.2 Growth Forecast Tools....8-80
8.4.3.3 Regional Transportation Model Tools....8-80
8.4.4 Analysis Tool Development....8-80
8.4.4.1 Regional Activity-Based Model....8-81
8.4.4.2 Regional Freight Model....8-81
8.4.4.3 Housing and Transportation Expenditure Tool....8-81
8.4.4.4 Economic Value Atlas Decision-Support Mapping Tool....8-81
8.4.4.5 Displacement Monitoring Tool....8-82
8.4.4.6 Crash Prediction Modeling Tool....8-83
8.4.4.7 Social Vulnerability Explorer....8-83
8.4.4.8 Vision Eval (VE-RSPM) Climate Monitoring Tool....8-84
8.4.5 Monitoring and Reporting Tools....8-84
8.4.5.1 Monitoring Data and Information Systems....8-84
8.4.5.2 Congestion Management Process Data Collection and Monitoring....8-84
8.4.5.3 Performance monitoring measures and targets....8-86

DRAFT

## FIGURES

Figure 8.1 2040 Growth Concept (2014) ..... 8-2
Figure 8.2 How A Mobility Corridor Strategy Is Developed and Implemented ..... 8-27
Figure 8.3 Illustrative Map of Mobility Corridors in the Portland Metropolitan Region g ..... 8-30
Figure 8.4 Regional Mobility Corridors Recommended for Future Refinement Planning ..... 8-31
Figure 8.5 I-5 Rose Quarter Improvement Project Location ..... 8-59
Figure 8.6 I-5 Rose Quarter Improvement Project Features ..... 8-60
Figure 8.7 I-205 South Widening and Seismic Improvements Project Area Map ..... 8-61
Figure 8.8 I-205 Toll Project Area Map ..... 8-62
Figure 8.9 Regional Mobility Pricing Project Extents ..... 8-64
Figure 8.10 Earthquake Ready Burnside Bridge Proposed Typical Cross Section ..... 8-68

## TABLES

Table 8.1 Overview of Region-wide Planning Activities ..... 8-13
Table 8.2 Overview of Completed Region-wide planning (From 2018 RTP Chapter 8) ..... 8-14
Table 8.3. Willamette River Bridges in the Metropolitan Planning Area ..... 8-21
Table 8.4 Mobility Corridors Recommended for Future Corridor Refinement Planning ..... 8-29
Table 8.5 Progress (as of 2023) on Major Project Development ..... 8-52
Table 8.6. Key Elements of the Region's Congestion Management Process (CMP) ..... 8-85

DRAFT

# 8.0 PURPOSE

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



Learn more about the 2023 Regional Transportation Plan at **oregonmetro.gov/rtp**

The Regional Transportation Plan is a blueprint that guides investments for all forms of travel throughout greater Portland – driving, taking transit, biking and walking – and the movement of goods and services. The plan identifies current and future transportation needs, investments needed to meet those needs, and what funds the region expects to have available over the next 22 years to make those investments a reality.

Updates to the plan and subsequent implementation must meet federal requirements and state policies and regulations contained in Oregon's Transportation Planning Rule (which implements Statewide Planning Goal 12), and Oregon's Metropolitan Greenhouse Gas Emissions Reduction Targets Rule. The plan also implements regional policies contained in Metro's Regional Framework Plan. In combination, these requirements call for development of a multimodal transportation system plan that is integrated with and supports implementation of adopted local and regional land use plans including the 2040 Growth Concept and Climate Smart Strategy.

## Chapter organization

This chapter summarizes future work to implement the RTP, consistent with federal, state and regional requirements. The chapter is organized as follows:

**8.1. Introduction:** This section summarizes the purpose and content of the chapter.

**8.2. Planning and programs:** This section summarizes local, regional and state planning and programs that advance implementation of the plan.

**8.3. Projects:** This section summarizes major project development activities in the region and the allocation of federal transportation funds to implement projects in the RTP.

**8.4. Data and tools:** This section summarizes data and research activities to address existing and emerging planning and policy priorities and innovative practices in transportation planning and analysis and ensure that the region has the resources to fulfill its transportation performance measurement and reporting responsibilities.

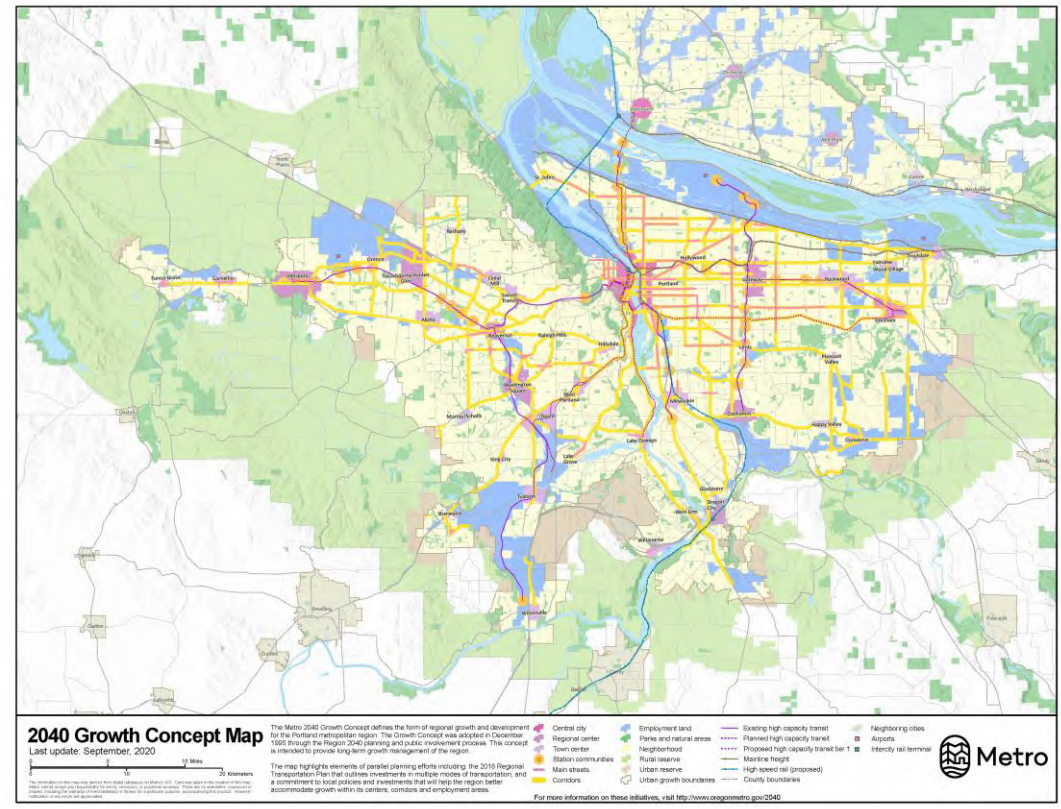
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# 8.1 INTRODUCTION

## Connecting Our Shared Values and Vision for the Future: Setting a Course for Transportation

Metro worked with federal, state and local government partners, federally-recognized Tribal governments as well as community members, community-based organizations, and businesses to develop the 2023 Regional Transportation Plan. The result of that work is a set of regionally identified goals and policies that guide our transportation planning and investment decisions overall, strategies to help meet those goals and policies, a shared understanding about existing financial resources, and a recommended set of projects that make progress addressing the region's significant and growing transportation needs and challenges. The goals, policies, projects and strategies in this plan also address federal, state and regional planning requirements based on our shared values and the outcomes we are trying to achieve as a region, including implementation of the 2040 Growth Concept.

**Figure 8.1 2040 Growth Concept (2020)**



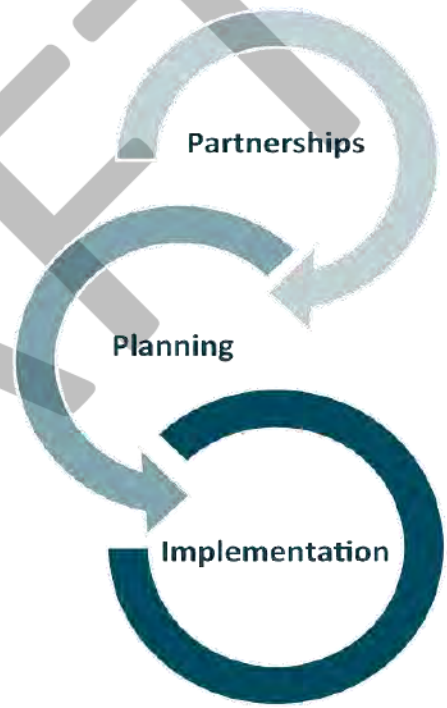

*The 2023 Regional Transportation Plan is a key tool for implementing the 2040 Growth Concept and the Climate Smart Strategy– our region's foundation for climate action.*

The plan sets an updated course for future transportation planning and investment decisions and continued implementation of the 2040 Growth Concept – the region's adopted land use and transportation strategy for managing growth and building climate-friendly and equitable communities and a strong economy.

Dramatic changes have unfolded since the RTP was last updated five years ago, many documented in the Emerging Transportation Trends Study[1]. As greater Portland continues to emerge from the disruptions of the pandemic and respond to other urgent trends and challenges, this update provides an opportunity for all levels of government to work together to deliver a better transportation future.

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

Central to this plan are innovative approaches to connect community land use aspirations and transportation investments and use of regional mobility corridor strategies to comprehensively address our growing transportation needs while protecting public and environmental health. Each mobility corridor strategy is uniquely tailored by optimizing operations on existing throughways, and arterial streets that also serve as transit and freight routes, completing gaps in biking and waking connections and strategically expanding the transit and roadway system.




The plan will be implemented through a variety of policies, projects, strategies and actions at the local, regional, state and federal levels.

This RTP incorporates a new regional mobility policy focused on the policy outcomes of equity, options, safety, reliability, efficiency and access. It includes performance targets focused on reducing vehicle miles traveled per capita, building a complete and interconnected system, and reliability of throughways using travel speed.

Through its policies, projects and strategies, the RTP aims to attract jobs and diverse housing to our region's downtown centers, main streets and employment areas. It seeks to increase the use of public transit, bicycling and walking, and reduce the amount of miles that our region's residents, employers and visitors need to drive in order to get around. It also seeks to increase the safety, reliability and efficiency of the roadway and transit

[1]

systems for all travelers. When we measure our performance, we find we have some successes, but overall the RTP falls short of meeting several performance targets set forth in Chapter 7.

To make more progress toward the goals and objectives of the plan, the region must take additional steps together and individually to address a wide range of planning, programmatic and project activities that will make it easier to implement adopted policies, projects and strategies. This chapter outlines those activities.

The plan will be implemented through a variety of strategies and actions at the local, regional, state and federal levels. The various jurisdictions in the region are expected to pursue policies, projects and strategies that contribute to meeting the agreed upon goals, objectives and policies of this RTP.

Implementation of this plan will require a cooperative effort by all jurisdictions responsible for transportation planning in the region, and will involve:

- Adoption of regional policies and strategies in local plans, including functional classifications for all modes and land use and transportation needs and agreed upon solutions identified in each mobility corridor strategy.
- A concerted regional effort to secure needed funding to build planned transportation investments needed to serve our growing and changing region.
- Focusing investments and system management strategies to support implementation of the 2040 Growth Concept and preserve the function of the region's mobility corridors in order to ensure that our land use and transportation policies are mutually supportive and make it easier for people to live and move around our region.
- Ongoing monitoring for consistency of changes to local transportation system plans (TSPs) and local Comprehensive Plans and land use designations with the RTP and other agency plans, including the Oregon Department of Transportation's new Oregon Transportation Plan, planned update to the Oregon Highway Plan and four-year State Transportation Improvement Program (STIP), the Oregon Department of Land Conservation and Development's Transportation Planning Rule (TPR), the Oregon Metropolitan Greenhouse Gas Emissions Reduction Rule, the Climate-Friendly and Equity Communities (CFEC) Program and TriMet's Transit Implementation Plan (TIP).

The Regional Transportation Plan is a living document and will continue to evolve and be updated on a regular basis to address existing and emerging issues. Metro will continue to engage and collaborate with regional partners and stakeholders on all topics and provide support to ensure successful implementation of this plan.

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## 8.2 PLANNING AND PROGRAMS

This section summarizes local, regional and state planning and programs that advance implementation of the plan and 2040 Growth Concept.

### 8.2.1 Local Implementation

Local planning efforts which help implement the Regional Transportation Plan, include updates to the local transportation system plans, concept plans for designated urban reserves and topical, modal or subarea plans needed for consistency with the RTP or to address specific local or subarea transportation needs or emerging issues.




Local plans and projects are developed and updated to meet local transportation needs consistent with local land use plans and to implement the RTP and Regional Transportation Functional Plan (RTFP) as well as local needs and priorities. The RTFP directs how city and county plans will implement the RTP through their respective comprehensive plans, local transportation system plans (TSPs) and land use regulations. All of the actions included in the RTFP will help the region proactively address climate change, improve access and mobility and support other desired outcomes.

The TPR includes provisions for local TSPs to be updated within one year of adoption of the updated RTP, but allows for the RTP to determine a schedule for local plan compliance. A schedule for local transportation system plan updates is available at **www.oregonmetro.gov/tsp.** The local plan updates are phased appropriately to support local desires for completing plan updates in a timely manner, in coordination with other planning efforts and to take advantage of state and regional funding opportunities. ODOT will be funding TSP updates around the region to implement the Climate Friendly and Equitable Communities Rule (CFEC).

In addition, the Portland metropolitan region has emerging communities- areas that have been brought into the urban growth boundary since 1998, that have 2040 land use designations, and that lack adequate transportation and transit infrastructure and financing mechanisms. Additional work is needed to define the needs of emerging communities and strategies needed to facilitate development in these areas, consistent with the 2040 Growth Concept.

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## 8.2.2 Metro's Regional Programs

Metro is responsible for several on-going regional programs that provide a combination of grants, technical assistance and planning to support local jurisdictions in implementing the 2040 Growth Concept and RTP. Modal experts provide expertise and support on freight, bicycle, pedestrian, motor vehicle, transit, Intelligent Transportation Systems (ITS) and operations planning, and topic experts provide support on climate change, equity, safety, street design, safe routes to school, resilience, transportation funding, brownfields, equitable housing and transit-oriented development. Metro's Regional Flexible Funds provide programmatic funding to help support that technical assistance, and capital funds to support implementation. The region's 2040 Grant Program supports planning processes to align land use and transportation goals, and the Equitable Housing grant program specifically focuses on supporting planning efforts to increase access to affordable housing across the region.

Regional programs identified in the Unified Planning Work Program, adopted annually by the Joint Policy Advisory Committee on Transportation (JPACT) and the Metro Council, are described below.

### 8.2.2.1 Civil Rights and Environmental Justice program

Metro's transportation planning policies and programs ensure compliance with Title VI of the 1964 Civil Rights Act; the Executive Order on Environmental Justice; Section 504 of the 1973 Rehabilitation Act and Title II of the 1990 Americans with Disabilities Act; Goal 1 of Oregon's Statewide Planning Goals and Guidelines; and Metro's organizational values of Respect and Public Service. The program is advancing methods on identifying potentially affected populations, engaging those populations in the development of policy and program decisions, and analyzing the effects of policies and programs for historically marginalized communities.

Metro's work to ensure compliance includes implementing outreach strategies that help marginalized populations overcome barriers to participation; demographic data collection and mapping; assessing outcomes of plans and programs on historically marginalized communities; and trainings provided to staff on Title VI compliance requirements and environmental outreach best practices.

Program work on compliance is found across many areas of transportation planning: developing the Regional Transportation Plan (RTP), the Metropolitan Transportation Improvement Program (MTIP), corridor planning projects that follow NEPA regulations and in the Regional Travel Options program, which conducts federally-funded outreach that promotes non-automobile transportation options. In 2012, Metro created a new public engagement review process designed to ensure that Metro's public involvement is effective, reaches diverse audiences and harnesses emerging best practices. One of the three criteria for selection of members of the Public Engagement Review Committee, an advisory committee to the Metro Council, is ability to represent diverse communities in the region. Other components of the public engagement review process that will contribute to more inclusive engagement and accountability include an annual public survey, meetings of public involvement staff from around the region to address best

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practices, an annual community summit to gather input on priorities and engagement techniques, and an annual report.

Metro addresses compliance agency-wide as well as within transportation planning functions and program-by-program. A key way that Metro complies across the agency is with implementation of its Diversity Action Plan, updated and adopted by the Metro Council in May 2017. The plan identifies goals, strategies and actions to increase diversity and cultural competence at Metro in four key areas: internal awareness and diversity sensitivity, employee recruitment and retention, committee membership and public involvement, and procurement. Metro's Strategic Plan to Advance Racial Equity, Diversity and Inclusion was adopted by the Metro Council in June 2016 and identifies goals and actions under five goals: Metro convenes and supports regional partners to advance racial equity; Metro meaningfully engages communities of color; Metro hires, trains and promotes a racially diverse workforce; Metro creates safe and welcoming services, programs and destinations; and Metro's resource allocation advances racial equity. Through the 2017-18 fiscal year, four departments are developing racial equity plans to reach the goals of the racial equity strategy: Planning and Development, Parks and Nature, Property and Environmental Services and the Oregon Zoo.

#### 8.2.2.2 Regional Safe Streets for All Program

Metro's regional Safe Streets for All program activities support advancing the Safe System approach to achieve regional safety goals, policies and targets, including zero serious crashes by 2035. Program activities are consistent with strategies and actions in the 2018 Regional Transportation Safety Strategy, the Regional Safe Routes to School Program, and local and state safety plans. Following adoption of the 2023 RTP, Metro will coordinate with regional partners and communities to implement the regional Safe Streets for All Federal grant. The grant supports development of the regional safety program and local Transportation Safety Action Plans. Efforts will focus on managing speeds for safety, increasing pedestrian safety, and eliminating disparities for Black, Hispanic, Native American, people with low income, and other populations disproportionately impacted by serious traffic crashes.

Program activities include periodic updates on the state of safety to the Metro Council, Metro technical and policy advisory committees and other interested parties; technical assistance and coordination with local, regional, state, and federal partners in planning and project development; support for the development and updates to local and regional safety plans and policies; updates to safety data and analysis; updates to safety plans and policies; safety data collection, maintenance, analysis and interpretation; encouraging best practices in transportation safety and roadway design with funding and programmatic support identifying legislative priorities, and collaborating on efforts to highlight safety in materials, messaging and campaigns. The program will be closely coordinated with other regional transportation programs and region-wide planning activities.

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#### 8.2.2.3 Regional Active Transportation Program

The Regional Active Transportation Program manages updates to and implementation of pedestrian, bicycle and access to transit in the Regional Transportation Plan (RTP) and the Regional Active Transportation Plan. The program provides guidance to jurisdictions in planning for safe, efficient and comfortable active transportation access and mobility on the regional transportation system (including regional trails and multi-use paths). The program is closely coordinated with other regional transportation programs and region-wide planning activities, and with Metro's Parks and Nature Department. Additionally, the program supports coordination with local, regional, state, and federal plans to ensure consistency in approach to active travel needs and issues across the region. The program ensures that prioritized regional bicycle and pedestrian projects are competitively considered within federal, state, and regional funding programs. Ongoing data collection, analysis, education, and stakeholder coordination are also key elements of Metro's active transportation program.

#### 8.2.2.4 Regional Freight Program

The Regional Freight Program manages updates to and implementation of multimodal freight elements in the Regional Transportation Plan (RTP) and supporting Regional Freight Strategy. The program provides guidance to jurisdictions in planning for freight movement on the regional transportation system. The program supports coordination with local, regional, state, and federal plans to ensure consistency in approach to freight-related needs and issues across the region. Metro's coordination activities include ongoing participation in the Oregon Freight Advisory Committee (OFAC), and Portland Freight Committee (PFC). The program ensures that prioritized freight projects are competitively considered within federal, state, and regional funding programs. Ongoing freight data collection, analysis, education, and stakeholder coordination are also key elements of Metro's freight program. The program is closely coordinated with other regional transportation programs and region-wide planning activities.

#### 8.2.2.5 Regional Transit Program

The Regional Transit Program conducts long-range transit planning for the Portland Metro region, managing updates to and implementation of the transit elements in the Regional Transportation Plan (RTP) and supporting Regional Transit Strategy and its components like the High-Capacity Transit Strategy. Together, these provide the roadmap for making transit investments over time in collaboration with our transit providers and local government partners in the region and ensure that prioritized transit projects are competitively considered within federal, state, and regional funding programs. Program work includes ongoing coordination with transit providers, cities and counties to ensure implementation of these strategies through plans and capital projects, periodic support for major transit planning activities in the region and coordination with state transit planning officials. Ongoing data collection, analysis, education, and stakeholder coordination are also key elements of Metro's transit program. The program is closely coordinated with other regional transportation programs and region-wide planning activities.

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Additionally, Metro and TriMet will be developing a Bus Rapid Transit (BRT) Strategic Plan as part of regional transit planning efforts. The Plan will further advance work in the High-Capacity Transit Plan and will outline a vision for how Frequent Express (FX) investments can enhance existing and future frequent bus service corridors to serve our region's goals. It will identify a network of BRT routes, prioritize routes for implementation, and identify potential regional funding strategies.

#### 8.2.2.6 Transportation System Management and Operations (TSMO) Program

With the intent of supporting broad Transportation System Management and Operations (TSMO) investment and activity in the greater Portland metropolitan region, the TSMO program encompasses regional strategy development, implementation, grant management, project management and system performance monitoring (includes support to the region's Congestion Management Process). The program facilitates a variety of approaches to reliable, equitable, accessible, safe transportation related to TSMO. These include intelligent transportation systems (ITS), Mobility on Demand (MOD) and related mobility, freight technologies and operations.

The program maintains and periodically updates the regional TSMO Strategy. Strategy updates incorporate RTP policy and develops actions and work plans for implementation. Implementation involves convening operations leaders, engineers and technical experts to share procedures and protocols such as the regional Intelligent Transportation System (ITS) Architecture. ITS Architecture is needed to comply with the FHWA rule for federally funded transportation projects and their compliance with the National ITS Architecture. The program also guides implementation of the region's ITS data communications assets and networks, representing coordination of shared digital infrastructure. The regional role for program implementation supports opportunities for inclusion, research, education, and training on TSMO.

The program manages the sub-allocation of 2021-24 and 2025-27 Regional Flexible Funding for TSMO. These projects are prioritized through criteria that is consistent with the adopted Regional TSMO Strategy. The TSMO program will provide support for regional ITS projects by helping to apply systems engineering, ITS Architecture, standards and procedures.

The program supports system performance monitoring including the federal mandates to maintain a Congestion Management Process (CMP). The program implements actions identified in the Arterial Performance Management Regional Concept of Traffic Operations (RCTO) to advance the region's performance measurement capabilities on arterial streets. CMP performance monitoring will continue in order to support development of the RTP, local Transportation System Plans and MTIP programming. The program partners with PORTAL, a regional archived data user service managed by Portland State University. PORTAL will continue to expand the collection, visualization and uses of multimodal performance data in a way that will enhance the region's ability to diagnose and address mobility and support multimodal operations consistent with the region's CMP.

The TSMO program is closely coordinated with other regional transportation programs and region-wide planning activities.

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#### 8.2.2.7 Regional Travel Options (RTO) and Safe Routes to School Programs

The Regional Travel Options Program implements RTP policies and the Regional Travel Options Strategy to reduce drive-alone auto trips and personal vehicle miles of travel and to increase use of travel options. The program improves mobility and reduces greenhouse gas emissions and air pollution by carrying out the transportation demand management components of the RTP through three primary program areas: Commute trip reduction, Community-based travel options, and Safe Routes to School. Each RTO program area works to advance RTP goals through the following strategies:

- Regional policy development
    - The RTO program advances travel options policy through policies in the RTP and developing the Regional Travel Options Strategy; as well as supporting local and state policy development and implementation.
- Funding local program implementation
    - The RTO program provides ongoing funding to local programs and partners to deliver critical TDM services across the region and seeks out new partnerships to ensure the travel needs of all residents are prioritized.
- Technical assistance & regional program administration
    - The RTO program provides technical assistance to program providers through trainings, resource development and peer networking and learning. In addition, the RTO program administers regional programming to advance the goals of the RTP and RTO strategy in collaboration with local partners.

The program maximizes investments in the transportation system and eases traffic congestion by managing travel demand, particularly during peak commute hours. Specific RTO activities include promoting transit, shared trips, bicycling, walking, telecommuting and the Regional Safe Routes to School Program. The program is closely coordinated with other regional transportation programs and region-wide planning activities.

#### 8.2.2.8 Air Quality and Climate Change Monitoring Program

The Air Quality and Climate Change Monitoring Program ensures the RTP and the MTIP address state and federal regulations and are carrying out the commitments and rules set forth as part of the Portland Area State Implementation Plan (SIP), the Climate Smart Strategy, the Oregon Transportation Planning Rule and the Metropolitan Greenhouse Gas Emissions Reduction Target Rule. The program coordinates with other air quality and climate change initiatives in the region and statewide and monitors federal and state rulemaking that address air quality and greenhouse gas emission. Metro participates in a regional collaborative to develop and implement a clean air construction strategy and standards for clean diesel equipment and vehicles on select public improvement projects.

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The program also conducts planning, research and tool development to support monitoring and implementation of the region's adopted Climate Smart Strategy and the Carbon Reduction Program established by the federal Bipartisan Infrastructure Law (BIL) and administered through the Federal Highway Administration.

#### 8.2.2.9 Designing Livable Streets and Trails Program

The Infrastructure Investment and Jobs Act (IIJA) requires that MPOs must use 2.5 percent of their overall funding to develop and adopt complete streets policies, active transportation plans, transit access plans, transit-oriented development plans, or regional intercity rail plans. Metro complies with this requirement by funding a robust complete streets program. Metro's Designing Livable Streets and Trails Program provides regional street and design guidelines and policies, regional arterial and throughway design classifications and other tools to support local jurisdictions to design streets that implement context-sensitive design solutions to advance regional and local goals.

Program activities include providing technical assistance to cities and counties as transportation projects go through project development and design; convening workshops, forums and field tours to increase understanding and utilization of best practices in transportation design. The program is closely coordinated with other regional transportation programs and region-wide planning activities, and with Metro's Parks and Nature Department.

#### 8.2.2.10 Regional Transit-Oriented Development Program

Since 2001, Metro's Transit-Oriented Development (TOD) program has had a unique and critical role in implementing the 2040 Growth Concept vision for vibrant, walkable centers and station areas linked by transit. The program invests in compact mixed-use projects near light rail stations, along frequent service bus corridors and in regional and town centers throughout the region increasing opportunities for people live, work and shop in neighborhoods with easy access to high-quality transit. The program provides financial incentives for TOD projects to increase transit ridership, stimulate private development of mixed-use buildings that would otherwise not proceed, and increase affordable housing opportunities near transit in high cost and gentrifying neighborhoods through land acquisition and project investments. With an increased focus on affordable housing, the program supports construction of housing near transit and services that is more affordable for older adults and lower- income households compared to what would otherwise be built on a property. Related program activities include opportunity site acquisition, investment in urban living infrastructure, and technical assistance to communities and developers.

#### 8.2.2.11 Investment Areas Program

Metro's Investment Areas program helps communities build their downtowns, main streets and corridors and leverage public and private investments that implement the region's 2040 Growth Concept. Projects include supporting compact, transit oriented development in the region's mixed use areas, evaluating high capacity transit and other transportation improvements that cross city

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and county lines, and integrating freight and active transportation projects into multimodal corridors.

Major public infrastructure investments do not stop at city or county lines. Our transportation system connects the communities within greater Portland with the rest of the state and the rest of the world. When our region spends billions of dollars on expanding our road, transit and highway system to keep up with the continued population and employment growth, those public investments can both benefit and burden nearby communities. Over time, the region has become more strategic at linking together our transportation, housing, economic, racial equity and environmental goals, policies, and investments so that we can intentionally preserve and create great places that serve all people throughout the region, even as change and growth occurs.

The Investment Areas program completes system planning and develops multimodal projects in transportation corridor refinement plans identified in the Regional Transportation Plan. It also works on finance plans to align public investments in areas that support the region's growth economy. It includes ongoing involvement in local and regional transit and roadway project conception, funding, and design. Metro provides assistance to local jurisdictions for the development of specific projects as well as corridor-based programs identified in the RTP.

Metro's Investment Areas program has been connecting planning for major transportation projects with the community's broader goals and needs. While each area's conditions and needs are different, the approach of bringing together government, community, and business partners provides a framework to produce a shared plan of action to guide the investments and decisions of multiple agencies. Including a broader set of stakeholders in a collaborative decision making process allows for decisions that once seemed unclear or unfair to stakeholders to be more transparent. This approach improves our ability to involve and include those who are affected by these decisions and investments.

Investment areas can set the stage for a range of major capital investments beyond high capacity transit. Other Metro investment areas have focused on freight routes connecting major highways through small communities, redevelopment of brownfields in employment areas, and leveraging the opportunities of a regionally significant riverfront destination. The program is closely coordinated with other regional transportation programs and region-wide planning activities, including corridor refinement planning activities.

#### 8.2.2.12 Better Bus Program

The Better Bus program is a joint Metro and TriMet endeavor that identifies transit priority and access treatments to improve the speed, reliability, and capacity of TriMet frequent service bus lines or streetcar lines, building on the previous Enhanced Transit Concepts (ETC) Program. Better Bus treatments are relatively low-cost to construct, context-sensitive, and can be implemented quickly to improve transit service in congested corridors. The program develops partnerships with local jurisdictions and transit agencies to design and implement Better Bus capital and operational investments.

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#### 8.2.2.13 Regional Congestion Pricing Program

The Regional Congestion Pricing Program ensures coordination and alignment between the RTP and state and federal pricing policies and regulations, including the Oregon Transportation Plan, the Oregon Highway Plan, the federal Value Pricing Pilot Program, Section 129 of Title 23 of the U.S. Code, and ODOT's future low-income tolling program. The program includes application of the findings and recommendations from the 2021 Metro Regional Congestion Pricing Study in the RTP and the MTIP. The program also:

- Coordinates tolling with regional planning efforts and corridor development work, including ODOT's Regional Toll Advisory Committee, Statewide Toll Rulemaking Advisory Committee, and Equity and Mobility Advisory Committee
- Tracks, participates in, and/or advises on pricing programs and projects such as ODOT's Regional Mobility Pricing Project or City of Portland's Pricing Options for Equitable Mobility Task Force
- And monitors changes in federal and state rulemaking that may impact regional or local pricing policies or programs.

### 8.2.3 Region-wide Planning

This section summarizes near-term planning at the regional-scale to advance implementation of the plan. Each planning effort is needed to address regional transportation policy or planning issues that could not be resolved during the plan update.

**Table 8.1 Overview of Region-wide Planning Activities**

| | Lead Agency | Proposed timing |
|---|---|---|
| Regional Mobility Policy Implementation Action Plan | Metro, ODOT | 2024-25 |
| Transit planning | TriMet, SMART | Annually |
| Cascadia Corridor Ultra-High-Speed Ground Transportation Project Planning | WSDOT | 2023-28 |
| Passenger rail study | Metro | 2025 |
| Steel Bridge Transit Bottleneck Study | Metro, TriMet | 2034-45 |
| Equitable Development Strategies | Metro | 2024-28 |
| Workforce Diversification in Regional Transportation Infrastructure Projects | Metro | 2024 |
| Funding Strategy for Regional Bridges | Counties | 2024-28 |
| Emergency Transportation Routes Project Phase 2 | Metro, RPDO | 2024-26 |
| Regional Freight Rail Study | Metro, Port | 2024-26 |
| Regional Transportation Functional Plan Update | Metro | 2024-25 |
| 2040 Refresh Coordination | Metro | TBD |
| Columbia Connects | Metro | 2023-24 |

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These efforts will be completed consistent with the RTP goals, policies and strategies. A lead agency, project partners and proposed timing for completion is identified for each planning effort along with a description of the issues to be addressed and expected outcomes from the work. This work will be completed by multiple partners as resources are available and pending future Metro Council and JPACT policy direction and will be coordinated through the development and approval of the annual Unified Planning Work Program (UPWP).

**Table 8.2 Overview of Completed Region-wide Planning (from 2018 RTP Chapter 8)**

| Project Name | Lead Agency |
|---|---|
| Regional Mobility Policy Update | Metro and ODOT |
| Regional Congestion Pricing Study | Metro |
| Transportation System Management & Operations Strategy Update | Metro |
| Jurisdictional Transfer Assessment | Metro |
| Enhanced Transit Concept Pilot | Metro |
| Emergency Transportation Routes Project – Phase 1 | Metro and RDPO |
| Regional Freight Delay & Commodities Movement Study | Metro |
| Central City Transit Capacity and Steel Bridge Analysis | Metro and TriMet |
| Frog Ferry Passenger River Taxi Service Study | Friends of Frog Ferry |

### 8.2.3.1 Regional Mobility Policy Implementation Action Plan

| Lead agency | Partners | Proposed timing |
|---|---|---|
| Metro and ODOT | ODOT, cities, counties, TriMet, SMART, FHWA, SW RTC | 2024-25 |

*Note – This section will be updated pending further testing of the draft mobility policy measures that is underway and coordination with ODOT and DLCD on statewide implementation of the Climate-Friendly and Equitable Communities Program.*

The Regional Mobility Policy is a policy in the RTP as well as the Oregon Highway Plan (OHP). It applies to transportation system planning and comprehensive plan amendment processes within the Portland metropolitan area. The policy is used to identify transportation needs and solutions during updates to the RTP and local transportation system plans (TSPs), and to evaluate the potential impacts of local comprehensive plan amendments and zoning changes.

An update to the regional mobility policy has been underway since 2019, through a joint effort of Metro and the Oregon Department of Transportation (ODOT). In November and December 2022, JPACT and the Metro Council accepted the new draft policies and supported further development of the draft performance measures and targets during 2023 RTP system analysis in 2023. The draft regional mobility policy for the 2023 RTP identifies three mobility performance measures:

vehicle miles traveled per capita, system completion for all modes (including TDM and TSMO) and throughway reliability using travel speed. More information about the regional mobility policy update can be found at: www.oregonmetro.gov/mobility

#### 8.2.3.2 Transit Planning

| Lead agency | Partners | Timing |
|---|---|---|
| TriMet and SMART | Cities, counties, Ride Connection, other transit providers | Annually |

TriMet conducts annual transit service planning as part of the agency's annual budgeting process, guided by the TriMet Board. Annual service planning identifies specific service changes to be implemented within the coming fiscal year. The annual service planning process includes two rounds of public outreach as well as a formal public hearing. Service improvements are funded both through TriMet's general fund as well as the Statewide Transportation Improvement Fund.

Each year, alongside the City's annual budget, SMART staff compiles potential projects that utilize federal funding for the upcoming fiscal year (July 1 – June 30). The list of projects and associated costs is known as the Program of Projects, or POP. Members of the public have opportunities to comment on these projects directly to staff in May, or at meetings in May (Budget Committee) and June (City Council) of each year. Any changes based on those public comments will be incorporated into a final version at the budget adoption in June.

SMART recently update its Transit Master Plan, which identifies transit improvement projects that could be implemented over the next 3 to 5 years. The plan identifies: where frequency will be improved, the times of day and days of week to add service, where and how connections between routes could be made, and new routes inside Wilsonville and connecting to other cities. Next steps include working to take the plan and translate it to service and projects.

#### 8.2.3.3 Connecting First and Last Mile: Accessing Mobility through Transit Study

| Lead agency | Partners | Timing |
|---|---|---|
| **Metro** | TriMet, SMART, Cities, counties, Ride Connection, other transit providers | 2024-2025 |

Local transit service has long used smaller vehicles that range from vans and shuttles to small buses with fixed to flexible routes to fill the gap between traditional bus and rail services, as well as local destinations. An emerging trend in these types of services is using ride-hailing and other new technologies to provide on-demand micro transit services. This study will identify service and coordination gaps specific to the Metro region, especially in suburban areas of the region, document the range of potential solutions and explore innovative ways to improve transit access and convenience for users. This work will build upon local planning efforts (e.g., Transit Development Plans, Statewide Transportation Improvement Fund Plans) and be completed in

DRAFT

close coordination with public transit service providers in the region. The project will make recommendations carried forward for consideration in the 2027 RTP update.

#### 8.2.3.4 Steel Bridge Transit Bottleneck Study

| Lead agency | Partners | Proposed timing |
|---|---|---|
| Metro and TriMet | ODOT, city of Portland, Portland Streetcar, Inc., FTA | 2034-2045 |

This study would explore ways to alleviate transit operational issues caused by the Steel Bridge. The bridge is a critical link between downtown Portland and the east side of the greater Portland region for the Blue, Green, Red, and Yellow MAX Lines, as well as for several bus routes. The 106-year old bridge constrains light rail throughput, requires frequent maintenance that impacts system-wide light rail reliability and presents structural risks. The Steel Bridge with its current two-track configuration cannot reliably accommodate anticipated growth in service.

Metro and TriMet conducted a process to look at alternatives to improve speed, reliability and on time performance of the MAX lines crossing the Willamette River using the Steel Bridge. The study looked at a new bridge or a tunnel and concluded that the MAX tunnel was the most promising. In 2019, Metro and TriMet documented the feasibility and benefits of the tunnel in the MAX Tunnel Study, examining the feasibility of faster light rail. In 2019 they examined the feasibility of a new MAX tunnel connecting Lloyd Center to Goose Hollow stations. The study concluded a new light rail tunnel between Lloyd Center and Goose Hollow is promising.:

A new light rail tunnel would extend from the vicinity of the Lloyd Center Station to the Goose Hollow Station, with approximately four underground stations in between. TriMet would retain some service on the existing surface alignment to continue to serve all stations. The tunnel would increase system ridership by 7,500 to 15,200 riders and decrease travel time by approximately 15 minutes between Lloyd Center and Goose Hollow, while improving system resiliency and redundancy. Planning of a tunnel would need to evaluate the locations of portals and determine the optimal number and locations of stations. Estimated cost is $3 billion to 4.5 billion dollars (construction cost range is comparable to similar tunnel project completed by Sound Transit and LA Metro, respectively).

A project of this magnitude could take a decade or more to plan, design and construct, including the steps necessary to comply with the National Environmental Policy Act (NEPA) and the Federal Transit Administration's Project Development process. As we continue to grow, we will need to look at short term investments to improve the speed, reliability and on time performance for the travel across the Willamette River.

**Max Tunnel benefits** Routing MAX through a tunnel under downtown Portland and the Willamette River would save people time and make MAX as fast as or faster than driving. This would lead to even greater benefits such as lower car ownership costs, less traffic, less constrained parking downtown, and reduced greenhouse gas emissions.

DRAFT

For the many people in the region who rely on public transit as their primary transportation, a light rail tunnel would sustain the MAX service they count on for access to school, jobs, recreation and other opportunities. Today, average on-time performance is 87%, higher than just a year ago, but still below the over 90% we can expect with a tunnel. Train delays average 2 ½ minutes, with one in eight delays lasting between 5 and 8 minutes.

Speed

The MAX tunnel can save over 12 minutes for a trip through the central city. Even people going to downtown Portland, to places like PSU or Pioneer Square, would save 5 to 6 minutes, depending on where they're coming from. While the MAX tunnel stations have yet to be determined, access to downtown destinations will be further enhanced by surface travel options like bus, streetcar, bikeshare, and a great walking environment.

Resiliency

A MAX tunnel would add a resource to the regional transportation network that would be resilient to natural disasters and other regional disruptions. A MAX tunnel would offer a critical link to help the region recover from possible future events.

Capacity

The MAX tunnel will help make sure light rail is there to accommodate growth and for people even at the busiest times of day. To fit people comfortably in trains over the next 15 years, we anticipate 60 trains crossing between the central city and Rose Quarter every day—a 50% increase in rail traffic. The MAX tunnel accommodates added service and maintains capacity on the Steel Bridge.

### 8.2.3.5 Cascadia Corridor Ultra-High-Speed Ground Transportation Project Planning

| Lead agency | Partners | Proposed timing |
|---|---|---|
| WSDOT | Metro, ODOT, PSRC, BC Ministry of Transportation and Infrastructure, BC Intergovernmental Relations Secretariat, TransLink, Cascadia Innovation Corridor | 2023-2028 |

The Cascadia Ultra-High-Speed Ground Transportation (UHSGT) Project is a proposed high-speed rail system that would connect the Portland, Seattle, and Vancouver, BC metropolitan areas with speeds up to 250 miles per hour, allowing for travel between each city in under an hour. Following planning activities (including three prior studies) conducted by Washington state and its jurisdictional partners over the past six years, the Governors of Oregon and Washington and the Premier of British Columbia signed a Memorandum of Understanding to initiate program to advance activities in 2021 to support forwarding the project. The agreement established the goal of laying the groundwork for the creation of a formal, legal entity to continue project development while seeking community engagement and input, gaining critical support from decision makers,



DRAFT

and positioning the corridor for future funding opportunities and an efficient environmental process. WSDOT has applied for funding for this project under both the Federal-State Partnership for Intercity Passenger Rail Program and the FRA Corridor Identification and Development Program with matching funds of $150M. Funding would support required pre-NEPA technical and advisory study planning requirements to advance the project to feasibility-level planning decisions. Metro will continue to represent greater Portland, along with the Oregon Department of Transportation, on the technical and policy committees supporting planning activities, collaborating for a process and outcomes consistent with regional goals.

### 8.2.3.6 Passenger Rail Study

| Lead agency | Partners | Proposed timing |
|---|---|---|
| Metro | ODOT, transit providers, cities, counties | 2025 |

As directed by Senate Bill 846, Metro will conduct a study of existing rail corridors within the geographic boundaries of Metro. The study will include an inventory of such rail corridors and a determination of the feasibility of using the rail corridors to carry passenger trains.

### 8.2.3.7 Equitable Development Strategies

| Lead agency | Partners | Proposed timing |
|---|---|---|
| Metro | Cities, counties, ODOT, TriMet, SMART, FHWA, FTA, community organizations | Ongoing |

As the Portland region has grown issues such as housing affordability, community and business displacement and inclusive growth have come to the forefront of the public's concern. Metro, in collaboration with local government and community partners, aims to address these concerns by working to create an Equitable Development Strategy (EDS) for each major transit investment corridor where Metro is leading the planning process. The purpose of the EDS process is to leverage investments in transportation improvements to support the region's community development objectives, address existing inequities, and reduce associated impacts of displacement that can accompany major investments in public infrastructure.

Each community's EDS process will be unique, but they all strive to advance measures to mitigate displacement risks and establish intentional and sustained efforts to generate equitable development that responds to key challenges in the community. Through a coalition-building planning process that occurs concurrent to corridor planning efforts, major public transportation infrastructure investments are paired with community-identified policy measures and programs with the aim of increasing community and economic resilience for residents, small businesses and community groups. Research shows that resilient communities fare better in the face of displacement pressures.

DRAFT

Major public investments in infrastructure need to achieve more than just transportation goals – communities deserve an investment in high-capacity transit that maintains and enhances their quality of life, allowing them to thrive in the community they have chosen to live in. Equitable development helps strengthen and build resilience within underserved communities by creating more equitable outcomes through collaborative programs and initiatives.

#### 8.2.3.8 Workforce Diversification in Regional Transportation Infrastructure Projects

| Lead agency | Partners | Proposed timing |
|---|---|---|
| Metro | Cities, counties, ODOT, TriMet, SMART, FHWA, SW RTC, community organizations, construction industry | 2024 |

As the Greater Portland Region plans for needed investment in transportation projects, the region faces a shortage of skilled construction workers which will drive up construction costs Addressing this challenge presents an opportunity to deliver shared economic prosperity and advance regional equity goals by expanding access to well-paying construction jobs for all residents—including women and Black, Indigenous, and People of Color (BIPOC) workers. A comprehensive regional workforce and contractor equity strategy would support the Regional Transportation Plan's infrastructure investments by growing regional workforce supply, managing costs, creating shared economic opportunity, and ultimately building a stronger regional economy.

The workforce shortages in the construction industry are driven by two key factors. First, one in six construction workers are approaching retirement age, meaning the pool of workers will dramatically decrease over the next decade. Second, women and BIPOC workers face significant barriers in accessing jobs and building successful careers in the construction industry. Diversifying the workforce is a key strategy for addressing workforce shortages. Creating safer, more accessible job pathways will support all people in accessing the unique career and wealth building opportunities the construction industry offers.

The Construction Career Pathways Regional Framework provides a comprehensive strategy for creating career pathways for women and BIPOC workers in the construction industry. The framework aims to increase the available skilled workforce while reducing barriers to entry for historically excluded populations. Metro created the Construction Career Pathways through an inclusive process in collaboration with 16 public agencies and with buy-in from a range of stakeholders, workforce advocates, community-based organizations, contractors, labor partners, and training programs. This broad collaboration is continuing to support effective implementation across jurisdictions. The framework has been formally adopted and implemented as policy by nine government agencies including Metro, Clackamas County, Multnomah County, Washington County, TriMet, City of Portland, Prosper Portland, Portland Public Schools, and Portland

DRAFT

Community College.[2] Construction Career Pathways paired with strategies to support the participation and growth of BIPOC, and women owned firms, will provide the skilled labor needed for transportation infrastructure projects, while advancing regional equity goals.

Given the broad support and on-going collaboration in this effort, there is an opportunity to explore a more direct connection between Construction Career Pathways and how it can support the demand for a skilled workforce to support transportation investments.

Prior to the next Regional Transportation Plan update, Metro will work with local, regional, state partners, community organizations and the construction industry to explore a strategy for regional implementation of Construction Career Pathways in the transportation sector. Further analysis should identify the resources and capacity needs of partner agencies and industry and assess the benefits of collaboration in this effort to facilitate implementation. If adopted regionally, Construction Career Pathways has the potential to increase shared economic prosperity, reduce workforce shortages and increased construction costs, ensure timely deliveries on community projects, and support job access for historically underrepresented workers in the region.

#### 8.2.3.9 Funding Strategy for Regional Bridges

| Lead agency | Partners | Proposed timing |
|---|---|---|
| Counties | Cities, Metro, ODOT, TriMet | 2024-28 |

Given the declining purchasing power of the gas tax and the rise of electric vehicle use, the region continues to struggle with a long-term funding strategy for maintaining Willamette River bridges that serve regional travel. Currently, Multnomah County has primary responsibility for five of the eleven bridges within the Metropolitan Planning Area (see table 8.3 below) with insufficient funding to pay for all expected future maintenance of these structures. Within 20 years, four of Multnomah County's five Willamette River Bridges will be 100 years old. The Burnside Bridge is anticipated to be replaced by 2030. The county's capital program for the remaining three bridges (Broadway Bridge, Hawthorne Bridge, and Morrison Bridge) is estimated to cost $790 million, yet only $332 million in federal, state and county revenues has been identified in revenue forecasting

[2] On October 24, 2019, Metro Council approved Resolution 19-5028 to approve the Construction Career Pathways Framework. On November 17, 2020, Clackamas County Board of Commissioners approved to adopt the Construction Career Pathways Framework. On December 19, 2019, the Multnomah County Board of Commissioners approved Resolution 219-106 to approve the Construction Career Pathways Framework. On November 30, 2021, the Washington County Board of Commissioners approved Resolution 21-131 to adopt the Construction Career Pathways Framework. On January 15, 2020, City Council approved Resolution 37474, authorizing the Chief Procurement Officer to sign the Construction Career Pathways Project Framework and committing the City to continue to support the regional workgroup led by Metro. On April 7, 2023, TriMet submitted a letter to Metro communicating their support and commitment to Construction Career Pathways Framework. On October 9, 2019, Prosper Portland adopted Resolution 7344 to approve the Construction Career Pathways Framework. On February 4, 2020, Portland Public Schools approved Resolution 6050 to adopt the Construction Career Pathways Framework. On August 31, 2021, Portland Community College submitted a letter to Metro outlining their commitment to adopt the Construction Career Pathways Framework.



DRAFT

through 2045. ODOT owns four of the bridges, including the Fremont and Marquam interstate bridges, as well as the St. Johns and Ross Island regional crossings. ODOT has identified [placeholder for estimated cost]. Union Pacific Railroad owns the Steel Bridge, which is also due for significant maintenance, with costs to be determined. TriMet owns the Tilikum Crossing structure, and while it was recently constructed, it will eventually require maintenance, as well, as the region's bridges face maintenance challenges that come from age and use.

More collaboration and work is needed to develop a financial plan for ensuring ongoing operations and maintenance and other transportation needs of Willamette River bridges, given the importance to the regional economy, emergency response and climate resilience..

**Note – all financial estimates in this section are subject to change.*

**Table 8.3 Willamette River Bridges in the Metropolitan Planning Area**

| Bridge Name | Bridge Owner |
|---|---|
| Broadway Bridge | Multnomah County |
| Burnside Bridge | Multnomah County |
| Morrison Bridge | Multnomah County |
| Hawthorne Bridge | Multnomah County |
| Sellwood Bridge | Multnomah County |
| St Johns Bridge | ODOT |
| Fremont Bridge | ODOT |
| Marquam Bridge | ODOT |
| Ross Island Bridge | ODOT |
| Tilikum Crossing Bridge | TriMet |
| Steel Bridge | Union Pacific Railroad |

### 8.2.3.10 Emergency Transportation Routes Project Phase 2

| Lead agency | Partners | Proposed timing |
|---|---|---|
| Metro and Regional Disaster Preparedness Organization (RPDO) | Cities, counties, TriMet, SMART, ODOT, DOGAMI, WASHDOT, SW RTC, REMTEC | 2024-26 |

Natural disasters can happen anytime, and the transportation system needs to be prepared to withstand them and to facilitate life-saving and life-sustaining activities, including the transport of first responders (e.g., police, fire and emergency medical services), fuel, essential supplies, and patients.

The Emergency Transportation Routes Project is a collaborative effort between public, private and non-profit stakeholders, co-led by the five-county, bi-state Regional Disaster Preparedness Organization (RDPO) and Metro to improve the safety and resiliency of the region's transportation system to natural disasters, extreme weather events and climate change.

From 2019 - 2021 the RDPO and Metro partnered to complete phase 1 of the project - updating the designated Regional Emergency Transportation Routes (RETRs) for the five-county Portland-



DRAFT

Vancouver metropolitan region, which includes Clackamas, Columbia, Multnomah and Washington counties in Oregon and Clark County in Washington. The routes had not been updated since 2006. The updated routes are shown within the Climate Action and Resilience section in Chapter 3 of the RTP.

A second phase of follow-on work is proposed for 2024-2026 to further prioritize/tier the updated routes and develop operational guidance for route owners/operators. For more information on RETRs, please visit https://rdpo.net/emergency-transportation-routes.

#### 8.2.3.11 Regional Freight Rail Study

| Lead agency | Partners | Proposed timing |
|---|---|---|
| Metro | Cities, counties, ODOT, WSDOT, Port of Vancouver and Port of Portland | 2024-26 |

Identified in the Regional Freight Strategy, this study would seek to identify and produce increases in rail capacity, safety, land use compatibility and operational efficiencies to support freight and goods movement in the region which is important to our long-term economic and environmental sustainability, and will help to maintain the region's competitive advantage in a global marketplace. The RTP and Regional Freight Strategy also note freight rail bottlenecks impacting critical access the region's ports and intermodal facilities, as well as the need for rail to efficiently carry its full share of existing and future commodities.

Potential outcomes of the study include:

- Identification of economically viable opportunities to develop short line intermodal hubs or logistics parks or other cargo-oriented development.
- A strategy to identify, develop and position top projects for confirmed and potential future federal and state funding, as appropriate, including:
    - An updated list of regional freight rail project priorities focused on improving capacity constraints and targeting industrial access to the rail networks.
    - A strategy to fund regional freight/passenger rail bottlenecks.
    - A strategy to fund needed grade separations.
    - A strategy to fund critical modernization projects on the short rail lines.

The study will address the balance between passenger and freight rail goals, and a set of viable solutions and initiatives to meet these goals; including:

- Regional guidance for public/private investment partnerships to guide investment of regional and national funding sources in identifying and developing freight rail corridors of local, regional and national significance; and
- Specific guidance for local jurisdictions as they develop their transportation system plans (TSPs), in order to avoid or minimize conflicts between freight rail and other transportation

DRAFT

modes and preserve or enhance the functionality of rail facilities and connected industrial land uses.

The Regional Freight Rail Study will work with Union Pacific (class 1 rail operator), ODOT, Port of Portland, Portland Bureau of Transportation (PBOT), and other local jurisdictions to determine which at-grade railroad crossings of the Union Pacific Kenton line, and other at-grade rail crossings should be grade separated.

#### 8.2.3.12 Regional Transportation Functional Plan Update

| Lead agency | Partners | Proposed timing |
|---|---|---|
| Metro | Cities, counties, ODOT, DLCD, TriMet, SMART | 2024-25 |

Since the adoption of the 2040 Growth Concept in 1995, cities and counties across the region have updated their comprehensive plans, development regulations and transportation system plans to implement the 2040 Growth Concept in locally tailored ways. The RTP provides a long-range blueprint for implementing the transportation element of the 2040 Growth Concept and presents the overarching vision, policies and goals, system concepts for all modes of travel and strategies for funding and local implementation for the region. Projects submitted to the RTP are from adopted local, regional or state planning efforts that provided opportunities for public input. Cities and counties are responsible for creating transportation system plans that are periodically updated to stay consistent with the RTP and reflect local transportation priorities and needs. Each city and county develops its own process for engaging the public in the development of the plans.

Most communities throughout the region have an adopted transportation system plan that serves as the transportation element of a comprehensive plan consistent with the Regional Transportation Functional Plan (RTFP). The functional plan implements the goals, objectives and the policies of the RTP and its constituent strategies, including the Climate Smart Strategy and strategies for safety, freight, transit, transportation system management and operations, regional travel options and emerging technology.

Under state law, the RTFP directs cities and counties within the metropolitan planning area boundary as to how to implement the RTP through local transportation system plans and associated land use regulations and transportation project development. Local implementation of the RTP will result in a more comprehensive approach for implementing the 2040 Growth Concept, help communities achieve their aspirations for growth and support current and future efforts to achieve the goals objectives and policies of the RTP.

The RTFP was last updated in 2012. A comprehensive review and update is needed to:

- modernize the functional plan language to be inclusive and in plain writing;
- make miscellaneous technical corrections and clarifications, such as outdated references to maps and figures;

DRAFT

- ensure the functional plan language and provisions are consistent with and adequately reflect new and updated goals, objectives and policies adopted in the RTP since 2014, including safety, equity, climate, pricing, mobility, freight transit, transportation system management and operations, and transportation options / transportation demand management;
- align the functional plan language and provisions with recent statewide rulemaking and policy development to implement the Climate-Friendly and Equitable Communities Program, including modal system planning, multimodal inventories, transportation performance, project prioritization, parking management, reporting; and
- update the timeline for local TSPs updates in collaboration with cities, counties and the ODOT Transportation System Plan Funding Program.

#### 8.2.3.13 2040 Refresh Coordination

| Lead agency | Partners | Proposed timing |
|---|---|---|
| Metro | Cities, counties, ODOT | TBD |

*Note: 2040 Refresh Coordination is awaiting further direction from Metro Council (anticipated in Fall 2023). The description below was carried over from the 2018 RTP.*

In 2018, Metro's Chief Operating Officer recommended that Metro's Planning and Development staff return to the Metro Council in early 2019 with a proposed work program for updating the 2040 Growth Concept as part of the COO recommendation to the Metro Council on the 2018 Urban Growth Management Decision.

Green corridor implementation will be forwarded for consideration as part of this future planning effort. Green corridors were adopted as part of the 2040 Growth Concept in 1995. The purpose of green corridors is to prevent unintended urban development along these often heavily traveled routes, and maintain the sense of separation that exists between neighbor cities and the greater Portland region. The green corridor concept calls for a combination of access management and physical improvements to limit the effects of urban travel on the routes on adjacent rural activities. Following adoption of the 2040 Growth Concept, Metro worked with the cities of North Plains, Canby and Sandy from 1998-2000 to develop intergovernmental agreements (IGAs) but did not formalize these agreements. This remains as an outstanding issue in fully implementing the Growth Concept.

In 2010 and 2011, the elected governing bodies of Clackamas, Multnomah and Washington counties and Metro entered into agreements that determine the location and scale of urban development for the future. These agreements were the result of a two-year region-wide planning effort that identified areas for future urban use and other areas that should remain rural for the next 40 to 50 years. The urban and rural reserve decision provided a more certain framework for transportation improvements along the urban edge. Metro will work with interested local jurisdictions to complete IGAs for green corridors that reflect updated plans for urban and rural reserves.

DRAFT

#### 8.2.3.14 Columbia Connects

| Lead agency | Partners | Proposed timing |
|---|---|---|
| Oregon Metro and Southwest Washington Regional Transportation Council | Greater Portland Inc, Columbia River Economic Development Council, City of Portland, City of Gresham, City of Vancouver, Port of Portland, Port of Vancouver | 2023-24 |

Columbia Connects is a regional project intended to strengthen the bi-state partnership between Oregon and Washington. Centered around the ecosystem of industries and work-sheds that are interconnected by the Columbia River, the project seeks to develop a clear understanding of the conditions within this sub-district; the shared economic and community values of the region; and the strategies, projects, and programs needed to achieve desired outcomes. Columbia Connects provides a Shared Investment Strategy that outlines specific opportunities for investment based on feasibility, effectiveness, equity, and input from project champions. Convened by Metro and RTC, the partners will finalize and carry out actions included in a Shared Investment Strategy, continuing to partner across state boundaries to establish agreements and commitments for implementation and ongoing coordination on resource acquisition.

### 8.2.4 Corridor Refinement Planning

*Note - Section 8.24 will be further updated this Summer and informed by analysis of the RTP project list using the newly updated regional mobility policy.*

This section identifies areas in the region – called mobility corridors - that are recommended for more detailed refinement planning to identify multimodal investment strategies adequate to serve regional transportation needs in the corridor.[3]

This RTP calls for an update to the region's mobility policy and related performance targets beginning in 2019 and is expected to affect corridor refinement planning identified in this section. Many of the areas identified for refinement planning in the RTP are identified because they do not meet the newly updated regional mobility policy. Individual corridor refinement planning descriptions have been updated to reflect work remaining and are being carried forward in this RTP.

**Corridor Refinement Planning and the Transportation Planning Rule**

Corridor refinement planning is a response to the Oregon Transportation Planning Rule (TPR). Section 660-012-0020 of the TPR requires that transportation system plans (TSPs) establish a

[3] Twenty-four subareas of the region – called mobility corridors - have been identified in the RTP. Each mobility corridor is defined by the designated 2040 Growth Concept land uses that are connected by an integrated system of throughways, arterial streets, transit and freight routes, and regional pedestrian and bike networks located within the subarea.



DRAFT

coordinated network of planned transportation facilities adequate to serve regional transportation needs. The RTP is the region's TSP. Section 660-012-0025 of the TPR allows jurisdictions to defer decisions regarding mode, function, and general location of improvements to address identified needs as long as it can be demonstrated that the refinement effort will be completed in the near future.

A corridor refinement plan must identify the capital and operational improvements that a mobility corridor needs consistent with the region's congestion management process. This is particularly critical for planning efforts that may result in significant expansion of roadways beyond the planned system. A CMP analysis is required for capacity-increasing projects that go beyond the planned RTP system before federal funds may be applied. For such projects, the CMP looks at road expansions beyond the planned system as a last resort and, as appropriate, requires that they be coupled with complementary operational and travel demand management strategies.

In the Portland region, in order to stay consistent with our regional transportation and land use goals, our corridor refinement process includes a multimodal look at transportation needs, as well as a review of existing and planned land use and projected growth. See Section 8.5.4 and Appendix L for more information about the region's CMP.

A corridor refinement plan includes the following steps:

1. **Develop MOU or IGA** for refinement plan scope of work that includes identification of roles and responsibilities, methods of collaboration and consultation with Metro, if the refinement planning work is not led by Metro.

2. **Conduct analysis** that considers current and planned local land uses, regional and community goals for equity, housing, economic opportunity, environmental protection and stormwater management as well as safety, pedestrian, bike, system and demand management and operational strategies, freight, throughway, road and transit needs and previously identified solutions.

3. **Agree on corridor specific multimodal performance measures.**

4. **Evaluate multimodal performance** and potential impact on regional and community goals for equity, economic development and environmental protection and, if applicable, apply HCT system expansion assessment and readiness criteria.

5. **Develop alternative mobility or other performance standards**, if necessary.

6. **Determine mix and phasing of projects and/or land use changes** needed to address identified needs.

7. **Prepare local, regional and/or state plan amendments and MOU or IGA to implement** refinement plan recommendations at state, regional and local levels.

Consistent with the region's congestion management process, corridor refinement plans will provide decision-makers with more comprehensive information regarding safety, accessibility,

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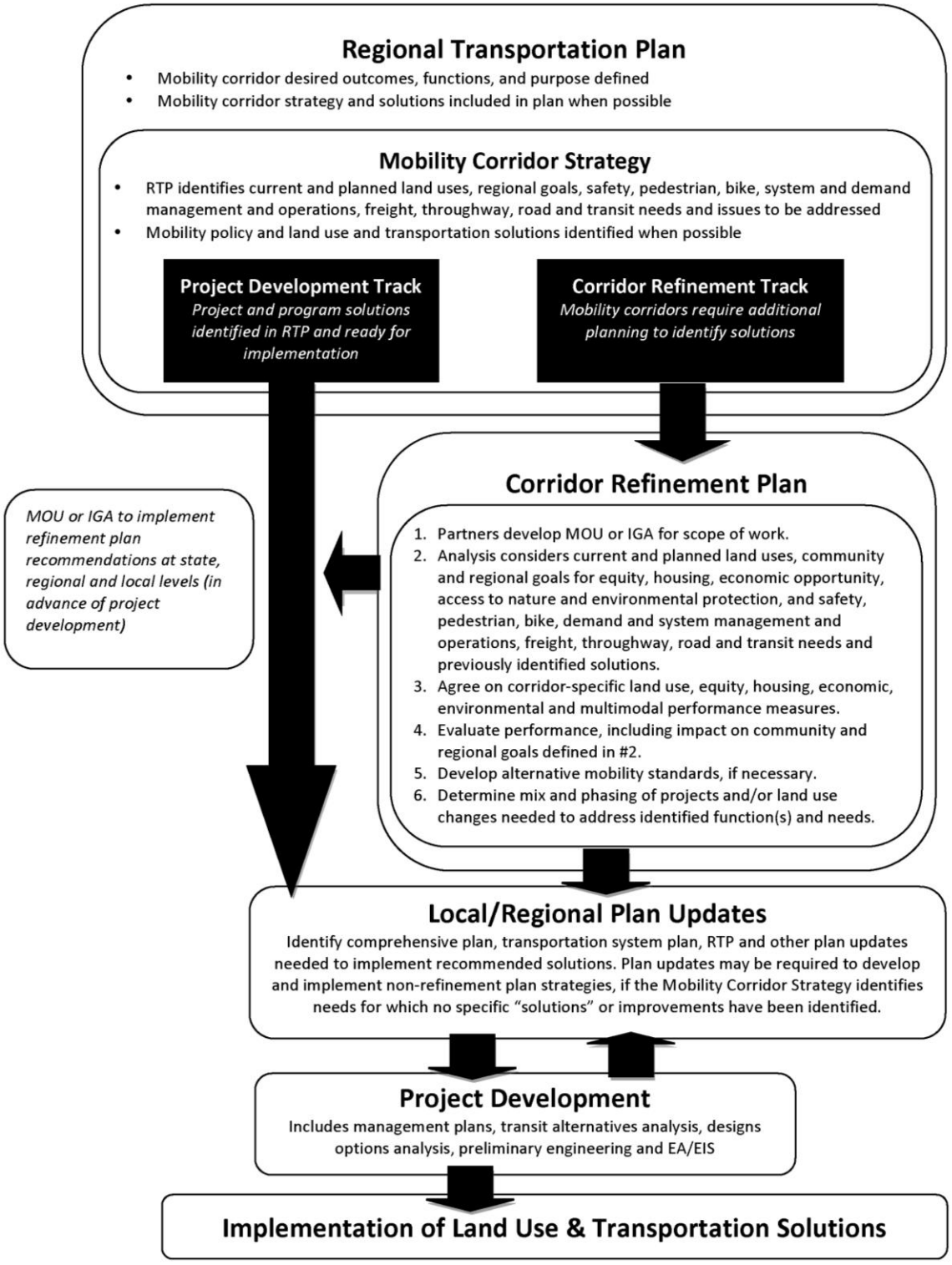
environmental impact, mobility, reliability and congestion as they relate to the movement of persons and goods in the mobility corridor. They should also consider land use, economic opportunity, equity, travel demand and system management, street connectivity, walking and biking solutions in addition to increasing transit and road capacity. The corridor refinement plan will recommend a wide range of strategies and projects to be implemented at the local, regional and/or state levels.

Individual project and program solutions identified in the RTP may move forward to project development at the discretion of the facility owner/operator. Planning and project development efforts should be conducted with an understanding of the corridor refinement planning anticipated in the RTP and not preclude any strategies or potential solutions identified for consideration in the corridor refinement plan. The MOU or IGA from a corridor refinement plan is intended to provide more accountability and to formalize agreements across implementing jurisdictions on moving forward to implement the corridor refinement plan recommendations. This is particularly important in mobility corridors with multiple jurisdictions.

**Figure 8.2** shows the framework for how the mobility corridor strategy will be incorporated into the RTP or developed through a corridor refinement plan.

**Figure 8.2 How A Mobility Corridor Strategy Is Developed and Implemented**

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Regional Transportation Plan
Mobility corridor desired outcomes, functions, and purpose defined
Mobility corridor strategy and solutions included in plan when possible
Mobility Corridor Strategy
RTP identifies current and planned land uses, regional goals, safety, pedestrian, bike, system and demand management and operations, freight, throughway, road and transit needs and issues to be addressed
Mobility policy and land use and transportation solutions identified when possible
Project Development Track
Project and program solutions identified in RTP and ready for implementation
Corridor Refinement Track
Mobility corridors require additional planning to identify solutions
Corridor Refinement Plan
1. Partners develop MOU or IGA for scope of work.
2. Analysis considers current and planned land uses, community and regional goals for equity, housing, economic opportunity, access to nature and environmental protection, and safety, pedestrian, bike, demand and system management and operations, freight, throughway, road and transit needs and previously identified solutions.
3. Agree on corridor-specific land use, equity, housing, economic, environmental and multimodal performance measures.
4. Evaluate performance, including impact on community and regional goals defined in #2.
5. Develop alternative mobility standards, if necessary.
6. Determine mix and phasing of projects and/or land use changes needed to address identified function(s) and needs.
MOU or IGA to implement refinement plan recommendations at state, regional and local levels (in advance of project development)
Local/Regional Plan Updates
Identify comprehensive plan, transportation system plan, RTP and other plan updates needed to implement recommended solutions. Plan updates may be required to develop and implement non-refinement plan strategies, if the Mobility Corridor Strategy identifies needs for which no specific "solutions" or improvements have been identified.
Project Development
Includes management plans, transit alternatives analysis, designs options analysis, preliminary engineering and EA/EIS
Implementation of Land Use & Transportation Solutions

**Mobility Corridors Recommended for Future Corridor Refinement Plans**

*Note – This section will be further updated this Summer and informed by analysis of the RTP project list using the newly updated regional mobility policy.*

The main objective of the RTP mobility corridor framework is to organize information needed to help define the need, mode, function, performance standards, and general location of facilities within each mobility corridor consistent with the Transportation Planning Rule to ensure land use and transportation planning and decision-making are integrated. The needs assessment was developed based on the RTP policy framework and guided the identification of projects and programs during development of the RTP.

Under the mobility corridor framework, when determinations of need(s), mode(s), function(s), and general location(s) of solutions cannot be made, the mobility corridor needs a refinement plan. Corridor refinement plans are intended to be multimodal evaluations of possible land use and transportation solutions to address identified needs and develop a shared investment strategy, consistent with RTP goals, objectives and policies. This includes conducting an evaluation that considers the potential impact on regional and community goals for equity, housing, economic development, environmental protection and access to nature.

The RTP has identified a list of mobility corridors that do not meet the outcomes-based performance standards of the RTP and/or do not fully answer questions of mode, function and general location. These corridors need refinement planning and are listed in **Table 8.4**. The corridors are not listed in priority order. In addition, potential high capacity transit corridors identified in the Regional Transit Strategy are likely to require corridor refinement plans to develop shared land use and transportation investment strategies and determine transit mode, function, general location and any associated changes in road or freight rail functions and performance standards of existing transportation facilities.

**Table 8.4 Mobility Corridors Recommended for Future Corridor Refinement Planning**

| Regional Mobility Corridor | General Geographic Scope of Mobility Corridor |
|---|---|
| **Mobility Corridors #3** | Tigard to Wilsonville which includes I-5 South[4] |
| **Mobility Corridor #4** | Portland Central City Loop, which includes I-5/I-405 Loop |
| **Mobility Corridors #7, #8 and #10** | Clark County to I-5 via Gateway, Oregon City and Tualatin, which includes I-205 |
| **Mobility Corridor #14 and #15** | Beaverton to Forest Grove, which includes Tualatin Valley |

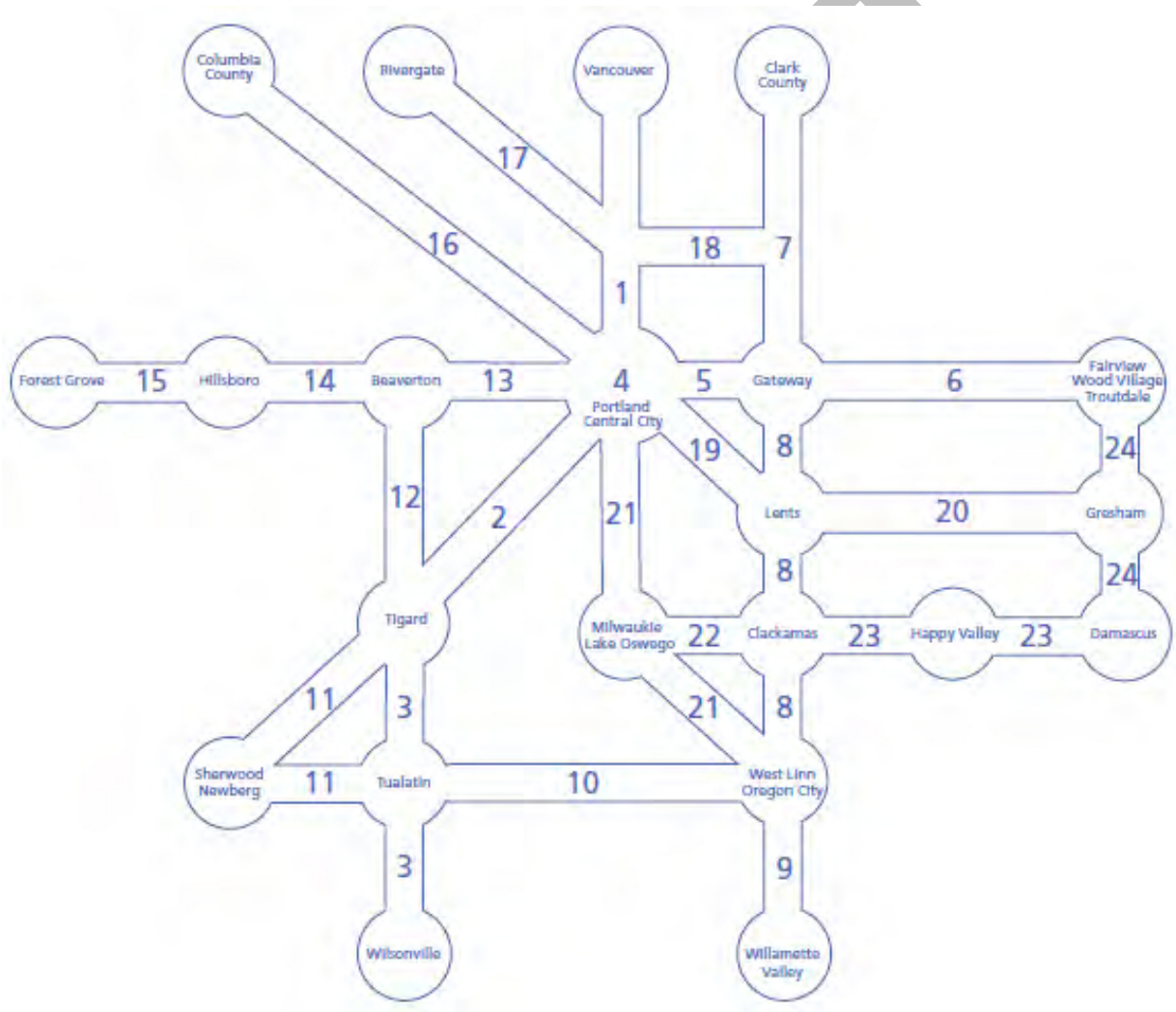
[4] In coordination with project development activities for Mobility Corridor #10.



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| | |
|---|---|
| | Highway |
| **Mobility Corridors #13, #14** | Hillsboro to Portland, which includes US 26 |
| **Mobility Corridors #19 and #20** | Portland Central City to Lents and Lents to Gresham, which includes US 26/Powell Boulevard |

**Figure 8.3 Illustrative Map of Mobility Corridors in the Portland Metropolitan Region**

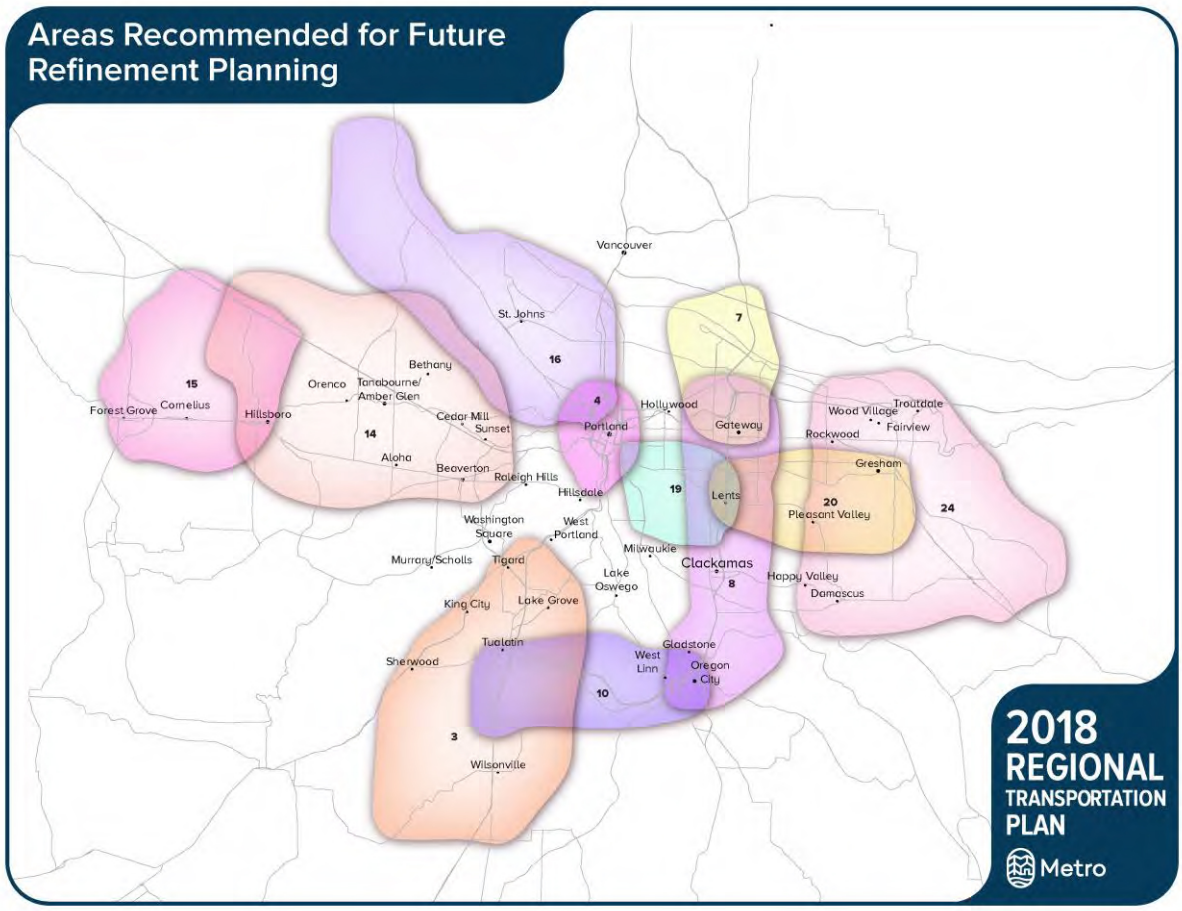


**Corridor refinement plans that have been completed since 2018**

- Clackamas to Columbia Corridor Plan (Gresham/Fairview/Wood Village/Troutdale to Damascus – Mobility Corridor #24)

**Figure 8.4 Regional Mobility Corridors Recommended for Future Refinement Planning**

***Note: This map will be updated for the Adoption Draft RTP***



#### 8.2.4.1 Tigard to Wilsonville (Mobility Corridor 3)

*Note – This section will be further updated this Summer and informed by analysis of the RTP project list using the newly updated regional mobility policy.*

This mobility corridor provides the major southern access to and from the central city. The corridor also provides important freight access, where Willamette Valley traffic enters the region at the Wilsonville "gateway," and provides access to Washington County via OR 217.

In 2002, a joint ODOT and Wilsonville study[5] concluded that in 2030 widening of I-5 to eight lanes would be required to meet Oregon Highway Plan and RTP mobility standards, and that freeway access capacity would not be adequate with an improved I-5/Wilsonville Road interchange. The appropriate improvements in this corridor are unclear at this time. However, I-5 serves as a critical gateway for regional travel and commerce, and an acceptable transportation strategy in this corridor has statewide significance. Projections for I-5 indicate that growth in traffic between the Metro region and the Willamette Valley will account for as much as 80 percent of the traffic volume along the southern portion of I-5, in the Tualatin and Wilsonville area.

In 2009, ODOT and the City collaborated to plan the reconstruction of the I-5: Wilsonville Road interchange, including infrastructure improvements and management strategies to better serve planned growth in the area. Since adoption of the interchange area management plan, ODOT completed the interchange reconstruction and implemented the bulk of the management plan's recommendations. More recent projects include the City's addition of a third lane to the Wilsonville Road southbound on-ramp and improvements at the Elligsen Road northbound on-ramp. In addition, ODOT constructed a single southbound auxiliary lane on I-5 from north of Lower Boones Ferry Road to Nyberg Road and from South of Nyberg Road to I-205 and a second lane at the northbound exit ramp for Lower Boones Ferry Road to relieve congestion and reduce crashes. The auxiliary lane work included on- and off-ramp lane modifications at Lower Boones Ferry Road and Nyberg Street.

The Washington County Transportation Futures Study, completed in 2017, recommended completion of this corridor refinement plan to address growing transportation needs in the corridor. The Washington County Freight Study, also completed in 2017, identified the I-5 corridor as a key area of freight operational delay and unreliability and underscored the importance of developing and funding improvements in this area.

In 2017-2018, ODOT and the City of Wilsonville partnered on a Southbound I-5 Boone Bridge Congestion Study. They evaluated and developed solutions for a southbound bottleneck in the bridge area, in order to manage congestion and reliability for private vehicles, freight, and transit in the evening peak. This geographically focused study was timed to identify operational improvements in advance of upcoming seismic replacement of the Boone Bridge, so that they could proceed as one project and allow the state to reduce total costs. The study led to the adoption of the I-5 Wilsonville Facility Plan, which documented a southbound auxiliary lane

[5] *I-5/Wilsonville Freeway Access Study, DKS Associates, November 2002*



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concept consistent with implementation recommendations for this corridor (see Project 11990 on the 2023 RTP Financially Constrained List). It did not preclude a larger I-5 south corridor refinement plan, and many of the broader multimodal needs in this corridor still need to be addressed.

A corridor refinement plan is proposed to address the following in coordination with project development activities for Mobility Corridor #10:

- Effects of widening I-205 on the I-5 South corridor;
- Effects of the I-5 to 99W Connector study recommendations on I-5 and the N. Wilsonville interchange and the resultant need for increased freeway access to preserve local system performance and in-line capacity for I-5 mobility;
- Effects of peak period and mid-day congestion in this area and mitigation options for regional freight reliability, mobility and travel patterns;
- Ability of inter-city transit service, to/from neighboring cities in the Willamette Valley, including commuter rail, to slow traffic growth in the I-5 corridor;
- Ability to maintain off-peak freight mobility with capacity improvements;
- Potential for better coordination between the Metro region and Willamette Valley jurisdictions on land-use policies;
- Effects of a planned long-term strategy for managing increased travel along I-5 in the Willamette Valley;
- Effects of UGB expansion and Industrial Lands Evaluation studies on regional freight mobility;
- Effects on freight mobility and local circulation due to diminished freeway access capacity in the I-5/Wilsonville corridor;
- Identify and implement safety and modernization improvements to I-5 defined by the Tigard to Wilsonville Corridor Refinement Plan;
- I-5/OR217 Interchange Phase 2: SB OR217/Kruse Way Exit – Complete interchange reconstruction: Braid SB OR 217 exit to I-5 with Kruse Way exit;
- I-5/OR217 Interchange Phase 3: SB OR217 to I-5 NB Flyover Ramp – Complete interchange reconstruction with new SB OR217 to NB I-5 flyover ramp;
- Effects of the new and proposed auxiliary (ramp-to-ramp) lanes;
- Effects of future Southwest Corridor LRT;
- Identify and implement active transportation priorities that provide safe alternatives to vehicle travel; and

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- Consideration of how land use interfaces with the transportation needs and impacts, local system enhancements and new connections, and improved transit network and service and potential outcomes.

In addition, the following design elements should be considered as part of the corridor refinement plan:

- Congestion pricing, including consideration of the Regional Mobility Pricing Project, and HOV lanes for expanded capacity;
- Operational bus on shoulder treatments
- Provide regional transit service, connecting Wilsonville and Tualatin to the central city;
- Increase WES service frequency and hours/days of operation;
- Provide additional freeway access improvements in the I-5/Wilsonville corridor to improve freight mobility and local circulation;
- Add capacity to parallel arterial routes, including 72nd Avenue, Boones Ferry, Lower Boones Ferry and Carman Drive;
- Add overcrossings in vicinity of Tigard Triangle, City of Tualatin and City of Wilsonville to improve local circulation;
- Extend commuter rail service from Salem to the Portland Central City, Tualatin transit center and Milwaukie, primarily along existing heavy rail tracks;
- Additional I-5 mainline capacity;
- Provision of auxiliary lanes between all I-5 freeway on- and off-ramps in Tualatin south of the I-5/I-205 split and in Wilsonville; and
- Complete gaps in the Fanno Creek and Ice Age Tonquin Regional Trails to provide a continuous off-street active transportation route through the length of the mobility corridor.

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### 8.2.4.2 Portland Central City Loop (Mobility Corridor 4)

**Context**

*Note – This section will be further updated this Summer and informed by analysis of the RTP project list using the newly updated regional mobility policy.*

In 2005, the I-5/405 Freeway Loop Advisory Group (FLAG) completed its review of the near- and long-term transportation, land use, and urban design issues regarding the I-5/405 Freeway Loop. Appointed by Mayor Vera Katz and the ODOT Director in 2003, the 24-member group developed and evaluated concepts to address identified transportation issues and needs. The concepts represented a range of options that included modest improvements within existing right-of-way, a One-Way Loop System, and a full tunnel that would connect the Freeway Loop to I-84 and Sunset Highway. The three concepts were evaluated against the region's proposed transportation system, along with projected employment and household growth, for the year 2030.

In completing its initial review, FLAG found that additional master planning work is needed to identify, prioritize and fund specific projects, and that short-term or interim investments should move forward while the master planning work is being completed. FLAG recommended that planning on I-84/I-5 interchange and the I-5 elements of South Portland Plan contemplated in the area of the interchange of I-405 and I-5 may proceed independent of the Master Plan with the understanding that the final plan for any such project would be consistent with the Master Plan. In addition, the study recommended advancing a corridor refinement plan to begin to identify short-term and long-term investments and a recommended scope, problem statement and set of principles:

Scope

- Develop an overall Freeway Loop Corridor Refinement Plan that will guide public investment for improvements to the I-5/405 Freeway Loop.
- Develop a phasing strategy for implementation of the Master Plan. Include the currently approved Regional Transportation Plan improvements as well as new elements.
- Identify and pursue a funding strategy.

As directed by the FLAG's recommendations, planning proceeded on the I-84/I-5 section of the Loop under the N/NE Quadrant and the I-5 Broadway-Weidler Interchange Improvement Planning process. The key recommendations from the adopted 2012 N/NE Quadrant Plan include:

- Preserving and enhancing Lower Albina by protecting the working harbor and increasing land use flexibility that promotes a mix of uses on historic Russell Street and greater employment densities;
- Protecting historic neighborhoods and cultural resources;

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- Concentrating high density development in the Lloyd District, with a focus on new residential development that will add activity and vibrancy to the district;
- Providing amenities, such as parks, street improvements and green infrastructure to support and encourage new development;
- Improving regional access and local street safety and connectivity for all modes;
- Encouraging sustainable development that supports the Lloyd EcoDistrict and goals for improved environmental health;
- Future changes to zoning and building height regulations that implement the plan goals.

Key recommendations for the I-5 Broadway-Weidler Plan include:

- Adding auxiliary lanes and full-width shoulders to improve traffic weaves and allow disabled vehicles to move out of traffic lanes;
- Rebuilding structures at Broadway, Weidler, Vancouver and Williams and adding a lid over the freeway that will simplify construction, increase development potential and improve the urban environment;
- Moving the I-5 southbound on-ramp to Weidler to improve circulation and safety;
- Improving conditions for pedestrian and bicycle travel by adding new connections over the freeway and safer pedestrian and bicycle facilities in the interchange area.

The recommendations of the N/NE Quadrant Plan were incorporated in the recently adopted Central City 2035. In addition, as part of the plan, ODOT and the City worked to designate the Central City as a Multimodal Mixed-Use Area (MMA). MMAs are State acknowledged high density, mixed use areas that are well served by multimodal transportation. MMA areas are exempt from mobility standards as part of land use amendments (safety and other State mandated policies remain in effect). In development of the MMA, the City and ODOT worked to identify safety improvements for the Loop (including the I-5 Broadway/Weidler Project), which were subsequently added to the City's list of TSP projects and submitted to Metro as part of the 2018 RTP.

<u>Proposed Mobility Corridor Purpose Statement</u>

The purpose of the study is to develop alternative design concepts for Portland Central City Loop. Improvements to the I-5/4-5 Freeway Loop must address long-term transportation and land use needs in a system-wide context. Because the movement of people and goods is a vital economic function, changes must be considered in relation to local, regional, and statewide geographies. Freeway Loop improvements should enhance, not inhibit, high-quality urban development, and should function as seamless and integral parts of the community.

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Proposed Principles

These objectives will guide the selection and evaluation of options in the next phase:

- Maintain or enhance transportation performance, including safe and reliable highway operations and enhanced transit performance.
- Support a multi-modal strategy for automobiles, transit, trucks, bicycles, and pedestrians.
- Support trade and freight movement to facilitate regional and state economic development.
- Support local, regional, and state land use plans.
- Ensure regional accessibility to and from the Central City to reinforce its significant statewide, regional, and national economic role.
- Support economic activities and new investments in the Central City and in adjacent industrial areas.
- Improve the quality of the built environment and multimodal connections across facilities.
- Avoid or minimize negative impacts on the natural and built environments.
- Evaluate facility improvement costs relative to the distribution of benefits and impacts.
- Develop strategies that can be implemented in phases, including consideration of congestion pricing such as that identified in the Regional Mobility Pricing Project.

### 8.2.4.3 Clark County to I-5 via Gateway, Oregon City and Tualatin (Mobility Corridors 7, 8 and 10)

*Note – This section will be further updated this Summer and informed by analysis of the RTP project list using the newly updated regional mobility policy.*

Improvements are needed in this corridor to address existing deficiencies and expected growth in travel demand in Clark, Multnomah and Clackamas counties. Transportation solutions in this corridor should address the following needs and opportunities:

- Provide for some peak period and off-peak mobility and reliability for longer trips;
- Preserve freight mobility from I-5 to Clark County, with an emphasis on connections to Highway 213, Highway 224 and Sunrise Corridor;
- Maintain an acceptable level of access to the Oregon City, Clackamas and Gateway regional centers and Sunrise industrial area;
- Maintain acceptable levels of access to PDX, including air cargo access;
- Coordinate refinement planning activities with planning for the Stafford area;



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- Adding general purpose lanes to I-205 should be considered to meet state and regional policies to bring the freeway up to three through lanes in each direction in the southern section from Oregon City to I-5 and to allow for potential of bus-on-shoulder operations for bypassing of traffic queues on I-205 during periods of congestion;
- Expanded transit service in the corridor including provision of I-205 express bus service between Clackamas regional center and Bridgeport in Tualatin, and frequent bus service between Clackamas regional center and Clackamas Community College via downtown Oregon City;
- Extend high capacity transit service from Milwaukie to Oregon City along McLoughlin Boulevard;
- Complete gaps in the I-205 Multi-use path - including southernmost segment from Oregon City to Tualatin - to provide a continuous off-street active transportation route through the length of the mobility corridor; and
- Interchange improvements, auxiliary lanes and other major operational improvements such as ramp improvements and other weaving area improvements in the corridor should also be considered. Specific projects to be considered to meet identified needs include:
    - Southbound truck climbing lanes from Willamette River to 10th St. interchange;
    - Interchange improvements at locations including: Division/Powell, Airport Way, OR213, OR 212/224, Sunrise, Johnson Creek Boulevard and others;
    - Auxiliary lanes, northbound and southbound in the following locations: Airport Way to Columbia Blvd., Columbia Blvd. to I-84, I-84 to Glisan, Glisan to Division/Powell, Division/Powell to Foster, Foster to Johnson Creek Boulevard, OR 212/224 to Gladstone, Gladstone to OR 99E;
    - Widen to 6 lanes from Stafford Interchange to Willamette River;
    - Widen Abernethy Bridge to 6 lanes plus auxiliary lanes;
    - Improvements needed on OR 213 (82nd Avenue) include bicycle/pedestrian and streetscape improvements.
    - Implement tolling on I-205 between Stafford Road and the Abernathy Bridge.

Potential transportation and land use solutions in this corridor should evaluate the potential of the following design concepts:

- Auxiliary lanes added from Airport Way to I-84 East;
- Consider express HOV lanes as a strategy for expanding capacity;
- Relative value of specific ramp, overcrossing and parallel route improvements;

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- Evaluate crash history of arterials and throughways in study area, with a focus on fatal and serious injury crashes, to inform potential transportation solutions and phasing;
- Eastbound HOV lane from I-5 to the Oregon City Bridge;
- Truck climbing lane south of Oregon City;
- Potential for inter-city transit service, vanpool services and other travel options, to/from rural areas and neighboring cities in Clackamas County, to expand travel options and slow traffic growth in the I-205 corridor;
- Potential for rapid bus transit service or light rail from Oregon City to Gateway;
- Potential for extension of rapid bus service or light rail north from Gateway into Clark County;
- Potential for refinements to 2040 land-use assumptions in this area to expand potential employment in the sub-area and improve jobs/housing imbalance;
- Potential for re-evaluating the suitability of the Beavercreek area for urban growth boundary expansion, based on ability to serve the area with adequate regional transportation infrastructure;
- Explore opportunities to support economic and land use goals with the Columbia Connections Strategy;
- Provide recommendations to the Bi-State Coordination Committee prior to JPACT and Metro Council consideration of projects that have bi-state significance.

#### 8.2.4.4 Beaverton to Forest Grove (Mobility Corridors 14 and 15)

*Note – This section will be further updated this Summer and informed by analysis of the RTP project list using the newly updated regional mobility policy.*

A number of improvements are needed in this corridor to address existing deficiencies and serve increased travel demand. One primary function of this route is to provide access to and between the Beaverton and Hillsboro regional centers. Tualatin Valley Highway also serves as an access route to Highway 217 from points west along the Tualatin Valley Highway corridor. As such, the corridor is defined as extending from Highway 217 on the east to Forest Grove to the west, and from Farmington Road on the south to Baseline Road to the north.

The Tualatin Valley Highway Corridor Plan (TVCP) is a "mobility corridor refinement" plan completed in June 2013. The TVCP studied the Beaverton to Hillsboro portion of the Beaverton to Forest Grove mobility corridor between Cedar Hills Boulevard (Beaverton Regional Center) and SE 10th Avenue/Maple Street (Hillsboro Regional Center). The northern boundary of the study area was Baseline Road/Jenkins road and the southern boundary was Farmington Road, Oak Street, Davis Street and Allen Boulevard. There are still two outstanding sections of the corridor

left to be studied: within Beaverton (OR 217 to SW Cedar Hills Blvd) and from Hillsboro (west of SE 10th Avenue/Maple Street) to Forest Grove.

The TVCP was a joint effort between ODOT, Metro, the City of Hillsboro, the City of Beaverton and Washington County that focused an examination of the transportation system to identify needs and improvements for all modes of transportation. A number of improvements have been identified in this corridor to address existing deficiencies and safety concerns and serve increased travel demand.

The TV Trail Concept Plan, a TGM funded plan by Washington County describes the selection of the two preferred near- and long-term opportunities to serve local and regional trail connectivity between SW 160th Avenue and Cornelius Pass Road.

The East Forest Grove Safety Action Plan examined the portion of OR 8 between Forest Grove and Cornelius. The plan identified multi-modal improvements to address safety along this section of the corridor.

A long-term transit solution for Tualatin Valley Highway has yet to be identified. In advance of this transit study additional land area is to be preserved for Business Access Transit (BAT) / High Capacity Transit (HCT) uses. This land area is not intended to be used for general purpose through lanes. Development along Tualatin Valley Highway shall consider opportunities so as to not preclude a future Business Access and Transit lane in the westbound direction, and to not preclude Bus pullouts in the eastbound direction.

RTP Design and Functional Classifications.

Early in the project, the TVCP PG gave policy direction to maintain the design and function of TV Hwy as an urban arterial that will not exceed motorized vehicle capacity of two through travel lanes in each direction. Consistent with this decision, proposed actions along TV Hwy will be developed during subsequent refinement planning and design work to maximize the use of the typical 100 feet to 107 feet of existing right-of-way (ROW) to serve multimodal travel. Additionally, the RTP Arterial & Throughway map and System Design Classification maps are amended. TV Highway will be changed from “Principal arterial” to “Major Arterial” on the Arterial & Throughway map. It will be changed from “Throughway” to “Regional Street” on the System Design map.

The TVCP recommendations fall into 3 categories: 1) Near Term Actions, 2) Opportunistic Actions, and 3) Longer Term Refinement Planning Needs.

Near Term Actions

The proposed improvements described below will address existing needs, including multimodal system completeness and safety, and can reasonably be expected to be completed within the next 15 years with a strong commitment from one or more of the partner agencies that have jurisdiction over subject transportation facilities, including:

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- Complete detailed multi-agency study to determine future potential for high capacity transit solutions within the Tualatin Valley Highway corridor;
- The Moving Forward TV Highway Plan will be developed as a multi-agency study that determine nature and feasibility of HCT in the Tualatin Valley Highway corridor between SW 160th Ave and Cornelius Pass Road;
- Multi-modal safety improvements from the East Forest Grove Safety Action Plan
- Improve bus stops along Tualatin Valley Highway;
- More frequent bus service;
- Add street lighting on Tualatin Valley Highway;
- Improve Tualatin Valley Highway pedestrian crossings;
- Complete Planning and Conceptual design for a Multi-use path;
- Fill gaps in sidewalks and add landscape buffers along Tualatin Valley Highway;
- Add directional way finding signs;
- Complete the (currently discontinuous and narrow) bike lanes on Tualatin Valley Highway;
- Improve bike crossings of Tualatin Valley Highway;
- Develop continuous east-west parallel bike routes north and south of Tualatin Valley Highway;
- Public community rail safety education;
- Support and promote employer incentive programs to reduce driving;
- Improve signal timing, transit prioritization and traffic operations monitoring;
- Signal prioritization for transit;
- Adaptive signal control ("smart signals" that adjust timing to congestion levels);
- Improve operations at signalized intersections along Tualatin Valley Highway;
- Intersection modification to address safety and mobility; and
- Left-turn signal improvements.

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**Opportunistic Actions**

Understanding that funding opportunities (whether public funding or public funding in combination with private sources) may arise for transportation improvements within the TVCP Project Area to work towards to meet the goals and objectives of the TVCP, while attempting to:

- Encourage private contributions by developers to implement the near term improvements, including reserving ROW for future transportation improvements *(City of Hillsboro, City of Beaverton, Washington County).*

- Acquire the ROW to develop a westbound business access transit (BAT) lane as redevelopment opportunities arise on Tualatin Valley Hwy. The City of Hillsboro may also require all half-street improvements be constructed to include the setback curb, planter strip, and sidewalk improvement to create an amenable environment for future transit solutions on Tualatin Valley Highway. This redevelopment should be consistent with ODOT standards. The City of Hillsboro has determined that a BAT lane would not provide the anticipated benefit for transit service and therefore the city isn't acquiring ROW to develop the BAT lane as redevelopment opportunities occur on TV Hwy check with Gregg Snyder about this. The Moving Forward TV Highway Enhanced Transit and Access Plan will look at whether there are benefits of using a BAT lane in part of the corridor from 160th to Cornelius Pass Road.

- As projects arise from appropriate categories examine whether opportunities are available to use other funds to leverage this funding (e.g., safety) *(ODOT, consulting with partners).*

- As land use and transportation system conditions change and near term improvements are completed, consider the opportunity to update this adaptive corridor management strategy *(all partners).*

- Improve existing north-south routes for all modes to reduce travel demand on Tualatin Valley Highway and congestion at intersections. Improvements to roadways such as Brookwood Avenue, Century Boulevard, Cornelius Pass Road, 209th Avenue, 198th Avenue, 185th Avenue, and 170th Avenue would provide the greatest benefit to the overall transportation system. Five improvements on 198th Avenue south of Tualatin Valley Highway are scheduled in the next five years through Washington County's Major Streets Transportation Improvement Program. The other three corridors will require a more opportunistic approach, including working with developers of South Hillsboro to help improve 209th Avenue *(City of Hillsboro, City of Beaverton, Washington County).*

- Improve east-west connectivity (such as those proposed in the upcoming South Hillsboro UGB development mitigation) in addition to the near term actions proposed in South Hillsboro such as the Kinnaman and Rosa Road extensions *(City of Hillsboro, City of Beaverton, Washington County).*

- Complete the bicycle and pedestrian system in the TVCP Project Area to increase connectivity and access.

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- Implement improvements identified in the Tualatin Valley Trail Concept Plan
- Examine transit service for enhancements and improvements in the near term improvements list to leverage added service or other capital enhancements. TriMet has been awarded two Statewide Transportation Improvement Program (STIP) projects (Highway 8 Corridor Safety and Access to Transit) for improved safety, active transportation, access to transit and transit operations by improving bus stops, constructing landing pads, and enhancing crossings. ODOT will be enhancing two pedestrian crossings, infilling sidewalks, consolidating bus stops, providing transit queue jumps at one location and improving a bus stop For the second application (between 110th Avenue and SW 209th Avenue on TV Hwy), the project will enhance four pedestrian crossing locations, install buffered bike lanes between 153rd and 182nd Aves, consolidate bus stops, install illumination, ped actuation and signal interconnect at 141st/142nd and 174th, install physically separated walkways and bike lanes on bridge sections between 153rd and 160th Ave and the between 30th and 40th Aves.
- Reduce vehicle turn movements to/from driveways on TV Highway. This would improve safety and mobility of pedestrians, bicyclists, and motorists on TV Hwy. Further access consolidations are recommended in conjunction with other property redevelopment.

Long Term Refinement Planning Needs

The refinement plan was unable to adequately address some longer term planning aspirations for the corridor. The following should be addressed as part of a future corridor refinement plan:

- The preferred location (e.g. on or adjacent to Tualatin Valley Highway) and most viable transit mode (e.g., bus rapid transit, express bus service, light rail, streetcar, or commuter rail) and amount of right-of-way needed for a long-term HCT solution for Tualatin Valley Highway. This transit alternative analysis study may explore enhanced signal operations for transit and/or the viability of a Business Access Transit (BAT) lane in appropriate locations. The Moving Forward TV Highway Enhanced Transit and Access Plan will determine the nature and feasibility of HCT in the corridor primarily between 160th and Cornelius Pass Rd.
- The location of a multi-use pathway parallel to Tualatin Valley Highway as per the Tualatin Valley Trail Concept Plan.
- The location of new local street connections, in concert with access management along Tualatin Valley Highway.
- While grade separated intersections are not included in the plan, it is recognized that in the long term, all tools should be considered to maintain acceptable intersection performance to serve future transportation and community needs.

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### 8.2.4.5 Powell-Division Corridor: Portland Central City to Lents Town Center and Lents Town Center to Gresham Regional Center (Mobility Corridors 19 and 20)

*Note – This section will be further updated this Summer and informed by analysis of the RTP project list using the newly updated regional mobility policy.*

The Powell-Division Corridor is included in Mobility Corridors #19 and #20. The Mobility Corridor Strategy identified in 2014 RTP Appendix 3.1 notes that both corridors are anticipated to experience high levels of growth in employment and population by the year 2040.

A number of investments are needed in these corridors to address existing deficiencies and serve increased travel demand.

The Powell-Division Transit and Development Plan alternative analysis identified a project – now called the Division Transit Project - that addresses some of the needs identified for the Powell-Division Corridor by improving transit and safety on Division Street with a bus rapid transit project. The Division Transit Project is a part of the financially constrained RTP project list. The Division Transit Project does not fully address the transit, safety, and mobility needs that remain on Powell Boulevard.

Project development analysis and public input has resulted in a Locally Preferred Alternative for a Division Transit Project that includes bus rapid transit running from downtown Portland to downtown Gresham on Division Street through southeast Portland. Project partners recognized that Powell Boulevard improvements are still needed to address safety and mobility needs for all modes and supply essential transit connections in this corridor. Also, a number of steering committee members qualified their votes of support for the Locally Preferred Alternative as contingent upon a commitment to further study Powell Boulevard to address safety and mobility needs moving forward. Based on community feedback and analysis during the Powell-Division Transit and Development project, the City of Portland included language documenting this recommendation in their LPA adopting resolution, as follows:

BE IT FURTHER RESOLVED, that Metro advance Powell Boulevard for regional consideration and prioritization within the High Capacity Transit planning process, and amend the Regional Transportation Plan to assert continued need for Powell Boulevard transit improvements.

This recommendation was codified by the City of Portland in its ordinances adopting the Locally Preferred Alternative and in the accompanying Powell-Division Transportation and Development Strategy (an attachment to the jurisdiction's LPA resolution).

The Powell-Division Corridor is included in Mobility Corridors #19 and #20. The Mobility Corridor Strategy identified in 2014 RTP Appendix 3.1 notes that both corridors are anticipated to see high levels of growth in employment and population by the year 2040.

Mobility Corridor #19 provides an important connection between the Portland Central City and the Lents Town Center and provides important freight access to rail facilities at Brooklyn Yard and access from Powell Boulevard and McLoughlin Boulevard to the Central Eastside Industrial

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District. This corridor also serves statewide and regional travel on Powell Boulevard (US 26), which serves as a statewide and regional freight route between I-5 and I-205.

The corridor does not meet regional performance thresholds (does not perform as it should) for its throughways (Powell Boulevard) and arterials (Division and Holgate streets) as defined in the RTP due to high volume to capacity ratios.

Strategies adopted in 2014 RTP Appendix 3.1 to improve the corridor include:

Near term:

- System and demand management along Powell Boulevard and parallel facilities for all modes of travel.
- Improved, safe pedestrian and bicycle crossings of Powell Boulevard.
- Modify existing signals, coordinate and optimize signal timing to improve traffic operations on Powell Boulevard.
- Prioritize and construct safety and streetscape improvements from SE 50th to SE 84th Avenue.

Medium term:

- Improve safety by all modes and enhance opportunities for use of bicycles, walking and transit on Powell Boulevard.
- Identify and implement potential changes to the cross section of Foster Road based on the Foster Streetscape Plan.

The Oregon Department of Transportation (ODOT) is constructing improvements to help people get around busy Outer SE Powell Boulevard more safely. The Outer Powell Transportation Safety Project stretches between I-205 and Portland/Gresham city limits, just east of SE 174th Avenue. These safety improvements will reduce the frequency and severity of crashes and help vehicles, pedestrians, transit and bicyclists share the road with fewer conflicts.

Roadway, bike and pedestrian safety improvements include:

- Sidewalks where there are none now
- Mix of separated and sidewalk level bike lanes
- Center turn lanes for cars, buses and trucks for safer turns and to reduce back-ups
- Storm drains to prevent water from pooling on the road
- Lighting for improved visibility
- New waterline in some areas
- New traffic signals

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- Mid-block flashing light pedestrian crossing beacons (Rectangular Rapid Flashing Beacons) to alert drivers that people are crossing the street

ODOT expects completion of construction in 2024.

Additionally, for the segment of SE Powell Boulevard between the Ross Island Bridge and I-205, ODOT is working with the City of Portland to implement safety investments such as enhanced crossings and speed feedback signs, and studying roadway configuration options to increase safety for all users.

Mobility Corridor #20 provides an important connection between the Lents Town Center and the Gresham Regional Center. The corridor provides important freight access, connecting I-205 to Gresham and the Springwater Industrial Area. In addition, the corridor serves statewide travel, connecting to routes that lead to destinations outside the region such as the Mt Hood Recreational Area and Sandy Oregon.

Similar to Mobility Corridor #19, Mobility Corridor #20 is expected to experience high levels of employment and population growth by 2040 and does not meet regional performance thresholds for its throughways (Powell Boulevard) and arterials (Division and Foster streets) as defined in the Regional Transportation Plan due to high volume to capacity ratios.

Strategies adopted in 2014 RTP Appendix 3.1 to improve the corridor include:

- Near term: System and demand management along the Powell Boulevard and parallel facilities for all modes of travel.
- Medium term: Implement a three-lane cross-section on Powell Boulevard from I-205 to SE 174th Avenue with bicycle and pedestrian improvements.
- Long term: Implement additional capacity enhancements along Powell Boulevard from 162nd to 174th Avenue as needed. Additional enhancements may include intersecting north-south streets along Powell Boulevard.

Project development analysis and public input resulted in a Locally Preferred Alternative for a Division Transit Project that includes bus rapid transit running from downtown Portland to downtown Gresham on Division Street through southeast Portland. The jurisdictions recognized that Powell Boulevard improvements are still needed to address safety and mobility needs for all modes and supply essential transit connections in this corridor. Also, a number of steering committee members qualified their votes of support for the Locally Preferred Alternative as contingent upon a commitment to further study Powell Boulevard to address safety and mobility needs moving forward. Based on this conclusion, the RTP was amended to include an additional, future corridor refinement plan for Powell Boulevard as part of the adoption.

In addition, during the Division Transit Project's LPA process, project partners (TriMet, Metro, City of Gresham, Multnomah County, and Mount Hood Community College) developed a Memorandum of Understanding (MOU), in which TriMet committed to improve service to Mount Hood Community College with more frequent service on the Line 20, which will connect the

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college to the new bus rapid transit line and neighborhoods, and new transit amenities added at the college. The MOU also included a commitment to engage with the college and other signatories to identify future transit improvements in the area, and to seek to identify potential improvements at the Gresham Transit Center in coordination with the City of Gresham. Likewise, a number of steering committee members shared their support for the LPA was contingent upon these actions.

#### 8.2.4.6 Hillsboro to Portland (Mobility Corridors 13 and 14)

*Note – This section will be further updated this Summer and informed by analysis of the RTP project list using the newly updated regional mobility policy. Additionally, some data used in the 2018 RTP will be updated prior to RTP adoption.*

Washington County is growing faster than its neighbors in the region, and with that growth comes an increased need to move more people and freight. The Sunset Highway (US 26) Corridor is a critical thoroughfare for residents, commuters, and the regional economy, but current conditions result in vehicle congestion, diversion, and unreliable travel times for people driving, riding transit, and moving freight. These transportation deficiencies adversely affect the safety, affordability, and livability of the area and can impede economic competitiveness.

Centered on the US 26 (Sunset Highway) from Hillsboro to Portland, the Westside Multimodal Improvements Study was recommended in the 2018 RTP and kicked off in January 2022. The study's purpose was to address transportation challenges that affect the movement of people and goods between Hillsboro's Silicon Forest, Northern Washington County's agricultural freight, and the Portland Central City, the international freight distribution hub of I-5 and I-84, the Port of Portland marine terminals, rail facilities, and the Portland International Airport.

ODOT and Metro co-managed the study in partnership with local agencies, business representatives, and community-based organizations. The study was guided by a Project Management Group, made up of technical staff from partner agencies, and a Steering Committee composed of decision-making representatives from each of the agencies that have jurisdiction or ownership of infrastructure or systems considered in the planning process. An analysis of existing conditions data helped to define the issues and needs within the corridor and are framed here in the context of five priority areas: mobility and reliability, safety, social equity, climate action, and economic vitality.

**Mobility and Reliability**

Corridor #13, which extends east to the Willamette River including the western portion of Portland's Central City and Corridor #14 extending west from Murray Boulevard to North Plains will account for 22 percent of the region's households, 20 percent of the region's population, and 31 percent of the region's employment by 2040.

Since the Covid-19 pandemic, we've seen changes in travel patterns, including fewer people transit, fewer people commuting daily to workplaces, and more people working from home or on flexible schedules. Meanwhile, jobs that require in-person attendance such as manufacturing,

agriculture, retail, hospitality and maintenance are often not centrally located and may have work shifts that cover 24 hours of the day. These changes have resulted in afternoon traffic congestion occurring earlier in the day and lasting longer than before the pandemic.

Corridor #13, which includes the Sunset Highway and its array of complementary parallel arterial roadways (Cornelius Pass Road, Germantown Road, Cornell Road, Barnes/Burnside Road, and Beaverton-Hillsdale Highway), carries approximately 229,150 vehicles per day comprising roughly 390,000 person-trips per day. Of the total vehicle trips, Sunset Highway carries 160,000 vehicles per day, including 6,000 trucks, and Cornelius Pass Road serves approximately 11,000 vehicles per day.

At present, transit carries approximately 18,710 person-trips per weekday on the MAX Blue Line, the MAX Red Line, and multiple bus lines serving the parallel arterials in the corridor. Of those total trips, approximately 11,500 occur on the MAX Blue and Red Lines. Bus lines serving the Sunset Highway corridor include Line 47 (720 weekday boardings), Line 48 (1200 average weekday boardings), Line 57 (5,240 average weekday boardings) and Line 59 (50 average weekday boardings). This is a decrease from pre-pandemic transit use. TriMet plans to open the western extension of the MAX Red Line to Hillsboro's Airport/Fair Complex Station in fall 2024.

The existing transit network in the westside of the Metro area has limited north-south bus routes, some routes have infrequent service, and may require multiple transfers to reach a destination. Efforts such as TriMet's Forward Together concept, the Washington County Transit Study, and Metro's High-Capacity Transit Strategy include plans for transit enhancements and future investments to meet existing transit needs and accommodate future growth in the Westside Corridor.

**Economic Vitality**

The Sunset Highway corridor is a major employment center in the region. Many of the region's top private employers call the area home including Intel, Nike, Tektronix, Reser's Fine Foods, Qorvo, and Salesforce, among others. Top public sector employers include local school districts, city and county governments, hospitals, and health care providers.

The semiconductor industry expansion presents Oregon with an opportunity to create the kind of jobs and investment the state needs for a strong economy, and this area is often referred to as Oregon's "Silicon Forest." In July 2022 Congress passed the $52 billion CHIPS Act to boost domestic semiconductor manufacturing and design. This creates an opportunity to solidify Oregon's position as a world leader in semiconductor innovation and expand semiconductor design and manufacturing development in Washington County. New industrial development will place additional demand on our transportation system and a greater need for freight mobility and reliability through the Sunset Highway corridor.

Outreach done during the Westside Multimodal Improvements Study reinforced freight-related concerned identified during the 2013 *Westside Freight Access and Logistics Analysis* Oregon's export economy relies heavily on the computer and electronics industry, which accounts for over

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60% of state's exports, and valued $15 billion in 2021. This industry is primarily located in the region's Westside, and depends on a tightly managed supply chain to efficiently bring products to markets that are mostly outside of the greater Portland area. Addressing freight mobility challenges experienced by the Westside computer and electronics industry will likely also benefit the footwear, apparel, medical/dental, biopharma and agriculture industries in Washington County.

Freight movement between the Westside industries and the PDX freight consolidation area and the Portland International Airport depends on two routes:

- US 26 eastbound to I-405 northbound to I-5 Northbound to Columbia Boulevard; and
- Cornelius Pass Road northbound to US 30 southbound to Columbia Boulevard via the St. Johns Bridge.

US 26 eastbound between Highway 217 and I-405 ranks among the top bottlenecks in the region. Travel times can vary up to 20 minutes or more for a typical trip from Hillsboro's employment areas to PDX, due largely to traffic on US26. This lack of reliability means that freight haulers and commuters can't be certain how long a trip will take them, leading to lost productivity. US26 has the highest freight volume of all non-interstate highways in the region, but freight trips make up just five percent of total trips on US26. Meanwhile, freight trips account for sixteen percent of total trips on Cornelius Pass Road, indicating it is a preferred route for many freight haulers.

Work commute estimates based on Street Light Data indicate that a significant number of people commute into the area for work. Data shows that about 97,000 people per weekday commute to the Westside Multimodal Improvements Study area. About 27,000 both live and work in the study area and have local commute trips, while another 64,000 people live in the study area and commute to jobs elsewhere in the region.

**Safety**

Many of the key arterials in the Sunset Highway Corridor are identified among Metro's 2016-2020 High Injury Corridors. These are roadways in the greater Portland area where the highest concentrations of serious crashes involving a motor vehicle occur. The top five most dangerous corridors within the study area include: Tualatin Valley Highway, Baseline Rd, Cornell Rd, Cornelius Pass Rd, and Farmington Rd. A total of 15,000 crashes occurred between 2015-2019 in the study area, with 53% of crashes resulting in injury. Of these, 223 crashes involved pedestrians and 188 crashes involved bicyclists.

With congestion becoming more pervasive on US 26 in the area of the Vista Ridge Tunnels and the I-405 interchange, traffic crashes have continued to increase. Cumulatively, there are 10 discreet locations on US 26 between I-405 and Highway 217 that rank in the state's top 10 percent of crash high-priority locations statewide.

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Sunset Highway at the Vista Ridge tunnels prohibits the hauling of hazardous materials. Petroleum products used to fuel vehicles in the Tualatin Valley and chemicals, including but not limited to industrial gases used in the manufacturing of silicon wafer products, commonly use Cornelius Pass Road with Highway 217 as the secondary route.

Both the Sunset Highway corridor and the secondary freight route of Cornelius Pass Road are susceptible to recurring incidents such as crashes, landslides, and trees blocking the roadways. In both cases, the regional transportation system lacks "redundancy" to accommodate any unforeseen impediments to travel. Similarly, both corridors (and their Willamette River bridges) are not likely to prove reliable and sustainable in the event of a Cascadia earthquake.

**Social Equity**

People living within the Sunset Highway corridor are more racially diverse than the region and state, with over 37% residents of color. Forty-five percent of households are renters, which is higher than the regional average.

Many areas throughout the corridor score high on TriMet's transit equity index, reflecting higher concentrations of people of color, low-income households, people with low English proficiency, people with disabilities, older adults, youth, households with poor vehicle access, access to affordable housing, access to low/medium wage jobs, access to services. Higher scores indicate a potential for higher need for increased transit service, particularly in areas south of US 26.

**Climate**

Land use patterns and past infrastructure investments in the study area prioritized auto vehicle travel, which contribute to continued reliance on personal vehicles to meet people's daily travel needs. This pattern results in high vehicle miles traveled (VMT) and contributes to greenhouse gas emissions from gasoline powered vehicles. Frequent congestion on US 26 and nearby facilities contributes to traffic diversion to other routes, increased vehicle miles traveled (VMT), inefficient vehicle operation, and vehicle idling, all of which contribute to greenhouse gas emissions in the region.

**Recommended Transportation Investments**

The Westside Multimodal Improvements Study produced a list of transportation investments that are intended to address the identified issues and needs in the Sunset Highway corridor. Investment options were evaluated based on how well they addressed mobility and reliability, safety, social equity, climate action, and economic vitality. The Westside Multimodal Improvements Study developed an Implementation Plan that outlines priority investments for the region to advance for future project development and funding, including project descriptions, lead agencies, cost ranges, benefits, issues, and dependent projects.

*[PLACEHOLDER FOR RECOMMENDED INVESTMENT OPTIONS & DESCRIPTIONS]*

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## 8.3 PROJECTS

### 8.3.1 Major Project Development

Transportation improvements where the need, mode, function and general location is identified in the RTP and local plans are expected to be further refined during detailed project development. For major projects, project development is generally completed jointly by affected or sponsoring agencies, in coordination and consultation with Metro. For purposes of the RTP, major projects are defined as large-scale, complex investments in the transportation system that typically cost $500 million or more regardless of the source of funding for the total project and is likely to receive state or federal financial assistance. Projects with total costs between $100 million and $500 million may also be considered major projects and are currently considered major projects for the purposes of the Metropolitan Transportation Improvement Program (MTIP). FHWA requires all projects with costs of $100 million or more to have financial plans updated annually. Major projects typically have a high level of public, legislative or congressional interest, may be constructed in multiple phases and are anticipated to go through one of the planning processes identified below.

The purpose of project development is to consider project design details and select a specific project alignment, as necessary, after evaluating engineering, management and design alternatives, potential environmental impacts and consistency with applicable comprehensive plans, the Oregon Transportation Plan and the RTP. The TPR defines project development as, "implementing the transportation system plan by determining the precise location, alignment and preliminary design of improvements included in the TSP based on site-specific engineering and environmental studies," (660-012-005 (36)). The project need, mode, function and general location do not need to be addressed again at the project level, since these decisions have been previously documented in the adopted corridor refinement plan or RTP project list.

For projects of regional significance with multiple jurisdictions, decisions may be documented through adoption of a Locally Preferred Alternative. Project development decisions for projects that qualify for a Categorical Exclusion under NEPA can be documented by other means in accordance with the responsible agency's procedures.

Once the RTP or corridor refinement plans have established mode, function, general location, and identified solutions, project development may also result in recommended phasing of improvements.

A summary of progress on major project development activities follows.

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**Table 8.5 Progress (as of 2023) on Major Project Development**

| Project | Status |
|---|---|
| **Interstate 5 Bridge Replacement (IBR) Project** | LPA approved in July 2008.<br>Record of decision signed by FHWA in December 2011.<br>Project development work discontinued in 2013 in Washington and 2014 in Oregon.<br>Joint Washington and Oregon Legislative Action Committee discussions begin in 2017.<br>Partner agencies confirmed support for Modified LPA<br>Draft Supplemental Impact Statement in development, plan to publish Summer 2023 |
| **Sunrise Project and Sunrise Community Visioning Project** | LPA approved in July 2009.<br>Record of decision for Phase 1, Units 1, 2 and 3 signed by FHWA in February 2011.<br>Sunrise Jobs and Transportation Act (JTA) Phase 1 related projects were completed in June 2016.<br>Environmental approval received for improvements on OR 224 at Rusk Road.<br>In May 2023, Clackamas County initiated the Sunrise Community Visioning Project to engage community in the development of improved safety and increased mobility in the corridor. This process will include an updated LPA for OR212 and OR224 from 205 to 172nd Ave (Phase 2 and Phase 3 of the original project). The visioning project will include PEL framework and will lead into the necessary NEPA updates to advance the LPA. The project will also include 10% design of the LPA. |
| **Southwest Corridor Project** | LPA approved in Nov. 2018.<br>ROD received April 2022. |
| **I-5 Rose Quarter Improvement Project** | Supplemental Environmental Assessment published for public comment in 2022.<br>Design phase in progress. |
| **I-205 Abernethy Bridge and Phase 1A Construction** | Construction is underway.<br>Column work is underway and will lead to the construction of the crossbeams in late 2023.<br>Major drilled shaft work is anticipated to be complete by Fall 2023.<br>Mainline widening construction is anticipated to be complete by Fall 2025. |

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| | |
|---|---|
| **I-205 Toll Project** | Environmental Assessment was published on Feb. 21, 2023.<br>Environmental Assessment Public Comment Period ended April 21, 2023.<br>Revised Environmental Assessment is anticipated as the next step. |
| **I-5 & I-205 Regional Mobility Pricing Project** | Planning and Environmental (PEL) phase was completed in Fall 2022.<br>Environmental analysis process, under the National Environmental Policy Act (NEPA), was initiated in Nov. 2022.<br>A scoping comment period was held from Nov. 18 to Jan. 6, 2023.<br>Environmental Assessment publication is anticipated by the end of 2023, followed by a public comment period and then a Revised Environmental Assessment is expected in 2024. |
| **I-5 Boone Bridge Replacement** | The project is currently in the Planning and Environmental Linkages (PEL) phase.<br>The National Environmental Policy Act (NEPA) class of action determination and preliminary planning activities are scheduled to be completed in late 2024 or early 2025. |
| **Earthquake Ready Burnside Bridge** | Preferred Alternative approved in March 2023.<br>FHWA Record of Decision anticipated to be published in December 2023<br>Design Phase anticipated to start, July 1, 2023. |
| **82nd Avenue Transit Project** | Working towards an LPA in late 2023/early 2024. The NEPA process would begin in 2024 after early corridor design and FTA determination of class of action. |
| **Tualatin Valley Highway Transit and Development Project** | LPA anticipated late 2023 |

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#### 8.3.1.1 Interstate 5 Replacement (IBR) Program (previously Columbia River Crossing Project)

The Interstate Bridge is a critical connection between Oregon and Washington, located on Interstate 5 where it crosses the Columbia River. Replacing the aging Interstate Bridge across the Columbia River with a modern, earthquake resilient, multimodal structure that provides improved mobility for people, goods, and services is a high priority for Oregon and Washington.

In July 2008, the Metro Council approved a Locally Preferred Alternative (LPA) for the Columbia River Crossing (CRC) project. In December 2011, the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) approved the CRC LPA and issued a Record of Decision for the CRC project. The CRC project development work was discontinued in 2013 in Washington and in 2014 in Oregon. All six transportation problems identified during CRC remain unaddressed (congestion, earthquake vulnerability, safety, impaired freight movement, inadequate bike and pedestrian paths, and limited public transportation).

The Interstate Bridge Replacement (IBR) program is a renewed effort jointly led by the Oregon Department of Transportation and the Washington State Department of Transportation in collaboration with eight regional partner agencies: Oregon Metro, Southwest Washington Regional Transportation Council, TriMet, C-TRAN, City of Portland, City of Vancouver, Port of Portland, and Port of Vancouver. These partners serve on an Executive Steering Group that provides regional leadership recommendations to the program. The IBR program continues to work with the program partner agencies, stakeholders, and public to identify the best possible multimodal solution.

In December 2021, FHWA and FTA provided their joint determination that a Supplemental Environmental Impact Statement (SEIS) is necessary to identify and disclose potential adverse impacts and mitigation that could result from changes that have happened since the 2011 CRC Record of Decision. The IBR program is leveraging work from previous planning efforts (CRC) where appropriate and updating prior studies to integrate new data, regional changes in transportation, land use, and demographic conditions, and public input to inform program development work.

Through planning work and community outreach, the IBR program confirmed the six transportation problems identified in CRC still exist, and also added equity and climate as priorities. To address the physical and contextual changes that have occurred in the program area since 2013, the IBR program developed design options, desired outcomes, and transit investments in coordination with program partners and input from the community.

The design options were analyzed and narrowed down to a recommended Modified Locally Preferred Alternative (LPA). The Modified LPA was approved by the boards, councils, and commissions of each of the eight local partner agencies in the summer of 2022. In July 2022, the Executive Steering Group reached a unanimous recommendation to move the program's recommended Modified LPA into the federal environmental review process for further study.

The Modified LPA refers to an agreed upon set of components that will be further evaluated through the federal environmental review process as required by NEPA to better understand the benefits and impacts. The Modified LPA is not the final design of the replacement bridge, but it is a key milestone, setting the direction for the program as we start to test and evaluate plans for a new multimodal river crossing system. In some instances, multiple design concepts are being studied (e.g., park and ride locations, bridge configuration and roadway alignment) to better understand the range of impacts and better optimize the design.

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Elements of the Modified LPA currently being studied includes:

- Replacing the Interstate Bridge over the Columbia River
- Replacing the North Portland Harbor Bridge over the Columbia Slough connecting Hayden Island to North Portland
- Constructing three through-lanes northbound and southbound throughout the program corridor with safety shoulders and the addition of one auxiliary lane in each direction
- Connecting existing transit systems by extending light rail transit from Expo Center in Portland to Evergreen Boulevard in Vancouver in a dedicated guideway adjacent to I-5 , including new bus on shoulder facilities in the project area, and connecting to C-TRAN's current and future Bus Rapid Transit lines as described in adopted regional plans
- Improving seven interchange areas within the program area corridor:
    - Victory Blvd
    - Marine Drive
    - Hayden Island
    - SR 14
    - Mill Plain Blvd.
    - 4th Plain Blvd.
    - SR 500
- Active transportation and multimodal facilities that adhere to universal design principles and facilitate safety and comfort for all ages and abilities including local and cross-river connections
- Variable rate toll on motorists using the river crossing to manage demand and generate revenue for construction and facility operations and maintenance
- A commitment to establish a GHG reduction target relative to regional transportation impact, and to develop and evaluate design solutions that contribute to achieving program and state-wide climate goals.
- A commitment to evaluate program design options according to their impact on equity priority areas with screening criteria such as air quality, land use, travel reliability, safety, and improved access to all transportation modes and active transportation facilities. The Program also commits to measurable and actionable equity outcomes and to the development of a robust set of programs and improvements that will be defined in Community Benefits Agreement.

The federal environmental review process, and corresponding environmental studies, will determine how the IBR program will move forward and what necessary work is needed to avoid,

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minimize, or mitigate negative effects to the physical and built environment. The IBR program will disclose the findings of the environmental evaluation in a Draft SEIS, which is anticipated to be published in late 2023 for public review and comment. After the public comment period closes, the Modified LPA will be refined in response to public input and other design considerations. Refinements will result in a combined Final SEIS and Amended Record of Decision issued by FHWA and FTA, anticipated in late 2024. At this stage, the IBR program will be able to apply for permits, update cost estimates, and further design. Construction is anticipated to begin as early as late 2025.

In December 2022, the IBR program released a cost estimate that reflects the Modified LPA components and includes updated market assumptions and program specific risk potential and cost savings opportunities. The current cost estimate ranges from $5 - $7.5 billion, with a most likely cost of $6 billion. The IBR program assumes a combination of a variety of funding sources, including state, federal and toll revenue.

**Anticipated IBR Program Funding Sources:**

| Source | Amount in Millions of Dollars |
|---|---|
| Existing State Funding | $100 M |
| Connecting WA Funding—Mill Plain Interchange | $98 M |
| Move Ahead WA Funding | $1,000 M |
| Anticipated Oregon Funding | $1,000 M |
| Toll Funding | $1,250 – 1,600 M[1] |
| Federal Grants | $860 – 1,600 M[2] |
| FTA New Starts CIG Funding | $900 – 1,100 M |
| **Anticipated Total** | **$5,208 – 6,498 M** |

[1] *This range is consistent with CRC toll funding estimates. A Level 2 toll traffic and revenue study for IBR is underway and will be reviewed by both states. This range is a placeholder until spring 2023.*

[2] *Federal grant funding is unknown but being actively pursued. The top of this range is optimistic. The range will be refined as more information becomes available. Includes $1M FHWA BIP grant already received.*

### 8.3.1.2 Sunrise Project and Sunrise Community Visioning Project

The Sunrise Corridor is an essential freight route from I-5 and I-205 to U.S. 26 and central and eastern Oregon. It provides access to the Clackamas Industrial Area, home to one of the state's busiest and most critical freight distribution centers and the City of Happy Valley Rock Creek Employment Center with over 200 acres of employment and industrial land. The OR 212/224 corridor is currently failing and is not capable of handling the expected increase in traffic resulting from significant community development and industrial expansion in the corridor.

In July 2009, the project's Policy Review Committee (PRC) selected the Preferred Alternative for the Sunrise Project. The Preferred Alternative is Alternative 2 as studied in the Supplemental Draft Environmental Impact Statement with Design Options C-2 and D-3 and a portion of Design

Option A-2 (Tolbert Overcrossing). A detailed description and map of the Sunrise Project original Preferred Alternative is included in Appendix Q.

FHWA, ODOT and Clackamas County completed the Final Environmental Impact Statement (FEIS) for the Sunrise Project and on February 22, 2011, the FHWA signed a Record of Decision (ROD) that approves the Sunrise Corridor Preferred Alternative.

The Sunrise Jobs and Transportation Act (JTA) Project constructed a new 2.5 mile road from I-205 to 122nd Avenue (as part of the larger Sunrise Project). The Oregon Legislature approved $100 million in JTA funding for this project, which was built to address congestion and safety problems in the OR 212/224 corridor and improve local roadway connections to the Lawnfield Industrial District. Construction for the JTA phase of the Sunrise Project was completed in June 2016 and opened for use on July 1, 2016.

During development of Metro's 2020 Funding measure the Sunrise Project underwent extensive redesign based on public input and feedback from the taskforce. The effort culminated in a "right sized" cross section including 2 lanes in either direction and a suite of pedestrian and bicycle improvements on existing Highway 212.

In 2021 the Oregon State Legislature allocated $4 Million dollars for the Sunrise Gateway Community Corridor Visioning Project to create a vision for the corridor through meaningful partnerships with the people who live, work and own businesses in the area. This project will analyze transportation and land use scenarios that also consider economic opportunities, community health, equity, other infrastructure, open space, and housing for the Sunrise Gateway Corridor along Highway 212 from 122nd Avenue to 172nd Avenue. The Project will employ meaningful community engagement to create a vision that will identify challenges and opportunities to increase the safety and viability of the corridor for years to come.

One of the products of this visioning project will be an updated LPA for the Sunrise Corridor based upon the updated cross section developed during Metro's 2020 funding measure. The project will be guided by the PEL framework and will lead into the update to the NEPA approval from the 2011 FEIS.

Future phases of the Sunrise Project include the design and construction of improvements between SE 122nd Avenue and SE 172nd Avenue.

#### 8.3.1.3 Southwest Corridor Transit Project

The Southwest Corridor Plan is a comprehensive effort focused on supporting community-based development and placemaking that targets, coordinates and leverages public investments to make efficient use of public and private resources. The work was guided by a Steering Committee comprised of representatives from the cities of Beaverton, Durham, King City, Portland, Sherwood, Tigard and Tualatin; Washington County; and TriMet, ODOT and Metro. Steering Committee members agreed to use a collaborative approach to develop the Southwest Corridor Plan and a Shared Implementation Strategy to align local, regional, and state policies and investments in the corridor. In August 2011, the Metro Council adopted Resolution No. 11-4278



DRAFT

that appointed the Southwest Corridor Steering Committee, and a charter defining how the partners will work together was adopted by the Steering Committee in December 2011.

In October 2013, the Metro Council adopted Resolution No. 13-4468A, endorsing the Southwest Corridor Shared Investment Strategy and directing staff to coordinate and collaborate with project partners on refinement and analysis of high capacity transit (HCT) alternatives and local connections in the Southwest Corridor, along with associated roadway, active transportation and parks/natural resource projects that support the land use vision for the corridor. This resolution also directed staff to work with project partners to involve stakeholders at key points in the process and seek input from the public.

In June 2014, the Metro Council adopted Resolution No. 14-4540, which included direction to staff to study the Southwest Corridor Transit Design Options under NEPA in collaboration with the Southwest Corridor Plan project partners and with the involvement of stakeholders and public, pending Steering Committee direction on the results of the focused refinement analysis

The Southwest Corridor Light Rail Project emerged as the preferred high capacity transit investment of the Southwest Corridor Shared Investment Strategy. The project is a proposed 11-mile MAX light rail extension serving SW Portland, Tigard, Tualatin and the surrounding communities. The proposed project also includes bicycle, pedestrian and roadway projects to improve access to light rail stations. In compliance with NEPA, and at the direction of the Metro Council, an Environmental Impact Statement (EIS) was prepared by Metro, TriMet and FTA. The Draft EIS, released in summer 2018, assessed the project alternatives remaining from over three years of analysis refinement and suggested ways to avoid, minimize or mitigate significant adverse impacts. The information disclosed in the Draft EIS, and public and agency comments on the Draft EIS, informed the Southwest Corridor Steering Committee in its recommendation of a LPA. In November 2018, the Metro Council adopted Resolution No. 18-4915 approving the Southwest Corridor LPA. The LPA is included in the RTP.

The Final EIS was completed in January 2022 and the project received a Record of Decision in April 2022.

TriMet entered into FTA New Starts Project Development with in late 2018. Major Project Development activities took place in 2019 and 2020. Unfortunately, the project development activities, except NEPA, were put on pause in late 2020 when the regional transportation funding measure did not pass. The project officially withdrew from New Starts project Development in July 2022.

Project leaders will reconvene in 2023 to discuss updated cost and ridership projections and begin conversations about possible paths forward for the project, which remains a regional priority.

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#### 8.3.1.4 I-5 Rose Quarter Improvement Project

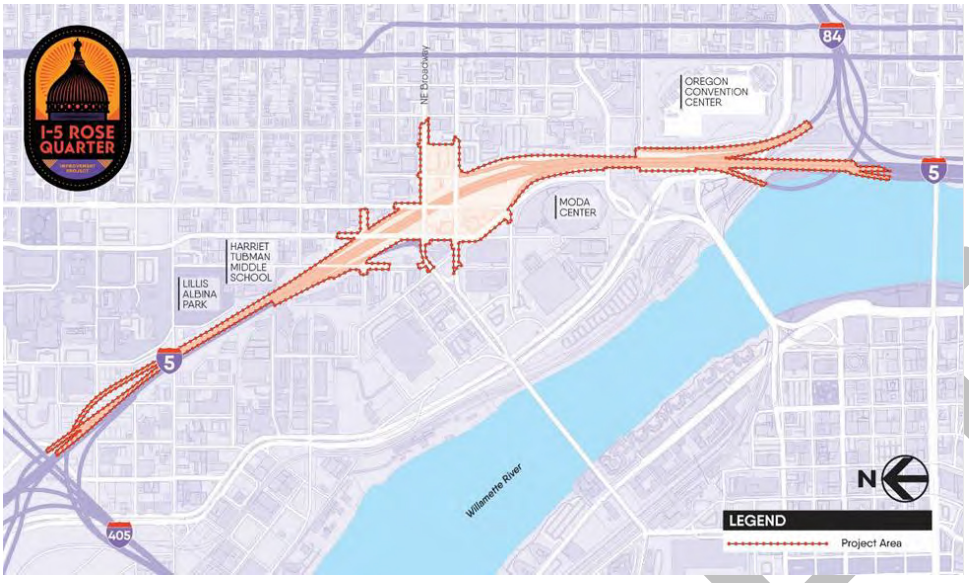



**Figure 8.5 I-5 Rose Quarter Improvement Project Location**

The purpose of the I-5 Rose Quarter Improvement Project is to improve the safety and operations on I-5 between I-405 and I-84, at the Broadway/Weidler interchange, and on adjacent surface streets in the vicinity of the Broadway/Weidler interchange, and to enhance multimodal facilities in the Project Area. In achieving the purpose, the Project also would support improved local connectivity and multimodal access in the vicinity of the Broadway/Weidler interchange and improve multimodal connections between neighborhoods east and west of I-5. Additional project benefits include improving safety and mobility on local streets, creating new space and new infrastructure to support community development with the construction of a highway cover over a portion of I-5 and developing a diverse and skilled workforce.

This 1.8-mile stretch of highway is the only two-lane section of I-5 in a major urban area between Canada and Mexico. It has the highest crash rate on any urban interstate in Oregon and is the state's top traffic bottleneck. The project addresses the critical need to keep Oregon's people and economy moving. Key elements of the project design include:

- New ramp-to-ramp connections (auxiliary lanes) in each direction of I-5 between I-84 and I-405 to reduce vehicle weaving, create safer merging and improve connections between interchanges.

- Wider shoulders in each direction of I-5 between I-84 and I-405, providing space for stalled vehicles to move out of traffic and for emergency vehicles to respond to emergencies more quickly (this includes adding 12-foot-wide outside shoulders SB from Broadway off-ramp to the I-84 off-ramp and NB from I-84 on-ramp to I-405 off-ramp and adding 8 foot-wide inside shoulders in both directions, except under the highway cover where shoulders would be 5 feet wide).

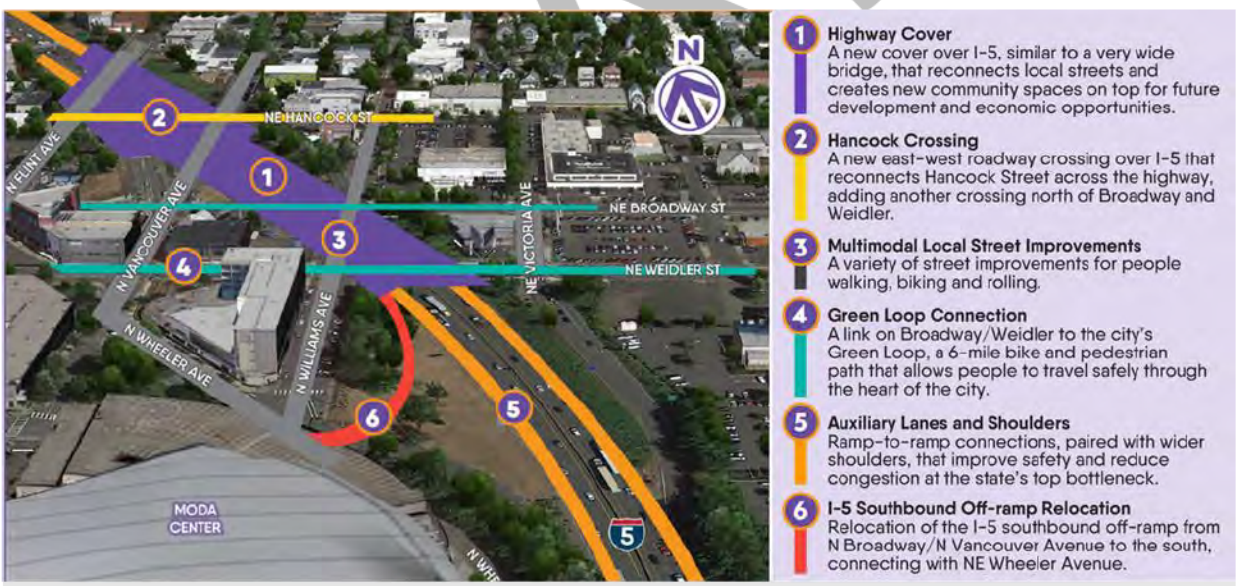
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- A highway cover over I-5 that reconnects local streets and creates new community spaces on top for future development and economic opportunities.
- A new east-west roadway crossing over I-5 that reconnects Hancock Street across the highway, adding another crossing north of Broadway/Weidler.
- Enhanced bicycle and pedestrian facilities on Broadway and Weidler to facilitate the City of Portland's Green Loop, a planned 6-mile bike and pedestrian path that allows people to travel safely through the heart of the city.
- Multimodal local street improvements including wider paths, curb ramps that are accessible in accordance with the Americans with Disabilities Act (ADA) and better lighting for people walking, biking and rolling.
- Relocation of the I-5 southbound off-ramp to maximize space for new developable land on the highway cover.

**Figure 8.5** shows the project location and **Figure 8.6** illustrates the project features.

More information is available at www.i5rosequarter.org.

**Figure 8.6 I-5 Rose Quarter Improvement Project Features**




Source: ODOT

In accordance with the National Environmental Policy Act, ODOT prepared and published an Environmental Assessment (EA) in 2019, and a Supplemental EA in 2022. Both times, the process included an opportunity for the public to review the findings and comment on the analysis. The Federal Highway Administration (FHWA) reviews all findings and public comments before making an environmental decision on a project. In response to public comment received on the

2022 Supplemental EA, project design refinements and updated technical analysis are underway and will be reflected in a Revised Supplemental EA that will accompany the environmental decision by the FHWA, expected by early 2024. Final design and construction will begin following completion of the environmental decision document.

The project team will continue refining the design based on community input, including based on the public comments received during the 2022 Supplemental Environmental Assessment phase, and working with the City of Portland on a Community Framework Agreement to define the future development scenarios for the new highway cover land.

#### 8.3.1.5 I-205 Abernethy Bridge and Phase 1A Construction

Phase 1A of the I-205 Improvements project will upgrade the Abernethy Bridge to withstand a major earthquake and will be the first earthquake-ready interstate structure across the Willamette River in the Portland metropolitan area.

In addition to the seismic upgrades, the project will add auxiliary lanes across the Abernethy Bridge in each direction. This phase of the project will also include interchange improvements to the interchanges directly north and south of the Abernethy Bridge at OR 43 and OR 99E, respectively. The interchange improvements will make travel safer, resulting in fewer crashes and better travel-time predictability. These improvements include removal of the current I-205 northbound on-ramp from OR 43. This will be replaced with a roundabout to access I-205 northbound. This will reduce crashes and conflicts with movements to and from OR 43. The project will also realign and widen the OR 99E on and off ramps providing added capacity.

The project also includes construction of a sound wall near the southbound lanes of I-205 at Exit 9 and new pedestrian and bicycle facilities around OR 43 and OR 99E to increase comfort for people walking and biking in these areas. Construction began in June 2022 and is expected to end in fall 2025. Financing for this project was possible with financing tools authorized in HB3055 during the 2022 legislative session.

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**Figure 8.7 I-205 South Widening and Seismic Improvements Project Area Map**



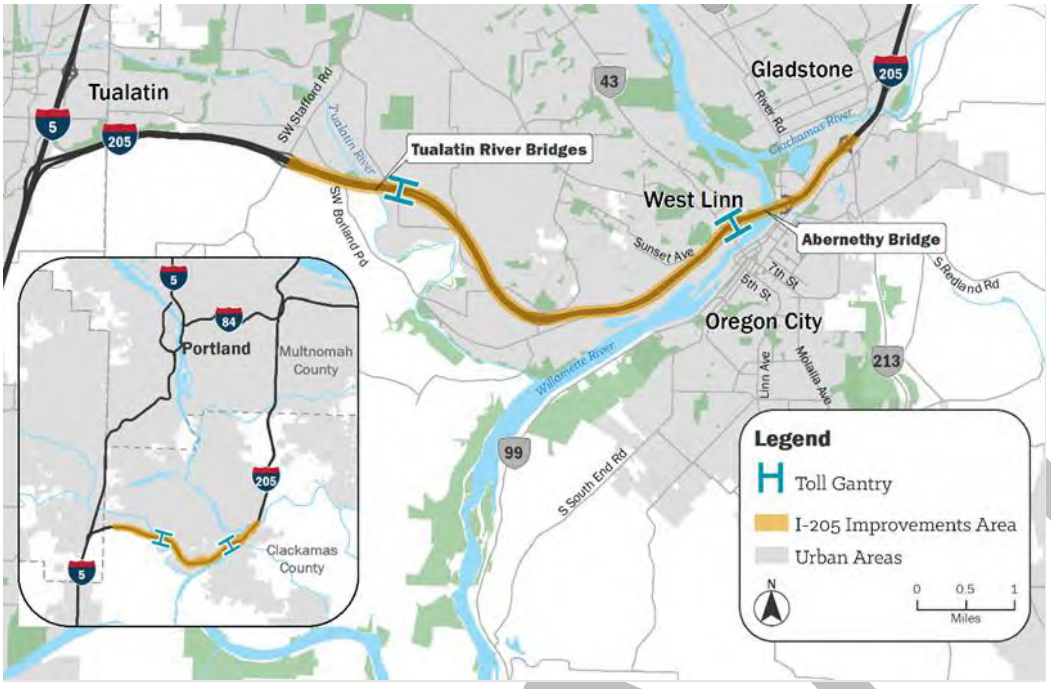

Source: ODOT

### 8.3.1.6 I-205 Toll Project (Includes Widening and Seismic Improvements)

The proposed I-205 Toll Project would implement variable-rate tolls on the Interstate-205 (I-205) Abernethy Bridge and Tualatin River Bridges to raise revenue for construction of planned improvements to I-205 and to manage congestion. Planned I-205 improvements that are part of the I-205 Toll Project include widening a seven-mile portion of I-205 to construct a third travel lane in each direction between the Stafford Road interchange and the OR 43 interchange; constructing a northbound auxiliary lane between OR 99E and OR 213; replacing or reconstructing eight bridges between Stafford Road and OR 213 to withstand a major seismic event, and installing Traveler Information Signs (Active Traffic Management improvements). The I-205 Toll Project location is shown on Figure 8-8.

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**Figure 8.8 I-205 Toll Project Area Map**




As directed by Oregon House Bill 2017 and the Oregon Transportation Commission, Oregon Department of Transportation (ODOT) prepared the Portland Metro Area Value Pricing Feasibility Analysis, which determined that congestion pricing could be used to help improve travel on I-5 and I-205 during peak times and raise revenue for congestion-relief projects. In December 2018, the Oregon Transportation Commission submitted a proposal to the Federal Highway Administration (FHWA) seeking approval to continue the process of implementing tolls on I-5 and I-205. The I-205 Toll Project is being evaluated under the National Environmental Policy Act (NEPA) process and is allowed under the federal tolling authorization program codified in 23 U.S. Code Section 129.

The planned I-205 improvements now included in the I-205 Toll Project were formally part of a different project, identified as the "I-205 South Corridor Widening and Seismic Improvements Project" in the 2018 Metro RTP (also referred to in environmental documentation and public information materials as the I-205: Stafford Road to OR 213 Improvements Project or, simply, the I-205 Improvements Project). In 2021, Oregon House Bill 3055 provided financing options that allowed the first phase of the I-205 Improvements Project to be constructed. This first phase, referred to as the I-205: Phase 1A Project (Phase 1A), includes reconstruction of the Abernethy Bridge with added auxiliary lanes and improvements to the adjacent interchanges at OR 43 and OR 99E. However, ODOT determined that toll revenue would be needed to complete the remaining construction phases of the I-205 Improvements Project after Phase 1A. As such, the planned improvements (besides Phase 1A) were removed from the I-205 Improvements Project and accompanying 2018 NEPA Documented Categorical Exclusion and are now included in the I-205 Toll Project.

ODOT, in partnership with FHWA, has prepared an Environmental Assessment (EA) to evaluate the effects of the I-205 Toll Project on the human and natural environment in accordance with NEPA. The I-205 Toll Project responds to six key problems identified in the need statement: critical projects need construction funding; traffic congestion results in unreliable travel; traffic congestion affects freight movement; traffic congestion affects safety; traffic congestion contributes to climate change; and Oregon's highway system is not seismically resilient.

The EA was released for public and agency comment from February 21 to April 21, 2023. Following the comment period, ODOT may prepare a Revised EA that could include FHWA's and ODOT's responses to comments, additional environmental analysis as needed, and refinement and finalization of environmental commitments to avoid, minimize, and mitigate impacts. FHWA will issue a NEPA decision that could be a Finding of No significant Impact (FONSI). If a FONSI is issued, construction of the I-205 Project is expected to last approximately four years.

As Oregon's toll authority, the Oregon Transportation Commission will set toll rates, policies (including discounts and exemptions), and price escalation. As part of the Oregon Toll Program development, ODOT has committed to providing a low-income toll program when tolling begins. If tolling is approved, the Oregon Transportation Commission will ultimately set toll rates at levels sufficient to meet all financial commitments, fund Project construction and maintenance, and manage congestion. The Oregon Transportation Commission is expected to finalize toll rates about 6 months prior to toll implementation. ODOT could begin tolling in January 2026.

#### 8.3.1.7 I-5 & I-205 Regional Mobility Pricing Project

The Regional Mobility Pricing Project (RMPP) will apply congestion pricing on all lanes of Interstate-5 (I-5) and Interstate-205 (I-205) to manage travel demand and traffic congestion on these facilities in the Portland, Oregon metropolitan area in a manner that will generate revenue for transportation system investments. The pricing varies by time of day according to a set schedule, which can be updated periodically by the Oregon Transportation Commission. Higher fees will be charged during peak travel periods (such as morning and evening peak hours) and lower fees during off-peak hours. Congestion pricing is intended to encourage motorists to plan travel in advance and allows traffic to flow more freely during peak times. The project is being developed with an all-electronic fee collection system.

The Regional Mobility Pricing Project would apply congestion pricing within the following extents, as determined by legislation, with the exact locations to be determined during the federal NEPA process:

I-5 from the Hayden Island Drive interchange to, and including, the Boone Bridge over the Willamette River in Wilsonville.

I-205 from the Glenn Jackson Bridge to OR 213 in Oregon City and I-205 between Stafford Road and I-5.

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**Figure 8.9 Regional Mobility Pricing Project Extents**




These extents are shown in Figure 8.9. The exact locations where congestion pricing will be applied within the project limits will be determined during the federal National Environmental Policy Act (NEPA) process.

Following Oregon House Bill 2017, the Oregon Transportation Commission, and the Oregon Department of Transportation (ODOT) prepared the Portland Metro Area Value Pricing Feasibility Analysis, which determined that congestion pricing could be used to help improve travel times on I-5 and I-205 during peak times and raise revenue for congestion-relief projects. In December 2018, the Oregon Transportation Commission submitted a proposal to the Federal Highway Administration (FHWA) seeking approval to continue the process of implementing tolls on I-5 and I-205.

The Regional Mobility Pricing Project Planning and Environmental Linkages phase concluded in September 2022 and ODOT, with FHWA, initiated the environmental review phase under NEPA in November 2022. ODOT, in partnership with FHWA, is currently preparing an Environmental Assessment (EA) to evaluate the effects of the project on the human and natural environment in accordance with NEPA. The Regional Mobility Pricing Project responds to six key problems identified in the draft need statement: daily traffic congestion is negatively affecting the quality of life in the growing Portland region; traffic congestion adversely affects the Portland metropolitan area economy; state and federal transportation revenue sources are increasingly insufficient to fund transportation system needs; our regional transportation system must reduce greenhouse gas emissions by managing travel demand and congestion; a lack of comprehensive multimodal travel options in the Portland metropolitan region contributes to congestion and limits mobility;

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and the Portland metropolitan area's transportation networks have resulted in inequitable outcomes for historically and currently excluded and underserved communities.

Once the EA is complete, the document will be released for public and agency comment. Following the comment period, ODOT may prepare a Revised EA that could include FHWA's and ODOT's responses to comments, additional environmental analysis as needed, and refinement and finalization of environmental commitments to avoid, minimize, and mitigate impacts. FHWA will issue a NEPA decision that could be a Finding of No significant Impact (FONSI). If a FONSI is issued, ODOT will need to complete a Cooperative Agreement with U.S. Department of Transportation/FHWA for congestion pricing implementation under the Value Pricing Pilot Program[6] or recently created Congestion Relief Program.

As Oregon's toll authority, the Oregon Transportation Commission will set toll rates, policies (including discounts and exemptions), and price escalation. As part of the Oregon Toll Program development, ODOT has committed to providing a low-income toll program when tolling begins. More details about the low-income program are expected in 2023, following recommendations from ODOT's Statewide Toll Rulemaking Advisory Committee. The Oregon Transportation Commission is expected to finalize toll rates about six months prior to toll implementation.

#### 8.3.1.8 I-5 Boone Bridge Replacement

The Boone Bridge on I-5 represents a crucial link on one of Oregon's critical seismic lifeline routes that connects the Portland metro area to the Mid-Willamette Valley and areas to the north and south. The Boone Bridge, which is over 60 years old and has been widened and modified over time, will require significant upgrades to withstand a major Cascadia Subduction Zone quake and enable I-5 to continue to serve as a primary West Coast route for passenger and freight movement stretching from Canada to Mexico. Lifeline routes will play a critical role in getting supplies and services to the region in the event of a significant seismic event or other catastrophe.

It is the only crossing of the Willamette River within 15 miles of the Wilsonville town center. This section of I-5 also experiences significant bottlenecks leading to safety concerns and poor travel time reliability. Inefficient merging and weaving caused by short merging areas results in congestion and crashes that reduce travel speeds and travel-time reliability. Without improvement, this bottleneck will continue to deteriorate, leading to slower travel, more costly freight movement, and higher safety risks for those who use I-5 and the surrounding transportation network. The project area also includes two of the top 10% Safety Priority Index System (SPIS) locations (e.g.. 2019 location on I-5 south of the bridge and a 2019 location near the

[6] The U.S. Department of Transportation Federal Highway Administration Value Pricing Pilot Program is intended to demonstrate whether and to what extent roadway congestion may be reduced through application of congestion pricing strategies, and the magnitude of the impact of such strategies on driver behavior, traffic volumes, transit ridership, air quality and availability of funds for transportation programs. The Program provides tolling authority to State, regional or local governments to implement congestion pricing applications and report on their effects.



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Wilsonville Road interchange. The 2018 I-5 Wilsonville Facility Plan and Regional Transportation Plan identified solutions to address these issues.

The 2023 RTP includes plans to replace Boone Bridge with a seismically resilient structure, preserve the current NB auxiliary lane and add an auxiliary lane on SB I-5 from Wilsonville Road to the Wilsonville-Hubbard Highway (OR 551). The auxiliary lanes address crashes due to short merging distances, closely spaced interchanges and frequently congested conditions both on and just south of the Boone Bridge. The project will also provide a standard 26 foot wide median and widen the outside shoulders to the current 12-foot standard width. The wider shoulders will provide opportunities for programs such as Bus on Shoulder. The Boone Bridge is at the edge of designated Urban Growth Boundary and small portion of the project falls outside the boundary at the south end of the project.

The first phase of the project is Planning and Environmental Linkages (PEL) which will include conceptual design, public involvement, transportation planning and analysis (i.e., travel patterns, demand), preliminary traffic engineering analysis, and land use analysis and other related consulting and technical advising services. It will conduct planning-level analysis and coordination that prepare materials to support the federally required National Environmental Policy Act (NEPA) process, anticipated to begin in 2025. Further analysis will be completed to refine project costs, advance project design, determine bicycle, pedestrian, and public transportation access, conduct stakeholder engagement, develop and integrate an equity framework, evaluate land use impacts, coordinate with Regional Mobility Pricing Project analysis, determine the NEPA class of action, and prepare the purpose and need statement.

#### 8.3.1.9 Earthquake Ready Burnside Bridge Project

The Earthquake Ready Burnside Bridge Project will replace the existing 97-year old movable bridge in downtown Portland, Oregon with a new, seismically resilient bridge, providing Burnside Street, a regionally designated lifeline route, with a crossing of the Willamette River that would remain fully operational and accessible for vehicles and other modes of transportation immediately following a major earthquake. A seismically resilient Burnside Bridge will support the region's ability to provide rapid and reliable emergency response, rescue, and evacuation after a major earthquake, as well as enable post-earthquake economic recovery. The project is anticipated to infuse $545 million into the state and local economy and create a combination of short and long-term family-wage jobs, equivalent to approximately 6,200 job-years within Oregon.

Multnomah County initiated the federal environmental review process in 2019. The County, in partnership with the Federal Highway Administration (FHWA), issued a Draft Environmental Impact Statement (DEIS) in February 2021 that evaluated four build alternatives and identified one of those alternatives, the Long-span Replacement Alternative, as the project's recommended Preferred Alternative.

Following the issuance of the DEIS, additional cost and funding analysis identified a substantial risk that the construction costs would be too high to reasonably be able to fund, which led the



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County to evaluate ways to reduce construction costs while still meeting the Project's purpose and need. Cost reductions were proposed as refinements to the Preferred Alternative in a Supplemental Draft Environmental Impact Statement. They included the reduction of vehicle lanes from five to four, selection of a girder style structure for west approach, selection of a bascule style movable span over the navigation channel, and a range of either a cable stay or tied arch option for east approach long span.

The County Board of Commissioners adopted the refined Preferred Alternative in March 2022 and the SDEIS was published in April 2022. In January and February of 2023, TPAC and JPACT, respectively, recommended the approval of the Preferred Alternative. In March 2023, Metro Council approved the Preferred Alternative. A combined Final Environmental Impact Statement and federal Record of Decision is anticipated in December 2023.

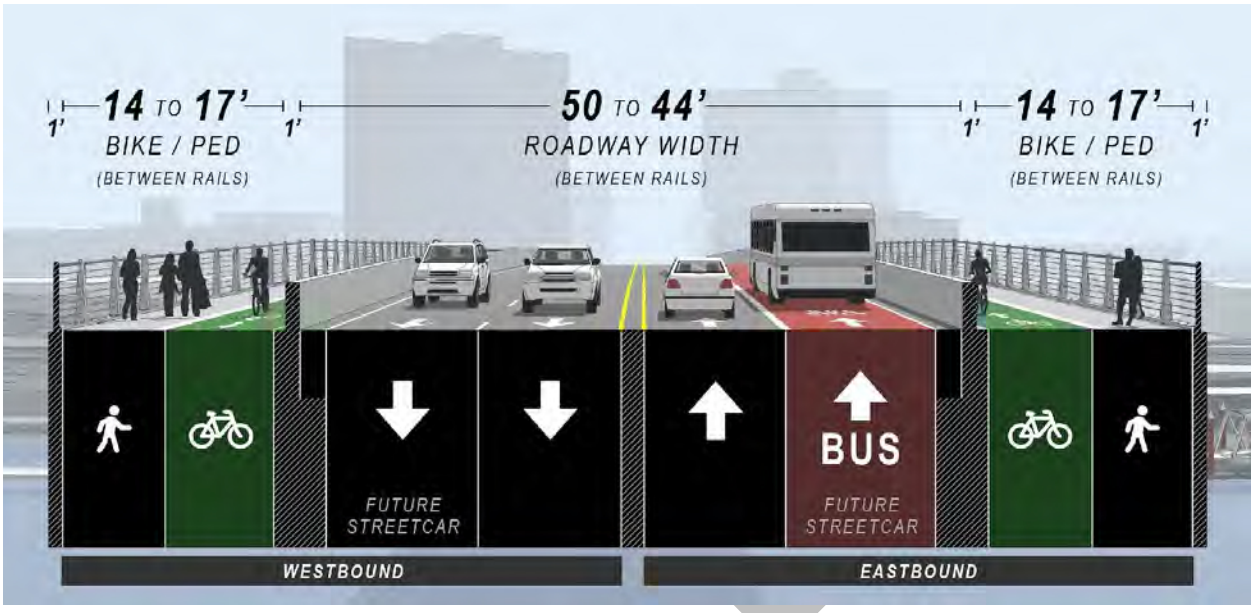
The Earthquake Ready Burnside Bridge, downtown Portland's first seismically resilient bridge, will include bike and pedestrian lanes separated from vehicular traffic by a crash-worthy barrier, an eastbound transit lane with the option to implement a westbound transit lane in the future, and the ability to accommodate a streetcar line identified in existing City of Portland planning documents.

The Project is estimated to cost $895M including design, right-of-way, and construction. Currently, $300M in local funds has been identified through the County's Vehicle Registration Fee. The Project is currently funded through the Design Phase. Once additional funding is secured, construction could start as early as 2025 and be completed by 2030.

Additional project information is available at: www.burnsidebridge.org

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**Figure 8.10 Earthquake Ready Burnside Bridge Proposed Typical Cross Section**




### 8.3.1.10 Tualatin Valley Highway Transit and Development Project

The Tualatin Valley (TV) Highway Transit and Development project is studying the feasibility of converting the existing TriMet Line 57 bus to a bus rapid transit (BRT) line through major federal investment. Metro is also supporting the creation of a community-led equitable development strategy (EDS) alongside the transit study to support community stability in the face of a major transportation investment in the corridor. The goal of the transit study is to identify a locally preferred alternative (LPA) that would enable partners to apply for federal funding of transit improvements. A BRT project would improve transit speed and reliability, making the bus more competitive with driving along this regional corridor. BRT investment would also improve corridor safety with station access infrastructure for pedestrians and provide a more dignified and attractive transit rider experience through improvements to stations such as shelters and lighting. The BRT project may be nested within or completed in tandem with a roadway project that more directly addresses the significant safety needs along this high-crash corridor, especially those of people walking, biking, and accessing transit.

The project Steering Committee, consisting of representatives from the cities of Forest Grove, Cornelius, Hillsboro, and Beaverton; Washington County; ODOT, TriMet and Metro; and four community representatives, is moving toward agreement on an LPA anticipated in late 2023. The LPA will cover the entire length of the corridor (Beaverton Transit Center to 19th and B Street in Forest Grove) and may include a minimum operable segment that defines an initial federal capital investment in a portion of the corridor.

The EDS was completed in June 2023 and approved by the TV Highway Equity Coalition (TEC), the body who guided its development. Strategies from this document are being advanced by

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government and nonprofit partners throughout the corridor and are independent of the implementation stage of the transit study.

#### 8.3.1.11 82nd Avenue Transit Project

Metro, TriMet, the City of Portland, Clackamas County, ODOT, Multnomah County, and the Port of Portland as well as community members are collaborating to develop a rapid bus transit project in the 82nd Avenue corridor between Clackamas Town Center and a northern terminus yet-to-be-determined. In addition, Metro is working to support a community-led equitable development strategy (EDS) that will address community priorities outside of, but often-related to the transit project investment.

The 82nd Avenue corridor is a major route for the region connecting key destinations and communities in Clackamas County and Portland, Oregon and supporting the movement of people and goods in a diverse and growing area. The corridor serves many people who are part of BIPOC, limited English proficiency, and low-income communities, zero car households, or living with a disability. 82nd Avenue was once the primary north-south highway for the area before Interstate 205 was opened in 1983. Since then, the primary function of 82nd Avenue as a regional throughway has diminished, but its importance as a transit and pedestrian corridor has grown. The roadway continues to carry substantial amount of freight, auto, and bus traffic.

TriMet's Line 72 Killingsworth/82 serves the 82nd Avenue corridor and is the highest ridership bus line in TriMet's system[7], and exceeds ridership on the Orange and Yellow Max light rail lines. However, unlike light rail transit, the bus runs in mixed traffic and is often delayed. Line 72 is a frequent service route connecting riders to major destinations, high-capacity transit lines (the new Division FX2 and the MAX Green, Blue, and Red Lines), and over 20 bus routes just in the corridor. It is a workhorse with high ridership all day and weekends and saw relatively high retention of riders during the pandemic.

The need for a major transit improvement has been identified in multiple plans including the 2010 High Capacity Transit (HCT) System Plan, the 2018 Regional Transportation Plan (RTP), and the 2018 Regional Transit Strategy. In 2019, Metro's Transportation Funding Task Force selected 82nd Avenue as a Tier 1 priority to include a bus rapid transit project investment. The steering committee has called for the project to address transit speed and reliability, safety, needs of transit-dependent communities in the corridor, and to reduce pollution and greenhouse gas emissions, while designing for a constrained physical environment.

[7] The Line 72 continues west of 82nd Avenue to Swan Island. However, the 82nd Avenue segment accounts for 77 percent of rides (2022) and 82 percent of the passenger delay (2019).

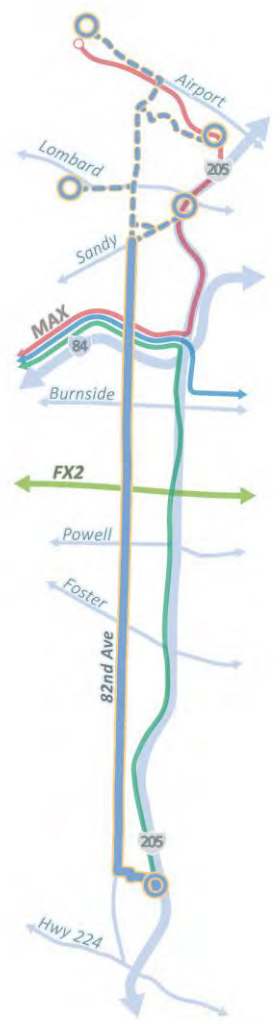


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The 82nd Avenue Transit Project would improve transit in the corridor by adding: new buses with greater capacity, improved pedestrian facilities and access, better lighting, transit signal priority and physical bus priority in the roadway to move the bus through congestion, and better stations with shelters, seating, lighting, and real time bus arrival information. The work will be integrated with the streetscape improvements both planned and underway.

The need is urgent with an unprecedented opportunity for an 82nd Avenue bus rapid transit project to leverage and complement a $185 million investment that the City of Portland, the State of Oregon, and regional partners are making as part of the 82nd Avenue jurisdictional transfer. These investments provide the opportunity to reimagine the corridor to improve safety and pedestrian facilities in conjunction with high-quality, frequent, reliable Bus Rapid Transit service. The City of Portland and ODOT are already making near-term safety, paving, and maintenance fixes that will improve access to transit. A second phase of that work is underway through the City's Building a Better 82nd Avenue program to identify additional improvements within Portland for the corridor. These improvements would complement/support the transit investment and could be delivered with the transit project.

The people who live along 82nd Avenue are more likely to rely on transit than the general population with a high number of equity communities in greater representation than the region as a whole. These include people that are low-income, BIPOC, have limited English proficiency, live with a disability, or live in zero car households or in affordable housing. In addition, 82nd Avenue is high injury corridor with inadequate pedestrian facilities, lighting, and limited signalized crosswalks and few transit shelters.




82nd Ave Transit Corridor

The project anticipates having an approved locally preferred alternative demonstrating regional consensus around the transit mode, general station locations, and alignment in winter of 2023/24. The NEPA phase of the project would begin post LPA and after early corridor design is underway.

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## 8.3.2 Metropolitan Transportation Improvement Program

*Note – This section will be further updated this Summer*

The Metropolitan Transportation Improvement Program (MTIP) documents how all federal transportation funding is spent in the greater Portland region for a four-year period as well as state- and locally-funded projects that may significantly affect the region's transportation system performance. The MTIP serves multiple purposes – the document:

- lists all federally-funded transportation expenditures;
- identifies funding sources for transportation projects;
- provides project implementation details (e.g., in what year the preliminary engineering, right-of-way acquisition and construction phase is expected);
- demonstrates federal planning and fiscal requirements to expend federal funds have been met; and
- reports how adopted regional policies influenced the selection of these near-term investments as priorities to move forward.

This section describes the role of the MTIP as a key tool for implementing the RTP and provides an outline of expectations for demonstrating consistency with the RTP to be programmed in the MTIP for implementation. The MTIP document provides more specific description of how projects proposed to be included in the MTIP are expected to demonstrate consistency with the RTP.

### 8.3.2.1 MTIP responsibilities and oversight

Metro has the responsibility to prepare the MTIP, but it is done in collaboration and coordination with ODOT, and transit agencies, TriMet and SMART, as the region's four entities responsible for administering federal transportation funding. Additionally, cities, counties, the Port of Portland, other local agencies, and the public participate in the development of the MTIP.

JPACT, the Metro Council and the Governor of the State of Oregon approve the MTIP. The MTIP is then incorporated, without change, into the State Transportation Improvement Program (STIP), which integrates regional and statewide improvement programs.

### 8.3.2.2 The role of the MTIP in regional planning

The RTP plays a significant guiding role for the MTIP as it sets the policy direction for what transportation investments are eligible for federal funding and the prioritization criteria for allocating federal funding. Through inter-regional coordination throughout the planning and programming process, the MTIP ensures that investments of federal funds are consistent with the RTP and makes progress in achieving performance targets established in the plan. The MTIP is updated every three years.

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One of the primary purposes of the MTIP is to ensure scarce federal transportation funding and investments are making progress towards the regional vision set out for transportation system in the RTP. As a result, the greater Portland region's MTIP gives top priority to strategic transportation investments that leverage and reinforce the region's land use strategy envisioned in the 2040 Growth Concept and the supporting multimodal transportation investments in the RTP.

#### 8.3.2.3 Demonstrating consistency prior to implementation

As the vehicle for implementing the RTP, the MTIP has two primary purposes:

1. ensure federal planning and fiscal requirements for expending federal transportation funds are being met; and
2. ensure the investments are making progress towards regional goals, objectives and implementing regional policies as part of performance-based programming.

Recognizing these two primary purposes of the MTIP, any investment requiring inclusion in the MTIP must demonstrate and justify how the investment implements the RTP and regional policy outcomes. This is necessary to meet federal eligibility and compliance purposes, provide the best transportation experience possible for the region's residents, businesses, employees, and visitors and for good stewardship of scarce transportation resources.

The determination and demonstration of consistency with the RTP, done through the MTIP process, comprises quantitative and qualitative evidence that the investment advances implementation of the RTP investment strategy, financial constraint, project performance towards regional and federal performance targets, and public involvement and consultation. In general, there are two main avenues to demonstrate consistency with the RTP whether as an individual transportation investment or an entire package of transportation investments may be included in the MTIP. The two avenues include the following:

1. During the prioritization process to allocate federal transportation dollars to various transportation projects, including the identification of the criteria and the consideration of multimodal tradeoffs (prior to the submission to the MTIP); and
2. The process for amending the MTIP.

As each four-year MTIP is developed, determination of consistency is also conducted and demonstrated programmatically to show how the MTIP package is consistent with and advances the implementation of the Plan. Additionally, the programmatic evaluation serves as a monitoring tool for assessing progress in implementing the RTP.

The following sections describe the core areas that MTIP investments (at individual scale and during the funding allocation process) are required to demonstrate consistency with federal requirements and adopted regional transportation policy as expressed in the RTP goals, objectives, and policies. Example questions are provided to illustrate what information is sought.

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**Regional significance**

The adopted RTP represents the regional transportation system in the greater Portland region, which serve regional transportation needs and provides a specified level of seamless multimodal connectivity, accessibility, and management of people and goods traveling on the system. As a result, the limited amount of available federal funding must be allocated strategically to advance the operation or enhance the development of key facilities across the different modal systems (e.g., transit, bicycle and pedestrian active transportation, freight) to ensure an interconnectivity while supporting other desired regional outcomes (travel options, reduced greenhouse gas emission, etc.).

For the purposes of demonstrating consistency, the RTP has identified these key facilities, programs, and strategies in defining the regionally significant system. Additionally, other conditions and circumstances may qualify a transportation investment as regionally significant, as reflected in the RTP definition of regional significance and corresponding RTP network maps contained in Chapter 3.

Examples of questions asked for transportation investments to demonstrate Regional Significance:

- Is the transportation investment advancing a project on a facility designated in one or more of the RTP network maps?
- Does the transportation investment require permitting approval(s) from a federal agency or project level NEPA review?
- Does the transportation investment provide new motor vehicle capacity and would normally be included as an input to the regional travel demand model?

**Regional goals and objectives**

The adopted RTP demonstrates a significant need for investment in the transportation system to address many growing demands of the transportation system, including the growing backlog of maintenance, expansion of services, and increased connectivity and completeness of different modes. Recognizing the scarcity of funding while the need for investment is ever growing, each dollar invested in the regional transportation system must serve a regional purpose and advance the implementation of the region's transportation vision and supporting goals, objectives and policies.

To be included in the MTIP, investments must demonstrate how implementation will address one or more of the RTP's goals, objectives, and policies, listed in Chapters 2 and 3. Moreover, the Metro Council identified these key regional policy priorities – transportation equity with a focus on race and income, safety, travel options, Climate Smart Strategy implementation, economic development and managing congestion – to be the focus of this RTP. The RTP's goals serve as the broad direction and expectation of what each investment in the system should aim to achieve but additional focus and attention should be paid to the RTP policy priorities. These goals are consistent with the federal planning factors issued by U.S. DOT.



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Examples of questions asked for investments to demonstrate consistency with Regional Goals and Objectives include:

- What regional goals and objectives are being addressed by this transportation investment?
- Is the project identified as part of the adopted RTP financially constrained project list?
- Is the project advancing one or more of the Climate Smart Strategy policies? If so, which policy(ies) and how?
- Is this project addressing and/or advancing a strategy or action within an adopted regional modal or topical strategy or plan, or shared strategy of the RTP? If so, which modal or topical strategy or plan? Which strategy (or strategies) and action(s)? How does it address or advance the modal or topical strategy or plan?

#### 8.3.2.4 Demonstrating fiscal constraint

As a federal requirement, both the RTP and the MTIP are fiscally constrained. Project costs are not to exceed expected revenue sources. For the MTIP, transportation identified investments are only those projects for which resources are expected to be available, and funding identified for the first year must be committed by administering agencies to the project. The MTIP is not a comprehensive accounting of all transportation investments in the region; it only accounts for the funding of regionally significant projects and does not include projects on local streets and facilities. Projects that are 100 percent locally funded but of regional significance are included for informational and analysis purposes only.

Per federal regulations, transportation projects using federal funds are expected to demonstrate that revenues needed to deliver the project are available and the revenues were accounted for in long-range transportation plan revenue projections. Therefore, projects included in the MTIP must be included in the RTP financially constrained project list either as an identified individual project or through a programmatic category. Additionally, projects in the MTIP must be consistent in scope and financial scale as to what was reflected in the financially constrained RTP project list. The revenue assumptions used to develop the RTP financially constrained project are defined in Chapter 5. Projects included in the RTP financially constrained project list are identified in Appendix A (2023-2030 time period) and Appendix B (2031-2045 time period).

If a project is proposed for funding and inclusion in the MTIP and is not included in the RTP financially constrained project list, the RTP must be amended to include the project as a condition of being adopted in the MTIP.

To amend projects into the financially constrained project list fiscal constraint must be demonstrated by identifying additional revenues or removing other projects from the financially constrained project list. More information about the process and other requirements that must be met to amend the RTP will be provided in the Appendix.

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Examples of questions asked for transportation investments to demonstrate Fiscal Constraint:

- Is the transportation investment/project identified in the adopted RTP financially constrained project list?
- Is the project consistent in scope and cost as to what was accounted for in the RTP financially constrained project list and regional travel model?
- How will the funding and implementation of this project impact the sponsoring agencies ability to adequately operate and maintain its transportation system in the future?

#### 8.3.2.5 Demonstrating support toward achievement of performance targets

Signed into law in 2012, the previous federal transportation reauthorization, known as Moving Ahead for Progress in the 21st Century (MAP-21), created the most significant federal transportation policy shift since the 1991 Intermodal Surface Transportation Efficiency Act (ISTEA). A fundamental element of the legislation was its focus on performance-based planning and programming.

For the first time, MAP-21 established a federal performance management framework to improve transparency and hold state transportation departments, transit agencies and metropolitan planning organizations (MPOs) accountable for the effectiveness of their transportation planning and investment decisions. The objective of the performance management framework was to ensure states and MPOs invest federal resources in projects that collectively will make progress toward the achievement of the national goals. The required performance-based approach includes targets for measures specified by U.S. DOT and requirements to track and report progress toward meeting these targets. Twelve performance measures have been identified through MAP-21 and subsequent U.S. DOT rulemaking. These federal performance measures and targets address:

- Safety
- Infrastructure condition
- Congestion reduction
- System reliability
- Freight movement and economic vitality
- Environmental sustainability

Preceding the adoption of the MAP-21 performance-based planning requirements, the Metro Council and JPACT adoption of the 2010 RTP established an outcomes-focused performance-based planning process that continues today. The RTP performance-based process centers on measuring the performance of the adopted RTP investment strategy and monitoring progress towards transportation system performance targets identified in Chapter 2. The RTP performance targets address:

- Affordability
- Safety

DRAFT

- Vehicle miles traveled
- Mode share
- System Completion
- Mobility
- Climate change and greenhouse gas emissions reduction
- Clean air

The RTP performance measures and targets contained in Chapter 2 and Appendix L support and are consistent with federal and state performance-based planning requirements and measures and align to the federal planning factors required for MPOs to address and make progress towards. To be included in the MTIP, transportation investments planned for the region to meet growing demands, needs or deficiencies, must also demonstrate contribution to progress toward federal and RTP performance targets.

Examples of ways in which transportation investments can demonstrate consistency with performance targets include addressing:

- How does the transportation investment/project contribute one or more of the federal and/or regional performance targets for the transportation system?
- What evaluation was performed to compare candidate projects for making progress toward federal and regional performance targets? What results can be provided to demonstrate the investment is making progress towards the federal and/or regional performance targets?
- How did the funding allocation process consider federal and regional performance targets in its criteria in the selection of projects and allocation of funds?

#### 8.3.2.6 Public involvement expectations and process for demonstrating consistency

As part of federal guidance on public involvement and on Civil Rights laws and the Executive Order on Environmental Justice, it is expected that all transportation investments identified in the MTIP have provided and will continue to provide opportunity for community input and comment until the investment is implemented and/or open for service. This means prior to an investment being identified in the MTIP, it must have emerged through planning process that was adopted or approved by a governing body and be included in the RTP investment strategy. The planning process, and that process's community engagement effort, indicates the investment addresses an identified transportation deficiency and need in the local community and the community has had opportunity to inform the plan. The adoption or approval of the plan must also provide an opportunity for public testimony.

Commonly recognized planning processes from which projects emerge include local transportation system plans (TSPs), but other planning processes include corridor studies, facility plans and sub-area plans. Additionally, through the development of the RTP project list, local jurisdictions are asked to self-certify transportation investments being proposed for the long-

range transportation plan have undergone or are currently undergoing public involvement efforts through an approved planning process.

Examples of ways in which transportation investments can demonstrate consistency with Public Involvement include addressing the following:

- From which planning process does the transportation investment emerge from? What opportunities for public feedback were available as part of the process?
- How was feedback from the public incorporated into the development of the investment?
- What demographic assessment was done to identify communities of color, people with limited English proficiency, people with low income and other historically marginalized communities as stakeholders?
- Were all interested/affected stakeholders meaningfully engaged in the funding allocation prioritization and decision-making process?
- Were all interested/affected stakeholders meaningfully engaged prior to the request for programming a project into the MTIP? [8]

### 8.3.2.7 Developing the MTIP

The MTIP development process is initiated by Metro with an update to the MTIP program direction and an initial financial forecast of revenues expected to be available for programming. The program direction identifies how JPACT and the Metro Council intend to coordinate the funding allocation processes administered by Metro through the Regional Flexible Funds Allocation (RFFA) process and for funds administered by ODOT and public transit agencies – TriMet and SMART. The policy document also describes how the funding allocation processes address federal regulations for the allocation of federal transportation funds.

Projects seeking funding through any of the funding allocation processes must be included in the financially constrained Regional Transportation Plan project list. JPACT and the Metro Council consider the MTIP for final approval. Upon adoption by the Metro Council, the MTIP is submitted to the Governor of Oregon for inclusion in the STIP.

DRAFT

[8] Interested and affected stakeholders means those members of the public affected or interested in transportation investment (or package of investment), as well as formal entities, such as natural resource agencies, emergency management agencies, tribal entities, etc. which may have interests or be affected by the implementation of the proposed transportation investment.

## 8.4 DATA AND TOOLS

### 8.4.1 Performance-based planning and programming

Over the past two decades, Metro and other transportation agencies have increasingly been applying "performance management" – a strategic approach that uses performance data to support decisions to help achieve desired performance outcomes. Performance management is credited with improving project and program delivery, informing investment decision-making, focusing staff on leadership priorities and providing greater transparency and accountability to the public.

Performance-based planning and programming (PBPP) applies this strategic approach within the planning and programming processes of MPOs, like Metro, and other transportation agencies to achieve desired performance outcomes for the multimodal transportation system. This includes a range of activities and products undertaken by a MPO together with other agencies, stakeholders, and the public as part of a 3C (cooperative, continuing, and comprehensive) process. It includes development of: long-range regional transportation plans, the Congestion Management Process, other plans and processes developed by ODOT and transit providers, such as Strategic Highway Safety Plans, Asset Management Plans, Transit Agency Asset Management Plans and Transit Agency Safety Plans, and programming documents, including State and Metropolitan Transportation Improvement Programs (STIPs and MTIPs).

PBPP attempts to ensure that transportation investment decisions are made – both in long-term planning and short-term programming of projects – based on their ability to meet established goals.

This section summarizes data and research activities to address existing and emerging planning and policy priorities and innovative practices in transportation planning and analysis. These activities help ensure that the region has the resources to fulfill its state and federal transportation performance measurement, monitoring and reporting responsibilities.

### 8.4.2 Data Collection and Coordination

This section summarizes data collection and coordination to support regional transportation planning and analysis, including regional travel model calibration and validation, and federal congestion management process analysis and performance based planning target setting and monitoring. The majority of our data is maintained in Metro's Regional Land Information System (RLIS). This database is comprised of over 150 different (primarily geospatial) data sets, and most of the data sets identified in the sections below are elements. Metro publishes RLIS on a quarterly basis, but many data sets are on different cycles and come from different sources. All data sets are available for review at http://rlisdiscovery.oregonmetro.gov, along with a date of last publication. The associated metadata should be consulted in advance to understand how the data were generated and to determine the appropriateness of its use.

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#### 8.4.2.1 Growth Data

Metro Research Center will continue to refine its recently developed Land Development Monitoring System (LDMS) as a component of RLIS. LDMS tracks the location cost and use-type of residential and employment land utilization to inform regional growth management and transport planning. Metro will work to enhance LDMS and RLIS with more equity-related data.

#### 8.4.2.3 Travel Activity Data

Metro Research Center staff is leading coordination efforts for the next regional travel behavior survey (Oregon Travel Study, Spring 2023-Spring 2024). Additional research will be necessary to ensure that the survey captures traditionally relevant as well as emerging behavior (e.g., extent of Uber/Lyft utilization in place of other travel modes, working from home, and online shopping), and be conducted in a comprehensive and cost-effective manner. One outcome was a shift from traditional one-day travel diaries to smartphone-based weeklong surveys as the primary collection method. The new survey also includes revised sampling, recruitment, and outreach strategies to improve participation among hard to reach and historically marginalized groups.

New and emerging data collection methods (e.g. location-based services data, longitudinal or rolling surveys, emerging needs follow up surveys, mobile phone apps, personal GPS devices, etc.) will also be investigated to help ensure that the survey effort is well positioned to capture rapidly changing trends in personal travel behavior. Metro will partner with other Oregon modeling agencies (via the Oregon Modeling Statewide Collaborative, OMSC) as well as the Southwest Regional Transportation Council (SWRTC) to maximize the geographic span and cross agency utility of the data.

#### 8.4.2.4 Transportation Safety Data

Metro staff will coordinate with federal, state, regional and local partners to acquire, collect and maintain the data currently used for transportation safety related analysis. This data includes, but is not limited to, crash data provided by ODOT and roadway network, traffic volume and vehicle mile traveled data. Additionally, new data required to provide more in-depth analysis will be pursued, including race and ethnicity of crash victims, posted speed and pedestrian crossing data to name a few.

#### 8.4.2.5 Multi-Modal Network Data

Metro Research Center will continue to update multimodal data in RLIS. RLIS street centerlines, sidewalks, bike routes and off-street trails networks are updated quarterly and comprise the basis of the multimodal network.

Research staff will also continue to develop and maintain high-resolution multimodal modeling networks. The modeling networks support long-range planning, project evaluation, and system performance monitoring needs. Staff will coordinate with other state agencies via the OMSC as

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new modeling networks are developed (e.g. the statewide OpenStreetMap-based network and the statewide multimodal network).

### 8.4.3 Analysis Tool Maintenance and Enhancement

This section summarizes planned maintenance and enhancement of the regional travel model and MOVES, and the development of a replacement land use model for the now defunct MetroScope model to address existing and emerging planning and policy priorities and innovative practices in regional transportation planning and analysis.

#### 8.4.3.1 Growth Forecast

Metro Council has committed to making its next Urban Growth Boundary decision by the end of 2024. That decision will adopt a Regional Economic Forecast of total future jobs and employment. Upon adoption of those regional control totals Metro will work to create the next generation Distributed Forecast (the Traffic-Analysis-Zone-level growth forecasts used in transportation planning and forecasting). The distributed forecast (likely to be released in 2026) will be available to support future MTIP and RTP update cycles.

#### 8.4.3.2 Growth Forecast Tools

A replacement land use model will not be in place for the 2026 Distributed Forecast. The Metro Planning, Development and Research Department will work closely with local jurisdictions to modify and prepare a revision to the most recent land use forecast with available methods and best available Regional Economic Forecast information. Metro Research Center is now working to scope and implement a replacement for the MetroScope land use allocation model but it will not be ready in time for the anticipated 2024 Urban Growth Management cycle. We will consider a wide variety of traditional and next-generation tool options to replace Metro Scope with the goal to have such a land use model operational by the subsequent growth management cycle in 2030. This work will directly improve the means of producing future distributed forecasts.

#### 8.4.3.3 Regional Transportation Model Tools

Metro staff will continue to maintain and enhance the current trip-based travel model. Recent enhancements to the model include the transition from a 2015 to a (pre-COVID) 2020 base year; implementation of a new regional freight model that considers commodity flows associated with supply chains at the global, national, and regional scales; and improvements to the model's ability to represent the effects of roadway pricing across varying user segments. Future activities include incorporation of the results of an updated regional household travel survey and refinements to: the bicycle assignment algorithm. Metro staff will stay current with updated versions of the EPA's Motor Vehicle Emission Simulator (MOVES) for estimating emissions of criteria pollutants, greenhouse gases and air toxics.

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## 8.4.4 Analysis Tool Development

This section summarizes development of new analysis tools to address existing and emerging planning and policy priorities and innovative practices in regional transportation planning and analysis. It includes visualization tools, housing and transportation cost tool, project-level evaluation, piloting the multi-criteria evaluation (MCE) tool, and crash prediction modeling tools.

### 8.4.4.1 Regional Activity-Based Model

The statewide estimation of the ActivitySim platform will begin in FY23-24, with scoping and design to begin in April 2023. Upon completion of the Oregon Household Survey in 2024, estimation of the activity-based model will begin (FY24-25). Key efforts during 2024-2025 will include the development of staff expertise and a common, statewide estimation of ActivitySim that will be the basis for local deployment of the toolset. FY25-26 will see the deployment of ActivitySim to local jurisdictions—including Metro—and will require further estimation and calibration work to customize for the Portland region. Travel Forecasting staff will coordinate closely with Metro planning to ensure that the activity-based model framework is analytically aligned with anticipated policy questions, and will be ready for deployment for the 2028 Regional Transportation Plan.

### 8.4.4.2 Regional Freight Model

Development of the freight model is complete and the model is integrated with the trip-based travel demand model. The freight model will be integrated with the ActivitySim activity-based model as that model is implemented at Metro.

### 8.4.4.3 Housing and Transportation Expenditure Tool

During the 2018 RTP, the Metro Research Center began development of the framework for a Housing and Transportation Expenditure tool to assess out-of-pocket expenditure for housing and transportation and to project the effects of future transportation investments on housing and transportation costs. Both current and forecast states of the regional land markets and transportation system will be represented in a final tool after further development, testing and refinement. The tool will help to respond to various questions pertaining to gentrification and displacement when assessing transportation investment scenarios.

### 8.4.4.4 Economic Value Atlas Decision-Support Mapping Tool

Development of the Economic Value Atlas (EVA) established tools and analysis that align planning, infrastructure, and economic development to build agreement on investments to strengthen our economy.

This work:

- Provides mapping and insight into our regional economic landscape;
- Links investments to local and regional economic conditions and outcomes; and

DRAFT

- Informs policy and investment – providing a foundation for decision-makers to understand the impacts of investment choices to support growing industries and create access to family-wage jobs and opportunities for all.

The EVA provides a solid data foundation for key regional activities such as:

- outlining a path to pursue policy, actions and investment that help support growing industries and family-wage jobs;;
- defining potential areas for partners to collaborate and develop shared investment strategies;
- pinpointing areas of focus for regional investment to bridge local and regional economic development aspirations; and
- providing a data picture of the regional economy to align investments that achieve the coordinated vision of Greater Portland 2020, the 2040 Growth Concept and the Regional Transportation Plan.

This work supports regional transportation planning and investment decisions by:

- Highlighting key intersects between transportation + economic conditions that can guide project prioritization criteria incorporated into the next 3-year RFFA cycle.
- Building a granular understanding of relative economic strengths and challenges among communities in the region to inform local Transportation System Plans and area studies, regional investment areas and corridor refinement planning and planning studies, and advance more strategic transportation project prioritization and investment based on surrounding economic conditions.
- Supporting multiple applications by ongoing regional programs in Metro's Planning and Development Department.

#### 8.4.4.5 Displacement Monitoring Tool

First Identified as a key priority for the RTP transportation equity evaluation in 2017, involuntary displacement continues to be of concern in the region.. Specifically, policymakers and marginalized communities desired to understand the potential displacement impacts to result in investment as well as what proactive mitigation strategies may be put into effect in advance to address the displacement risk. Through development of the 2018 RTP transportation equity system evaluation method, it was determined the RTP system analysis would not be able to look at displacement risk due to the limitations of the forecasting tool.

Nonetheless, in an effort to honor the input and recognize the concern about displacement risk from public investment in the transportation system, the 2018 RTP recommended development of a streamlined displacement risk tool, which can help inform plans, project designs, and other components of transportation investment. Since 2018, the Southwest Equitable Development Strategy (SWEDS) developed a displacement risk method that is informing development of a displacement risk monitoring tool in the future.

DRAFT

Metro's Data Resource Center (DRC) is currently researching methods of monitoring displacement risk in the region, which will likely include some of the demographic, housing, and business data that Metro already collects or compiles. Metro's displacement research is evolving alongside other analytical areas, including monitoring geographic changes in land use and demographics in the region. A displacement monitoring tool will help policy makers understand where displacement risk is heightened in the region, as well as understand what indicators are increasing the risk. This information will in turn help policy makers work with stakeholders and constituents to identify policies that can help mitigate displacement, especially in areas where public investment is occurring

#### 8.4.4.6 Crash Prediction Modeling Tool

Better understanding and evaluation of how projects, programs and strategies impact transportation safety system wide are key elements to effectively planning for safety and achieving safe system programs such as Vision Zero. Metro staff will coordinate with federal partners and other MPOs to develop and pilot the use of crash prediction modeling tools to assess safety performance system wide.

#### 8.4.4.7 Social Vulnerability Explorer

Metro's Data Resource Center has developed a Social Vulnerability Explorer[9], which provides an introductory point of access to regional indices and indicators related to potential social vulnerability in the five-county Portland metropolitan region, including Clackamas, Columbia, Multnomah, and Washington counties in Oregon and Clark County in Washington. The application enables exploratory data analysis and visualization, as well as comparisons of user-specified areas to regional averages.

The online explorer was built as part of a larger Social Vulnerability Tools project[10], which sought to identify which communities in the region experience barriers to emergency services and programs before, during, and after disasters. Besides helping to craft a common understanding of social vulnerability in the region, the Social Vulnerability Tools project also helped to create a set of social vulnerability data, including input indicators and output indices.

The Social Vulnerability Explorer was specifically built for the purpose of allowing those that do not have access to or experience with mapping software to use an online internet browser to explore and visualize the geographic distribution of and relationship between indicators and indices in the Social Vulnerability Tools project.

Potential use cases of the Social Vulnerability Explorer include:

[9] https://gis.oregonmetro.gov/social-vulnerability-explorer/

[10] https://rdpo.net/social-vulnerability-tools-project



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- Emergency management and human or health services professionals can understand the demographic composition of service territories or investment areas, as well as the various types of vulnerabilities that may be reflected in their respective constituencies.
- GIS professionals can conduct exploratory visualization and analysis, specifically as it relates to the intersection of multiple indicators, which can be done more quickly and efficiently with the online tool than with traditional desktop-based mapping software.
- Community-based organizations can quantify the demographic composition of their service areas – perhaps for grant writing.
- Academics or researchers can compare demographics between neighborhoods and other areas of interest, such as transportation corridors, municipalities or the region.

#### 8.4.4.8 VisionEval (VE-RSPM) Climate Monitoring Tool

The VisionEval framework is built on the "GreenSTEP family" of models developed by the Oregon Department of Transportation (ODOT) to assist in the development of plans to reduce greenhouse gas (GHG) emissions from light-duty vehicles in order to meet Oregon State statutory goals. The RSPM (Regional Strategic Planning Model) was developed by ODOT as an offshoot of the GreenSTEP model to support the preparation of metropolitan area scenario plans. The name reflects a broadening of the policies, beyond state statutory requirements. Metro and consulting staff are using and enhancing Metro's VE-RSPM to monitor our progress toward our climate goals achieved by RTP projects and policies.

### 8.4.5 Monitoring and Reporting Tools

This section summarizes information systems and data resource coordination efforts that Metro is doing or will do to ensure that the region has the resources to fulfill its transportation performance-based planning, programming and reporting responsibilities.

#### 8.4.5.1 Monitoring Data and Information Systems

Metro Research Center staff will continue to investigate new and emerging data sources and data collection methods (e.g., location-based services data, longitudinal or rolling surveys, mobile phone apps, personal GPS devices, etc.) to help ensure that Metro is well  Research Center staff will also continue to collect and process National Performance Management Research Data Set (NPMRDS) data for federally-required performance monitoring purposes. Staff will also continue to explore and support the ODOT-provided auto travel speed and volume data available via the Regional Integrated Transportation Information System (RITIS) platform

#### 8.4.5.2 Congestion Management Process Data Collection and Monitoring

This section summarizes the region's approach to monitoring and reporting on the progress implementing the RTP through the regional Congestion Management Process (CMP).

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The great challenge for establishing and maintaining a monitoring program has been the availability of data. Historically, collecting and managing data has been expensive and difficult. With advancements in Intelligent Transportation Systems (ITS) in the region, more and better data is available today and will continue to grow with implementation of data collection projects identified in the Regional Transportation System Management and Operations (TSMO) plan.

Starting in 2008, the region approved ongoing funding for implementation, including an annual allocation to fund Portal, the regional transportation data archived, housed and maintained by Portland State University. PSU, in partnership with ODOT, TriMet, Metro and other local agencies, provides data aggregation, maintenance and reporting on the region's roadways and transit systems. Metro will continue to work with ODOT and other regional partners to expand existing data collection and performance monitoring capabilities, in order to evaluate system performance for all modes of travel and support the region's CMP.

This work includes supporting a data management system to facilitate data collection, maintenance and reporting to support on-going RTP and MTIP monitoring. The performance monitoring will be reported biennially as part of the Regional Mobility Program, consistent with the region's federally approved congestion management process.

Table 8.6 lists where key elements of the region's CMP are addressed in the RTP and Appendices to show how the region's planning and investment activities implement the CMP.

**Table 8.6 Key Elements of the Region's Congestion Management Process (CMP)**

| Regional Congestion Management Process | Associated RTP/MTIP Activities |
|---|---|
| **Develop congestion management objectives and policies** | RTP Goals and Objectives (Chapter 2), RTP Policies (Chapter 3) |
| **Define geographic area and network of interest** | RTP (Appendix L – Figures 3 and 4) |
| **Establish multimodal performance measures** | RTP Performance Measures and Targets (Chapter 2), RTP Federal Performance Measures and Targets (Appendix L) |
| **Collect data and monitor system performance** | RTP Existing Conditions (Chapter 4Mobility Corridor Atlas (2015) |
| **Analyze congestion problems and needs** | RTP Existing Conditions (Chapter 4), RTC CMP Monitoring Report (2021), RTP Performance Evaluation (Chapter 7) |
| **Identify and evaluate effectiveness of strategies** | RTP (Chapter 6), RTP (Chapter 7), RTP (Appendix E - Transportation Equity Evaluation), RTP (Appendix F – Environmental Analysis and Potential Mitigation Strategies), RTP (Appendix J – Climate Smart Strategy Implementation and Monitoring), corridor refinement planning, area studies, local transportation system plans |

DRAFT

| Regional Congestion Management Process | Associated RTP/MTIP Activities |
|---|---|
| **Implement selected strategies and manage transportation system** | MTIP, local jurisdictions, ODOT, TriMet, SMART, TransPort, Regional Transportation Functional Plan, RTP (Chapter 8) |
| **Monitor strategy effectiveness**[11] | Scheduled RTP updates, CMAQ Performance Plan , RTP (Appendix J – Climate Smart Strategy Implementation and Monitoring), RTC CMP Monitoring Report |

More information about the region's Congestion Management Process is provided in Appendix L.

### 8.4.5.3 Performance monitoring measures and targets

Performance monitoring measures identified in Chapter 4, Appendix J and Appendix L are used to track changes in system performance and implementation progress over time and between scheduled updates to the RTP. Reporting these changes provides valuable information on trends and conditions using actual empirical or observed data to the extent possible in advance of RTP updates to assess how the transportation system is performing and identify possible policy or strategy adjustments that may be needed.

**Appendix J** contains a complementary set of performance measures and performance monitoring targets specific to tracking implementation of the Climate Smart Strategy adopted by JPACT and the Metro Council in 2014 and report on progress. The Climate Smart Strategy performance measures and targets are used to monitor and assess whether key elements or actions that make up the strategy are being implemented, and whether the strategy is achieving expected outcomes. The Climate Smart Strategy performance monitoring targets are not policy targets, but instead reflect a combination of the planning assumptions used to evaluate the Climate Smart Strategy and outputs from the evaluation of the adopted strategy.

**Appendix L** documents the region's approach to addressing the federal transportation performance-based planning and congestion management requirements contained in the Moving Ahead for Progress in the 21st Century Act (MAP-21) and the Fixing America's Surface Transportation (FAST) Act. The multimodal performance measures and near-term performance monitoring targets in Appendix L are used to monitor transportation system performance using empirical or observed data between scheduled updates.

DRAFT

[11] USDOT, "Guidebook on the Congestion Management Process in Metropolitan Transportation Planning." Page 1-1 (April 2011).




Work continues to establish a coordinated program for data collection and system performance monitoring between scheduled updates to the Regional Transportation Plan to inform planning and investment decisions.

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# 2023 RTP Glossary of Terms

May 26, 2023 WORKING DRAFT

*This draft is subject to copy edits, technical corrections and minor updates as it finalized for public review.*

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# GLOSSARY OF TERMS

**Accessibility** – The ability to reach desired goods, services, activities and destinations with relative ease, within a reasonable time, at a reasonable cost and with reasonable choices. Many factors affect accessibility (or physical access), including mobility, the quality, cost and affordability of transportation options, intersection design, land use patterns, connectivity of the transportation system and the degree of integration between modes. The accessibility of a particular location can be evaluated based on distances and travel options, and how well that location serves various modes. Locations that can be accessed by many people using a variety of modes of transportation generally have a high degree of accessibility. *See also Transit accessibility.*

**Access Management** – Enables access to land uses while maintaining roadway safety and mobility through controlling access location, design, spacing and operation.

**Action** – Discrete steps to make progress toward a desired outcome(s).

**Active Living** – Lifestyles characterized by incorporating physical activity into daily routines through activities such as walking or biking for transportation, exercise or pleasure. To achieve health benefits, the goal is to accumulate at least 30 minutes of activity each day.

**Active transportation** – Non-motorized forms of transportation including walking and biking, people using wheelchairs or mobility devices and skateboarding. Transit is considered part of active transportation because most transit trips start with a walking or bicycle trip.

**Active transportation network** – Combined network of streets, trails and districts identified on the *Regional Pedestrian and Bicycle Network Functional Classification Maps* and identified as pedestrian and bicycle parkways, regional bikeways, regional pedestrian corridors and regional pedestrian and bicycle districts, which include station communities. The active transportation network also includes frequent bus routes, all of which are designated as pedestrian parkways, and high ridership bus stops.

**Active Transportation Plan –** Adopted in 2018, the Regional Active Transportation Plan identifies a vision, policies and actions to complete a seamless green network of on- and off-street pathways and districts connecting the region and integrating walking, biking and public transit.

**Adaptation** – This term refers to adjustment in natural or human systems in anticipation of or response to a changing environment in a way that effectively uses beneficial opportunities or reduces negative effects.

**Air toxics** – Also known as toxic air pollutants or hazardous air pollutants, are those pollutants that cause or may cause cancer or other serious health effects, such as reproductive effects or birth defects, or adverse environmental and ecological effects.

**Air quality** – Air quality refers to the degree to which the air is suitable or clean enough for humans or the environment. Good air quality means the air is free of harmful substances.

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**All Roads Transportation Safety (ARTS)** – Formerly known as the Jurisdictionally Blind Safety Program, is an Oregon Department of Transportation Program that is designed to address safety needs on all public roads in Oregon. The program's goals are to:

- Increase awareness of safety on all roads;
- Promote best practices for infrastructure safety;
- Complement behavioral safety efforts;
- Focus limited resources to reduce fatal and serious injury crashes in the state of Oregon.

The program is data driven to achieve the greatest benefits in crash reduction and is blind to jurisdiction.

**Amendment** – A revision to a long-range statewide or metropolitan transportation plan, TIP, or STIP that involves a major change to a project included in a metropolitan transportation plan, TIP, or STIP, including the addition or deletion of a project or a major change in project cost, project/project phase initiation dates, or a major change in design concept or design scope (e.g., changing project termini or the number of through traffic lanes or changing the number of stations in the case of fixed guideway transit projects). Changes to projects that are included only for illustrative purposes do not require an amendment. An amendment is a revision that requires public review and comment and a redemonstration of fiscal constraint. If an amendment involves "non-exempt" projects in nonattainment and maintenance areas, a conformity determination is required.

**Arterial** – A classification of street. Arterial streets interconnect and support the throughway system. Arterials are intended to provide general mobility for travel within the region. Correctly sized arterials at appropriate intervals allow through trips to remain on the arterial system thereby discouraging use of local streets for cut–through travel. Arterial streets link major commercial, residential, industrial and institutional areas. Major arterials serve longer distance through trips and serve more of a regional traffic function. Minor arterials serve shorter, more localized travel within a community. As a result, major arterials usually carry more traffic than minor arterials. Arterial streets are usually spaced about one mile apart and are designed to accommodate bicycle, pedestrian, truck and transit travel.

**Arterial traffic calming** – Designed to manage traffic at higher speeds and volumes, but still minimize speeding and unsafe speeds. Treatments can include raised medians, raised intersections, gateway treatments, textured intersections, refuge islands, road diets, and roundabouts.

**Asset management** – A strategic and systematic process of operating, maintaining, and improving physical assets, with a focus on both engineering and economic analysis based upon quality information, to identify a structured sequence of maintenance, preservation, repair, rehabilitation, and replacement actions that will achieve and sustain a desired state of good repair over the lifecycle of the assets at minimum practicable cost.

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**Attainment area** – Any geographic area in which levels of a given criteria air pollutant (e.g., ozone, carbon monoxide, $PM_{10}$, $PM_{2.5}$, and nitrogen dioxide) meet the health-based National Ambient Air Quality Standards (NAAQS) for that pollutant. An area may be an attainment area for one pollutant and a nonattainment area for others. A "maintenance area" (see definition in this section) is not considered an attainment area for transportation planning purposes. The greater Portland region received attainment status in 2017.

**Autonomous vehicle (AV)** – Also known as a driverless car, self-driving car, robotic car, AVs use sensors and advanced control systems to operate independently of any input from a human driver. Transportation experts have developed a five-level system to distinguish between different levels of automation;[i] in this plan we focus on Level 4 or 5 AVs, which can operate independently under most or all conditions.

**Auxiliary lane** – An auxiliary lane is the portion of the roadway adjoining the through lanes for speed change, turning, weaving, truck climbing, maneuvering of entering and leaving traffic, and other purposes supplementary to through-traffic. An auxiliary lane provides a direct connection from one interchange ramp to the next. The lane separates slower traffic movements from the mainline, helping smooth the flow of traffic and reduce the potential for crashes and is not intended to function as a general purpose travel lane. Auxiliary lanes add additional motor vehicle capacity. New or extended auxiliary lanes with a total length of one-half mile or more, or existing auxiliary lanes being considered for conversion to general purpose lanes through restriping, must be reviewed as provided under the Congestion Management Process (RTP Section 3.55) and OAR 660-012-0830 (unless exempted as provided by the rule) due to the potential for these facilities to increase motor vehicle travel per capita. *See also definition for Congestion Management Process.*

**Barrier** – A condition or obstacle that prevents an individual or a group from accessing the transportation system or transportation planning process. Examples include a physical gap or impediment, lack of information, language, education and/or limited resources.

**Best practices** – For purposes of this document, the term "best practices" is used as a general term of preferred practices accepted and supported by experience of the applicable professional discipline. It is not prescriptive to a particular set of standards or a particular discipline.

**Better Bus (enhanced transit toolbox)** – Better bus is a set of street design, signal, and other enhanced transit improvements that improve transit capacity, reliability and travel time along major Frequent Service bus lines. Actions can include changes to the design and operation of streets and signals, typically owned and operated by the City. It can also include changes to transit vehicle fleet, station equipment and operation systems typically owned and operated by TriMet.

Better Bus projects come in a variety of shapes and sizes; for example, the improvements might address bottlenecks, or a portion of a transit line experiencing delay, or in some cases, improvements to a full transit line. Treatments can be applied systematically across a transit network to improve multiple lines or through a corridor approach to improve one or more transit lines. Better Bus is intended to be flexible and context-sensitive during design and implementation. It encompasses a range investments comprised of capital and operational

DRAFT

treatments of moderate cost. It can be deployed relatively quickly in comparison to larger transit capital projects, such as building light rail.

**Bicycle** – A vehicle having two tandem wheels, a minimum of 14 inches in diameter, propelled solely by human power, upon which a person or persons may ride. A three–wheeled adult tricycle is considered a bicycle. In Oregon, a bicycle is legally defined as a vehicle. Bicyclists have the same right to the roadways and must obey the same traffic laws as the operators of other vehicles. Also referred to as bike.

**Bicycle boulevards** – Sometimes called a bicycle priority street, a bicycle boulevard is a low-traffic street where all types of vehicles are allowed, but the street is modified as needed to enhance bicycle safety and convenience by providing direct routes that allow free-flow travel for bicyclists at intersections where possible. Traffic controls are used at major intersections to help bicyclists cross streets. Typically these modifications also calm traffic and improve pedestrian safety. Bicycle boulevards may also be referred to as "neighborhood greenways." *see also Neighborhood Greenways*

**Bicycle comfort index (BCI)** – A method to analyze the auto volumes, auto speeds and number of auto lanes on existing bikeways and within defined 'cycle zones' and assign a comfort rating to the bikeway. Generally off-street paths receive the highest rating because they are completely separated from auto traffic. Results help identify existing bikeways on the regional bicycle network that could be upgraded to increase bicyclists comfort. Metro's BCI analysis was used in the existing conditions step of developing the Regional Active Transportation Plan. Additional data would be useful to refine the tool.

**Bicycle district** – An area with a concentration of transit, commercial, cultural, institutional and/or recreational destinations where bicycle travel is attractive, comfortable and safe. Bicycle districts are areas where high levels of bicycle use exist or a planned. Within a bicycle district, some routes may be designated as bicycle parkways or regional bikeways, however all routes within the bicycle district are considered regional. A new concept for the *Regional Transportation Plan* and added to the regional bicycle network through the Regional Active Transportation Plan. The Central City, Regional and Town Centers and Station Communities are identified as bicycle districts.

**Bicycle facilities** – A general term denoting improvements and provisions made to accommodate or encourage bicycling, including parking facilities, all bikeways and shared roadways not specifically designated for bicycle use.

**Bicycle parkway** – A bicycle route designed to serve as a bicycle highway providing for direct and efficient travel for large volumes of cyclists with minimal delays in different urban and suburban environments and to destinations outside the region. These bikeways connect 2040 activity centers, downtowns, institutions and greenspaces within the urban area. The specific design of a bike parkway will vary depending on the land use context within which it passes through. These bikeways could be designed as an off-street trail along a stream or rail corridor, a cycletrack along a main street or town center, or a bicycle boulevard through a residential neighborhood.

DRAFT

**Bicycle routes** – Link bicycle facilities together into a clear, easy to follow route using wayfinding such as signs and pavement markings, connecting major destinations such as town centers, neighborhoods and regional destinations.

**Bike (bicycle) lane** – A portion of a roadway that has been designated by striping, signing and pavement markings for the preferential or exclusive use of bicyclists.

**Bike share** – Systems like Biketown in Portland make fleets of bicycles available for short-term rental within a defined service area. Some bike share systems now offer electric bikes. Conventional bike share systems like Biketown in Portland are operated through exclusive agreements between a private company and a public agency, and in most cases users must pick up and leave bikes at designated stations, though Biketown and other modern systems also offer users the option of locking a bike anywhere within the service area. Fully dockless systems operated by companies such as Ofo, Lime bike and Spin allow users to pick up and leave bikes (or electric scooters, which many companies now offer) within a defined service area and require less coordination between the public and private sector.

**Bike-transit facilities** – Infrastructure that provide connections between the two modes, by creating a "bicycle park-and-ride," a large-scale bike parking facility at a transit station.

**Bikeable** – A place where people live within biking distance to most places they want to visit, whether it is school, work, a grocery store, a park, church, etc. and where it is easy and comfortable to bike.

**Bikeway** – Any road, street, path or right-of-way that is specifically designated in some manner as being open to bicycle travel, either for the exclusive use of bicycles or shared use with other vehicles or pedestrians, including separated bike paths, striped bike lanes or wide outside lanes that accommodate bicycles and motor vehicles.

**Bipartisan Infrastructure Law** – The Infrastructure Investment and Jobs Act (IIJA) (Public Law 117-58, also known as the "Bipartisan Infrastructure Law") is the Federal transportation bill signed into law November 15, 2021 by President Biden. The Bipartisan Infrastructure Law is the largest long-term investment in infrastructure and economy in the history of the United States.

**Capacity** – A transportation facility's ability to accommodate a moving stream of people or vehicles in a given place during a given time period. Increased capacity can come from building more streets or throughways, adding more transit service, timing traffic signals, adding turn lanes at intersections or many other sources. Certain faciliites that increase motor vehicle capacitty must be reviewed as provided for in OAR 660-012-0830: (A) A new or extended arterial street, highway, freeway, or bridge carrying general purpose vehicle traffic; (B) New or expanded interchanges; (C) An increase in the number of general purpose travel lanes for any existing arterial or collector street, highway, or freeway; and (D) New or extended auxiliary lanes with a total length of one-half mile or more.

Notwithstanding any provision in subsection (a) of OAR 660-012-0830, subsection (b) includes exceptions to enhanced review for certain proposed facilities: (A) Changes expected to have a

DRAFT

capital cost of less than $5 million; (B) Changes that reallocate or dedicate right of way to provide more space for pedestrian, bicycle, transit, or high-occupancy vehicle facilities; (C) Facilities with no more than one general purpose travel lane in each direction, with or without one turn lane; (D) Changes to intersections that do not increase the number of lanes, including implementation of a roundabout; (E) Access management, including the addition or extension of medians; (F) Modifications necessary to address safety needs; or (G) Operational changes, including changes to signals, signage, striping, surfacing, or intelligent transportation systems. .*See also definitions Auxiliary lane and Congestion Management Process.*

**Capital project –** A capital project is a project to construct either new facilities or make significant, long-term renewal improvements to existing facilities.

**Car share** – Services allow people to rent a nearby vehicle for short trips and pay only for the time that they use. Different car share service types include:

- Stationary car share (ZipCar, in some cases ReachNow), under which cars are kept at fixed stations and users pick up cars from and return them to the same station.
- Free-floating car share (Car2Go, ReachNow), which allows people to pick up and drop off cars anywhere within a defined service area.
- Peer-to-peer car share (Getaround, Turo), which enables people to rent cars from their neighbors on a short-term basis.

**Central city (2040 Design Type)** – Downtown Portland and adjacent areas (like Lloyd District) within the city of Portland.

**Climate change** – Any significant change in the measures of climate lasting for an extended period of time. Climate change includes major variations in temperature, precipitation or wind patterns, among other environmental conditions, that occur over several decades or longer. Changes in climate may manifest as a rise in sea level, as well as increase the frequency and magnitude of extreme weather events now and in the future.

**Collector street** – A class of street. Collector streets provide both access and circulation between residential, commercial, industrial and agricultural community areas and the arterial system. As such, collectors tend to carry fewer motor vehicles than arterial streets, with reduced travel speeds. Collector streets are usually spaced at half–mile intervals, midway between arterial streets. Collectors may serve as bike, pedestrian and freight access routes providing local connections to the arterial street network and transit system.

**Community places** – Destinations and gathering places such as hospitals and other medical services, civic places, such as post offices, churches, social services, libraries, schools and colleges, financial institutions, such as banks and credit unions, grocery stores, and retail services, such as hardware stores, pharmacies and laundry services

**Commute** – Regular travel between home and work or school.

DRAFT

**Commuter rail** – Short–haul rail passenger service operated within and between metropolitan areas and neighboring communities. This transit service operates in a separate right–of–way on standard railroad tracks, usually shared with freight use. The service is typically focused on peak commute periods but can be offered other times of the day and on weekends when demand exists and where rail capacity is available. The stations are typically located one or more miles apart, depending on the overall route length. Stations offer infrastructure for passengers, bus and LRT transfer opportunities and parking as supported by adjacent land uses. *See also Inter–city rail.*

**Complete streets** – A transportation policy and design approach where streets are designed, operated and maintained to enable safe, convenient and comfortable travel and access for users of all ages and abilities, regardless of their mode of transportation.

**Complete streets project checklist** – A Project Checklist that is circulated for a sign-off from various agency departments when street designs are in process to ensure coordinationto ensure projects implement Complete Street elements.

**Congestion** – A condition characterized by unstable traffic flows that prevents movement on a transportation facility at optimal legal speeds. Recurrent congestion is caused by constant excess volume compared with capacity. Nonrecurring congestion is caused by incidents such as bad weather, special events and/or traffic accidents.

**Congestion management** – The application of strategies to improve transportation system performance and reliability by reducing the adverse impacts of congestion on the movement of people and goods. *See Appendix L for more information.*

**Congestion management process (CMP)**– A systematic and regionally-accepted approach for managing congestion that provides accurate, up-to-date information on transportation system performance and assesses alternative strategies for congestion management that meet state, regional and local needs. This systematic approach is required in transportation management areas (TMAs) to provide for effective management and operation, based on a cooperatively developed and implemented metropolitan-wide strategy, of new and existing transportation facilities eligible for funding under title 23 U.S.C., and title 49 U.S.C., through the use of travel demand reduction and operational management strategies.

Section 3.3.4 of the RTP describes the congestion management process policy to analyze and implement system and demand management strategies and/or a combination of other strategies (e.g. pedestrian, bicycle, transit strategies) prior to building new motor vehicle capacity, consistent with the Federal Congestion Management Process (CMP) and the Oregon Transportation Plan policies (including Oregon Highway Plan Policy 1G). Sections 3.08.220 and 3.08.510 of the Regional Transportation Functional Plan (RTFP) further direct how cities and counties implement the CMP in the local transportation system planning process. *See Appendix L for more information on the Congestion Management Process.*

**Congestion Mitigation and Air Quality Improvement (CMAQ) Program** – A federal source of funding for projects and activities that reduce congestion and improve air quality, both in regions

DRAFT

not yet attaining federal air quality standards and those engaged in efforts to preserve their attainment status.

**Connected vehicles (CVs)** – Vehicles that communicate with each other, wireless devices or with infrastructure like traffic signals and incident management systems. It seems increasingly likely that vehicles in the near future will be automated and may include some connected elements, we typically use "automated vehicles" to refer to vehicles that include a mix of automated and connected elements, and only use "connected vehicles" to distinguish connected from automated vehicles.

**Connected vehicle (CV) infrastructure** – This refers to the communications, wireless devices and other infrastructure, such as traffic signals and roadside sensors, that offer the ability of vehicles to send and receive message to other vehicles, wireless devices and communication devices to communicate information in order to help them navigate the transportation system safely and efficiently.

**Connectivity** – The degree to which the local and regional street, pedestrian, bicycle, transit and freight systems in a given area are interconnected.

**Consideration** – One or more parties takes into account the opinions, action, and relevant information from other parties in making a decision or determining a course of action.

**Constrained budget** – The budget of federal, state and local funds the greater Portland region can reasonably expect through 2040 under current funding trends presuming some increased funding compared to current levels.

**Constrained list** – Projects that can be built by 2040 within the constrained budget.

**Consultation** – One or more parties confer with other identified parties in accordance with an established process and, prior to taking action(s), considers the views of the other parties and periodically informs them about action(s) taken. This definition does not apply to the "consultation" performed by the States and the Metropolitan Planning Organizations (MPOs) in comparing the long-range statewide transportation plan and the metropolitan transportation plan, respectively, to State and tribal conservation plans or maps or inventories of natural or historic resources (see section 450.216(j) and sections 450.324(g)(1) and (g)(2)).

**Context sensitive design** – A model for transportation project development that requires proposed transportation projects to be planned not only for its physical aspects as a facility serving specific transportation objectives, but also for its effects on the aesthetic, social, economic and environmental values, needs, constraints and opportunities in a larger community setting.

**Cooperation** – The parties involved in carrying out the transportation planning and programming processes work together to achieve a common goal or objective.

**Coordinated public transit-human services transportation plan** – A locally developed, coordinated transportation plan that identifies the transportation needs of individuals with disabilities, older adults, and people with low incomes, provides strategies for meeting those local

DRAFT

needs, and prioritizes transportation services for funding and implementation. Trimet leads development of this plan for the region.

**Coordination** – The cooperative development of plans, programs, and schedules among agencies and entities with legal standing and adjustment of such plans, programs, and schedules to achieve general consistency, as appropriate.

**Corridor** – A broad geographical band that follows a general directional flow connecting major sources of trips that may contain a number of streets, highways, freight, active transportation and transit route alignments.

**Corridors (2040 design type)** – A type of land use that is typically located along regional transit routes and arterial streets, providing a place for somewhat higher densities than is found in 2040 centers. These land uses should feature a high–quality pedestrian environment and convenient access to transit. Typical new developments would include row houses, duplexes and one to three–story office and retail buildings, and average about 25 persons per acre. While some corridors may be continuous, narrow bands of higher–intensity development along arterial streets, others may be more nodal, that is a series of smaller centers at major intersections or other locations along the arterial that have high quality pedestrian environments, good connection to adjacent neighborhoods and transit service.

**Countermeasure** – An activity, initiative or design element to prevent, neutralize, or correct a specific safety problem.

**Cordon pricing -** Motorists are charged to enter a congested area, usually a city center or other high activity area well served with non-driving transportation options. Cordon pricing is most often implemented as flat or variable rate fees.

**Crash** – A violent collisionbetween tow or more motor vehicles (inlcuding commercial vehicles, school buses, transit buses, etc.), or between a vehicle and a pedestrian, person on a bicycle or motorcycle, scooter, or other type of micromobility, or with a stationary objectsuch as a pole or guard rail.

**Criteria pollutants** – Carbon monoxide, lead, ground-level ozone, nitrogen oxides, particulate matter, and sulfur dioxides. Criteria pollutants are the only air pollutants with national air quality standards that define allowable concentrations of these substances in ambient air.

**Cycletrack** – Bicycle lanes that are physically separated from motor vehicle and pedestrian travel. A cycle track is an exclusive bike facility that has elements of a separated path and on-road bike lane. A cycle track, while still within the roadway, is physically separated from motor traffic and is distinct from the sidewalk. Cycle tracks may be one-way or two-way, and may be at road level, at sidewalk level, or at an intermediate level. They all share in common some separation from motor traffic with bollards, car parking, barriers or boulevards.

**Cyclist** – Person riding a bicycle.

DRAFT

**Data-driven safety analysis** – Uses data to promote the integration of safety performance into all roadway investment decisions. Broader implementing of quantitative safety analysis so that it becomes an integral part of safety management and project development decision making in order to lead to better targeted roadway investments that result in fewer fatal and serious injury crashes. Decisions are compelled by data, rather than by intuition or by personal experience.

**Deficiency** – A performance, design or operational constraint that limits, but does not prohibit the ability to travel by a given mode. Examples include locations where throughway capacity is less than six through lanes or that do not meet the travel speed thresholds defined in Table 3-5 (Mobility performance targets and thresholds), or that have poor or substandard design features; at–grade rail crossings; height restrictions; bike and pedestrian connections that contain obstacles (e.g., missing curb ramps, distances greater than 330 feet between pedestrian crossings, absence of pedestrian refuges, sidewalks occluded by utility infrastructure, high traffic volumes and complex traffic environments); transit overcrowding, inadequate frequency, or schedule unreliability; and high crash locations). A deficiency is a transportation need. *See also gap.*

**Delay** – The additional travel time required by all travelers, as measured by the time needed to reach destinations at posted speed limits (free–flow speed) versus traveling at a slower congested speed. Delay can be expressed in several different ways, including total delay in vehicle–hours, total delay per vehicle miles traveled (VMT) and share of delay by time period, day of week or speed range.

**Design type** – The conceptual areas depicted on the Metro 2040 Growth Concept Map and described in the Regional Framework Plan, including Central City, Regional Center, Town Center, Station Community, Corridor, Main Street, Inner Neighborhood, Outer Neighborhood, Regionally Significant Industrial Area, Industrial Area and Employment Area.

**Diversion** - Diversion is the movement of automobile trips from one facility to another because of pricing implementation. All trips that change their route in response to pricing are considered diversion, regardless of length or location of the trip, or whether they divert to or from the priced facility.

**Dynamic rate fee** - Fee rates are continually adjusted according to traffic conditions to better achieve a free-flowing level of traffic. Under this system, fee rates increase when the priced facilities get relatively full and decrease when the priced facilities get less full. This system is more complex and less predictable than using a flat or variable rate fee structure, but its flexibility helps to better achieve the optimal traffic flow by reflecting changes in travel demand. MDynamic fee systems may sometimes include a pre-set maximum price. The current price is often displayed on electronic signs prior to the beginning of the priced facility.

**Electric vehicles (EVs)** – Vehicles that use electric motors for propulsion instead of or in addition to gasoline motors.

**Emergency** – Any human-made or natural event or circumstance causing orthreatening loss of life, injury to person or property, and includes, but is not limited to, fire, explosion, flood, severe

DRAFT

weather, drought earthquake, volcanic activity, spills or releases of oil or hazardous material, contamination, utility or transportation disruptions, and disease.

**Emergency medical services (EMS)** – The treatment and transport of people in crisis health situations that may be life threatening. Emergency medical support is applied in a wide variety of situations, including traffic crashes.

**Emergency transportation routes** – Priority routes used during and after a major regional emergency or disaster to move people and response resources, including the transport of first responders (e.g., police, fire and emergency medical services), fuel, essential supplies and patients.

**Emerging technologies** – A blanket term that we use throughout this plan to refer to new developments in transportation technology. We use it to refer both to technologies like automated vehicles or smart phones and services that operate using these technologies, like car and bike share.

**Employer-based commute programs** – Work-based travel demand management programs that can include transportation coordinators, employer-subsidized transit pass programs, ride-matching, carpool and vanpool programs, telecommuting, compressed or flexible work weeks and bicycle parking and showers for bicycle commuters.

**Employment areas** – Areas of mixed employment that include various types of manufacturing, distribution and warehousing uses, and may include commercial and retail development. Retail uses should primarily serve the needs of the people working or living in the immediate employment area. Exceptions to this general policy can be made only for certain areas indicated in a functional plan.

**Employment lands** – Areas of mixed employment that include various types of manufacturing, distribution and warehousing uses, and may include commercial and retail development.

**Environmental justice** – The fair treatment and meaningful involvement of all people regardless of race, color, national origin, or income with respect to the development, implementation, and enforcement of environmental laws, regulations, and policies. (EPA definition)

**Environmental justice populations** – People living in poverty, people with low-income as determined annually by the U.S. Department of Health and Human Services Low-Income Index, people of color, elderly, children, people with disabilities, and other populations protected by Title VI and related nondiscrimination statutes.

**Environmental mitigation activities** – Strategies, policies, programs, and actions that, over time, will serve to avoid, minimize, rectify, reduce, or eliminate impacts to environmental resources associated with the implementation of a long-range statewide transportation plan or metropolitan transportation plan.

**Equitable Development** – An approach to creating healthy, vibrant, communities of opportunity by creating coordinated, intentional strategies to ensure that everyone (residents of all incomes, races and ethnicities) can participate in, and benefit from, decisions that shape their

DRAFT

neighborhoods and region. This approach involves investments, policies, and protections to prevent displacement of vulnerable residents, businesses, and community organizations.

**Equitable Outcomes** – Means outcomes that burdens underserved populations less than and benefits underserved populations as much or more as the city or county population as a whole. Examples of equitable outcomes include: (a) Increased stability of underserved populations, lowering the likelihood of displacement due to gentrification from public and private investments; (b) More accessible, safe, affordable and equitable transportation options with better connectivity to destinations people want to reach; (c) Adequate housing with access to employment, education, fresh food, goods, services, recreational and cultural opportunities, and social spaces; (d) Increased safety for people in public spaces, transportation and community development; (e) Equitable access to parks, nature, open spaces, and public spaces; (f) Better and more racially equitable health outcomes across the lifespan, particularly health outcomes connected to transportation choices, air pollution, and food; (g) Recognizing and remedying impacts of past practices such as redlining, displacement, exclusionary zoning, and roadway and other public infrastructure siting decisions that harmed underserved communities; and (h) Fairly-distributed benefits to residents and local governments across cities and counties within metropolitan areas.

**Equity** – Just and fair inclusion into a society in which all can participate, prosper, and reach their full potential. In transportation, a normative measure of fairness among transportation system users. *See also Racial equity, Social equity, and Transportation equity*.

**Equity focus areas** – Census tracts with higher than regional average concentrations and double the density of one or more of the following: people of color, English language learners, and/or people with lower income. Most of these areas also include higher than regional average concentrations of other historically marginalized communities, including young people, older adults and people living with disabilities.

**Excessive delay** – The extra amount of time spent in congested conditions defined by speed thresholds that are lower than a normal delay threshold. For the purposes of MAP-21 target-setting, the speed threshold is 20 miles per hour (mph) or 60 percent of the posted speed limit, whichever is greater.

**Extreme events** – This term refers to risks posed by climate change and extreme weather events. The definition does not apply to other uses of the term nor include consideration of risks to the transportation system from other natural hazards, accidents, or other human induced disruptions.

**Extreme weather events** – Significant anomalies in temperature, precipitation and winds and can manifest as heavy precipitation and flooding, heatwaves, drought, wildfires and windstorms (including tornadoes). Consequences of extreme weather events can include safety concerns, damage, destruction and/or economic loss. Climate change can also cause or influence extreme weather events.

**Facility** – The fixed physical assets (structures) enabling a transportation mode to operate (including travel, as well as the loading and unloading of goods and passengers). This includes

DRAFT

streets, throughways, bridges, sidewalks, bikeways, transit stations, bus stops, ports, air and marine terminals and rail lines and yards.

**Federal Highway Administration (FHWA)** – The U.S. Department of Transportation agency responsible for administering the federal highway aid program to individual states, and helping to plan, develop and coordinate construction of federally-funded highway projects. FHWA also governs the safety of hazardous cargo on the nation's highwaysThe FHWA implements transportation legislation approved at the congressional level that appropriates all federal funds to states, MPOs and local governments.

**Federal Transit Administration (FTA)** – U.S. Department of Transportation agency that provides financial and planning assistance to help plan, build and operate rail, bus and paratransit systems. The agency also assists in the development of local and regional traffic reduction programs.

**Financial plan** – Documentation required to be included with a metropolitan transportation plan and TIP (and optional for the long-range statewide transportation plan and STIP) that demonstrates the consistency between reasonably available and projected sources of Federal, State, local, and private revenues and the costs of implementing proposed transportation system improvements.

**Financially constrained or fiscal constraint** – This means that the metropolitan transportation plan, TIP, and STIP includes sufficient financial information for demonstrating that projects in the metropolitan transportation plan, TIP, and STIP can be implemented using committed, available, or reasonably available revenue sources, with reasonable assurance that the federally supported transportation system is being adequately operated and maintained.

**Fiscal (or financial) constraint** – A federal requirement that long-range transportation plans and four-year **Metropolitan** Transportation Improvement Programs (MTIP) include only projects that have a reasonable expectation of being funded, based upon anticipated revenues (for the long-range transportation plan) or secured revenues (for the four-year TIP). In other words, long-range transportation plans or TIP cannot be a wish lists of projects; they must reflect realistic assumptions about revenues that will likely be available or secured.

**Fixing America's Surface Transportation Act** (**FAST Act)** – A funding and authorization bill to govern United States federal surface transportation spending, signed by President Obama on December 4, 2015. The FAST Act established funding levels and federal policy for highways and public transit systems for fiscal years 2016-2020. The $305 billion, five-year bill maintained the core highway and transit funding programs established by its predecessor MAP-21, and established the National Highway Freight Program, a formula program focused on goods movement.

**Flat rate fee (toll)** - A flat rate fee, also known as a toll, charged by a toll facility operator in an amount set by the operator for the privilege of traveling on said toll facility. Tolling is a user fee system for specific infrastructure such a bridges and tunnels. Toll revenues are used for costs associated with the tolled infrastructures. This tool is used to raise funds for construction,

DRAFT

operations, maintenance, and administration of specific infrastructure. Flat rate tolling can also serve as a method for congestion management, though it is not responsive to changing conditions or time of day. Additionally, flat rate tolling cannot be used for congestion pricing programs or projects authorized by the Value Pricing Pilot Program, Congestion Relief Program, or Section 166 on interstate highways under Federal law.

**Forecast** – Projection of population, employment or travel demand for a given future year.

**Freeway** – A design for highway in which all access points are grade separated. Directional travel lanes usually separated by a physical barrier, and access and egress points are limited to on–and off–ramp locations or a very limited number of at–grade intersections. In the RTP freeways are indentified with the Throughway classification.

**Freight intermodal facility** – An intercity facility where freight is transferred between two or more freight modes (e.g., truck to rail, rail to ship, truck to air).

**Freight mobility** – The efficient movement of goods from point of origin to destination.

**Freight modes** – Freight modes are the means by which freight achieves mobility. These modes fall into five basic types: road (by truck), rail, pipeline, marine (by ship or barge) and air.

**Freight rail** – A freight train that is a group of freight cars hauled by one or more locomotives on a railway, transporting cargo all or some of the way between the shipper and the intended destination.

**Frequent bus** – Frequent bus service offers local and regional bus service with stops approximately every 750 to 1000 feet (between 5 and 7 every mile), providing corridor service rather than nodal service along selected arterial streets based on demand. This service typically runs at least every 15 minutes throughout the day and on weekends though frequencies may increase based on demand, and it can include transit preferential treatments, such as reserved bus lanes and transit signal priority, and enhanced passenger infrastructure along the corridor and at major bus stops, such as covered bus shelters, curb extensions, special lighting and median stations.

**Full Funding Grant Agreement (FFGA)** – An instrument that defines the scope of a project, the Federal financial contribution, and other terms and conditions for funding New Starts projects

**Functional classification** – The class or group of roads to which the road belongs. There are three main motor vehicle functional classes as defined by the United States Federal Highway Administration: arterial, collector, and local. Throughways and freeways fall under arterial in the federal classification system. Classifications also exist for biking and walking networks. These definitions can be found elsewhere in the glossary: bicycle parkway, regional bikeway, local bikeway, pedestrian parkway, pedestrian corridor and local pedestrian connector.

**Gap** – A missing link or barrier in the "typical" urban transportation system for any mode that functionally prohibits travel where a connection might be expected to occur in accordance with the system concepts and networks in Chapter 3 of the RTP. A gap generally means a connection

DRAFT

does not exist at all, but could also be the result of a physical barrier such as a throughway, natural feature, weight limitations on a bridge or existing development. Gaps are a transportation need. *See also deficiency.*

**Goal** – A broad statement that describes a desired outcome.Actions are steps taken to make progress toward goals**Greenhouse gas emissions** – The six gases identified in the Kyoto Protocol and by the Oregon Greenhouse Gas Mandatory Reporting Advisory Committee as contributing to global climate change: carbon dioxide (CO2), nitrous oxide (N2), methane (CH4), hydrofluorocarbons (HFCs), perfluorocarbons (PFCs), and sulfur hexafluoride (SF6). Greenhouse gases absorb solar radiation and act like a heat-trapping blanket in the atmosphere, causing climate change. More information is available at epa.gov/climatechange.

**Green infrastructure** – A network of multi-functional green spaces and environmental features, both natural and engineered, that use or replicate natural systems to better manage stormwater, protect streams and enhance wildlife corridors—trees, soils, water and habitats. Examples include: permeable paving, vegetated swales, rain gardens, green streets, green roofs, green walls, urban forestry, street trees, parks, green corridors such as trails, and other low impact development practices.

**Green streets** – An innovative stormwater management approach that captures rain where it falls by using vegetation, soil and engineered systems to slow, filter and clean stormwater runoff from impervious surfaces.

**Greenways** – Greenways generally follow rivers and streams and may or may not provide for public access. In some cases, greenways may be a swath of protected habitat along a stream with no public access. In other cases, greenways may allow for an environmentally compatible trail, viewpoint or canoe launch site. The greenways that are identified in Metro's regional trails plan do not presently offer public access. Usage of the term "greenway" can be ambiguous because it is sometimes used interchangeably with the word "trail." For example, "Fanno Creek Trail", "Fanno Creek Greenway", and "Fanno Creek Greenway Trail" are used with equal frequency for the same trail. Trail and greenway professional prefer to make the technical distinction that the "trail" refers to the tread or the actual walking service, while the "greenway" refers to the surrounding park or natural corridor.**Health impact assessment** – A combination of procedures, methods, and tools by which a policy, program or project may be evaluated as to its potential effects on the health of a population, and the distribution of these effects within the population.

**High capacity transit** – High capacity transit is public transit that can have exclusive right of way, non-exclusive right of way, or a combination of both. Vehicles make fewer stops, travel at higher speeds, have more frequent service and carry more people than local service transit such as typical bus lines. It includes:

- Light rail uses high capacity trains (68 seats with room and design for several passengers to stand) and focuses on regional mobility with stops typically one-half to 1 mile apart, connecting concentrated housing or local bus hubs and employment areas. The service has its own right of way. Cars can be doubled, and service frequency increased, during peak hours.

DRAFT

- Commuter rail uses high capacity heavy rail trains (74 seats in a single car, 154 in doubled cars), typically sharing right of way with freight or other train service (though out of roadway). The service focuses on connecting major housing or local bus hubs and employment areas with few stops and higher speeds. The service may have limited or no non-peak service.
- Bus rapid transit uses coach-style or high capacity busses (40-60 seats with room and design for several passengers to stand). The service may be in the roadway with turnouts and signal priority for stops, have an exclusive right of way, or be some combination of the two. The service focuses on regional mobility, with higher speeds, fewer stops, higher frequency and more substantial stations than local bus, connecting concentrated housing or local bus hubs and employment areas. Service frequency can be increased during peak hours.
- Using the same technology as local streetcar, rapid streetcar focuses on regional mobility, offering fewer stops and primarily running in exclusive right of way to connect housing areas to jobs or other destinations. Cars can be doubled, and service frequency increased, during peak hours. The service operates in mixed traffic, in exclusive right of way or a combination of the two. Local streetcar also helps extend the reach of the high capacity transit network by acting as a circulator within the Central City and between dense urban regional centers in close proximity.

**High crash location** – Highway or road segments identified by the frequency and severity of motor vehicle crashes. Identification of high crash locations is part of the safety problem identification process.

**High injury corridors and intersections (RTP)** – Roadways where the highest concentrations of fatal and severe injury crashes involving people in cars, biking and walking occur on the regional transportation system Corridors and intersections were analyzed to determine aggregate crash scores based on the frequency and severity of crashes, using the following methodology:

- Fatal and Injury A (serious) crashes for all modes are assigned to the network;
- "Injury B", "Injury C", and "PDO (property damage only)" crashes involving bikes and pedestrians are also assigned to the network;
- Fatal and Injury A crashes are given a weight of 10;
- Roadways are analyzed in mile segments; if a segment has only one Fatal or Injury A crash it must also have at least one B/C (minor injury) crash, for the same mode, to be included in the analysis.; and
- Roadway segments are assigned an N-score (or “crash score”) by calculating the weighted sum by mode and normalizing it by the roadway length.

To reach 60 percent of Fatal and Severe Injury crashes, roadway segments had to have an N-score of 39 or higher; high injury Bicycle Corridors had to have an N-score of 6 or more, and high injury Pedestrian Corridors had to have an N-score of 15 or more. Intersections with the highest weighted crash scores were also identified; 5 percent of intersections had an N-score (or “crash

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score") higher than 80 and are also shown on the map, and 1 percent of intersections (the top 1 percent) had to have an N-score higher than 128.

**High risk roadways** – Characteristics if high risk roads are identified by looking at crash history on an aggregate basis to identify particular severe crash types (e.g. pedestrian) and then use the roadway characteristics associated with particular crash types (e.g. arterial roadways with four-or more lanes, posted speed over 35 mph, unlit streets) to understand which roadways may have a higher risk of the same type of severe crash.

**High–occupancy vehicle (HOV)** – A vehicle carrying more than two passengers with the exception of motorcycles.

**High-occupancy vehicle lane** – The technical term for a carpool lane. *See also high-occupancy vehicle.*

**Highway** – A design for a Throughway in which access points are a mix of separate and at–grade.

**Marginalized communities** – Communities of people that have been historically excluded from critical aspects of social participation including, voting, education, housing and more. Historical marginalization is often a result of systematic exclusion based on devaluation of any individual existing outside of the dominant culture. For purposes of the RTP, this includes people of color, people with limited English proficiency, people with lower-incomes, youth, older adults and people living with a disability.

**Incident management** – The detection and verification of incidents (crashes, stalled vehicles, etc. blocking traffic) and the implementation of appropriate actions to clear the highway.

**Induced demand** – The process whereby improvements in the transportation system intended to alleviate congestion and delay result in additional demand for the transportation segment, offsetting some of the improvement's potential benefits. For instance, when a congested roadway is expanded from 2 to 3 lanes, some drivers will recognize the increased capacity and take this roadway though they had not done so previously. *See also capacity.*

**Industrial areas** – Areas set aside for industrial activities. Supporting commercial and related uses may be allowed, provided they are intended to serve the primary industrial users. Residential development and retail users whose market area is larger than the industrial area are not considered supporting uses.

**Intelligent transportation systems (ITS)** – Electronics, photonics, communications, or information processing used singly or in combination to improve the efficiency or safety of the transportation system. ITS can include both vehicle-to-vehicle communication (which allows cars to communicate with one another to avoid crashes and vehicle-to-infrastructure communication (which allows cars to communicate with the roadway) to identify congestion, crashes or unsafe driving conditions, manage traffic flow, or provide alternate routes to travelers.

**Intercity transit** – Intercity transit includes service that goes beyond regional boundaries to serve people traveling to destinations in and out of our region, connecting regions and even states.

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Intercity rail refers to passenger rail service that provides transportation between cities or metropolitan areas at speeds and distances greater than that of commuter or regional rail.

**Intermodal connector** – A road that provides connections between major rail yards, marine terminals, airports, and other freight intermodal facilities; and the freeway and highway system (the National Highway System).

**Intermodal facilities** – A transportation element that allows passenger and/or freight connections between modes of transportation. Examples include airports, rail stations, marine terminals, and rail–yards that facilitate the transfer of containers or trailers. See also passenger intermodal facility .

**Local bikeways** – Trails, streets and connections not identified as regional bicycle routes, but are important to a fully functioning network. Local bikeways are the local collectors of bicycle travel. They are typically shorter routes with less bicycle demand and use. They provide for door-to-door bicycle travel.

**Local jurisdiction** – For the purpose of this plan, this term refers to a city or county within the Metro boundary.

**Local pedestrian connectors** – All streets and trails not included on the regional network. Local connectors experience lower volumes of pedestrian activity and are typically on residential and low-volume/speed roadways or smaller trails. Connectors, however, are an important element of the regional pedestrian network because they allow for door-to-door pedestrian travel.

**Local streets or roads** – Local streets primarily provide direct access to adjacent land. While Local streets are not intended to serve through traffic, the aggregate effect of local street design impacts the effectiveness of the arterial and collector system when local travel is restricted by a lack of connecting routes, and local trips are forced onto the arterial street network. In the urban area, local roadway system designs often discourage "through traffic movement." Regional regulations require local street connections spaced no more than 530 feet in new residential and mixed used areas, and cul–de–sacs are limited to 200 feet in length. These connectivity requirements ensure that a lack of adequate local street connections does not result in the arterial system becoming congested. While the focus for local streets has been on motor vehicle traffic, they are developed as multi–modal facilities that accommodate bicycles, pedestrians and sometimes transit.

**Low-carbon travel options** - Low-carbon travel options include walking, rolling, biking, transit, and electric vehicles.

**Low emissions zone pricing -** Similar to cordon pricing, drivers are charged when they enter a Low Emissions Zone, unless they have a vehicle that meets the requirements of the Low Emissions Zone, for example an electric vehicle that does not emit tailpipe emissions when only using electricity to run.

DRAFT

**Lower income focus area** – Census tracts with higher than regional average concentrations and double the density of people with lower income. Lower income is defined as households with incomes below 200 percent of the federal poverty level, adjusted for household size (i.e., with incomes up to twice the level of poverty), as defined by the U.S. Census.

**Main line rail** – Class I rail lines (e.g., Union Pacific and Burlington Northern/Santa Fe).

**Main roadway routes** – Designated freights routes that are freeways and highways that connect major activity centers in the region to other areas in Oregon or other states throughout the U.S., Mexico and Canada.

**Major transit stop** – Existing and planned light rail stations and transit transfer stations, except for temporary facilities and other existing and planned transit stops which:

(A) Have or are planned for an above average frequency of scheduled, fixed-route service when compared to region wide service. In urban areas of 1,000,000 or more population major transit stops are generally located along routes that have or are planned for 20 minute service during the peak hour; and

(B) Are located in a transit oriented development or within 1/4 mile of an area planned and zoned for:

(i) Medium or high density residential development; or

(ii) Intensive commercial or institutional uses within 1/4 mile of subsection (i); or

(iii) Uses likely to generate a relatively high level of transit ridership.

**Marginalized communities -** Groups who have been denied access and/or suffered past institutional or structural discrimination in the United States, including people of color, people with low English proficiency, people with low income, youth, older adults and people living with disabilities.

**Marine facilities** – A facility where freight is transferred between water–based and land–based modes.

**Meaningful involvement** – This term means that the public should have opportunities to participate in decisions that could affect their environment and their health, their contributions should be taken into account by regulatory agencies, and decision-makers should seek and facilitate the engagement of those potentially affected by their decisions. (from EPA)

**Measure** – An expression based on a metric that is used to establish targets and to assess progress toward achieving the established targets.

**Metric** – A quantifiable indicator of performance or condition.

DRAFT

**Metropolitan Greenspaces Master Plan (1992)** – Details the vision, goals and organizational framework of a regional system of natural areas, trails and greenways for wildlife and people in the region, and set the foundation for subsequent bond measures and trail plans.

**Metropolitan Planning Area Boundary (MPA)** – The geographic area determined by agreement between the Metropolitan Planning Organization (MPO) and the Governor, in which the metropolitan transportation planning process is carried out by the MPO.

**Metropolitan Planning Organization (MPO)** – A federally-required policy body responsible for the transportation planning, project selection and scheduling the use of federal transportation funds in its region. Governed by policy board, MPOs are required in urbanized areas with populations more than 50,000 and are designated by the governor of the state. JPACT and the Metro Council constitute the MPO for the Portland region. The MPO conducts federally mandated transportation planning work, including: a long-range Regional Transportation Plan (RTP), the Metropolitan Transportation Improvement Program (MTIP) for capital improvements identified for a four-year construction period, allocates federal transportation funding through the Regional Flexible Funds process (RFFA), a Unified Planning Work Program (UPWP), a congestion management process (CMP), federal performance-based planning and target-setting and conformity to the state implementation plan for air quality for transportation related emissions.

**Metropolitan Transportation Improvement Program (MTIP)** – The MTIP includes all federally funded transportation projects in the Portland metropolitan planning area, including projects planned by TriMet, the Oregon Department of Transportation and local agencies receiving federal funds allocated by Metro. The MTIP is incorporated in the Statewide Transportation Improvement Program (STIP), which identifies the state's four-year transportation capital improvements. See also transportation improvement program.

**Metropolitan transportation plan** – The official multimodal transportation plan addressing no less than a 20-year planning horizon that the MPO develops, adopts, and updates through the metropolitan transportation planning process. The Regional Transportation Plan is metropolitan transportation plan for the Portland region. **Microtransit** – Services such as Via, and others, can differ from conventional transit service in several different ways:

- Dynamic routing: Some microtransit services operate on flexible routes to pick up and drop off riders nearer to their origins and destinations. Services may deviate from a fixed route to make pickups and dropoffs, crowdsource routes from data provided by riders or make stops anywhere within a defined service area.

- On-demand scheduling: Instead of operating on a fixed schedule, microtransit services may allow riders to request a ride when they need it.

- Smaller vehicles: Microtransit services often use vans or small buses instead of 40-passenger buses.

- Private operation: Many microtransit services are privately operated or operated through partnerships between public agencies and private companies.

DRAFT

We distinguish between microtransit that is coordinated with public transit, for example services that connect people to high-frequency transit or operate in areas that are hard to serve with conventional transit, and luxury microtransit that serve existing transit routes and offer more space or amenities than a public bus at a higher cost.

**Microtransit –** Services such as Via, Chariot and Leap can differ from conventional transit service in several different ways:

- Dynamic routing: Some microtransit services operate on flexible routes to pick up and drop off riders nearer to their origins and destinations. Services may deviate from a fixed route to make pickups and dropoffs, crowdsource routes from data provided by riders or make stops anywhere within a defined service area.
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**Mileage Based User Fee –** See Road Usage Charge

**Mitigation** – Planning actions taken to avoid an impact altogether, minimize the degree or magnitude of the impact, reduce the impact over time, rectify the impact, or compensate for the impact. Mitigation includes:

(a) Avoiding the impact altogether by not taking a certain action or parts of an action.

(b) Minimizing impacts by limiting the degree or magnitude of the action and its implementation.

(c) Rectifying the impact by repairing, rehabilitating, or restoring the affected environment.

(d) Reducing or eliminating the impact over time by preservation and maintenance operations during the life of the action.

(e) Compensating for the impact by replacing or providing substitute resources or environments.

**Mixed use** – Comprehensive plan or implementing regulations that permit a mixture of commercial and residential development.

DRAFT

**Mixed-use development** – Areas of a mix of at least two of the following land uses and includes multiple tenants or ownerships: residential, retail and office. This definition excludes large, single-use land uses such as colleges, hospitals, and business campuses.

**Mobility** – People and businesses can safely, affordably, and efficiently reach the goods, services, places and opportunities they need to thrive by a variety of seamless and well-connected travel options and services that are welcoming, convenient, comfortable, and reliable.

**Mobility corridor** – Mobility corridors represent subareas of the region and include all regional transportation facilities within the subarea as well as the land uses served by the regional transportation system. This includes freeways and highways and parallel networks of arterial streets, regional bicycle parkways, high capacity transit, and frequent bus routes. The function of this network of integrated transportation corridors is metropolitan mobility – moving people and goods between different parts of the region and, in some corridors, connecting the region with the rest of the state and beyond. This framework emphasizes the integration of land use and transportation in determining regional system needs, functions, desired outcomes, performance measures, and investment strategies.

**Modal targets** – Performance targets for increased walking, biking, transit, shared ride and other non-drive alone trips as a percentage of all trips made in a defined area. The targets apply to trips to, from and within each 2040 Design Type. The targets reflect desired mode shares for each area for the year 2040 needed to comply with Oregon Transportation Planning Rule objectives to reduce reliance on single-occupant vehicles and per capita vehicle miles traveled.

**Regional 2040 modal targets**

| 2040 Design Type | Non-drive alone modal target |
|---|---|
| Portland central city | 60-70% |
| Regional centers<br>Town centers<br>Main streets<br>Station communities<br>Corridors<br>Passenger intermodal facilities | 45-55% |
| Industrial areas<br>Freight intermodal facilities<br>Employment areas<br>Neighborhoods | 40-45% |

Note: The targets apply to trips to, from and within each 2040 design type

**Mode** – A type of transportation distinguished by means used (e.g., such as walking, bike, bus, single– or high–occupancy vehicle, bus, train, truck, air, marine).

**Mode choice** – The ability to choose one or more modes of transportation.

**Mode share** – The proportion of total person trips using various modes of transportation.

DRAFT

**Motorcycle** – A motor vehicle with motive power having a seat or saddle for the use of the rider and designed to travel on not more than three wheels in contact with the ground. The NHTSA defines "motorcycle" to include mopeds, two or three-wheeled motorcycles, off-road motorcycles, scooters, mini bikes and pocket bikes.

**Moving Ahead for Progress in the 21st Century Act (MAP-21 ) (P.L. 112-141)** – Reauthorization of Federal highway funding, signed into law by President Obama on July 6, 2012. Subsequent adoption of the FAST Act does not replace MAP-21 in all areas regulation of transportation safety planning and funding, so both must be referenced.

**Multimodal** – Transportation facilities or programs designed to serve many or all methods of travel, including all forms of motor vehicles, public transportation, bicycles and walking.

**Multimodal level of service** – Multimodal level of service (MMLOS) is an analytical tool that measures and rates users' experiences of the transportation system according to their mode. It evaluates not only drivers' experiences, but incorporates the experiences of all other users, such as cyclists and pedestrians.

**Must –** When used in the context of actions and policies must means there is a legal obligation or requirement to take the action or enact the policy. Must is often used interchangeably with shall. *Also see should.*

**National Highway System (NHS)** – Title 23 of the U.S. Code section 103 states that the purpose of the NHS is to provide an interconnected system of principal routes that serve major population centers, international border crossings, ports, airports, public transportation facilities, intermodal transportation facilities, major travel destinations, meet national defense requirements, and serve interstate and inter–regional travel. Facilities included in the NHS are of regional significance.

**National Performance Management Research Data Set (NPMRDS)** – A data set derived from vehicle/passenger probe data (sourced from Global Positioning Station (GPS), navigation units, cell phones) that includes average travel times representative of all traffic on each mainline highway segment of the National Highway System (NHS), and additional travel times representative of freight trucks for those segments that are on the Interstate System. The data set includes records that contain average travel times for every 15 minutes of every day (24 hours) of the year recorded and calculated for every travel time segment where probe data are available. The NPMRDS does not include any imputed travel time data.

**Needs** – see Transportaton needs.

**Neighborhood Greenway -** Neighborhood greenways are low-traffic and low-speed streets where priority is given to people walking, bicycling, and rolling. Neighborhood greenways are designed to provide a safe network that connects neighborhoods, parks, schools, and business districts. *see also Bicycle Boulevards*

**Network** – Connected routes forming a cohesive system.

DRAFT

**New mobility services** – Transportation services like ride-hailing, microtransit and car and bike share, which operate using smart phones and other emerging technologies. Many of these services are privately operated by new mobility companies.

**Non-motorized** – Generally referring to bicycle, walking and other modes of transportation not involving a motor vehicle.

**Non-SOV travel** – Any travel mode other than driving alone in a motorized vehicle (i.e., single occupancy vehicle or SOV travel), including travel avoided by telecommuting.

**Objective (in a plan)** – A specific, measureable desired outcome and means for achieving a goal(s) to guide action within the plan period.

**Off–peak hours** – The hours outside of the highest motor vehicle traffic period, generally between 9 a.m. and 3 p.m. and between 6 p.m. and 7 a.m.

**Older adults (vulnerable)** – The Moving Ahead for Progress in the 21st Century (MAP-21) Act created a new Special Rule for older drivers and pedestrians under 23 USC 148(g)(2), which was continued under the Fixing America's Surface Transportation (FAST) Act. If the rate per capita of traffic fatalities and serious injuries for drivers and pedestrians over the age of 65 in a State increases over the most recent 2-year period, this Special Rule requires a State to include strategies to address the increases in those rates in their State Strategic Highway Safety Plan (SHSP). FHWA issued the Section 148: Older Drivers and Pedestrians Special Rule Final Guidance in May 2016.[1] TriMet's *Coordinated Transportation Plan for Seniors and Persons With Disabilities* (2020) identifies several principles and actions related to addressing safety and security concerns getting to and at transit stops and on transit. *See Appendix G.*

**Operational and management strategies** – Actions and strategies aimed at improving the performance of existing and planned transportation facilities to relieve congestion and maximize the safety and mobility of people and goods.

**Oregon Transportation Commission (OTC)** – The Oregon Transportation Commission is a five–member governor–appointed government agency that manages the state highways and other transportation in the state of Oregon, in conjunction with the Oregon Department of Transportation.

**Oregon Transportation Plan (OTP)** – The official statewide intermodal transportation plan that is developed through the statewide transportation planning process by ODOT and approved by the Oregon Transportation Commission.

**Parking management** – Strategies that encourage more efficient use of existing parking facilities, improve the quality of service provided to parking facility users, and improve parking facility design. Examples include developing an inventory of parking supply and usage, reduced parking requirements, shared and unbundled parking, parking-cash-out, priced parking, bicycle parking

[1] U.S. Department of Transportation, Federal Highway Administration Older Drivers and Pedestrians Special Rule. https://safety.fhwa.dot.gov/hsip/older/

DRAFT

and providing information on parking space availability. When used in conjunction with other demand management strategies, parking management is an effective means of reducing drive-alone auto trips and achieving GHG reductions. More information can be found at vtpi.org/park_man.pdf

**Parking pricing -** Drivers pay to park in certain areas. Parking pricing may include flat, variable, or dynamic fee structures. Dynamic pricing involves periodically adjusting parking fees to match demand, this can be paired with technology which helps drivers find spaces in underused and less costly areas.

**Passenger car equivalent** – Passenger Car Equivalent (PCE) is a metric used in Transportation Engineering, to assess traffic–flow rate on a highway. A PCE is essentially the impact that a mode of transport has on traffic variables compared to a single car.

**Passenger intermodal facilities** – Facilities that accommodate or serve as transfer points to interconnect various transportation modes for the movement of people. Examples include Portland International Airport, Union Station, Oregon City Amtrak station and inter–city bus stations.

**Passenger rail** – Inter–city passenger rail is part of the state transportation system and extends from the Willamette Valley north to British Columbia. Amtrak already provides service south to California, east to the rest of the continental United States and north to Canada. It is a transit system that operates, in whole or part, on a fixed guide–way. These systems should be integrated with other transit services within the metropolitan region with connections at passenger intermodal facilities.

**Passenger train** – A railroad train for only passengers, rather than goods. Amtrak is the company that controls the railroads that carry passengers in the U.S.

**Passenger vehicles** – Motor vehicles with at least four wheels, used for the transport of passengers, and comprising no more than eight seats in addition to the driver's seat. Light commercial vehicles are motor vehicles with at least four wheels, used for the carriage of goods.

**Peak period or hours** – The period of the day during which the maximum amount of travel occurs. It may be specified as the morning (A.M.) or afternoon or evening (P.M.) peak. Peak periods in the Portland metropolitan region are currently generally defined as from 7–9 AM and 4–6 PM.

**Pedestrian** – A person traveling on foot, in a wheelchair or in another health–related mobility device.

**Pedestrian comfort index (PCI)**- Uses data such as auto volumes, auto speeds, number of auto lanes, sidewalk existence and width, number of pedestrian crossings on existing roadways and assigns a comfort rating for pedestrians. Results help identify roadways on the regional pedestrian network that could be upgraded to increase bicyclists comfort. Metro has collected and

DRAFT

analyzed initial data for the regional pedestrian network but has not created a PCI. Additional data and analysis is needed.

**Pedestrian connection** – A continuous, unobstructed, reasonably direct route between two points that is intended and suitable for pedestrian use. Pedestrian connections include but are not limited to sidewalks, walkways, accessways, stairways and pedestrian bridges. On developed parcels, pedestrian connections are generally hard surfaced. In parks and natural areas, pedestrian connections may be soft-surfaced pathways. On undeveloped parcels and parcels intended for redevelopment, pedestrian connections may also include rights-of-way or easements for future pedestrian improvements.

**Pedestrian corridor** – The second highest functional class of the regional pedestrian network. On-street regional pedestrian corridors are any major or minor arterial on the regional urban arterial network that is not a pedestrian parkway. Regional trails that are not pedestrian parkways are regional pedestrian corridors. These routes are also expected to see a high level of pedestrian activity, though not as high as the parkways.

**Pedestrian district** – A comprehensive plan designation or set of land use regulations designed to provide safe and convenient pedestrian circulation, with a mix of uses, density, and design that support high levels of pedestrian activity and transit use. The pedestrian district can be a concentrated area of pedestrian activity or a corridor. Pedestrian districts can be designated within the following 2040 Design Types: Central City, Regional and Town Centers, Corridors and Main Streets. Though focused on providing a safe and convenient walking environment, pedestrian districts also integrate efficient use of several modes within one area, e.g., auto, transit, and bike.

**Pedestrian facility** – A facility provided for the benefit of pedestrian travel, including walkways, protected street crossings, crosswalks, plazas, signs, signals, pedestrian scale street lighting and benches.

**Pedestrian parkway** – A new functional class for pedestrian routes in the Regional Transportation Plan and the highest functional class. They are high quality and high priority routes for pedestrian activity. Pedestrian parkways are major urban streets that provide frequent and almost frequent transit service (existing and planned) or regional trails. Adequate width and separation between pedestrians and bicyclists should be provided on shared use path parkways.

**Pedestrian-scale** – An urban development pattern where walking is a safe, convenient and interesting travel mode. The following are examples of pedestrian scale facilities: continuous, smooth and wide walking surfaces, easily visible from streets and buildings and safe for walking; minimal points where high speed automobile traffic and pedestrians mix; frequent crossings; and storefronts, trees, bollards, on-street parking, awnings, outdoor seating, signs, doorways and lighting designed to serve those on foot; all well-integrated into the transit system and having uses that cater to pedestrians.

DRAFT

**People of color focus area** – Census tracts with higher than regional average concentrations and double the density of one or more of the following: people of color and/or English language learners.

**Per capita** – Used to describe the rate of something per person.

**Performance-based planning and programming** – Refers to the application of performance management within the planning and programming processes of MPOs and transportation agencies to achieve desired performance outcomes for the multimodal transportation system. Attempts to ensure that transportation investment decisions are made – both in long-term planning and short-term programming of projects – based on their ability to meet established goals.

**Performance management** – A strategic approach that uses data and information to support decisions that help to achieve identified performance outcomes.

**Performance measurement** – A process of assessing progress toward achieving goals using data.

**Performance measure** – A metric used to assess and monitor progress toward meeting an objective using quantitative or qualitative data and provide feedback in the plan's decision-making process.

Some measures can be used to predict the future as part of an evaluation process using forecasted data, while other measures can be used to monitor changes based on actual empirical or observed data. In both cases, they can be applied at a system-level, corridor-level and/or project level, and provide the planning process with a basis for evaluating alternatives and making decisions on future transportation investments. As used in the RTP, performance measures are used to evaluate transportation system performance and potential impacts of the plan's investments within the planning period. They are also used to monitor performance of the plan in between updates to evaluate the need for refinements to policies, investment strategies or other elements of the plan..

DRAFT

**Person trip** – A trip made by a person from one location to another, whether as a driver, bicyclist, passenger or pedestrian.

**Per vehicle miles traveled (VMT)** – Used to describe rate of something per the number of motor vehicle miles traveled, such as the crash rate per motorized vehicle miles. Except where otherwise noted, crash rates are per 100-million motorized vehicle miles travelled in this document.

**Physically separated bicycle lanes** – These types of facilities provide a physical buffer between a person riding a bicycle and auto traffic and can be referred to as cycle tracks, trails, paths and buffered bicycle lanes. Buffers can be provided by parked cars, landscaped strips, raised pavement, bollards and planters.

**Planning area boundary** – A boundary used by Metro for planning purposes – also called the metropolitan planning area boundary. Included within the boundary are all areas within the

Metro jurisdictional boundary, the 2010 Census urbanized area, designated urban reserves and the urban growth boundary.

**Planning factors** – A set of broad objectives defined in Federal legislation to be considered in both the metropolitan and statewide planning process. The factors are:

- Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency.
- Increase the safety of the transportation system for motorized and non-motorized users.
- Increase the security of the transportation system for motorized and non-motorized users.
- Increase the accessibility and mobility of people and for freight.
- Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns.
- Enhance the integration and connectivity of the transportation system, across and between modes, people and freight.
- Promote efficient system management and operation.
- Emphasize the preservation of the existing transportation system.
- Improve the resiliency and reliabilityof the transportation system and reduce or mitigate stormwaterimpacts of surface transportation.
- Enhance travel and tourism.

**Policy** – A policy is a statement of intent and describes a direction and a course of action adopted and pursued by a government to achieve desired outcome(s).

**Posted Speed** – The speeds indicated on signs along the roadway. When speeds differ from statutory speeds there must be a posted sign indicating the different speed.

**Practicable** – This term means available and capable of being done after taking into consideration cost, existing technology and logistics, in light of overall project purposes.

**Preparedness** – This term refers to actions taken to plan, organize, equip, train, and exercise to build, apply, and sustain the capabilities necessary to prevent, protect against, ameliorate the effects of, respond to, and recover from climate change related damages to life, health, property, livelihoods, ecosystems, and national security.

**Pricing** - Motorists pay directly for driving on a particular roadway or for driving or parking in a particular area. Pricing includes applying different rates by location, level of congestion, or time of day, amongst other methods. Rates may vary based on vehicle size or type, incomes, or other variables. Pricing within the Portland metropolitan context could include the following methods and pricing strategies. Methods and strategies can be combined in different ways, such as variable cordon pricing or dynamic roadway pricing. Different types of pricing can be implemented in

DRAFT

coordination with each other to provide greater systemwide benefits. Pricing can be implemented at the state, regional, or local level. Types of Pricing: Cordon / Low Emissions Zone; Parking; Road Usage Charge / VMT Fee / Mileage Based User Fee. Roadway Rate Types: Flat; Variable; Dynamic

**Principal arterial** – Limited-access roads that serve longer-distance motor vehicle and freightƒ trips and provide interstate, intrastate and cross-regional travel. See definition of Throughway.

**Project development** – A phase in the transportation planning process during which a proposed project undergoes a more detailed analysis of the project's social, economic and environmental impacts and various project alternatives to determine the precise location, alignment, and preliminary design of improvements based on site-specific engineering and environmental studies. After a project has successfully passed through this phase, it may move forward to right–of–way acquisition and construction phases. Project development activities include: Environmental Assessment (EA)/Environmental Impact Statement (EIS) work, Design Options Analysis (DOA), management plans, and transit Alternatives Analysis (AA).

**Protected bike lanes** – Separated bike lane, cycle track, a bike lane that is physically separated from auto traffic, typically they are created using planters, curbs, parked cars, or posts and are essential for creating a complete network of bike-friendly routes. For bicyclists, safety increases significantly when there is physical separation from motorists through infrastructure. Fully protected bikeways can reduce bicycle injury risk up to 90 percent.[2] Another report found that on-street bike lanes that use barriers to physically separate bicyclists from motor vehicles are 89 percent safer than streets with parked cars and without bicycling infrastructure. When physical separation is not possible, infrastructure such as striped bike lanes, bicycle boulevards, and bike boxes help reduce the risk of conflict with motor vehicles.[3]

**Public health** – The health of the population as a whole, especially as monitored, regulated, and promoted by the state.

**Public Transportation Safety Action Plan (PTASP)** – A plan developed by certain operators of public transportation systems that are recipients or subrecipients of Federal Transit Administration (FTA) grant funds that include the processes and procedures necessary for implementing Safety Management Systems (SMS). Each safety plan must include, at a minimum:

- An approval by the agency's Accountable Executive and Board of Directors (or an equivalent authority); The designation of a Chief Safety Officer;
- The documented processes of the agency's SMS, including the agency's Safety Management Policy and processes for Safety Risk Management, Safety Assurance, and Safety Promotion;
- An employee reporting program;

[2] "Route Infrastructure and the Risk of Injuries to Bicyclists: a Case-Crossover Study," Teschke, et al. American Journal of Public Health, Vol. 102, No. 12, December 2012.
[3] A Right to the Road, p.48, GHSA, 2017.

DRAFT

- Performance targets based on the safety performance measures established in FTA's National Public Transportation Safety Plan (NSP);
- Criteria to address all applicable requirements and standards set forth in FTA's Public Transportation Safety Program and the NSP; and
- A process and timeline for conducting an annual review and update of the safety plan.

A rail transit agency's safety plan also must include or incorporate by reference an emergency preparedness and response plan or procedures.

**Racial equity** – When race can no longer be used to predict life outcomes and outcomes for all groups are improved. The removal of barriers with a specific focus on eliminating disparities faced by and improving equitable outcomes for communities of color – the foundation of Metro's strategy with the intent of also effectively identifying solutions and removing barriers for other disadvantaged groups.

**Rail branch lines** – Non–Class I rail lines, including short line or branch lines.

**Ramp meter or metering** – A traffic signal used to regulate the flow of vehicles entering the freeway. Ramp meters smooth the merging process resulting in increased freeway speeds and reduced crashes. Ramp meters can be automatically adjusted based on traffic conditions.

**Refinement plan** – Amendment to a transportation system plan which determines at a systems level the function, mode or general location of a transportation facility, service or improvement, deferred during system planning because detailed information needed to make the determination could not be reasonably obtained at that time.

**Regional bike-transit facility** – The hub where the spokes of the regional bikeway network connect to the regional transit network. Stations and transit centers identified as regional bike-transit facilities have high-capacity bike parking and are suitable locations for bike-sharing and other activities that support bicycling. Criteria for identifying locations are found in the TriMet Bicycle Parking Guidelines.

**Regional bikeway** – Designated routes that provide access to and within the central city, regional centers and town centers. These bikeways are typically located on arterial streets but may also be located on collectors or other low-volume streets. These bikeways should be designed using a flexible "toolbox" of bikeway designs, including bike lanes, cycle tracks (physically separated bike lanes) shoulder bikeways, shared roadway/wide outside lanes and bicycle priority treatments (e.g. bicycle boulevards).

**Regional centers (2040 design type)** – Compact, specifically–defined areas where higher density growth and a mix of intensive residential and commercial land uses exists or is planned. Regional centers are to be supported by an efficient, transit–oriented, multi–modal transportation system. Examples include traditional centers, such as downtown Gresham, and new centers such as Gateway and Clackamas Town Center.

DRAFT

**Regional Conservation Strategy (RCS) for the Greater Portland Vancouver Metropolitan Area, Intertwine and Metro** - Identifies high quality land and riparian areas in the region. The strategy was developed by The Intertwine Alliance, Metro and a broad coalition of conservation organizations to pull together 20 years of conservation planning and create an integrated blueprint for regional conservation. The plan will help government, nonprofit and private organizations work together to care for and restore thousands of acres of natural area land and create habitat for wildlife.

**Regional destinations** – Include the following types of places: employment sites with 300 or more employees (includes regional sports and attraction sites such as Oregon Zoo, Oregon Museum of Science and Industry, Providence Park, Moda Center); high ridership bus stop locations; regional shopping centers; major hospitals and medical centers; colleges, universities and public high schools; regional parks; major government centers; social services; airports; and libraries.

**Regional Flexible Funds Allocation (RFFA)** – Regional flexible funds come from the Surface Transportation Block Grant Program and Transportation Alternatives set aside and the Congestion Mitigation/Air Quality Program federal funding programs. The regional flexible fund allocation process identifies which projects in the Regional Transportation Plan will receive these funds to carry out RTP investment policy priorities. Regional flexible funds are allocated every three years and are included in the Metropolitan Transportation Improvement Program. Unlike funding that flows only to highways or only to transit by a rigid formula, this is money that can be invested in a range of transportation projects or programs as long as federal funding eligibility requirements are met

**Regional freight network** – Applies the regional freight concept on the ground to identify the transportation networks and freight facilities that serve the region and state's freight mobility needs.

**Regional intelligent transportation system (ITS) architecture** – A regional framework for ensuring institutional agreement and technical integration for the implementation of ITS projects or groups of projects.

**Regional mobility policy** – The Regional Mobility Policy is a policy in Metro's Regional Transportation Plan (RTP) as well as ODOT's Oregon Highway Plan (OHP). It applies to system planning and plan amendment processes only within the Portland metropolitan area. The regional mobility policy is one of many policies that helps the region choose where to focus resources for the transportation system to support implementation of city and county comprehensive plans. The goal of the updated policy is to better align the policy and measures with shared regional values, goals, and desired outcomes identified in RTP and 2040 Growth Concept, as well as with local and state goals. Specifically, the updated policy is intended to support mobility outcomes related to equity, efficiency, access and options, safety, and reliability. Six policies and three measures are included in the policy that have direct relationships to these desired mobility outcomes.

DRAFT

**Regional trails** – Regional Trails are defined by Metro as linear facilities for non-motorized users that are at least 75% off-street and are regionally significant. Bicycle/pedestrian sidewalks on bridges are also included in this definition. The term "non-motorized" is used instead of "multi-use" or "multi-modal" because some Regional Trails are pedestrian-only. Trails must meet two levels of criteria to be considered "regionally significant." The criteria are adopted by the Metro Council in the *Regional Trails and Greenways Plan*. Regional trails are physically separated from motor vehicle traffic by open space or a barrier. Bicyclists, pedestrians, joggers, skaters and other non-motorized travelers use these facilities.

While all trails serve a transportation function, not all regional trails identified on Metro's *Regional Trails and Greenways Map* are included in the RTP. The RTP includes regional trails that support both utilitarian and recreational functions. These trails are generally located near or in residential areas or near mixed-use centers and provide access to daily needs. Trails in the RTP are defined as transportation facilities and are part of the regional transportation system. Regional trails in the RTP are eligible to receive federal transportation funds. Trails that use federal transportation funds need to be ADA accessible according to the AASHTO trail design guidelines. There are some pedestrian only trails or trails near sensitive habitat on the RTP network that would most likely not be paved. Regional bicycle connections are planned parallel to pedestrian only regional trails. Colloquially, terms like "bike path" and "multi-use path" are often used interchangeably with "regional trail," except when referring to pedestrian-only regional trails.

**Regional Trails and Greenways Map** – A map developed and maintained by Metro. The map was first developed as part of the *Metropolitan Greenspaces Master Plan*. The map includes the existing and proposed trails and greenways in the regional system. Many of the regional trails are included in the Regional Transportation Plan.

**Regional transit network** – The regional transit system includes light rail, commuter rail, bus rapid transit, enhanced transit, frequent bus, regional bus, and streetcar modes as well as major transit stops.

**Regional Transportation Functional Plan (RTFP)** – A regional functional plan regulating transportation in the Metro region, as mandated by Metro's Regional Framework Plan. The plan directs local plan implementation of the Regional Transportation Plan.

**Regional Transportation Plan (RTP)** – A long-range metropolitan transportation plan that is developed and adopted for the greater Portland metropolitan planning area (MPA) covering a planning horizon of at least 20 years. Usually RTPs are updated every five years through the federally-mandated metropolitan transportation planning process. The plan identifies and analyzes transportation needs of the metropolitan region and creates a framework for implementing policies and project priorities. Required by state and federal law, it includes programs to better maintain, operate and expand transportation options to address existing and future transportation needs. The RTP also serves as the regional transportation system plan under the Oregon Transportation Planning Rule.

DRAFT

**Regional transportation system** – The regional transportation system is identified on the regional transportation system maps in the Regional Transportation Plan. The system is limited to facilities of regional significance generally including regional arterials and throughways, high capacity transit and regional transit systems, regional multi–use trails with a transportation function, bicycle and pedestrian facilities that are located on or connect directly to other elements of the regional transportation system, air and marine terminals, as well as regional pipeline and rail systems.

**Regional Travel Options (RTO) Program** – Regional program led by Metro and guided by a 10-year strategy aimed at reducing the demand for roadway travel, particularly single occupant vehicle travel and improving people's travel choices. Metro coordinates partner activities and provides grant funding for the following:

- support for employment-based programs to reduce SOV auto trips to worksites and ECO rule compliance
- a regional Safe Routes to School effort that supports local education programs in schools to teach kids how to walk and bicycle to school safely
- community-based programs that focus on the travel needs of specific neighborhoods or people
- funding for bicycle parking, wayfinding signage and other tools that help people to use travel options
- funding for pilot projects to test new ways to reach the public through technology or innovative engagement methods.

*See also transportation demand management.*

**Regionally significant industrial area (RSIA)** – 2040 land use designation; RSIAs are shown on Metro's 2040 map. Industrial activities and freight movement are prioritized in these areas.

**Regionally significant project** – A transportation project (other than projects that may be grouped in the TIP and/or STIP or exempt projects as defined in EPA's transportation conformity regulations (40 CFR part 93, subpart A)) that is on a facility that serves regional transportation needs (such as access to and from the area outside the region; major activity centers in the region; major planned developments such as new retail malls, sports complexes, or employment centers; or transportation terminals) and would normally be included in the modeling of the metropolitan area's transportation network. Chapter 3 of the RTP defines the regional transportation system.

**Reliability** – This term refers to consistency or dependability in travel times, as measured from day to day and/or across different times of day. Variability in travel times means travelers must plan extra time for a trip.

**Reload facility** – An intermediary facility where freight is reloaded from one land–based mode to another.

**Resilience or resiliency** – This term means the ability to anticipate, prepare for and adapt to changing conditions and withstand, respond to and recover rapidly from disruptions.

DRAFT

**Revision** – A change to a long-range statewide or metropolitan transportation plan, TIP, or STIP that occurs between scheduled periodic updates. A major revision is an "amendment" while a minor revision is an "administrative modification."

**Ride-hailing services** – Also known as transportation network companies, or TNCs like Uber and Lyft, which use apps to connect passengers with drivers who provide rides in their personal vehicles.

**Rideshare** – A transportation demand management strategy where two or more people share a trip in a vehicle to a common destination or along a common corridor. Private passenger vehicles are used for carpools, and some vanpools receive public/private support to help commuters. Carpooling and vanpooling provide travel choices for areas underserved by transit or at times when transit service is not available.

**Right-of-way (ROW)** – Land that is publicly-owned, or in which the public has a legal interest, usually in a strip, within which the entire road facility (including travel lanes, medians, sidewalks, shoulders, planting areas, bikeways and utility easements) resides. The right-of-way is usually acquired for or devoted to multi-modal transportation purposes including bicycle, pedestrian, public transportation and vehicular travel.

**Road diet** – Road diets are one way to reconfigure limited roadway space in a way that allows for the inclusion of wider sidewalks and separated bicycle facilities such as buffered bicycle lanes, which can provide space for all users to operate safely an in their own "zones." Road diets can have multiple safety and operational benefits for autos, as well as pedestrians and cyclists. On existing roadways, separated in-roadway facilities may be implemented by narrowing existing travel lanes, removing travel lanes, removing on-street parking or widening the roadway shoulder. If constraints, such as narrow existing right-of-way, prohibit providing optimally desired bicycle facility widths, then interim facility improvements can be used.

**Road Usage Charge / VMT Fee / Mileage Based User Fee -** Motorists are charged for each mile driven. A road usage charge is often discussed as an alternative to federal, state, and local gas taxes which have become less relevant to the user-pays principle as more drivers switch to fuel efficient or electric vehicles. Road usage charges are most often implemented as flat or variable rate fees.

**Road users** – A motorist, passenger, public transportation operator or user, truck driver, bicyclist, motorcyclist, or pedestrian, including a person with disabilities. (23 USC section 148)

**Roadway connectors** – Roads that connect other freight facilities, industrial areas, and 2040 centers to a main roadway route.

**Roadway pricing -** Motorists are charged to drive on a particular roadway. Roadway pricing can be implemented as a flat, variable, or dynamic fee. Roadway prices that vary by time of day can follow a set fee schedule (variable), or the fee rate can be continually adjusted based on traffic conditions (dynamic).

DRAFT

**Rural reserves** (2040 Design Type) – Lands that are high value working farms and forests or have important natural features like rivers, wetlands, buttes and floodplains. These areas are protected from urbanization for 50 years after their designation.

**Safe Routes to School** – A comprehensive engineering/education program focused on youth school travel that aims to create safe, convenient, and fun opportunities for children to walk and roll (bike, scooter, etc.) to and from schools. City or school district based programs incorporate evaluation, education, encouragement, engineering, enforcement, and equity with the goal of increasing walking and rolling to school. Safe Routes to School is a national program that works to nationally, regionally and locally to create safe, healthy, and livable urban, suburban and rural communities. The program works with parents, school districts, local governments, government, police and community partners to make it easy and safe for kids to walk and bike to school. Results are achieved through investments in small capital projects, educations and outreach such as walking school buses.

**Safe System Approach** – A data-driven, strategic approach to roadway safety that aims to eliminate fatal and severe injury crashes. The approach is based on a foundational understanding of the underlying causes of traffic fatalities and severe injuries (using data) and is based on the principle that errors are inevitable but serious crashes should not be. Transportation safety policies that use a Safe System approach include Vision Zero, Towards Zero Deaths, Road to Zero and Sustainable Safety.

**Safe System Approach Speed Setting** – Speed limits are set according to the likely crash types, the resulting impact forces, and the human body's ability to withstand these forces. It allows for human errors (that is, accepting humans will make mistakes) and acknowledges that humans are physically vulnerable (that is, physical tolerance to impact is limited). Therefore, in this approach, speed limits are set to minimize death and severe injury as a consequence of a crash.

**Safe, Accountable, Flexible, Efficient, Transportation Equity Act: A Legacy for Users (SAFETEA-LU)** – Signed into federal law in 2005, SAFETEA-LU authorized the federal surface transportation programs for highways, highway safety, and transit through 2009. SAFETEA-LU refined and reauthorized TEA-21. SAFETEA-LU was subsequently replaced by MAP-21 and the FAST Act. *See also BIL*

**Safety** – Protection from death or bodily injury from a motor-vehicle crash through design, regulation, management, technology and operation of the transportation system.

**Safety benefit projects** – Projects with design features to increase safety for one or more roadway user. These projects may not necessarily address an identified safety issue at an identified high injury or high risk location, but they do include design treatments known to increase safety and reduce serious crashes. Examples include adding sidewalks, bikeways, medians, center turn lanes and intersection or crossing treatments.

**Safety data** – Includes, but is not limited to, crash, roadway, and traffic data on all public roads. For railway- highway grade crossings, safety data also includes the characteristics of highway and train traffic, licensing, and vehicle data.

DRAFT

**Safety project** – Has the primary purpose of reducing fatal and severe injury crashes or reducing crashes by addressing a documented safety problem at a documented high injury or high risk location with one or more proven safety countermeasures.

**Scenario planning** – An analytical approach and planning process that provides a comprehensive framework for evaluating how various combinations of strategies, policies, plans and/or programs may affect the future of a community, region or state. The approach involves identifying various packages or strategies or scenarios against a baseline projection.

**Security (public and personal)** – Protection from intentional criminal or antisocial acts while engaged in trip making through design, regulation, management, technology and operation of the transportation system.

**Serious Crash** – Refers to the total number of Fatal and Severe Injury (Injury A) crashes combined.

**Severity** – A measurement of the degree of seriousness concerning both vehicle impact (damage) and bodily injuries sustained by victims in a traffic crash.

**Shared mobility** – Describes services that allow people to share a vehicle, such as ride-hailing trips, shared e-scooters, car and bike share and microtransit, as well as traditional shared modes like transit, car- or vanpools and taxis. Some of these services are privately operated by shared mobility companies.

**Shared trips** – Trips taken by multiple passengers traveling in a single vehicle, including carpools, transit trips and some ride-hailing or car share trips.

**Short trip** – Generally defined as a one-way trip less than three miles.

**Should –** When used in the context of a policy or action, should means an expected course of action or policy that is to be followed unless inappropriate for a particular circumstance. *Also see must.*

**Sidewalk** – A walkway separated from the roadway with a curb, constructed of a durable, hard and smooth surface, designed for preferential or exclusive use by pedestrians.

**Single–occupanct vehicle (SOV)** – A private motorized passenger vehicle carrrying one occupant (the driver only). Also referred to as a drive alone vehicle. Also, an automated vehicle with one passenger.

**Smart cities** – The way in which public agencies are using technology to collect better data, provide better service, do business more efficiently and make better decisions.

**Social equity** – The idea that all members of a societal organization or community should have access to the benefits associated with civil society – the pursuit of an equitable society requires the recognition that there are a number of attributes that give members of a society more or less privilege and that in order to provide equitable situations the impacts of these privileges (or lack

DRAFT

thereof) must be addressed. For transportation, equity refers to fair treatment or equal access to transportation services and options. In the context of safety, transportation equity relates to improving the travel choices, the safety of travel and not unfairly impacting one group or mode of transportation. More specifically it means improved safety for all transportation options and lessening the risks or hazards associated with different choices of transportation.

**Stakeholders** – Individuals and organizations with an interest in or who are affected by a transportation plan, program or project, including federal, state, regional and local officials and jurisdictions, institutions, community groups, transit operators, freight companies, shippers, non–governmental organizations, advocacy groups, residents of the geographic area and people who have traditionally been underrepresented.

**State Highways** – In Oregon, is a network of roads that are owned and maintained by the Highway Division of the Oregon Department of Transportation (ODOT), including Oregon's portion of the Interstate Highway System.

**State Transportation Improvement Program (STIP)** – The four-year funding and scheduling document for major street, highway and transit projects in Oregon. The STIP is produced by ODOT, consistent with the Oregon Transportation Plan (the statewide transportation plan) and other statewide plans as well as metropolitan transportation plans and MTIPsThe STIP covers the entire state and is overseen by the Oregon Transportation Commission (OTC). It must include all the metropolitan region's TIPs without change as well as a list of specific projects proposed by ODOT in the non-metropolitan areas. Updated every three years, the STIP determines when and if transportation projects will be funded by the state with state or federal funds.

**State Transportation Plan** – The official statewide intermodal transportation plan that is developed through the statewide transportation planning process. See also Oregon Transportation Plan.

**Station communities (2040 Design Type)** – Areas generally within a 1/4- to 1/2-mile radius of a light rail station or other high capacity transit stops that are planned as multi-modal, mixed-use communities with substantial pedestrian and transit-supportive design characteristics and improvements.

**Strategic plan** – Defines the desired direction and outcomes to guide decisions for allocating resources to pursue the strategy.

**Strategic project list** – Additional policy-driven transportation needs and priority projects that could be achieved with additional resources.

**Strategy** – Involves a set of actions that follows the planning process of setting goals, objectives and performance measures, and mobilizing resources to execute the actions. A strategy describes how the ends (goals) will be achieved by the means (resources).

**Street** – A gravel or concrete– or asphalt–surfaced facility. The term collectively refers to arterial, collector and local streets that are located in 2040 mixed–use corridors, industrial areas,

DRAFT

employment areas and neighborhoods. While the focus for streets has been on motor vehicle traffic, they are designed as multi–modal facilities that accommodate bicycles, pedestrians and transit, with an emphasis on vehicle mobility and special pedestrian infrastructure on transit streets.

**Surface Transportation Block Grant (STBG)** – A federal source of funding for projects and activities that is the most flexible in its use. Projects and activities which states and localities can use STBG include: projects that preserve and improve the conditions and performance on any federal-aid highway, bridge and tunnel projects on any public road, pedestrian and bicycle infrastructure and transit capital projects, including intercity bus terminals.

**Sustainability** – A social goal about the ability of people to co-exist on Earth over a long time**, u**sing, developing and protecting the natural environment and resources in a manner that enables people to meet current needs and while enabling future generations to meet future needs, from the joint perspective of environmental, economic and community objectives. **Sustainable** – A method of using a resource such that the resource is not depleted or permanently damaged.

**System efficiency** – Strategies that optimize the use of the existing transportation system, including traffic management, employer-based commute programs, individualized marketing and carsharing.

**Target** – A specific level of performance that is desired to be achieved within a specified time period.

**Threshold** - Thresholds determine the upper and lower limits of performance for a specific time period.

**Throughways** – Controlled access (on-ramps and off-ramps) interstates and major highways. These routes generally correspond to Expressways designated in the Oregon Highway Plan.

**Toward Zero Deaths** – The United States' highway safety vision. The National Strategy on Highway Safety provides a platform of consistency for state agencies, private industry, national organizations and others to develop safety plans that prioritize traffic safety culture and promote the national Toward Zero Deaths vision. As a strategic policy it is similar to Vision Zero.

**Traffic** – Movement of motorized vehicles, non–motorized vehicles and pedestrians on transportation facilities. Often traffic levels are expressed as the number of units moving over or through a particular location during a specific time period.

**Traffic calming** – A transportation system management technique that aims to prevent inappropriate through-traffic and reduce motor vehicle travel speeds on a particular roadway. Traditionally, traffic calming strategies provide speed bumps, curb extensions, planted median strips or rounds and narrowed travel lanes.

**Traffic incident management** – Planned and coordinated processes followed by state and local agencies to detect, respond to, investigate and remove lane-blocking or rail-blocking vehicles and

DRAFT

debrisquickly and safely in order to quickly recover road, transit and other operations for travelers.

**Traffic management** – Actions that improve traffic conditions for safety and reliability during incidents such as special events, crashes, construction, inclement weather or a natural disaster that cause delays, unreliable travel times and/or the need for alternate routes and/or additional transit and other mobility services.

**Traffic signal progression** – A process by which a number of traffic signals are synchronized to create the efficient progression of vehicles.

**Transit accessibility** – Accessibility refers to two separate but related aspects of transit. One is to ensure that transit is physically accessible to everyone, regardless of age or ability. All transit users must access transit via biking, walking or rolling, even if stops are mere feet away. Complete sidewalks and bike paths improve safety and enhance the experience of using transit and the accessible stations are essential to making transit work for everyone. The first/last mile connection is also an important part of accessibility, as it often represents the best opportunity for people living in less developed areas, rural towns or outlying areas to access our transit system. The second is to ensure that schools, particularly high schools and colleges, community places, such as grocery stores and medical services, and jobs are accessible by transit. As the region grows, it's crucial to continue to expand community and regional transit service in order to improve access to these daily needs and encourage employers to locate on existing transit routes.

**Transit Asset Management Plan (TAMP)** – A plan that includes an inventory of capital assets, a condition assessment of inventoried assets, a decision support tool, and a prioritization of investments.

**Transit Asset Management System** – A strategic and systematic process of operating, maintaining, and improving public transportation capital assets effectively, throughout the life cycles of those assets.

**Transit oriented development (TOD)** – Is a mix of residential, retail, and office uses and a supporting network of roads, bicycle, and pedestrian ways focused on a major transit stop designed to support a high level of transit use.

**(Metro) Transit Oriented Development (TOD) Program** - Metro began a regional Transit Oriented Development program in 1998 as part of a strategy to leverage the region's significant investment in high capacity transit. As part of Metro's TOD Program, the agency strategically invests to stimulate private development of higher-density, affordable and mixed-use projects near transit to help more people live, work and shop in neighborhoods served by high-quality transit. In addition, the program invests in "urban living infrastructure" like grocery stores and other amenities, provides technical assistance to communities and developers, and acquires and owns properties in transit-served areas and solicits proposals from qualified developers to create transit-oriented communities in these places.

DRAFT

**Transit-supportive elements** - Transit-supportive elements include programs, policies, capital investments and incentives such as Travel Demand Management and physical improvements such as sidewalks, crossings, and complementary land uses.

**Transportation Alternatives Program** – The Transportation Alternatives Program (TAP) was authorized under Section 1122 of Moving Ahead for Progress in the 21st Century Act (MAP-21) and is codified at 23 U.S.C. sections 213(b), and 101(a)(29). Section 1122 provides for the reservation of funds apportioned to a State under section 104(b) of title 23 to carry out the TAP. The national total reserved for the TAP is equal to 2% of the total amount authorized from the Highway Account of the Highway Trust Fund for Federal-aid highways each fiscal year. The TAP provides funding for programs and projects defined as transportation alternatives, including on- and off-road pedestrian and bicycle facilities, infrastructure projects for improving non-driver access to public transportation and enhanced mobility, community improvement activities, and environmental mitigation; recreational trail program projects; safe routes to school projects; and projects for planning, designing, or constructing boulevards and other roadways largely in the right-of-way of former Interstate System routes or other divided highways.

**Transportation demand** – The quantity of transportation services desired by users of the transportation system.

**Transportation demand management (TDM)** – A policy approach such as variable pricing to manage demand of limited transportation capacity or transportation services. Also, a strategy with a set of actions and programs designed to reduce demand for roadway travel, particularly single occupant vehicle trips, through various means (e.g. education, outreach, marketing, incentives, technology). The strategies aim to provide information, encouragement and incentives to help people choose non-SOV modesin order to make more efficient use of transportation infrastructure and services. Strategies include offering other modes of travel such as walking, bicycling, ride–sharing and vanpool programs, car sharing, alternative work hours, education such as individualized marketing, policies, regulations and other combinations of incentives and disincentives that are intended to reduce drive alone vehicle trips on the transportation network. Metro's TDM program is called the Regional Travel Options (RTO) program. *See also Regional Travel Options Program.*

**Transportation disadvantaged/persons potentially underserved by the transportation system** – Individuals who have difficulty in obtaining important transportation services because of their age, income, physical or mental disability. This includes every person in their youth and is likely to affect people in their oldest years.

**Transportation equity** – The removal of barriers to eliminate transportation-related disparities faced by and improve equitable outcomes for marginalized communities, especially Black, Indigenous, people of color.

**Transportation improvement program (TIP)** – A prioritized listing/program of multimodal transportation projects covering a period of 4 years that is developed and formally adopted by an MPO as part of the metropolitan transportation planning process. The TIP must be consistent with

DRAFT

the metropolitan transportation plan, and is required for projects to be eligible for funding under title 23 U.S.C. and title 49 U.S.C. chapter 53. In the Portland metropolitan region, the TIP is referred to as the Metropolitan Transportation Improvement Program (MTIP). In practice, the MTIP is a short-term, four year program of transportation projects that will be funded with federal funds expected to flow to the region and locally and state-funded regionally significant projects.

**Transportation management associations (TMA)** – Non-profit coalitions of local businesses and/or public agencies, and/or residences (such as condo Home Owner Associations and Community Development Corporations) all dedicated to reducing traffic congestion and pollution while improving travel options for employees, residents and visitors.

**Transportation management area (TMA)** – An urbanized area with a population over 200,000, as defined by the U.S. Census Bureau and designated by the Secretary of Transportation, or any additional area where TMA designation is requested by the Governor and the MPO and designated by the Secretary of Transportation. These areas must comply with special transportation planning requirements regarding congestion management process, project selection, processes for develoment of tan RTP and MTIP and certification identified in 23 CFR 450.300-340.

**Transportation needs** – Estimates of the movement of people and goods based on current population and employment and future growth consistent with acknowledged comprehensive plans. Needs are typically defined based on an assessment of existing transportation system gaps and deficiencies and projections of future travel demand, from a continuation of current trends as modified by policy objectives expressed in Statewide Planning Goal 12, the Transportation Planning Rule, federal planning factors and the RTP (Chapter 2 and Chapter 3).

Deficiencies are defined as the difference between the current transportation system and adopted standards based on performance measures and targets identified in Chapter 2. Deficiencies are capacity or design constraints that limit but do not prohibit the ability to travel by a given mode. Gaps are defined as missing links in the transportation system for any mode. Gaps either prohibit travel by a particular mode or make it functionally unsafe. Together, gaps and deficiencies are defined as needs.

- Local transportation needs means needs for movement of people and goods within communities and portions of counties and the need to provide access to local destinations.
- Regional transportation needs means needs for movement of people and goods between and through communities and accessibility to regional destinations within a metropolitan area, county or associated group of counties.
- State transportation needs means needs for movement of people and goods between and through regions of the state and between the state and other states.

*See also gap and deficiency.*

**Transportation performance management (TPM)** – Strategic approach that uses system information to make investment and policy decisions to achieve national performance goals.

DRAFT

**Transportation planning** – A continuing, comprehensive, and cooperative (3-C) process to encourage and promote the development of a multimodal transportation system to ensure safe and efficient movement of people and goods while balancing environmental and community needs.

**Transportation planning rule (TPR)** – Oregon's statewide planning goals established state policies in 19 different areas. The TPR implements the Land Conservation and Development Commission's Planning Goal 12 (Transportation) which requires ODOT, MPOs, Counties and Cities, per OAR 660-012-0015 (2) and (3), to prepare a Transportation System Plan (TSP) to identify transportation facilities and services to meet state, regional and local needs, as well as the needs of the transportation disadvantaged and the needs for movement of goods and services to support planned industrial and commercial development, per OAR 660-012-0030(1).

**Transportation system** – Various transportation modes or facilities (aviation, bicycle and pedestrian, throughway, street, pipeline, transit, rail, water transport, shared-use mobility) serving as a single unit or system.

**Transportation system management (TSM)** – A strategy composed of actions for increasing travel flow on existing facilities through improvements such as ramp metering, traffic signal performance, incident response, traveler information and integrated travel choices such as mobility on demand.

**Transportation system plan (TSP)** – The transportation element of the comprehensive plan for one or more transportation facilities that is planned, developed, operated and maintained in a coordinated manner to supply continuity of movement between modes, and between geographic and jurisdictional areas. A TSP describes a transportation system and outlines projects, programs, and policies to meet transportation needs now and in the future based on community (and regional) aspirations. A TSP typically serves as the transportation component of the local comprehensive plan. The TSP supports the development patterns and land uses contained in adopted community and regional plans. The TSP includes a comprehensive analysis and identification of transportation needs associated with adopted land use plans. The TSP complies with Oregon's Transportation Planning Rule, as described in statewide Planning Goal 12. The RTP is a regional TSP.

Local TSPs must be consistent with the applicable Regional Transportation Plan. Jurisdictions within a metropolitan area must adopt TSPs that reflect regional goals, objectives, and investment strategies specific to the area and demonstrate how local transportation system planning helps meet regional performance targets. A jurisdiction within a Metropolitan Planning Organization area must make findings that the proposed Regional Transportation Plan amendment or update is consistent with the local TSP and comprehensive plan or adopt amendments that make the Regional Transportation Plan and the TSP consistent with one another. (OAR 660-012-0015) TSP updates must occur within one year of the adoption of a new or updated Regional Transportation Plan (OAR 660-012-0055).

DRAFT

**Travel options/choices** – The ability range of travel mode choices available, including motor vehicle, walking, bicycling, riding transit and carpooling. Telecommuting is sometimes considered a travel option because it replaces a commute trip with a trip not taken.

**Travel time** – The measure of time that it takes to reach another place in the region from a given point for a given mode of transportation. Stable travel times are a sign of an efficient transportation system that reliably moves people and goods through the region.

**Travel time reliability** – This term refers to consistency or dependability in travel times, as measured from day to day and/or across different times of day. Variability in travel times means travelers must plan extra time for a trip.

**Trip** – A one–way movement of a person or vehicle between two points. A person who leaves home on one vehicle, transfers to a second vehicle to arrive at a destination, leaves the destination on a third vehicle and has to transfer to yet another vehicle to complete the journey home has made four unlinked passenger trips.

**TripCheck** – An Oregon Department of Transportation website that displays real-time data and crowdsourced data regarding road conditions, weather conditions, camera images, crash alerts, delays due to congestion and construction, and other advisories. Additionally, TripCheck provides travelers with information about travel services such as food, lodging, attractions, public transportation options, scenic byways, weather forecasts, etc. This information is also available through the 511 travel information phone line.

**Truck terminal** – A facility that serves as a primary gateway for commodities entering or leaving the metropolitan area by road.

**Underserved communities** – Populations that have historically experienced a lack of consideration in the planning and decision making process. It describes historically marginalized communities in addition to those that are defined in the federal definition of Environmental Justice. These populations are seniors, persons with disabilities, youth, communities of color, low-income communities, and any other population of people whose needs may not have been full met in the planning process.

**Unified Planning Work Program (UPWP)** – This refers to annual statement of work identifying the planning priorities and activities to be carried out within a metropolitan planning area. At a minimum, a UPWP includes a description of the planning work and resulting products, who will perform the work, time frames for completing the work, the cost of the work, and the source(s) of funds.

**United States Department of Transportation (USDOT)** – The federal cabinet-level agency with responsibility for highways, mass transit, aviation and ports; it is headed by the Secretary of Transportation. The DOT includes the Federal Highway Administration and the Federal Transit Administration, among others.

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**Universal access** – Universal access is the goal of enabling all citizens to reach every destination served by their public street and pathway system. Universal access is not limited to access by persons using automobiles. Travel by bicycle, walking, or wheelchair to every destination is accommodated in order to achieve transportation equity, maximize independence, and improve community livability. Wherever possible, facilities are designed to allow safe travel by youth, seniors, and people with disabilities who may have diminished perceptual or ambulatory abilities. By using design to maximize the percentage of the population who can travel independently, it becomes much more affordable for society to provide paratransit services to the remainder with special needs.

**Update** – For federal purposes, this means making current a long-range statewide transportation plan, metropolitan transportation plan, TIP, or STIP through a comprehensive review. Updates require public review and comment, a 20-year horizon for metropolitan transportation plans and long-range statewide transportation plans, a 4-year program period for TIPs and STIPs, demonstration of fiscal constraint (except for long-range statewide transportation plans), and a conformity determination (for metropolitan transportation plans and TIPs in nonattainment and maintenance areas). For state purposes, this means TSP amendments that change the planning horizon and apply broadly to a city or county and typically entails changes that need to be considered in the context of the entire TSP, or a substantial geographic area.

**Urban growth boundary** – The politically defined boundary around an urban area beyond which no urban improvements may occur. In Oregon, UGBs are defined so as to accommodate projected population and employment growth within a 20–year planning horizon. A formal process has been established for periodically reviewing and updating the UGB so that it meets forecasted population and employment growth.

**Urbanized area (UZA)** – A geographic area with a population of 50,000 or more, as designated by the Bureau of the Census.

**Urban reserve** – Lands suitable for accommodating urban development over the 50 years after their designation.

**Variable rate fee** - With this type of pricing, a variable fee schedule is set so that the fee is higher during peak travel hours and lower during off-peak or shoulder hours. This encourages motorists to use the facility or drive less during less congested periods and allows traffic to flow more freely during peak times. Peak fee rates may be high enough to usually ensure that traffic flow will not break down, thus offering motorists a reliable and less congested trip in exchange for the higher peak fee. The current price is often displayed on electronic signs prior to the beginning of the priced facility and is often published as a schedule on agency websites and other routing resources.

**Value pricing** – A demand management strategy that involves the application of market pricing (through variable tolls, variable priced lanes, area-wide charges or cordon charges) to the use of roadways at different times of day. Also called congestion pricing or peak period pricing. Also s*ee pricing*

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**Vanpool** – A form of transit in which a group of passengers share the use and cost of a van in traveling to and from pre-arranged destinations together.

**Vehicle** – Any device in, upon or by which any person or property is or may be transported or drawn upon a public highway and includes vehicles that are propelled or powered by any means.

**Vehicle miles traveled (VMT)** – A common measure of roadway use by multiplying miles traveled per vehicle by the total number of vehicles for a specified time period. For purposes of this definition, "vehicles" include automobiles, light trucks and other passenger vehicles used for the movement of people. The definition does not include buses, heavy trucks and other vehicles that involve commercial movement of goods.

**VMT Fee –** See Road Usage Charge

**Vision** – In this document, an aspirational statement of what the region (and plan) is trying to achieve over the long-term through policy and investment decisions.

**Vision Zero** – A system and approach to public policy developed by the Swedish government which stresses safe interaction between road, vehicle and users. Highlighted elements include a moral imperative to preserve life, and that the system conditions and vehicle be adapted to match the capabilities of the people that use them. Vision Zero employs the Safe System approach.

**Visualization techniques** – Methods used by States and MPOs in the development of transportation plans and programs with the public, elected and appointed officials, and other stakeholders in a clear and easily accessible format such as GIS- or web-based surveys, inventories, maps, pictures, and/or displays identifying features such as roadway rights of way, transit, intermodal, and non-motorized transportation facilities, historic and cultural resources, natural resources, and environmentally sensitive areas, to promote improved understanding of existing or proposed transportation plans and programs.

**Volume–to–capacity (v/c) ratio** – A traditional measure of congestion, calculated by by dividing the number of motor vehicles passing through a section of roadway during a specific increment of time by the motor vehicle capacity of the section. For example, a V/C ratio of 1.00 indicates the roadway facility is operating at its capacity.

Also referred to as level-of-service, this ratio has been used in transportation system planning, project development and design as well as in operational analyses and traffic analysis conducted during the development review process. As a system plan, the RTP uses the volume-to-capacity ratio targets to diagnose the extent of motor vehicle congestion on throughways and arterials during different times of the day and to determine adequacy in meeting the region's needs. The v/c ratio targets are also used to determine consistency of the RTP with the Oregon Highway Plan for state-owned facilities. *See also level-of-service and regional mobility policy.*

**Vulnerable users** – In this document, refers to groups of people that are more vulnerable to being killed or severely injured in traffic crashes. Vulnerable users are people that are more vulnerable to being killed or seriously injured in crashes. Vulnerable users are pedestrians,

bicyclists, motorcycle operators, children, older adults, road construction workers, people with disabilities, people of color and people with low income.

**Walkable neighborhood** – A place where people live within walking distance to most places they want to visit, whether it is school, work, a grocery store, a park, church, etc.

**Walk score** – An online tool that produces a number between 0 and 100 that measures the walkability of any address. Similar tools for transit and bicycling - Transit Score and Bike Score.

**Walkway** – A hard-surfaced transportation facility designed and suitable for use by pedestrians, including persons using wheelchairs. Walkways include sidewalks, hard-surfaced portions of accessways, regional trails, paths and paved shoulders.

**Wayfinding** – Signs, maps, street markings, and other graphic, tactile, haptic or audible methods used to convey location and directions to travelers. Wayfinding helps people traveling to orient themselves and reach destinations easily.

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| RTP Investment Category | County(s) | Primary Owner | Nominating Agency | Project Name | RTP ID | Start Location | End Location | Description | Estimated Cost (in 2023 dollars) | Estimated cost (in YOE dollars) | Amt funding dedicated via legislative action | Amt dedicated funding avail to use before 2024 | Time Period | Financially Constrained |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Active Transportation - Pedestrian | Clackamas County | Happy Valley | Happy Valley | 169th Ave Sidewalk Infill: Sunnyside Rd - Stonybrook Ct | 12198 | Sunnyside Rd | Stonybrook Ct | Project performs sidewalk infill on east side of 169th Ave from Sunnyside Rd to Stonybrook Ct. | $5,300,000 | $8,700,000 | $0 | $0 | 2031-2045 | Yes |
| Active Transportation - Pedestrian | Clackamas County | Milwaukie | Milwaukie | 37th Ave Sidewalks | 10096 | Lake Rd | Harrison St | Fill in sidewalk gaps on both sides of street to increase pedestrian safety and to improve accessibility in equity priority areas. | $1,400,000 | $1,560,000 | $0 | $0 | 2023-2030 | Yes |
| Active Transportation - Pedestrian | Clackamas County | Milwaukie | Milwaukie | Intersection Curb Ramp Improvements (Milwaukie) | 11621 | Citywide | Citywide | Install curb ramps at all intersections with sidewalks to improve safety and connectivity in equity priority areas. | $3,500,000 | $3,898,000 | $0 | $0 | 2023-2030 | Yes |
| Active Transportation - Pedestrian | Clackamas County | Milwaukie | Milwaukie | Lake Road Sidewalks | 10094 | Where Else Ln | Railroad Ave | Fill in sidewalk gaps on both sides of street. | $1,400,000 | $1,560,000 | $0 | $0 | 2023-2030 | Yes |
| Active Transportation - Pedestrian | Clackamas County | Milwaukie | Milwaukie | Ochoco St Sidewalks and Bridge | 10112 | 19th Ave | McLoughlin Blvd | Construct sidewalks, reconstruct bridge over Johnson Creek. | $1,540,000 | $1,715,000 | $0 | $0 | 2023-2030 | Yes |
| Active Transportation - Pedestrian/Bicycle | Clackamas County | Clackamas County | Clackamas County | 97th Ave/Mather Road Complete Street | 11522 | Lawnfield Rd | Summers Lane | Add bikeways, pedways along project length, add eastbound left turn lanes at Mather Rd / Summers Ln, provide ADA accessibility improvements as necessary. | $4,847,280 | $5,516,000 | $0 | $0 | 2023-2030 | Yes |
| Active Transportation - Pedestrian/Bicycle | Clackamas County | Clackamas County | Clackamas County | Courtney Ave: OR 99E to Oatfield Rd | 11520 | OR 99E | Oatfield Rd | Fill gaps in pedways and bikeways, improve intersection safety, increase access to employment, transit access and ADA accessibility. | $2,600,000 | $2,959,000 | $0 | $0 | 2023-2030 | Yes |
| Active Transportation - Pedestrian/Bicycle | Clackamas County | Clackamas County | Clackamas County | Courtney Ave: River Rd to OR 99E | 11525 | River Rd | OR 99E | Construct pedway / complete gaps on the south side; add bikeways, improve ADA access, increase transit accessibility, improve access to employment. | $7,026,000 | $7,996,000 | $5,080,000 | $5,080,000 | 2023-2030 | Yes |
| Active Transportation - Pedestrian/Bicycle | Clackamas County | Clackamas County | Clackamas County | Jennings Ave | 11503 | River Rd | OR 99E | Implement proven safety counter measures by widening to 2-lane urban minor arterial standard with bikeway and pedway infill, improvements to ADA accessibility and stormwater facilities. Phase II of project that is currently underway. | $2,350,000 | $2,674,000 | $0 | $0 | 2023-2030 | Yes |
| Active Transportation - Pedestrian/Bicycle | Clackamas County | Clackamas County | Clackamas County | Jennings Ave: Oatfield to OR 99E | 12202 | Oatfield Road | OR 99E | Implement proven safety counter measures by widening to 2-lane urban minor arterial standard with bikeway and pedway infill, improvements to ADA accessibility and stormwater facilities. | $5,278,000 | $5,278,000 | $5,278,000 | $5,278,000 | 2023-2030 | Yes |
| Active Transportation - Pedestrian/Bicycle | Clackamas County | Clackamas County | Clackamas County | Jennings Ave: River Rd to OR 99E | 12203 | River Rd | OR 99E | Implement proven safety counter measures by widening to 2-lane urban minor arterial standard with bikeway and pedway infill, improvements to ADA accessibility and stormwater facilities. Phase II of project that is currently underway.Phase II of project that is currently underway. | $1,474,000 | $1,678,000 | $0 | $0 | 2023-2030 | Yes |
| Active Transportation - Pedestrian/Bicycle | Clackamas County | Clackamas County | Clackamas County | Johnson Creek Blvd and Bell Ave Intersection Safety Improvements (TSAP) | 11774 | Johnson Creek Blvd/Bell Ave intersection | Johnson Creek Blvd/Bell Ave intersection | Improve intersection of Johnson Creek Blvd and Bell Ave to improve intersection safety by implementing proven safety counter measures for bicyclist and pedestrians as identified in county Transportation Safety Action Plan and improve ADA accessibility. No change in intersection capacity. | $1,500,000 | $1,707,000 | $0 | $0 | 2023-2030 | Yes |
| Active Transportation - Pedestrian/Bicycle | Clackamas County | Clackamas County | Clackamas County | Linwood Ave: Monroe St to Johnson Creek Blvd | 10102 | Monroe St | Johnson Creek Blvd | Add bikeways. Linwood Ave / Monroe St intersection improvements. Add curbs/sidewalks, improve horizontal alignments, add ADA accessibility features, add stormwater features. | $14,642,825 | $16,664,000 | $0 | $0 | 2023-2030 | Yes |
| Active Transportation - Pedestrian/Bicycle | Clackamas County | Clackamas County | Clackamas County | Monroe St | 11494 | Linwood Ave | Fuller Rd | Add bikeways, pedways and traffic calming and safety measures, improve ADA accessibility, improve stormwater, increase access to transit and access to employment for historically marginalized community. Combines two projects from 2014 RTP. | $6,074,000 | $6,913,000 | $0 | $0 | 2023-2030 | Yes |
| Active Transportation - Pedestrian/Bicycle | Clackamas County | Clackamas County | Clackamas County | Oak Grove Blvd | 11504 | Oatfield Rd | River RD | Fill gaps in pedways and bikeways. | $2,678,760 | $3,049,000 | $0 | $0 | 2023-2030 | Yes |
| Active Transportation - Pedestrian/Bicycle | Clackamas County | Clackamas County | Clackamas County | 82nd Drive Bike and Pedestrian Improvements | 10022 | Jennifer | Herbert Court | Improve safety for bicyclists and pedestrians by implementing proven safety counter measures and filling gaps in bikeways and pedestrian facilities. | $3,750,000 | $6,102,000 | $0 | $0 | 2031-2045 | Yes |
| Active Transportation - Pedestrian/Bicycle | Clackamas County | Clackamas County | Oregon City | Abernethy Road Bike & Pedestrian Improvements | 11187 | Redland Road | Washington Street | Add a bike lane to the south side. A shared-use path will be added on the north side. (TSP B8, S2) | $2,100,000 | $3,420,000 | $0 | $0 | 2031-2045 | Yes |
| Active Transportation - Pedestrian/Bicycle | Clackamas County | Clackamas County | Clackamas County | Borland Rd: Tualatin to Stafford Rd | 10043 | Tualatin City Limits | Stafford Rd | Add paved shoulders and turn lanes at major intersections. The project or a portion of the project is outside the designated urban growth boundary. | $8,500,000 | $13,830,000 | $0 | $0 | 2031-2045 | Yes |
| Active Transportation - Pedestrian/Bicycle | Clackamas County | Clackamas County | Clackamas County | Clackamas Industrial Area Bike/Ped Improvements (TSAP) | 11772 | Intersection of 106th Ave and OR 212 | Intersection of Jennifer Rd and 122nd Ave | Improve intersection of 106th and OR 212, and Jennifer Drive and 122nd Ave to facilitate bike and pedestrian safety per county adopted TSAP, and provide ADA accessibility improvements as needed. Also improve intersection geometry to facilitate truck access to industrial park. | $2,800,000 | $4,556,000 | $0 | $0 | 2031-2045 | Yes |
| Active Transportation - Pedestrian/Bicycle | Clackamas County | Clackamas County | Clackamas County | Clackamas Rd | 11506 | Johnson Road | Webster Road | Fill gaps in bikeways and pedestrian facilities including improvements to stormwater facilities and ADA accessibility as needed. | $5,400,000 | $8,786,000 | $0 | $0 | 2031-2045 | Yes |
| Active Transportation - Pedestrian/Bicycle | Clackamas County | Clackamas County | Clackamas County | Concord Rd | 11501 | River Rd | Oatfield Rd | Fill gaps in bike and ped facilities as necessary including improvements to stormwater facilities and ADA accessibility. Main project segments are from Trolley Trail to McLoughlin Blvd, and from Harold Rd to Oatfield Rd. | $7,000,000 | $11,389,000 | $0 | $0 | 2031-2045 | Yes |
| Active Transportation - Pedestrian/Bicycle | Clackamas County | Clackamas County | Clackamas County | Flavel Dr | 11491 | Alberta Ave | County boundary | Add bikeways to provide connection between Springwater/Powerline trail and bike facilities on Flavel Dr and 52nd Ave in Portland. | $3,450,000 | $5,614,000 | $0 | $0 | 2031-2045 | Yes |
| Active Transportation - Pedestrian/Bicycle | Clackamas County | Clackamas County | Clackamas County | Fuller Rd. Improvements | 10009 | Otty Rd. | Johnson Creek Blvd. | Add pedestrian facilities, turn lanes, on-street parking, central median and landscaping, improve pedestrian treatments at intersections and improve ADA accessibility. | $4,400,000 | $7,159,000 | $0 | $0 | 2031-2045 | Yes |

| RTP Investment Category | County(s) | Primary Owner | Nominating Agency | Project Name | RTP ID | Start Location | End Location | Description | Estimated Cost (in 2023 dollars) | Estimated cost (in YOE dollars) | Amt funding dedicated via legislative action | Amt dedicated funding avail to use before 2024 | Time Period | Financially Constrained |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Active Transportation - Pedestrian/Bicycle | Clackamas County | Clackamas County | Clackamas County | Harmony Road Improvements | 10003 | Linwood Ave | Fuller Rd | Add bikelanes and sidewalks where needed, including safety treatments at intersections and ADA accessibility improvements as necessary. | $7,441,000 | $12,107,000 | $0 | $0 | 2031-2045 | Yes |
| Active Transportation - Pedestrian/Bicycle | Clackamas County | Clackamas County | Clackamas County | I-205 Multiuse Path from OR 224 to OR 212 | 11767 | OR 224 - Sunrise Multi-use Path | OR 212 - I-205 Multi-use Path | Improve safety for bicyclists and pedestrians by filling a gap of approximately 1 mile in the I-205 Multi-use path and implementing proven safety counter measures, as well as creating connections to other regional multi-use paths and implementing ADA accessibility improvements as necessary. | $6,300,000 | $10,251,000 | $1,095,000 | $0 | 2031-2045 | Yes |
| Active Transportation - Pedestrian/Bicycle | Clackamas County | Clackamas County | Clackamas County | Johnson Rd., Clackamas Rd., McKinley Rd. | 10050 | Lake Rd. | Hwy 212 | Bikeway and pedestrian facilities infill, including safety treatments at intersections, stormwater improvements, and ADA accessibility improvements. | $6,700,000 | $10,901,000 | $0 | $0 | 2031-2045 | Yes |
| Active Transportation - Pedestrian/Bicycle | Clackamas County | Clackamas County | Clackamas County | Oatfield Road | 12206 | Park Ave | Courtney | Add bikelanes and sidewalks where needed, including safety treatments at intersections and ADA accessibility improvements as necessary. | $3,100,000 | $5,044,000 | $0 | $0 | 2031-2045 | Yes |
| Active Transportation - Pedestrian/Bicycle | Clackamas County | Clackamas County | Clackamas County | River Rd: Lark St to Courtney | 11499 | Lark St | Courtney | Improve safety on known high crash corridor by implementing proven safety counter measures, adding bicycle and pedestrian facilities including ADA accessibility features and improvements to stormwater. | $7,100,000 | $11,552,000 | $0 | $0 | 2031-2045 | Yes |
| Active Transportation - Pedestrian/Bicycle | Clackamas County | Clackamas County | Clackamas County | River Rd: Oak Grove Blvd. to Risley Ave. | 11500 | Oak Grove Blvd | Risley Ave | Improving safety on known high crash corridor by implementing proven safety counter measures, filling gaps in bikeways and pedways networks including improvements to ADA accessibility and stormwater as necessary. | $8,900,000 | $14,481,000 | $0 | $0 | 2031-2045 | Yes |
| Active Transportation - Pedestrian/Bicycle | Clackamas County | Clackamas County | Clackamas County | Stafford Rd Improvements | 10029 | I-205 | Rosemont Rd. | Add paved shoulders and turn lanes at major intersections. The project or a portion of the project is outside the designated urban growth boundary. | $12,408,060 | $20,188,000 | $0 | $0 | 2031-2045 | Yes |
| Active Transportation - Pedestrian/Bicycle | Clackamas County | Clackamas County | Clackamas County | Sunrise Multi- use path Phase II | 11668 | 122nd Ave | Rock Creek Junction | Improve safety for bicyclist and pedestrians by constructing a new multi use path from 122nd Ave to 172nd paralleling the Sunrise Phase 2 project. | $8,929,200 | $14,528,000 | $0 | $0 | 2031-2045 | Yes |
| Active Transportation - Pedestrian/Bicycle | Clackamas County | Gladstone | Gladstone | Portland Avenue Multi-Modal Project Design and Engineering | 12264 | Clackamas Blvd | Jersey St | Project development and engineering to implement the Portland Avenue Streetscape Plan, including wider sidewalks, lighting, marked crossings, bike lanes, and street reconstruction. | $3,000,000 | $3,414,000 | $0 | $0 | 2023-2030 | Yes |
| Active Transportation - Pedestrian/Bicycle | Clackamas County | Gladstone | Gladstone | Portland Avenue Multi-Modal Project Construction | 12265 | Clackamas Blvd | Jersey St | Implement the Portland Avenue Streetscape Plan, including wider sidewalks, lighting, marked crossings, bike lanes, and street reconstruction. | $7,000,000 | $11,389,000 | $0 | $0 | 2031-2045 | Yes |
| Active Transportation - Pedestrian/Bicycle | Clackamas County | Happy Valley | Happy Valley | Clackamas River Trail: North Carver | 12195 | Hwy. 212/224 Interchange | Springwater Bridge | Constructs outstanding segments of multi-use regional trail to follow north side of Clackamas River between Hwy. 212/224 interchange and Springwater Bridge. | $3,000,000 | $3,500,000 | $0 | $0 | 2023-2030 | Yes |
| Active Transportation - Pedestrian/Bicycle | Clackamas County | Happy Valley | Happy Valley | Mt. Scott/Scouter Mountain Loop: Segment 3 | 12042 | Hagan Rd | Hwy. 212 | A multi-use path following Rock Creek between former golf club and Hwy-212. Alignment to cross Sunnyside Rd and Sunrise Corridor below grade. Includes connections to Pioneer Park on SE 153rd as well as Hood View Park and area schools. | $8,100,000 | $9,300,000 | $0 | $0 | 2023-2030 | Yes |
| Active Transportation - Pedestrian/Bicycle | Clackamas County | Happy Valley | Happy Valley | Butler Buttes Trail | 12320 | Borges Rd | Scouters Mountain Trail by Voyageurs Lp and 172nd | New regional trail connects Springwater Trail in Gresham to Happy Valley, traversing Gabbert, Towle, and Butler buttes along the way. | $2,200,000 | $3,600,000 | $0 | $0 | 2031-2045 | Yes |
| Active Transportation - Pedestrian/Bicycle | Clackamas County | Happy Valley | Happy Valley | Clackamas Bluffs Trail | 12319 | Rock Creek Blvd | Richardson Creek Trail by OR 224 | New regional trail in emerging urban area. Trail connects Sunrise Corridor Trail and Richardson Creek Trail. | $3,500,000 | $5,700,000 | $0 | $0 | 2031-2045 | Yes |
| Active Transportation - Pedestrian/Bicycle | Clackamas County | Happy Valley | Happy Valley | East Buttes Powerline Trail - Cheldelin to Sunnyside | 12317 | Cheldelin Rd | Sunnyside Rd | Multi-jurisdictional trail connecting Gresham and Clackamas River. Project connects Scouters Mountain Trail near 162nd Ave/Hagen Rd to Clackamas River Trail near OR 212/242 east of 132nd Ave. | $3,000,000 | $4,900,000 | $0 | $0 | 2031-2045 | Yes |
| Active Transportation - Pedestrian/Bicycle | Clackamas County | Happy Valley | Happy Valley | Mt. Scott/Scouter Mountain Loop: Segment 6 | 10070 | Mount Scott Blvd./Ridgecrest Rd | Scott Creek drainage north of Sunnyside Rd | Project begins in Scott Creek drainage corridor north of Sunnyside Rd and runs north to end near Mt Scott Blvd/Ridgecrest Rd intersection. The proposed trail has separate routes for bicyclists and pedestrians. | $11,300,000 | $18,400,000 | $200,000 | $200,000 | 2031-2045 | Yes |
| Active Transportation - Pedestrian/Bicycle | Clackamas County | Lake Oswego | Lake Oswego | Carman Dr. sidewalks &/ bike lanes | 11082 | Meadows Rd | Parker Rd | 4,200' long widening for 6' wide bike lanes, 6' wide separated concrete sidewalks along 80% of length, both sides. Continuation of improvements toward I-5 expected to be incorporated into SW Corridor project. | $8,400,000 | $9,400,000 | $0 | $0 | 2023-2030 | Yes |
| Active Transportation - Pedestrian/Bicycle | Clackamas County | Lake Oswego | Lake Oswego | Goodall Rd Pathway | 11612 | Knaus Rd | Country Club Rd | 3,000' long, 6' wide asphalt shoulder pathway on both sides of road. R/W needed for stormwater swale. Completes a connection. | $3,500,000 | $3,900,000 | $0 | $0 | 2023-2030 | Yes |
| Active Transportation - Pedestrian/Bicycle | Clackamas County | Lake Oswego | Lake Oswego | Bonita Rd Sidewalks and Bike Lanes | 11607 | Windfield Way | Carman Drive | 1,300' long, 5.5' sidewalks and 6' bike lanes on both sides. Widening of roadway involves tree removals and loss of on-street parking. Continuation of improvements toward I-5 expected to be incorporated into SW Corridor project. | $5,600,000 | $9,100,000 | $0 | $0 | 2031-2045 | Yes |
| Active Transportation - Pedestrian/Bicycle | Clackamas County | Lake Oswego | Lake Oswego | Knaus Rd Pathways and Bike Lanes | 11613 | Boones Ferry Rd | Country Club Rd | 4,000' long, 6' wide separated asphalt pathway and 5' wide bike lanes on both sides of roadway. | $12,600,000 | $20,500,000 | $0 | $0 | 2031-2045 | Yes |
| Active Transportation - Pedestrian/Bicycle | Clackamas County | Lake Oswego | Lake Oswego | South Shore Pathway | 11396 | Lakeview Blvd | McVey Ave | 12,800' long, 6' wide separated asphalt pathway on south side of roadway. Retaining walls and storm water improvements required. | $16,800,000 | $27,300,000 | $0 | $0 | 2031-2045 | Yes |
| Active Transportation - Pedestrian/Bicycle | Clackamas County | Lake Oswego | Lake Oswego | Stafford Road Improvements | 11936 | South Shore Blvd | Rosemont Road | 6,000' long, 6' bike lanes and 8' pedestrian facilities on each side of the roadway. Modification to intersections, installation of retaining walls and stormwater improvements required for widening. | $11,200,000 | $18,200,000 | $0 | $0 | 2031-2045 | Yes |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Active Transportation - Pedestrian/Bicycle | Clackamas County | Lake Oswego | Lake Oswego | Tryon Creek Ped Bridge (@Tryon Cove Park) | 11171 | Foothills Park | Tryon Cove Park | 500' long, 10' wide asphalt pathway completes a connection at the existing north end Foothills pathway with to Tryon Cove Park with a pedestrian bridge (per Foothills District Plan). Connects to future Willamette River Greenway Trail. | $4,200,000 | $6,800,000 | $0 | $0 | 2031-2045 | Yes |
| Active Transportation - Pedestrian/Bicycle | Clackamas County | Metro | Gladstone | Trolley Trail Bridge Environmental/Engineering | 10151 | Portland Ave. | Oregon City Clackamas R. Trail | Regional trail would connect the proposed regional Trolley Trail to the Clackamas River Trail via an existing railroad bridge spanning the Clackamas River. | $1,880,000 | $2,140,000 | $0 | $0 | 2023-2030 | Yes |
| Active Transportation - Pedestrian/Bicycle | Clackamas County | Metro | Gladstone | Trolley Trail Bridge Phase I | 11886 | Portland Avenue in Gladstone | Clackamas River Trail, Oregon City | First phase of construction of the Trolley Trail Bridge between Gladstone and the Oregon City Willamette River Trail. | $4,474,000 | $7,279,000 | $0 | $0 | 2031-2045 | Yes |
| Active Transportation - Pedestrian/Bicycle | Clackamas County | Milwaukie | Milwaukie | Bicycle and Pedestrian Overpass over Railroad Ave | 11533 | Railroad Ave | International Way | Establish a dedicated bicycle and pedestrian connection across Railroad Ave and the railroad tracks. | $4,200,000 | $4,678,000 | $0 | $0 | 2023-2030 | Yes |
| Active Transportation - Pedestrian/Bicycle | Clackamas County | Milwaukie | Milwaukie | Group 1--Monroe St Neighborhood Greenway | 10099 | McLoughlin Blvd | Linwood Ave | Designate Monroe St as a Neighborhood Greenway and install traffic-calming improvements and fill sidewalk gaps on both sides of street. Traffic-calming improvements and completed sidewalk sections will increase bicycle and pedestrian safety. Intersection improvements to improve safety of crossing at Linwood Ave and Monroe St. Improves bicycle and pedestrian network in an equity priority area. | $14,000,000 | $15,593,000 | $6,000,000 | $6,000,000 | 2023-2030 | Yes |
| Active Transportation - Pedestrian/Bicycle | Clackamas County | Milwaukie | Milwaukie | Group 6--Sidewalk & Pedestrian Safety Projects (part 1) | 11535 | Various locations | Various locations | Harmony Rd Sidewalks Fill in sidewalk gaps on both sides of street. Logus Rd Sidewalks Fill in sidewalk gaps on both sides of street. International Way Sidewalks Fill in sidewalk gaps on both sides of street. Brookside Dr Sidewalks = Fill in sidewalk gaps on both sides of street. River Rd Sidewalks = Fill in sidewalk gaps on both sides of street. Group 6 projects improve pedestrian safety and access to equity priority areas. | $14,120,000 | $15,727,000 | $0 | $0 | 2023-2030 | Yes |
| Active Transportation - Pedestrian/Bicycle | Clackamas County | Milwaukie | Milwaukie | Group 6--Sidewalk & Pedestrian Safety Projects (Part 2) | 11954 | Various Locations | Various Locations | Fill in sidewalk gaps on Ochoco St. King Rd Blvd Treatments = Install street boulevard treatments: widen sidewalks and improve crossings. Group 6 projects improve will improve pedestrian access to equity priority areas. | $1,400,000 | $1,559,000 | $0 | $0 | 2023-2030 | Yes |
| Active Transportation - Pedestrian/Bicycle | Clackamas County | Milwaukie | Milwaukie | Group 7--Bicycle Infrastructure Improvements | 11541 | Various locations | Various locations | Oatfield Rd Bike Lanes Fill in gaps in existing bicycle network with bike lanes. Harrison St Bike Lanes Fill in gaps in existing bicycle network with bike lanes (cost included with Harrison St road widening project). International Way Bicycle Facilities = Construct bike lanes or other bike facilities. Group 7 projects improve safety and bicycle connectivity to equity priority areas. | $1,540,000 | $1,715,000 | $0 | $0 | 2023-2030 | Yes |
| Active Transportation - Pedestrian/Bicycle | Clackamas County | Milwaukie | Milwaukie | Railroad Ave Capacity Improvements | 10095 | 37th Ave | Harmony Rd | Pedestrian aspect: construct multiuse path. Public transit aspect: Provide bus service to extend to Clackamas Town Center and points east. Project improves bicycle and pedestrian access to public transit and equity priority areas. | $9,100,000 | $10,136,000 | $0 | $0 | 2023-2030 | Yes |
| Active Transportation - Pedestrian/Bicycle | Clackamas County | Milwaukie | Milwaukie | Group 10--19th Avenue Neighborhood Greenway Improvements | 11622 | Milwaukie Riverfront | River Rd at Sparrow St | 19th Ave and Sparrow St Neighborhood Greenway Designate as a "neighborhood greenway" and install traffic-calming improvements. Project will improve bicycle and pedestrian network in an equity priority area and increase safety for cyclists and pedestrians. This would connect the south end of Kellogg Creek Trail to River Rd. | $3,780,000 | $6,150,000 | $0 | $0 | 2031-2045 | Yes |
| Active Transportation - Pedestrian/Bicycle | Clackamas County | Milwaukie | Milwaukie | Group 5--Stanley Avenue Neighborhood Greenway Improvements | 10097 | Springwater Trail | Railroad Ave | Stanley Ave Neighborhood Greenway Pedestrian aspect: Fill in sidewalk gaps on both sides of street. Bicycle aspect: Designate as a neighborhood greenway and install traffic-calming improvements.<br><br>Stanley Ave Connectivity at King Rd = Enhance connection along Stanley Ave at King Rd.<br><br>Stanley Ave Connectivity at Monroe St = Enhance connection along Stanley Ave at Monroe St.<br><br>Group 5 projects increase connectivity and bicycle and pedestrian safety in an equity priority area. | $9,660,000 | $15,717,000 | $0 | $0 | 2031-2045 | Yes |
| Active Transportation - Pedestrian/Bicycle | Clackamas County | North Clackamas Par | North Clackamas Par | Clackamas River Greenway Trail | 12318 | SE 142nd Avenue & Clackamas Highway | 82nd Drive & SE Hanson Court | 4-mile continuous public regional trail along the Clackamas River. Acquisition, development, and management of a regional trail along the Clackamas river, within the Clackamas Industrial Area, which will provide access to employment. | $24,300,000 | $39,600,000 | $0 | $0 | 2031-2045 | Yes |
| Active Transportation - Pedestrian/Bicycle | Clackamas County | North Clackamas Par | North Clackamas Par | Mt. Scott/Scouter Mountain Loop: Segment 4E (Powerline Corridor) | 12252 | SE Sunnyside Road & SE 142nd Avenue | Highway 212, between SE 132nd and SE 142nd. | Multi-jurisdictional trail connecting Gresham and Clackamas River. Project connects Sunnyside Road to Clackamas River Trail near OR 212/242 east of 132nd Ave. | $4,100,000 | $6,700,000 | $0 | $0 | 2031-2045 | Yes |
| Active Transportation - Pedestrian/Bicycle | Clackamas County | North Clackamas Par | North Clackamas Par | Mt. Scott/Scouter Mountain Loop: Segment 5E | 12251 | I-205 bike/ped path / Sunrise Corridor Bike Path | Highway 212, between SE 132nd and SE 142nd. | A multi-use route within road right-of-way between the I-205 bike/ped path and the intersection of Highway 212 and SE 135th. Alignment follows Lawnfield, Mather, SE 122nd and Hubbard Road. | $2,000,000 | $3,300,000 | $0 | $0 | 2031-2045 | Yes |
| Active Transportation - Pedestrian/Bicycle | Clackamas County | North Clackamas Par | Clackamas County | North Clackamas Regional Parks Trail | 11617 | OR 213 | Linwood Ave | Construct multi-use path from OR 213 to Linwood Ave through existing park, including ADA accessibility improvements as necessary. | $1,955,900 | $3,183,000 | $0 | $0 | 2031-2045 | Yes |
| Active Transportation - Pedestrian/Bicycle | Clackamas County | North Clackamas Par | Clackamas County | Phillips Creek Regional Trail | 12103 | SE Otty Rd and I-205 Bike Path | SE Sunnybrook Blvd and SE 82nd Avenue | Construct new shared multi-use trail | $5,000,000 | $8,200,000 | $0 | $0 | 2031-2045 | Yes |

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| Active Transportation - Pedestrian/Bicycle | Clackamas County | ODOT | Clackamas County | McLoughlin Blvd. Improvement | 10024 | Milwaukie | Gladstone | Improve safety for bicyclist and pedestrians by adding bikeways, pedestrian facilities, fill sidewalk gaps, add transit supportive elements, improve ADA accessibility, and implementing proven safety counter measures. | $7,685,000 | $8,746,000 | $0 | $0 | 2023-2030 | Yes |
| Active Transportation - Pedestrian/Bicycle | Clackamas County | ODOT | West Linn | OR 43 Multimodal Improvements -Arbor Dr. to Mary S. Young Park | 11746 | Arbor Drive | Mary S. Young State Park | Construction of multimodal transportation improvements on OR 43 (N. West Linn city limits to Mary S. Young Park) in accordance with 2016 TSP and 2016 Highway 43 Concept Plan, optimizing traffic flow at major intersections and improving ped/bike safety. | $11,160,000 | $12,430,000 | $0 | $0 | 2023-2030 | Yes |
| Active Transportation - Pedestrian/Bicycle | Clackamas County | ODOT | Clackamas County | 82nd Ave. Bike and Ped Safety Improvements | 10018 | Monterey Ave. | Sunnybrook Blvd. | Improve safety for bike and pedestrian system by completing gaps and implementing proven safety counter measures at identified locations within the corridor. Improve ADA accessibility. | $1,745,000 | $2,840,000 | $0 | $0 | 2031-2045 | Yes |
| Active Transportation - Pedestrian/Bicycle | Clackamas County | ODOT | Clackamas County | 82nd Ave. Multi-Modal Improvements | 10014 | Clatsop Ave. | Monterey Ave. | Improve safety for bicyclists and pedestrians by implementing proven safety counter measures, widening to add sidewalks, lighting, central median, planting strips and landscaping. | $14,456,000 | $23,520,000 | $0 | $0 | 2031-2045 | Yes |
| Active Transportation - Pedestrian/Bicycle | Clackamas County | ODOT | West Linn | OR 43 Multimodal Improvements - Holly St. to Mary S. Young State Park | 10127 | Holly St. | Mary S. Yound State Park | Improve roadway with widening, turn lanes, street trees, signal interconnections, cycle tracks, and sidewalks. | $30,940,000 | $50,339,000 | $0 | $0 | 2031-2045 | Yes |
| Active Transportation - Pedestrian/Bicycle | Clackamas County | Oregon City | Oregon City | Holcomb Boulevard Safe Routes to School Project | 12266 | Holcomb School Road | Winston Drive | Construct sidewalk, street lighting and bicycle lane on the north side of roadway. Project including RRFB's at Oak Tree Terrace & Winston Drive, a when flashing school zone. | $2,100,000 | $2,100,000 | $2,100,000 | $2,100,000 | 2023-2030 | Yes |
| Active Transportation - Pedestrian/Bicycle | Clackamas County | Oregon City | Oregon City | Main Street Bike & Pedestrian Improvements | 11184 | Agnes Avenue | 10th Street | Construct streetscape improvements from 10th Street to 15th Street. Construct separated multi-use path or sidewalks and bike lanes from 15th Street to Agnes Avenue. (TSP D90, W3, B3, B4, S1) | $11,620,000 | $13,230,000 | $0 | $0 | 2023-2030 | Yes |
| Active Transportation - Pedestrian/Bicycle | Clackamas County | Oregon City | Oregon City | Willamette Falls Shared-Use Path | 10123 | 10th Street | S 2nd Street | Add a shared-use path along the Willamette River. (TSP S3) | $5,040,000 | $5,740,000 | $0 | $0 | 2023-2030 | Yes |
| Active Transportation - Pedestrian/Bicycle | Clackamas County | Oregon City | Oregon City | Holcomb Boulevard Bike & Pedestrian Improvements | 10047 | Abernethy Road | UGB | Complete sidewalk and bike lane gaps on both sides, improve street lighting, add four enhanced street crossings, install a speed warning system near Winston Drive and smooth out the curve near Long View Way. (TSP W6, W11, W12, W13, B9, B12, D16, C3, C4, C5, C6) | $14,000,000 | $20,680,000 | $0 | $0 | 2031-2045 | Yes |
| Active Transportation - Pedestrian/Bicycle | Clackamas County | Oregon City | Oregon City | Meyers/Beavercreek Shared-Use Path | 11546 | Morrie Drive | Beavercreek Road | Regional trail would generally follow the Power line alignment, beginning at the Oregon City Loop Trail, meander through a collection of residential neighborhoods on and off a collection of local roads, and into a essential Oregon City Business core area. (TSP S22) | $2,940,000 | $4,790,000 | $0 | $0 | 2031-2045 | Yes |
| Active Transportation - Pedestrian/Bicycle | Clackamas County | Oregon City | Oregon City | Molalla Avenue Bike & Pedestrian Improvements, Phase 2 | 10124 | Holmes Lane | Beavercreek Road | Boulevard improvements including widening sidewalks, sidewalk infill, ADA accessibility, bike lanes, reconfigure travel lanes, add bus stop amenities. Also includes adaptive signal timing upgrades project (D1, W73 - Not shown in TSP Walking solutions map) | $7,840,000 | $12,760,000 | $0 | $0 | 2031-2045 | Yes |
| Active Transportation - Pedestrian/Bicycle | Clackamas County | Oregon City | Oregon City | Oregon City Loop Trail, Phase 1 | 10148 | Buetel Road | Hwy 99E | Regional trail would generally follow the Oregon City UGB on a collection of local roads, through new development, along Power line right-of-way, and down the bluff to link up with the Promenade in downtown Oregon City. (TSP S23, S26, C17, S30, C21, S33, C22, C23, S34, C27, FF10, FF15, FF16) The project or a portion of the project is outside the designated urban growth boundary. | $6,440,000 | $10,480,000 | $0 | $0 | 2031-2045 | Yes |
| Active Transportation - Pedestrian/Bicycle | Clackamas County | Oregon City | Oregon City | Washington Street Bike & Pedestrian Improvements (South) | 10120 | Home Depot Drive | Abernethy Road | Complete the Boulevard project including stormwater low impact development design improvements, sidewalks, landscaping and street lighting. (TSP W5) | $2,660,000 | $4,330,000 | $0 | $0 | 2031-2045 | Yes |
| Active Transportation - Pedestrian/Bicycle | Clackamas County | Oregon City | Oregon City | Willamette River Shared-Use Path | 11186 | S 2nd Street | UGB | Add a shared-use path along the railroad grade. Rehabilitate existing boardwalk between South 2nd Street and Hedges Street (TSP Project S37). | $7,980,000 | $12,990,000 | $0 | $0 | 2031-2045 | Yes |
| Active Transportation - Pedestrian/Bicycle | Clackamas County | SMART | SMART | SMART Bus stop access improvements | 11343 | NA | NA | Design & construct a variety of improvements to enhance access to transit including bus stops, bus shelters (with solar or conventional lighting), bus pull-outs, ADA improvements at stops, interactive kiosks, etc. | $1,785,840 | $2,032,000 | $0 | $0 | 2023-2030 | Yes |
| Active Transportation - Pedestrian/Bicycle | Clackamas County | To be determined | Clackamas County | I-205 Multiuse Path from OR 224 to OR 212 Design and Environmental | 12204 | OR 224 | OR 212 | Conduct public engagement and prepare project preliminary design | $1,500,000 | $1,707,000 | $0 | $0 | 2023-2030 | Yes |
| Active Transportation - Pedestrian/Bicycle | Clackamas County | West Linn | West Linn | Willamette Falls Drive Multimodal Improvements - 10th St. to Tualatin River | 11747 | 10th St. | Tualatin River (S. City Limits) | Provide bike lanes/cycle tracks and sidewalks. This will provide a direct connection between downtown Willamette Main Street area and South city limits. | $7,616,000 | $8,482,701 | $3,400,000 | $0 | 2023-2030 | Yes |
| Active Transportation - Pedestrian/Bicycle | Clackamas County | West Linn | West Linn | Willamette River Greenway Trail | 10129 | Willamette Park | Willamette Falls - Mill St. | Paved trail running parallel to the Willamette River from Willamette Park at the mount of the Tualatin River eventually to the Lake Oswego City Limits facilitating connection to the Willamette River Trail with neighboring cities as part of the Metro Region. | $1,400,000 | $1,559,000 | $0 | $0 | 2023-2030 | Yes |
| Active Transportation - Pedestrian/Bicycle | Clackamas County | West Linn | West Linn | Ostman Road/Blankenship Road Improvements | 11748 | Johnson Rd. | Willamette Falls Dr. | Provide congestion relief, address safety issues, and improve bike/ped connectivity | $1,848,000 | $3,007,000 | $0 | $0 | 2031-2045 | Yes |
| Active Transportation - Pedestrian/Bicycle | Clackamas County | West Linn | West Linn | Rosemont Rd./Carriage Way Multimodal Project | 11755 | Suncrest Dr. | Carriage Way | Includes construction of multimodal improvements to including turn lanes, sidewalks, and bike lanes. | $4,045,000 | $6,581,000 | $0 | $0 | 2031-2045 | Yes |

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| Active Transportation - Pedestrian/Bicycle | Clackamas County | West Linn | West Linn | Salamo Bike and Ped Project | 11754 | Tannler Dr. | Barrington Dr. | Provide bike lanes/cycle tracks and sidewalks. Project will allow for connection with existing bike/ped facilities on a high traffic arterial and encourage alternative modes of transportation. | $1,428,000 | $2,323,356 | $1,428,000 | $1,428,000 | 2031-2045 | Yes |
| Active Transportation - Pedestrian/Bicycle | Clackamas County | West Linn | West Linn | Sunset Bike and Ped Project | 11756 | Cornwall St. | Willamette Falls Dr. | Provide bike lanes/cycle tracks and sidewalks. Project will allow for connection with exsiting bike/ped facilities. | $2,520,000 | $4,100,040 | $800,000 | $800,000 | 2031-2045 | Yes |
| Active Transportation - Pedestrian/Bicycle | Clackamas County | West Linn | West Linn | Willamette Falls Drive Multimodal Improvements - OR 43 to 10th St. | 10128 | OR 43 | 10th St. | Provide bike lanes/cycle tracks and sidewalks. This will provide a direct connection between commercial areas (including Downtown Oregon City). | $14,252,000 | $23,188,000 | $0 | $0 | 2031-2045 | Yes |
| Active Transportation - Pedestrian/Bicycle | Clackamas County | Wilsonville | Wilsonville | French Prairie Drive Pathway | 11777 | Country View Lane | Miley Road | Construct 10 foot wide shared use path, removing bicycles and pedestrians from vehicle travel lane. | $2,100,000 | $2,300,000 | $0 | $0 | 2023-2030 | Yes |
| Active Transportation - Pedestrian/Bicycle | Clackamas County | Wilsonville | Wilsonville | I-5 Walking and Biking Bridge | 11554 | Boones Ferry Rd. | Town Center Loop Road | Construct bike/pedestrian bridge over I-5 to connect Town Center area with businesses and neighborhoods west of I-5. | $12,721,000 | $14,500,000 | $0 | $0 | 2023-2030 | Yes |
| Active Transportation - Pedestrian/Bicycle | Clackamas County | Wilsonville | Wilsonville | Boeckman Creek Trail | 11555 | Canyon Creek Park | Memorial Park | Construct multi-use trail along Boeckman Creek with connections to parks | $3,164,000 | $5,100,000 | $0 | $0 | 2031-2045 | Yes |
| Active Transportation - Pedestrian/Bicycle | Clackamas County | Wilsonville | Wilsonville | French Prairie Bicycle/Pedestrian/Emergency Bridge | 10133 | Boones Ferry Rd. | Butteville Rd.. | New bicycle/pedestrian/emergency vehicle only bridge crossing the Willamette River. This project or a portion of the project is located outside the urban growth boundary. | $22,323,000 | $36,300,000 | $0 | $0 | 2031-2045 | Yes |
| Active Transportation - Pedestrian/Bicycle | Clackamas County | Wilsonville | Wilsonville | Ice Age Tonquin Trail (Segments 1, 2, 3 and 4) | 10092 | Washington/Clackamas County line | Boones Ferry Landing | Shared use path with some on-street portions consistent with Metro Ice Age Tonquin Trail Master Plan. The project or a portion of the project is outside the designated urban growth boundary. | $13,889,000 | $22,600,000 | $0 | $0 | 2031-2045 | Yes |
| Active Transportation - Pedestrian/Bicycle | Clackamas County | Wilsonville | Wilsonville | Wilsonville Town Center Cycle Track - Town Center Loop West to Memorial Drive | 12201 | SW Town Center Loop West | SW Memorial Drive | Construct two-way cycle track through Wilsonville Town Center. | $2,400,000 | $3,800,000 | $0 | $0 | 2031-2045 | Yes |
| Throughways | Clackamas County | ODOT | ODOT | I-205 Abernethy Bridge (CON) | 11969 | OR99E Interchange | Oswego Hwy (OR 43) Interchange | Widen both directions of the I-205 Abernethy Bridge and approaches to address recurring bottlenecks on the bridge. Install Active Traffic Management (ATM) on northbound and southbound I-205. The project will include new pedestrian and bicycle facilities around OR 43 and OR 99E to increase comfort for people walking, biking or rolling in these areas. I-205 in the project area has numerous sites that rank in the top 5 or 10 percent of sites according to 2019 data from the Safety Priority Index System (SPIS), ODOT's systematic scoring method for identifying potential safety problems on state highways based on the frequency, rate, and severity of crashes. Due to the proposed highway improvements (tolling and lane configuration changes) the number of crashes on I-205 in the project area, including crashes resulting in fatalities and injuries, is expected to be 26% lower (representing 144 total crashes). | $545,000,000 | $545,000,000 | $545,000,000 | $545,000,000 | 2023-2030 | Yes |
| Freight | Clackamas County | To be determined | West Linn | Willamette Falls Locks Repair Project | 12090 | Willamette Falls Locks | Willamette Falls Locks | Capital improvements needed to repair and reopen the Willamette Falls Locks to support freight transportation, tourism and recreation activities. The project includes structural and electrical repairs, seismic upgrades, and other elements. | $28,000,000 | $45,556,000 | $0 | $0 | 2031-2045 | Yes |
| Pricing Programs | Clackamas County | ODOT | ODOT | I-205 Tolling Project (PE) | 12099 | Oswego Hwy (OR 43) Interchange | Stafford Rd Interchange | The Project would toll all lanes of I-205 on or near the Abernethy Bridge and Tualatin River Bridge. The Project's purpose is to raise revenue to fund construction of the I-205 Improvements Project and manage congestion between Stafford Road and Oregon Route 213 (OR 213). The PE phase includes completion of environmental analysis under the National Environmental Policy Act (NEPA). The NEPA process for the I-205 Toll Project will analyze the benefits and impacts of tolling on I-205 between Stafford Road and Oregon Route 213 (OR 213), and describe mitigation commitments. The Project area includes all adjacent, connected, or parallel highways as described in ORS 383.009(2)(j) that may or may not be impacted by diversion. Money from the Toll Program Fund will be used to fund improvements in the Project area, including any mitigation identified for toll related impacts, and I-205 improvements in the Project area, pending NEPA outcomes. The Project will enhance the connection between tolling on I-205 and the Regional Mobility Pricing Project. The Project will use the Oregon Toll Program's Equity Framework and demonstrate how the pricing system will manage demand to reduce greenhouse gases. Before a toll is assessed, the Project will establish and implement equitable income-based toll strategies as described in HB 3055 Section 162 (2021). I-205 | $27,000,000 | $27,000,000 | $27,000,000 | $27,000,000 | 2023-2030 | Yes |
| Roadway (Capital) | Clackamas County | Clackamas County | Happy Valley | 162nd Ave Extension South: Phase 2 | 11346 | 157th Ave. | Rock Creek Blvd. | Extend 162nd Ave from 157th Ave to Rock Creek Blvd by constructing new, 3 lane roadway with continuous left turn lane, sidewalks, bike lanes, traffic signals and bridge over Rock Creek. Project improves access to Rock Creek Employment Center and industrial sector. | $23,200,000 | $26,400,000 | $15,640,000 | $0 | 2023-2030 | Yes |

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| Roadway (Capital) | Clackamas County | Clackamas County | Happy Valley | 172nd Ave: Phase 1 - Design | 10033 | Cheldelin Rd. | Sunnyside Rd. | Phase 1 design work to widen 172nd to five lanes between Sunnyside Rd and 172nd – 190th Connector and to three lanes from the 172nd – 190th Connector to Cheldelin Rd. Project includes bike lanes, sidewalks and continuous left turn lane. | $5,400,000 | $6,100,000 | $0 | $0 | 2023-2030 | Yes |
| Roadway (Capital) | Clackamas County | Clackamas County | Happy Valley | 172nd Ave: Phase 2 - Construction | 12071 | Cheldelin Rd | Sunnyside Road | Public right-of-way acquisition and construction to widen 172nd to five lanes between Sunnyside Rd and 172nd – 190th Connector and to three lanes from the 172nd – 190th Connector to Cheldelin Rd. Project includes bike lanes, sidewalks and continuous left turn lane. | $45,000,000 | $51,200,000 | $16,796,000 | $0 | 2023-2030 | Yes |
| Roadway (Capital) | Clackamas County | Clackamas County | Clackamas County | 82nd Drive/Strawberry Lane Intersection | 11514 | 82nd Dr/Strawberry Lane intersection | N/A | Improve safety at a key intersection on a high crash corridor by implementing proven safety counter measures, installing a traffic signal and turn lanes on eastbound and northbound approaches, improve ADA accessibility as necessary. | $4,250,000 | $4,837,000 | $0 | $0 | 2023-2030 | Yes |
| Roadway (Capital) | Clackamas County | Clackamas County | Oregon City | Beavercreek Road Improvements, Phase 3A | 10026 | Clackamas Community College | Meyers Road | Widen to 3 lanes with sidewalks and bike lanes. (TSP D81 & D82) | $9,730,000 | $11,073,000 | $0 | $0 | 2023-2030 | Yes |
| Roadway (Capital) | Clackamas County | Clackamas County | Clackamas County | Johnson Creek Blvd/79th Ave Intersection (TSAP) | 11763 | 80th Place | 79th Ave | Construct new signalized intersection at the intersection of Johnson Creek Blvd and either 79th Ave or 80th Place and implement proven safety counter measures at high injury location identified in county Transportation Safety Action Plan, including bike/ped and ADA accessibility improvements as necessary. | $2,200,000 | $2,504,000 | $2,504,000 | $2,504,000 | 2023-2030 | Yes |
| Roadway (Capital) | Clackamas County | Clackamas County | Happy Valley | 162nd Ave Extension South: Phase 1 | 10041 | Rock Creek Blvd. | Hwy. 212 | Extend 162nd Ave from Rock Creek Blvd to Hwy-212; construct new, 3 lane roadway with continuous left turn lane, sidewalks, bike lanes, intersection improvements at Hwy. 212/162nd on all four approaches. Project terminates at industrial employment sector. In addition, will improve safety on a High Injury Corridor. | $7,400,000 | $12,100,000 | $0 | $0 | 2031-2045 | Yes |
| Roadway (Capital) | Clackamas County | Clackamas County | Happy Valley | 172nd-190th Connector: Phase 1 - Design | 12193 | 172nd Ave | 190th | Phase 1 design to construct connector between 172nd and 190th Ave using adopted alignment; project includes bike lanes, sidewalks and continuous left turn lane; important connector in n/s freight route alternative to I-205 between I-84 and Hwy-212. | $3,300,000 | $5,400,000 | $0 | $0 | 2031-2045 | Yes |
| Roadway (Capital) | Clackamas County | Clackamas County | Happy Valley | Foster Rd (Upper): Widening and Multimodal | 10035 | Cheldelin Rd | 172nd 190th Connector | Widen two-lane minor arterial from the county line to the 172nd/190th connector, to include continuous left turn lane, sidewalks and bike lanes. Project segment length is 2,000 ft. | $6,600,000 | $10,700,000 | $0 | $0 | 2031-2045 | Yes |
| Roadway (Capital) | Clackamas County | Clackamas County | Clackamas County | Stafford Rd Improvements | 12205 | I-205 | Boeckman Rd / Advance Rd | Implement needed safety investments as identified in Road Safey Audit. | $8,863,000 | $14,421,000 | $0 | $0 | 2031-2045 | Yes |
| Roadway (Capital) | Clackamas County | Clackamas County | West Linn | Stafford Rd./Childs Rd. Intersection Improvements | 12073 | Stafford Rd./Childs Rd. Intersection | Stafford Rd./Childs Rd. Intersection | Installation of traffic circle at existing intersection to improve traffic circulation and safety. Project was identified through the Clackamas County Road Safety Audit. This project or a portion of the project is located outside the urban growth boundary. | $3,500,000 | $5,694,500 | $0 | $0 | 2031-2045 | Yes |
| Roadway (Capital) | Clackamas County | Clackamas County | West Linn | Stafford Rd./Rosemont Rd. Improvements | 12074 | Rosemont Rd./Stafford Rd. intersection | I-205 interchange | Addition of paved shoulders per the Clackamas County Active Transportation Plan. Addition of turn lanes at major intersections. Project identified through Clackamas County Road Safety Audit. This project or a portion of the project is located outside the urban growth boundary. | $2,800,000 | $4,555,600 | $0 | $0 | 2031-2045 | Yes |
| Roadway (Capital) | Clackamas County | Clackamas County | Happy Valley | Sunnyside Rd East Extension | 10076 | SE 172nd Ave. | Foster Road | Construct new 5 lane road with continuous left turn lane, sidewalks, bike lanes, and roundabouts. Project component of Happy Valley Boulevard. | $39,800,000 | $64,800,000 | $11,000,000 | $0 | 2031-2045 | Yes |
| Roadway (Capital) | Clackamas County | Happy Valley | Happy Valley | Misty Drive Extension: 162nd - 169th | 11271 | 162nd Ave. | 169th | Construct new 3 lane road with continuous left turn lane, sidewalks, bike lanes, traffic signal and bridge over Rock Creek. Project location improves access to government services, urban and employment centers. | $11,100,000 | $18,000,000 | $0 | $0 | 2031-2045 | Yes |
| Roadway (Capital) | Clackamas County | Happy Valley | Happy Valley | Rock Creek Blvd: New Road and Multimodal | 11135 | 172nd | 177th Ave. | Construct new 3 lane road from 172nd Ave to 177th Ave. Facility improvements include signal modifications at 172nd with dedicated left and right turn lanes at the intersection, continuous left turn lane, sidewalks, and bike lanes. | $7,000,000 | $11,400,000 | $3,300,000 | $0 | 2031-2045 | Yes |
| Roadway (Capital) | Clackamas County | Lake Oswego | Lake Oswego | Boones Ferry Rd bike lanes | 11081 | Country Club | North City Limits | 3,500' long widening includes retaining walls above and below the roadway grade for bike lanes, sidewalks, and intermittent turn lanes. | $15,596,000 | $17,400,000 | $0 | $0 | 2023-2030 | Yes |
| Roadway (Capital) | Clackamas County | Lake Oswego | Lake Oswego | Lakeview Boulevard Improvements | 11935 | Jean Road | SW McEwan Road | 3,500' long widening for two 14' shared use lanes with an 8' sidewalk on one side separated by stormwater planter and curb. | $4,081,000 | $4,500,000 | $0 | $0 | 2023-2030 | Yes |
| Roadway (Capital) | Clackamas County | Lake Oswego | Lake Oswego | 4th Street Reconstruction | 11609 | 4th/A Ave | 4th/B Ave | 450' long, 60' wide roadway reconstruction. 12' travel lanes, 8' parking lanes, 10' sidewalks. | $3,220,000 | $5,200,000 | $0 | $0 | 2031-2045 | Yes |

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| Roadway (Capital) | Clackamas County | Milwaukie | Milwaukie | Group 8--Street Connectivity & Intersection Improvement Projects | 11540 | Various locations | Various locations | Harrison St and King Rd Connection Enhance connection between King Rd and Harrison St at 42nd Ave. Intersection Improvements at 42nd Ave and King Rd Enhance intersection function. Intersection Improvements at 42nd Ave and Harrison St = Signalize intersection to facilitate dominant traffic flow. Intersection Improvements at Johnson Creek Blvd and Linwood Ave = Improve safety of crossing at intersection.Intersection Pedestrian Signal Improvements City-wide - committed. Traffic-Calming Improvements on River Rd at Lark St = Install traffic-calming measures such as a permanent speed-warning sign and/or roundabout. | $2,500,000 | $2,784,500 | $0 | $0 | 2023-2030 | Yes |
| Roadway (Capital) | Clackamas County | Milwaukie | Milwaukie | Local Street Improvements in Tacoma Station Area | 11624 | Location-specific | Location-specific | Construct street improvements on Stubb St, Beta St, Ochoco St, Hanna Harvester Dr, and Mailwell Dr. (TSAP). Street improvements will improve connectivity to equity priority areas. | $7,840,000 | $8,732,000 | $0 | $0 | 2023-2030 | Yes |
| Roadway (Capital) | Clackamas County | Milwaukie | Milwaukie | Harrison St Capacity Improvements | 11542 | 32nd Ave | 42nd Ave | Widen to standard three lane cross section. | $5,320,000 | $8,656,000 | $0 | $0 | 2031-2045 | Yes |
| Roadway (Capital) | Clackamas County | Milwaukie | Milwaukie | Linwood/Harmony Rd./ Lake Rd. Intersection | 10000 | Railroad Ave / Linwood Ave / Harmony Rd Intersection | Railroad Ave / Linwood Ave / Harmony Rd Intersection | Railroad crossing and intersection improvements based on further study of intersection operations including bikeways and pedestrian facilities to be undertake jointly by the City of Milwaukie and the County | $29,820,000 | $48,517,000 | $0 | $0 | 2031-2045 | Yes |
| Roadway (Capital) | Clackamas County | ODOT | Milwaukie | Kellogg Creek Dam Removal and OR 99E Underpass | 10101 | Location- Specific | Location- Specific | Replace OR 99E bridge over Kellogg Creek, remove dam, restore habitat. Construct bike/ped undercrossing between downtown Milwaukie and Riverfront Park. Improves cyclist and pedestrian safety and increases connectivity in an equity priority area. | $36,500,000 | $40,654,000 | $19,900,000 | $19,900,000 | 2023-2030 | Yes |
| Roadway (Capital) | Clackamas County | ODOT | Oregon City | OR 213 & Beavercreek Road WB Right-Turn Merge Lane | 11758 | OR 213 & Beavercreek Road | ~1,300 feet north of OR 213 & Beavercreek Road | Addition of a Westbound Right-Turn Free Flow Acceleration Lane on Hwy 213 Northbound, approximately 1,300 feet in length. | $3,920,000 | $4,470,000 | $0 | $0 | 2023-2030 | Yes |
| Roadway (Capital) | Clackamas County | ODOT | Milwaukie | Group 4--Pedestrian Improvements at Hwy 224 | 11537 | Harrison St | Freeman Way | Intersection Improvements at Hwy 224 and 37th Ave Consolidate the two northern legs of 37th Ave and International Way into one leg at Hwy 224. Intersection Improvements at Hwy 224 and Oak St Add left-turn lanes and protected signal phasing on Oak St approaches.<br><br>Study of Pedestrian Crossings on Hwy 224 = Examine alternatives for improving pedestrian crossings at five intersections along Hwy 224 (Harrison St, Monroe St, Oak St, 37th Ave, Freeman Way).<br><br>Intersection Improvements at Hwy 224 and Oak St = Improve pedestrian crossing.<br><br>Intersection Improvements at Hwy 224 and 37th Ave = Improve pedestrian crossing.<br><br>Hwy 224 Crossing Improvements at Oak and Washington St = Improve intersection crossing safety for bicyclists at Washington St and Oak St.<br><br>Intersection Improvements at Hwy 224 and Freeman Way = Improve pedestrian crossing. | $4,340,000 | $7,061,000 | $0 | $0 | 2031-2045 | Yes |
| Roadway (Capital) | Clackamas County | ODOT | Oregon City | Hwy 99E & I-205 SB Interchange Access | 10144 | Dunes Drive | I-205 SB Ramp Terminus | Dual left turn lanes on 99E approach to SB I-205 ramp, ramp widening to accommodate approach. (Closely related to TSP D75, D76 but not actually these projects) | $3,710,000 | $6,040,000 | $0 | $0 | 2031-2045 | Yes |
| Roadway (Capital) | Clackamas County | ODOT | Milwaukie | McLoughlin Blvd-River Rd Intersection Improvements | 11539 | Location-specific | Location-specific | Consolidate a single access point for the area at Bluebird St with full intersection treatment and signalization or add second northbound left-turn lane at River Rd. This project improves safety and reduces congestion in an equity priority area. | $1,400,000 | $2,278,000 | $0 | $0 | 2031-2045 | Yes |
| Roadway (Capital) | Clackamas County | ODOT | Clackamas County | OR 212 Intersection Improvements | 11670 | 172nd Ave | 242nd Ave | Improve safety and reduce delay by making improvements as recommended in the Damascus Mobility Plan to the intersections of Sunnyside Rd/OR 212, Foster Rd/OR 212, 222nd Ave/OR 212 and 242nd Ave/OR 212. | $24,500,000 | $39,862,000 | $0 | $0 | 2031-2045 | Yes |
| Roadway (Capital) | Clackamas County | ODOT | Oregon City | OR 213 & Redland, Phase 2 | 10119 | Redland Road | Redland Road Undercrossing | Add third through lane in both northbound & southbound directions. This is Phase 2 of the completed Jughandle Project. (TSP D79) | $13,720,000 | $22,780,000 | $0 | $0 | 2031-2045 | Yes |
| Roadway (Capital) | Clackamas County | ODOT | Oregon City | OR 99E & I-205 NB Interchange Access | 11891 | I-205 SB Ramp Terminus | I-205 NB Ramp Terminus | Dual left turn lanes on 99E approach to NB I-205 ramp, ramp widening to accomodate approach, dual left turn lanes from off-ramp on to Hwy 99E SB, signal modifications. (Closely related to TSP D75, D76 but not actually these projects) | $3,710,000 | $6,040,000 | $0 | $0 | 2031-2045 | Yes |
| Roadway (Capital) | Clackamas County | Oregon City | Oregon City | Linn/Leland/Meyers Road Roundabout | 11183 | Linn/Leland/Meyers Intersection | Linn/Leland/Meyers Intersection | Reconstruct intersection for safety and capacity improvements into a roundabout. (TSP D34) | $5,040,000 | $5,740,000 | $0 | $0 | 2023-2030 | Yes |
| Roadway (Capital) | Clackamas County | Oregon City | Oregon City | Maple Lane Road & Walnut Grove Way Roundabout | 12267 | Walnut Grove Way | Beavercreek Road | Construction of a roundabout at the intersection of Maple Lane Road and Walnut Grove Way. | $1,500,000 | $1,500,000 | $1,500,000 | $1,500,000 | 2023-2030 | Yes |
| Roadway (Capital) | Clackamas County | Oregon City | Oregon City | Molalla Avenue Roundabout | 11182 | Taylor Street | Division Street | Reconfigure intersection for safety and LOS into roundabout. (TSP D30) | $2,380,000 | $2,710,000 | $0 | $0 | 2023-2030 | Yes |

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| Roadway (Capital) | Clackamas County | Oregon City | Oregon City | Holly Lane Extension (North) | 11545 | Maple Lane Road | Thayer Road | Construct new 3 lane roadway, sidewalks, bike lanes, turn lanes to serve UGB expansion area. (TSP D57) The project or a portion of the project is outside the designated urban growth boundary. | $6,720,000 | $10,940,000 | $0 | $0 | 2031-2045 | Yes |
| Roadway (Capital) | Clackamas County | Confederated Tribes of the Grand Ronde Community of Oregon | TBD | tumwata village Complete Streets | 12089 | tumwata village | tumwata village | Construct new roadways consisting of the Main Street, Water Street, 4th Avenue, 3rd Street, and Railroad Street alignments, including sidewalks and bikeways. | $ 4,759,000 | $7,157,000 | $0 | $0 | 2023-2030 | Yes |
| Roadway (Capital) | Clackamas County | Wilsonville | Wilsonville | Boeckman Rd. at Boeckman Creek | 10156 | Canyon Creek Rd. N | Stafford Rd. | Widen Boeckman Road to 3 lanes with bike lanes, sidewalks and connections to regional trail system and install bridge. The road has had a serious injury. A vertical curve has limited sight distance causing reduces emergency response times. The installation of buffered bike lane and complete sidewalks will remove conflicts that exist on the current two lane road. | $17,108,000 | $19,500,000 | $0 | $0 | 2023-2030 | Yes |
| Roadway (Capital) | Clackamas County | Wilsonville | Wilsonville | Courtside Drive Extension - Town Center Loop West to Park Place: Complete Street | 12199 | SW Town Center Loop West | SW Park Place | Construct two lane extension of Courtside Drive through Wilsonville Town Center with sidewalks, curb extensions, street trees, lighting, and on-street parking. | $5,700,000 | $6,500,000 | $0 | $0 | 2023-2030 | Yes |
| Roadway (Capital) | Clackamas County | Wilsonville | Wilsonville | Park Place Extension - Wilsonville to Courtside: Complete Street | 12196 | SW Courtside Drive | SW Wilsonville Road | Construct two lane extension of Park Place through Wilsonville Town Center with sidewalks, curb extensions, street trees, lighting, on-street parking and traffic signal at Wilsonville Road. | $5,700,000 | $6,400,000 | $0 | $0 | 2023-2030 | Yes |
| Roadway (Capital) | Clackamas County | Wilsonville | Wilsonville | Parkway Ave Urban Upgrade | 11775 | Target/Costco Entrance | Printer Parkway | Widen to 3 lane section and add sidewalks and buffered bike lanes. The road is adjacent to I-5, which encourages higher speeds along this stretch of road. This project will create a left turn pocket for access to employment along with removing pedestrian traffic from the vehicle lane. | $7,000,000 | $8,000,000 | $0 | $0 | 2023-2030 | Yes |
| Roadway (Capital) | Clackamas County | Wilsonville | Wilsonville | Stafford Road Urban Upgrade | 11773 | Kahle Road | Boeckman Road | Widen road to 3 lane section with sidewalks and buffered bike lanes which will remove pedestrians from the vehicle travel lane. This project or a portion of the project is located outside the urban growth boundary. | $14,800,000 | $16,800,000 | $0 | $0 | 2023-2030 | Yes |
| Roadway (Capital) | Clackamas County | Wilsonville | Wilsonville | Wilsonville Road Intersection Modifications - Town Center Loop West to Town Center Loop East | 12197 | SW Town Center Loop West | SW Town Center Loop East | Implement traffic management plan to improve traffic flow, add wider sidewalks and safer pedestrian crossings, and add bike lanes. | $2,900,000 | $3,200,000 | $0 | $0 | 2023-2030 | Yes |
| Roadway (Capital) | Clackamas County | Wilsonville | Wilsonville | Advance Road - Stafford to 60th: Complete Street | 12200 | SW Stafford Road | SW 60th Avenue | Widen to 3 lane section and add sidewalks and protected bike lanes. The project also adds a roundabout at the 60th Avenue intersection for traffic calming. | $8,600,000 | $14,000,000 | $0 | $0 | 2031-2045 | Yes |
| Roadway (Capital) | Clackamas County | Wilsonville | Wilsonville | Boones Ferry Road Extension | 11764 | Commerce Circle | Ridder Road | Construct 3-lane section with bike lanes and sidewalk | $2,940,000 | $4,800,000 | $0 | $0 | 2031-2045 | Yes |
| Roadway (Capital) | Clackamas County | Wilsonville | Wilsonville | Printer Parkway Urban Upgrade | 11776 | Parkway Avenue | Canyon Creek Road | Widen to 3 lane section at intersections and add sidewalks, bike lanes and multi-use path. | $5,040,000 | $8,200,000 | $0 | $0 | 2031-2045 | Yes |
| Throughways | Clackamas County | ODOT | West Linn | I-205 / 10th Street Improvements | 11242 | Willamette Falls Drive | Blankenship Rd / Salamo Road | Construct a long-term interchange improvement to provide congestion relief, address safety issues, and improve bike/ped connectivity. | $10,920,000 | $12,162,696 | $5,000,000 | $5,000,000 | 2023-2030 | Yes |
| Throughways | Clackamas County | ODOT | ODOT | I-205 Southbound and Northbound widening (PE, ROW) | 11586 | Oswego Hwy Interchange | Stafford Rd Interchange | PE/ROW Phase. The project is located along a 7-mile portion of Interstate 205 (I-205) between the Stafford Road and OR 213 interchanges. Add variable rate tolls on the I-205 Abernethy Bridge and Tualatin River Bridges to raise revenue for construction of planned improvements on I-205 and to manage congestion. Adds a third travel lane in each direction of I-205 between the Stafford Road interchange and OR 43 interchange, constructing a northbound auxiliary lane between OR 99E and OR 213, and seismic upgrades to or reconstruction of eight bridges along I-205 between Stafford Road and OR 213. I-205 in the project area has numerous sites that rank in the top 5 or 10 percent of sites according to 2019 data from the Safety Priority Index System (SPIS), ODOT's systematic scoring method for identifying potential safety problems on state highways based on the frequency, rate, and severity of crashes. Due to the proposed highway improvements (tolling and lane configuration changes) the number of crashes on I-205 in the project area, including crashes resulting in fatalities and injuries, is expected to be 26% lower (representing 144 total crashes). The project or a portion of the project is outside the designated urban growth boundary. | $68,000,000 | $68,000,000 | $53,000,000 | $53,000,000 | 2023-2030 | Yes |

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| Throughways | Clackamas County | ODOT | ODOT | I-205 Southbound and Northbound Widening and I-205 Toll Project (UR, CON, OT) | 11904 | Oswego Hwy Interchange | Stafford Rd Interchange | The Project is located along a 7-mile portion of Interstate 205 (I-205) between the Stafford Road and OR 213 interchanges. Add variable rate tolls on the I-205 Abernethy Bridge and Tualatin River Bridges to raise revenue for construction of planned improvements on I-205 and to manage congestion. Adds a third travel lane in each direction of I-205 between the Stafford Road interchange and OR 43 interchange, constructing a northbound auxiliary lane between OR 99E and OR 213, and seismic upgrades to or reconstruction of eight bridges along I-205 between Stafford Road and OR 213. I-205 in the project area has numerous sites that rank in the top 5 or 10 percent of sites according to 2019 data from the Safety Priority Index System (SPIS), ODOT's systematic scoring method for identifying potential safety problems on state highways based on the frequency, rate, and severity of crashes. Due to the proposed highway improvements (tolling and lane configuration changes) the number of crashes on I-205 in the project area, including crashes resulting in fatalities and injuries, is expected to be 26% lower (representing 144 total crashes). | $557,000,000 | $557,000,000 | $0 | $0 | 2023-2030 | Yes |
| Throughways | Clackamas County | ODOT | ODOT | I-5 Boone Bridge and Seismic Improvement: SB Wilsonville Rd to Wilsonville-Hubbard Hwy (PE, RW) | 12305 | Wilsonville Rd | Wilsonville-Hubbard Hwy | Conduct preliminary engineering and right of way work to address congestion, safety, and the seismic resiliency of Interstate 5 in the vicinity of the Boone Bridge. The project will replace Boone Bridge with a seismically resilient structure and add an auxiliary lane on SB I-5 from Wilsonville Road to the Wilsonville-Hubbard Highway (OR 551), preserving the current NB auxiliary lane, to address crashes due to short merging distances, closely spaced interchanges and frequently congested conditions both on and just south of the Boone Bridge. Bike/ped access will be determined. A portion of the project is outside the designated urban growth boundary. | $50,000,000 | $50,000,000 | $0 | $0 | 2023-2030 | Yes |
| Throughways | Clackamas County | ODOT | ODOT | OR 212/224 Sunrise Hwy Phase 2: SE 122nd to SE 172nd (PE, ROW) | 10890 | 122nd Ave | 172nd Ave. | Conduct preliminary engineering (PE) and acquire right-of-way (ROW) on phase 2 of the OR 212/224 Sunrise Corridor from SE 122nd Ave to SE 172nd Ave consistent with the Final Environmental Impact Statement (FEIS)/Record of Decision (ROD). | $85,000,000 | $85,000,000 | $0 | $0 | 2023-2030 | Yes |
| Throughways | Clackamas County | ODOT | ODOT | OR 224 Milwaukie Expressway improvements | 11350 | I-205 | Rusk Rd | Construct a third westbound lane on Milwaukie Expressway (Hwy-224) from I-205 to Rusk Rd. | $20,000,000 | $20,000,000 | $0 | $0 | 2023-2030 | Yes |
| Throughways | Clackamas County | ODOT | ODOT | I-5 Boone Bridge and Seismic Improvement: SB Wilsonville Rd to Wilsonville-Hubbard Hwy (UR, CN, OT) | 11990 | Wilsonville Rd | Wilsonville-Hubbard Hwy | Replace Boone Bridge with a seismically resilient structure and add an auxiliary lane on SB I-5 from Wilsonville Road to the Wilsonville-Hubbard Highway (OR 551), preserving the current NB auxiliary lane, to address crashes due to short merging distances, closely spaced interchanges and frequently congested conditions both on and just south of the Boone Bridge. Bike/ped access will be determined. A portion of the project is outside the designated urban growth boundary. | $500,000,000 | $670,000,000 | $0 | $0 | 2031-2045 | Yes |
| Throughways | Clackamas County | ODOT | ODOT | OR 212/224 Sunrise Hwy Phase 2: SE 122nd to SE 172nd (CON) | 11301 | 122nd Ave | 172nd Ave. | Construct Phase 2 of the OR 212/224 Sunrise corridor, consisting of a 4-lane roadway from SE 122nd Ave to SE 172nd Ave, consistent with the FEIS/ROD. | $204,000,000 | $331,000,000 | $0 | $0 | 2031-2045 | Yes |
| Transit Capital - Other | Clackamas County | TriMet | TriMet | Park Avenue Park & Ride | 12253 | 12952 SE 27th Pl, Milwaukie | 12952 SE 27th Pl, Milwaukie | This project is a part of the Portland-Milwaukie Light Rail Project to add two floors to the Orange Line Park Avenue Park and Ride and approximately 320 parking spaces in a single phase of construction. | $23,200,000 | $24,000,000 | $8,100,000 | $8,100,000 | 2023-2030 | Yes |
| Transit Capital - Other | Clackamas County | TriMet | Clackamas County | Transportation demand management and transit supportive investments | 11937 | Countywide | Countywide | Implement Transportation Demand Management techniques and Transit supportive investments as identified in the Transit Development Plan, such as micro-transit, shuttles, mobility hubs, first and last mile options, shelters and park-and-rides | $6,146,000 | $10,000,000 | $0 | $0 | 2031-2045 | Yes |
| Transit Operating Capital | Clackamas County | SMART | SMART | SMART Bus Purchases and Replacements - including Alternative Fuel Vehicles | 11109 | NA | NA | Purchase new buses and replace those that are out of date, unreliable or inoperable. New and replacement buses will include alternative fuel vehicles. | $9,800,000 | $11,152,000 | $900,000 | $400,000 | 2023-2030 | Yes |
| Transit Operating Capital | Clackamas County | SMART | SMART | SMART Customer Service Center at Wilsonville Transit Center | 11750 | 9699 SW Barber St, Wilsonville, OR 97070 | 9699 SW Barber St, Wilsonville, OR 97070 | SMART transit customer service center on first floor in a multi-story transit oriented development (TOD) facility with intention to provide regional customer service hub for multiple transit providers. Affordable housing on the upper levels. | $5,600,000 | $6,373,000 | $1,900,000 | $1,900,000 | 2023-2030 | Yes |
| Transit Operating Capital | Clackamas County | SMART | SMART | Wilsonville SMART Fleet Facility Expansion | 11112 | 28879 SW Boberg Rd, Wilsonville, OR 97070 | NA | Completion of SMART fleet facility expansion to underground electrical for bus charging, expand bus parking area, and update security gate. | $6,216,000 | $7,074,000 | $250,000 | $250,000 | 2023-2030 | Yes |
| Transit Operating Capital | Clackamas County | TriMet | TriMet | Oregon City Transit Center Improvements | 12270 | 1035 Main St, Oregon City | 1035 Main St, Oregon City | Expand and retrofit the Oregon City transit center to add bus layover capacity for service expansion, make pedestrian safety improvements and improve amenities for bus operators and riders. | $8,000,000 | $8,800,000 | $5,000,000 | $5,000,000 | 2023-2030 | Yes |
| Transit Service and Operations | Clackamas County | SMART | SMART | SMART Commuter Bus Service to Neighboring Communities | 11327 | NA | NA | Additional service hours for new services and related bus stop and ROW improvements to neighboring communities; such as but not limited to Salem, Tigard, Tualatin, Sherwood, Keizer, Woodburn, Portland, etc. | $8,288,000 | $9,432,000 | $76,000 | $76,000 | 2023-2030 | Yes |

**Exhibit B to Resolution No. 23-5343**
**2023 Regional Tranportation Plan**
**Draft Project List**

Metro

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| Transit Service and Operations | Clackamas County | SMART | SMART | SMART Service for Wilsonville Developing Areas | 11108 | NA | NA | Additional service hours for new services and related bus stop and ROW improvements for the developing areas of Wilsonville; such as the areas of Coffee and Basalt Creek, and Frog Pond. | $3,500,000 | $3,983,000 | $0 | $0 | 2023-2030 | Yes |
| Transit Service and Operations | Clackamas County | SMART | SMART | SMART Service to Clackamas Town Center and Oregon City | 11328 | Wilsonville Transit Center, 9699 Barber St., Wilsonville, OR 97070 | Clackamas Town Center, 12000 SE 82nd Ave, Happy Valley, OR 97086 | Additional service hours for new service to Clackamas Town Center and related bus stop and ROW improvements, with possible intermediate stops at Riverside High School, and in cities of West Linn, and/or Oregon City. | $13,393,800 | $15,242,000 | $472,000 | $472,000 | 2023-2030 | Yes |
| Transit Service and Operations | Clackamas County | SMART | SMART | SMART Service from Wilsonville to downtown Portland | 11107 | Wilsonville | Downtown Portland | Create bus commuter route from Wilsonville Transit Center to the Downtown Portland area. | $4,725,000 | $5,377,000 | $0 | $0 | 2031-2045 | Yes |
| Transportation Demand Management | Clackamas County | SMART | SMART | SMART Vanpool Services | 11531 | NA | NA | Continue and expand vanpool program in partnership with Commute with Enterprise. | $1,488,200 | $1,694,000 | $96,000 | $96,000 | 2023-2030 | Yes |
| Transportation System Management (Technology) | Clackamas County | Clackamas County | Clackamas County | Johnson Creek/Linwood Ave ITS Improvements (project underway using federal funds) | 11766 | Johnson Creek Blvd/Linewood Ave Intersection | Johnson Creek Blvd/Linewood Ave Intersection | Implement proven safety counter measures by adding intelligent transportation system improvements at the intersection of Johnson Creek Blvd and Linwood Ave to provide warnings and special phasing for bicyclists and pedestrians. Include ADA accessibility improvements as necessary. | $1,400,000 | $1,594,000 | $0 | $0 | 2023-2030 | Yes |
| Transportation System Management (Technology) | Clackamas County | Clackamas County | Clackamas County | Sunnyside Road Adaptive Signal Control Phase II | 11762 | 132nd Ave | 172nd Ave | Install adaptive signal control at major intersections from 132nd Ave to 172nd Ave and upgrade ADA accessibility features as necessary. | $2,600,000 | $2,959,000 | $0 | $0 | 2023-2030 | Yes |
| Active Transportation - Pedestrian/Bicycle | Clackamas County, Multnomah County | To be determined | Lake Oswego | Lake Oswego to Portland Trail | 10087 | Hwy 43/A Ave | Sellwood Bridge | 3.15 mile multi-use pathway adjacent to existing Willamette Shore (rail) Line. Connects Lake Oswego to Portland at Sellwood Bridge. Part of the Willamette River Greenway Trail. Full construction cost to be shared by all agency partners. Initial costs shown for planning, engineering, and possible acquisitions. | $14,000,000 | $22,800,000 | $0 | $0 | 2031-2045 | Yes |
| Throughways | Clackamas County, Multnomah County | ODOT | ODOT | I-205 Active Traffic Management | 11305 | Columbia River | I-5 | Construct improvements to address recurring bottlenecks on I-205. Specific improvements as identified in operational analysis, Mobility Corridor analysis, refinement planning and Active Traffic Management Atlas. | $18,000,000 | $18,000,000 | $0 | $0 | 2023-2030 | Yes |
| Transit - Better Bus | Clackamas County, Multnomah County | TriMet | TriMet | ETC: Lombard/Cesar Chavez Enhanced Transit Project | 12034 | St. Johns Town Center | Milwaukie Town Center | Planning, design and improvements for regional enhanced transit project. | $2,000,000 | $2,000,000 | $0 | $0 | 2023-2030 | Yes |
| Transit Maintenance | Clackamas County, Multnomah County | TriMet | TriMet | Willamette Shore Line Improvements | 12257 | 311 N State St, Lake Oswego | S Lowell & Bond, 0650, S Lowell St, Portland | Repair and replace trestles, routine maintenance and track improvements on Willamette Shore Line rail corridor. | $4,000,000 | $4,000,000 | $4,000,000 | $4,000,000 | 2023-2030 | Yes |
| Roadway (Capital) | Clackamas County, Washington County | Clackamas County | Clackamas County | 65th/Elligsen/Stafford Intersection Roundabout | 10054 | 65th, Elligsen, Stafford Rd. intersections | 65th, Elligsen, Stafford Rd. intersections | Implement proven safety counter measure, a roundabout, at a high crash intersection identified in the county adopted TSAP. | $14,000,000 | $15,593,000 | $0 | $0 | 2023-2030 | Yes |
| Transit Service and Operations | Clackamas County, Washington County | SMART | SMART | SMART Service, Operations and Maintenance: 2023-2030 | 12097 | SMART service area | SMART service area | Operations of transit services, such as drivers, security, facilities and rolling stock maintenance. | $29,669,000 | $43,435,000 | $1,500,000 | $1,500,000 | 2023-2030 | Yes |
| Transit Service and Operations | Clackamas County, Washington County | SMART | SMART | SMART Weekend Service Expansion | 11994 | NA | Portland Metro Area | Additional service hours for in-town and intercity services. | $4,900,000 | $5,576,000 | $0 | $0 | 2023-2030 | Yes |
| Transit Service and Operations | Clackamas County, Washington County | SMART | SMART | SMART Service, Operations and Maintenance: 2031-2045 | 12324 | N/A | N/A | Operations of transit services, such as drivers, security, facilities and rolling stock maintenance. | $59,338,000 | $86,869,000 | $0 | $0 | 2031-2045 | Yes |
| Active Transportation - Bicycle | Multnomah County | Portland | Portland | N Willamette Blvd Bikeway | 11842 | N Rosa Parks Way | N Richmond Ave | Enhance existing bikeway from Rosa Parks to Ida by adding protection and extend protected bikeway to Richmond. Incorporate pedestrian safety and access to transit improvements throughout the project. | $5,500,000 | $6,000,000 | $6,100,000 | $915,137 | 2023-2030 | Yes |
| Active Transportation - Bicycle | Multnomah County | Portland | Portland | Terwilliger Bikeway Gaps | 11862 | SW Sheridan St | SW Boones Ferry Rd | Design and implement bicycle facilities to fill in gaps in the Terwilliger Bikeway. | $2,000,000 | $2,000,000 | $0 | $0 | 2023-2030 | Yes |
| Active Transportation - Pedestrian | Multnomah County | Multnomah County | Multnomah County | ADA Curb Ramp Replacements: Tier 1 | 12221 | N/A | N/A | Design and reconstruct all Tier 1 curb ramps not compliant with ADA standards in County right of way according to the County ADA Transition Plan. | $6,200,000 | $7,000,000 | $0 | $0 | 2023-2030 | Yes |
| Active Transportation - Pedestrian | Multnomah County | Multnomah County | Multnomah County | ADA Curb Ramp Replacements: Tier 2 | 12243 | N/A | N/A | Design and reconstruct all Tier 2 curb ramps not compliant with ADA standards in County right of way according to the County ADA Transition Plan. | $7,100,000 | $11,600,000 | $0 | $0 | 2031-2045 | Yes |
| Active Transportation - Pedestrian | Multnomah County | Portland | Portland | Eastside MAX Station Pedestrian Improvements | 10312 | 122nd Ave | 162nd Ave | Retrofit existing streets along eastside MAX and at intersecting streets to include better sidewalks and crossings, curb extensions, bus shelters, and benches at 122nd, 148th, and 162nd stations. | $4,500,000 | $7,000,000 | $0 | $0 | 2031-2045 | Yes |
| Active Transportation - Pedestrian/Bicycle | Multnomah County | Fairview | Fairview | Fairview Parkway Multi-Use Path and Bike/Transit Hub | 12262 | Halsey St/Fairview Parkway | NE 213 Ave/Park Cleone | Construct a multi-use pathway along Fairview Parkway connecting Salish Ponds and Park Cleone City Parks. Along this route, project will also develop a bike and transit hub at the northeast corner of the NE Fairview Parkway/NE Halsey St intersection. | $5,800,000 | $6,700,000 | $0 | $0 | 2023-2030 | Yes |
| Active Transportation - Pedestrian/Bicycle | Multnomah County | Gresham | Gresham | 181st - I-84 to San Rafael: Pedestrian and Bicycle Improvements | 11676 | I-84 | San Rafael | Complete sidewalk connections on 181st from I-84 to San Rafael - Bicycle improvements and routing at I-84 interchange. | $1,488,200 | $2,000,000 | $0 | $0 | 2023-2030 | Yes |
| Active Transportation - Pedestrian/Bicycle | Multnomah County | Gresham | Gresham | 1st Street - Powell to 257th: Complete Buildout | 10425 | 242nd Ave. | 257th Ave. | Construct to minor arterial standards with sidewalk and bicycle lane. | $3,042,500 | $3,500,000 | $0 | $0 | 2023-2030 | Yes |
| Active Transportation - Pedestrian/Bicycle | Multnomah County | Gresham | Gresham | Division - Gresham/Fairview Trail to Wallula/212th: Sidewalks, Bike Lanes | 10440 | Gresham Fairview Trail | Wallula | Add bicylce lanes and sidewalks. | $8,311,000 | $9,500,000 | $7,166,000 | $7,166,000 | 2023-2030 | Yes |
| Active Transportation - Pedestrian/Bicycle | Multnomah County | Gresham | Gresham | Gresham Transit Center: Access and Design Enhancements | 10441 | Gresham Transit Center | Gresham Transit Center | Improve sidewalks, lighting, crossings, bus shelters, benches. | $1,400,000 | $2,000,000 | $0 | $0 | 2023-2030 | Yes |

Exhibit B to Resolution No. 23-5343
2023 Regional Tranportation Plan
Draft Project List

Metro

| RTP Investment Category | County(s) | Primary Owner | Nominating Agency | Project Name | RTP ID | Start Location | End Location | Description | Estimated Cost (in 2023 dollars) | Estimated cost (in YOE dollars) | Amt funding dedicated via legislative action | Amt dedicated funding avail to use before 2024 | Time Period | Financially Constrained |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Active Transportation - Pedestrian/Bicycle | Multnomah County | Gresham | Gresham | Gresham/Fairview Trail - Halsey to Sandy: Construct Multi-Use Path | 10437 | Halsey | Sandy Blvd. | Construct multi-use path between Halsey and Sandy. | $6,858,814 | $7,800,000 | $5,000,000 | $0 | 2023-2030 | Yes |
| Active Transportation - Pedestrian/Bicycle | Multnomah County | Gresham | Gresham | Gresham/Fairview Trail - Sandy to Marine (Phase V): New Multi-Use Path | 11602 | Sandy Blvd. | Marine Dr. | Construct multi-use path between Sandy Blvd. and Marine Dr. This ultimately connects the Springwater Trail to Marine Drive Trail. | $4,200,000 | $4,800,000 | $0 | $0 | 2023-2030 | Yes |
| Active Transportation - Pedestrian/Bicycle | Multnomah County | Gresham | Gresham | Pleasant View Bridge - start of the Powerline Trail multi-use path | 12220 | Powell Loop | 100 feet south of Johnson Creek | Reconstruct bridge with sidewalk and bicycle lanes. Prepares access for East Buttes Powerline Trail. | $5,500,000 | $5,500,000 | $0 | $0 | 2023-2030 | Yes |
| Active Transportation - Pedestrian/Bicycle | Multnomah County | Gresham | Gresham | Powell Multi-Use Path | 12219 | Cleveland | 1st Street | Construct a multi-use path along the north side of Powell Blvd, from Cleveland to 1st Street. | $3,100,000 | $3,500,000 | $0 | $0 | 2023-2030 | Yes |
| Active Transportation - Pedestrian/Bicycle | Multnomah County | Gresham | Gresham | Wy'East Way/Max Path - Cleveland to Hogan: Construct Multi-Use Path | 10436 | Cleveland | Hogan | Construct new shared multi-use path to from 197th to Hogan. | $3,720,500 | $4,200,000 | $0 | $0 | 2023-2030 | Yes |
| Active Transportation - Pedestrian/Bicycle | Multnomah County | Gresham | Gresham | 162nd - I-84 RR Bridge: Reconstruct for Ped/Bike | 10492 | NE Russell Street | City Limits | Reconstruct RR bridge to accommodate sidewalks and bikeways. | $3,901,000 | $6,300,000 | $0 | $0 | 2031-2045 | Yes |
| Active Transportation - Pedestrian/Bicycle | Multnomah County | Gresham | Gresham | East Buttes Powerline Trail - Springwater to Cheldelin: New Multi-Use Path | 10069 | Springwater/Gresham-Fairview trail | Cheldelin Road | Construct new shared multi-use trail 14 ft. wide pervious asphalt. | $3,922,197 | $6,400,000 | $0 | $0 | 2031-2045 | Yes |
| Active Transportation - Pedestrian/Bicycle | Multnomah County | Gresham | Gresham | Kelley Creek Multi-Use Path - Springwater Trail to Rodlun Road | 11074 | Springwater Trail | Rodlun Road | Construct new shared multi-use trail 14ft. wide pervious asphalt | $12,352,060 | $20,100,000 | $0 | $0 | 2031-2045 | Yes |
| Active Transportation - Pedestrian/Bicycle | Multnomah County | Multnomah County | Multnomah County | 223rd Ave: Fairview Elementary School Bike and Pedestrian Facilities | 12222 | Lincoln St | Bridge St | Construct new sidewalks along the west side of the road from Lincoln Street to Cedar Street/First Street. Install bike lanes on both sides of the road between Lincoln and Bridge Street. Install stormwater catch basin/facility treatment in southwest corner of Harrison Street and NE 223rd Avenue/Cedar Street/First Street intersection. Improve pedestrian ramps to meet ADA needs at Lincoln Street, Walnut Lane, SE Matney Street, Harrison Street, Cedar Street/First Street. (502U) | $2,600,000 | $2,600,000 | $2,600,000 | $2,600,000 | 2023-2030 | Yes |
| Active Transportation - Pedestrian/Bicycle | Multnomah County | Multnomah County | Multnomah County | 223rd Ave. (Glisan St to Sandy Blvd): Complete Street | 10388 | Glisan St | Sandy Blvd | Reconstruct 223rd Avenue to 2 travel lanes, center turn lane/median, sidewalks, bicycle lanes, and intersection improvements. To address safety and reduce crashes the project will use proven safety countermeasures. Project does not include implementation of a context sensitive design through area known as Old Town Fairview. (501U, 502U) | $7,700,000 | $12,500,000 | $0 | $0 | 2023-2030 | Yes |
| Active Transportation - Pedestrian/Bicycle | Multnomah County | Multnomah County | Multnomah County | Main Streets on Halsey | 10385 | 201st Ave | Historic Columbia River Hwy | Reconstruction of the Halsey corridor through Fairview, Wood Village, and Troutdale to be a pedestrian and bike-friendly "main street" based on the Main Streets on Halsey Street Design Concept Plan. This includes a roundabout, intersection improvements, bicycle-specific safety enhancements, new sidewalk/lighting/crossing enhancements, pedestrian/bicycle crossing with refuge and/or RRFB. (519U, 520U, 522U) | $32,700,000 | $37,200,000 | $0 | $0 | 2023-2030 | Yes |
| Active Transportation - Pedestrian/Bicycle | Multnomah County | Multnomah County | Multnomah County | Safe Streets Project Implementation | 11599 | East Multnomah County | East Multnomah County | Implement safety countermeasures on High Injury Corridors as prioritized in Safety Action Plan and Safe Routes to School program across East County cities. | $5,000,000 | $5,700,000 | $0 | $0 | 2023-2030 | Yes |
| Active Transportation - Pedestrian/Bicycle | Multnomah County | Multnomah County | Multnomah County | Safety corridor: 257th (Cherry Park - SE Stark) | 11684 | Cherry Park Rd/SWSturges Drive | SE Stark St | Address high crash corridor using proven safety countermeasures including improved street crossings, street lighting, bike boxes, and other measures identified through public engagement process. Project will also repave road, upgrade signals, and reconstruct ADA curb ramps. | $6,800,000 | $6,800,000 | $6,800,000 | $6,800,000 | 2023-2030 | Yes |
| Active Transportation - Pedestrian/Bicycle | Multnomah County | Multnomah County | Multnomah County | Sandy Blvd Complete Street: Quail Hollow to 230th | 12223 | Quail St. | 230th St | Reconstruct Sandy Blvd to minor arterial standards with bike lanes, sidewalks and drainage improvements, utilizing recommendations from TGM grant. Addition of bike lanes and sidewalks will improve safety of this area and reduce conflict among modes. To address safety and reduce crashes the project will use proven safety countermeasures | $17,800,000 | $20,200,000 | $1,000,000 | $1,000,000 | 2023-2030 | Yes |
| Active Transportation - Pedestrian/Bicycle | Multnomah County | Multnomah County | Multnomah County | Sandy Blvd. Complete Street: 201st to Quail Hollow | 10399 | 201st Ave | Quail St. | Fill gaps in sidewalks and bike lanes and add enhanced crosswalks and transit access improvements. This project will use proven safety countermeasures to reduce conflicts between freight and neighborhood use. Also includes replacing a culvert for fish passage. | $7,000,000 | $7,900,000 | $6,800,000 | $400,000 | 2023-2030 | Yes |
| Active Transportation - Pedestrian/Bicycle | Multnomah County | Multnomah County | Multnomah County | Troutdale Road at Beaver Creek: Fish Passage Restoration and Fill Bike and Pedestrian Gap | 11673 | Beaver Creek crossing at Troutdale Rd | Beaver Creek crossing at Troutdale Rd | Replace the existing culvert and failed fish ladder on Beaver Creek at Troutdale Rd with a new bridge. The project will fill a gap in sidewalks and bicycle lanes on Troutdale Rd where there is currently not adequate space over the existing culvert. (542U) | $10,200,000 | $11,600,000 | $0 | $0 | 2023-2030 | Yes |
| Active Transportation - Pedestrian/Bicycle | Multnomah County | Multnomah County | Multnomah County | Troutdale Road: Bike and Pedestrian Safety Improvements | 11674 | SW Cherry Park Rd | Stark St | Reconstruct S Troutdale Road between SW Cherry Park Road and SE Stark Street to major collector standards with two travel lanes, a center lane or median, sidewalks, and bicycle lanes. Project includes enhanced pedestrian crossings at Beaver Creek Lane and the planned regional trail. Project does not include major culvert replacement over Beaver Creek (see 11673). (542U) | $10,600,000 | $12,100,000 | $0 | $0 | 2023-2030 | Yes |
| Active Transportation - Pedestrian/Bicycle | Multnomah County | Multnomah County | Multnomah County | 223rd Ave. (Sandy Blvd to 40 Mile Loop): Complete Street | 10389 | Sandy Blvd | 40 Mile Loop | Improve 223rd Ave to major collector standards including 2 travel lanes, center turn lane/median, sidewalks, bicycle lanes; to address safety and reduce crashes the project will use proven safety countermeasures. Project includes replacing a culvert for fish passage. Replacement of RR bridge not included in this proposal (10394) (503U) | $15,500,000 | $22,200,000 | $0 | $0 | 2031-2045 | Yes |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Active Transportation - Pedestrian/Bicycle | Multnomah County | Multnomah County | Multnomah County | Buxton Road- Historic Columbia River Highway to SE Cherry Park Rd: Bike and Crossing Improvements | 12244 | Historic Columbia River Highway | SE Cherry Park Rd | Add on-street bike lanes on Buxton Road between East Historic Columbia River Highway and SW Cherry Park Road and reconfigure existing crossings at SW 7th Street and at SW Cherry Park Road for walking and biking to be consistent with Safe Routes to School Action Plan. Install traffic signal at intersection of East Historic Columbia River Highway and Buxton Road. (508U, 542U) | $2,300,000 | $3,800,000 | $0 | $0 | 2031-2045 | Yes |
| Active Transportation - Pedestrian/Bicycle | Multnomah County | Multnomah County | Multnomah County | Glisan St - 202nd Ave to 207th Ave: Complete Street | 10386 | 202nd Ave./Gresham-Fairview Trail | 207th Ave./Salish Ponds Natural Area | Reconstruct Glisan Street to provide multimodal connection between Gresham-Fairview Trail, Salish Ponds Natural Area, and area schools. Include bike lanes, sidewalks, and two travel lanes in each direction. Design green-street treatment for drainage improvements, including Fairview Creek culvert replacement. South side of Glisan St is in Gresham, north is City of Fairview. To address safety and reduce crashes the project will use proven safety countermeasures. (516U) | $17,100,000 | $27,800,000 | $0 | $0 | 2031-2045 | Yes |
| Active Transportation - Pedestrian/Bicycle | Multnomah County | Multnomah County | Multnomah County | NE 223rd Avenue: North Railroad Crossing Bridge Replacement | 10394 | 2000' north of I-84 | 2000' north of I-84 | Reconstruct railroad bridge on 223rd Ave, 2000' north of I-84 to accommodate wider travel lanes, sidewalks and bike lanes; to address safety and reduce crashes the project will use proven safety countermeasures. (504U) | $19,300,000 | $31,400,000 | $0 | $0 | 2031-2045 | Yes |
| Active Transportation - Pedestrian/Bicycle | Multnomah County | Multnomah County | Multnomah County | Scholls Ferry, SW (Humphrey - County line): Multimodal Improvements | 10188 | SW Humphrey | County Line | Complete street improvements based on the Scholls Ferry Concept Plan, including bicycle and pedestrian facilities and improved stormwater drainage. Project also includes intersection improvements at SW Patton Road for a dedicated left turn lane for the southbound direction, ADA ramp improvements, and signals with permissive / protective phasing. Project includes complete overlay from SW Thomas Street to Sheridan Court. (535U, 536U) | $29,800,000 | $48,400,000 | $0 | $0 | 2031-2045 | Yes |
| Active Transportation - Pedestrian/Bicycle | Multnomah County | Multnomah County | Multnomah County | Stark St - 257th Ave to Troutdale Rd: Complete Street | 10382 | 257th Ave. | Troutdale Rd. | Reconstruct SE Stark Street between SW 257th Avenue and S Troutdale Road to minor arterial standards which includes filling gaps in bicycle lanes, sidewalks, and multimodal intersection improvements at SW 257th Avenue. Project also includes enhanced pedestrian crossings at SW Corbeth Lane, and at future regional trail crossing. | $10,300,000 | $16,700,000 | $0 | $0 | 2031-2045 | Yes |
| Active Transportation - Pedestrian/Bicycle | Multnomah County | ODOT | Portland | Halsey/I-205 Overcrossing Trail | 11647 | NE 92nd Ave & Tillamook St | NE 102nd Ave & Halsey St | Sidewalk infill and bike lanes on 92nd from Tillamook to Halsey. Multi-use path on Halsey structure over I-205 to connect to Gateway and I-205 Path. | $3,000,000 | $3,500,000 | $3,500,000 | $1,035,850 | 2023-2030 | Yes |
| Active Transportation - Pedestrian/Bicycle | Multnomah County | ODOT | Portland | SW Macadam Ped/Bike Improvements | 10309 | SW Bancroft | County Line | Improve pedestrian and bicycle crossings of Macadam and connections to the Willamette Greenway Trail. | $2,000,000 | $2,500,000 | $0 | $0 | 2023-2030 | Yes |
| Active Transportation - Pedestrian/Bicycle | Multnomah County | ODOT | Portland | I-405 South Portland Crossing Improvements | 11787 | SW Harbor Dr | SW Broadway | Improve opportunities for people walking and bicycling to cross I-405 on Harbor Dr, Naito Pkwy, 1st, 4th, 5th, 6th, and Broadway. | $7,000,000 | $11,000,000 | $0 | $0 | 2031-2045 | Yes |
| Active Transportation - Pedestrian/Bicycle | Multnomah County | ODOT | Portland | Multnomah Viaduct Safety Improvements | 11830 | Multnomah Blvd, SW (I-5 Crossing) | Multnomah Blvd, SW (I-5 Crossing) | Construct new bicycle and pedestrian facilities at or parallel to Multnomah Blvd viaduct crossing I-5. | $5,000,000 | $8,000,000 | $0 | $0 | 2031-2045 | Yes |
| Active Transportation - Pedestrian/Bicycle | Multnomah County | ODOT | Portland | NW Bridge Ave Multi-use Path | 11814 | St Helens Rd | St Johns Bridge | Construct a multi-use path along Bridge Avenue between both St Helens Rd intersections. | $5,000,000 | $8,000,000 | $0 | $0 | 2031-2045 | Yes |
| Active Transportation - Pedestrian/Bicycle | Multnomah County | ODOT | Portland | Upper I-405 Trail | 11792 | SW Water | SW 4th | Design and implement a pedestrian and bicycle connection along the I-405 off-ramp to 4th & Lincoln. Supports future Green Loop project. | $4,000,000 | $6,000,000 | $0 | $0 | 2031-2045 | Yes |
| Active Transportation - Pedestrian/Bicycle | Multnomah County | ODOT | Portland | US 26 Multi-use Path | 11831 | Canyon Ct | Canyon Rd | Design and implement a multi-use path. | $5,000,000 | $8,000,000 | $0 | $0 | 2031-2045 | Yes |
| Active Transportation - Pedestrian/Bicycle | Multnomah County | ODOT | Portland | West Portland Connected Centers Project | 10287 | West Portland Town Center | West Portland Town Center | Construct high-priority bikeways, pedestrian improvements, and transit priority treatments in and around West Portland Town Center. | $6,500,000 | $10,000,000 | $0 | $0 | 2031-2045 | Yes |
| Active Transportation - Pedestrian/Bicycle | Multnomah County | Port of Portland | Port of Portland | 40 Mile Loop: Blue Lake Park to Sundial Road | 12075 | Blue Lake Park | Sundial Road | Construct two segments of a 10-foot wide, paved multi-use path as part of the greater 40 Mile Loop, for a total of 1.6 miles, located in the Troutdale Reynolds Industrial Park along the Sandy and Columbia Rivers. | $3,655,000 | $4,159,000 | $4,159,000 | $4,159,000 | 2023-2030 | Yes |
| Active Transportation - Pedestrian/Bicycle | Multnomah County | Portland | Portland | 122nd Ave Corridor Safety and Transit Improvements | 11868 | NE Prescott St | SE Foster Rd | Construct multimodal corridor safety and access to transit improvements as well as transit priority treatments to reduce transit delay and improve transit reliability and travel times. | $33,000,000 | $37,000,000 | $20,000,000 | $20,000,000 | 2023-2030 | Yes |
| Active Transportation - Pedestrian/Bicycle | Multnomah County | Portland | Portland | 57th/Cully Safety Improvements | 11845 | Prescott/Cully | Klickitat/57th | Construct sidewalk infill, curb ramp upgrades, protected bike lane, and a signal rebuild at Fremont. | $7,500,000 | $8,500,000 | $8,500,000 | $0 | 2023-2030 | Yes |

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| Active Transportation - Pedestrian/Bicycle | Multnomah County | Portland | Portland | 60th MAX Station Area Improvements | 11320 | 60th Ave MAX Station Area | 60th Ave MAX Station Area | Construct priority pedestrian and bicycle access to transit improvements in the 60th Ave MAX Station Area, as identified in the Growing Transit Communities Plan. Improve traffic safety on NE Halsey St. | $8,500,000 | $9,500,000 | $2,408,600 | $2,408,600 | 2023-2030 | Yes |
| Active Transportation - Pedestrian/Bicycle | Multnomah County | Portland | Portland | Brentwood-Darlington Safe Routes to School | 11856 | SE 52nd Ave | SE 87th Ave | Sidewalk infill behind existing curb on SE Duke St and SE Flavel St from 52nd Ave to 82nd Ave. Construct a neighborhood greenway on Knapp and Ogden from 52nd to 87th, with traffic calming and crossing improvements. | $5,000,000 | $5,500,000 | $5,350,000 | $2,467,000 | 2023-2030 | Yes |
| Active Transportation - Pedestrian/Bicycle | Multnomah County | Portland | Portland | Central City Multimodal Safety Improvements, Phase 2 | 11832 | Portland Central City | Portland Central City | Construct high-priority bikeways, pedestrian improvements, and transit priority treatments in the Central City, identified through the Central City Multimodal Project planning phase. | $9,000,000 | $10,000,000 | $0 | $0 | 2023-2030 | Yes |
| Active Transportation - Pedestrian/Bicycle | Multnomah County | Portland | Portland | Division-Midway Connected Centers Project Phase 1 | 11859 | Division-Midway Town Center | Division-Midway Town Center | Construct priority pedestrian and bicycle network improvements within and connecting to Division-Midway Town Center and nearby neighborhood centers, including projects identified in the Division-Midway Neighborhood Street Plan and the Growing Transit Communities Plan. | $4,500,000 | $5,000,000 | $0 | $0 | 2023-2030 | Yes |
| Active Transportation - Pedestrian/Bicycle | Multnomah County | Portland | Portland | E Burnside Safety and Access to Transit | 11858 | 82nd Ave | 102nd Ave | Construct priority pedestrian and bicycle safety and access to transit improvements in the E Burnside corridor, as identified in the Growing Transit Communities Plan, including ITS and NextGen TSP. | $8,500,000 | $9,000,000 | $0 | $0 | 2023-2030 | Yes |
| Active Transportation - Pedestrian/Bicycle | Multnomah County | Portland | Portland | Flanders/Naito Crossing | 10232 | NW Flanders St & Naito Pkwy | NW Flanders St & Naito Pkwy | Construct a new at-grade crossing of Naito Parkway. This project will be coordinated with the railroad operator and ODOT Rail. | $2,000,000 | $2,500,000 | $2,400,000 | $2,400,000 | 2023-2030 | Yes |
| Active Transportation - Pedestrian/Bicycle | Multnomah County | Portland | Portland | Inner Holgate Blvd Corridor Improvements | 10307 | SE McLoughlin Blvd | SE 92nd Ave | Design and construct multimodal safety improvements along Holgate Blvd, including enhanced pedestrian crossings at regular intervals, bus stop improvements, lighting upgrades, bike network improvements, and signal upgrades. Reconstruct pavement in segments in poor condition along the corridor. | $5,000,000 | $5,500,000 | $0 | $0 | 2023-2030 | Yes |
| Active Transportation - Pedestrian/Bicycle | Multnomah County | Portland | Portland | Jade & Montavilla Connected Centers Project | 11855 | Jade District and Montavilla Neighborhoods | Jade District and Montavilla Neighborhoods | Construct multi-modal improvements on key pedestrian and bicycle routes within and connecting to the Jade District and Montavilla Neighborhood Centers. | $6,500,000 | $7,000,000 | $7,200,000 | $3,132,000 | 2023-2030 | Yes |
| Active Transportation - Pedestrian/Bicycle | Multnomah County | Portland | Portland | Killingsworth/Interstate Connected Centers Project, Phase 1 | 11846 | Killingsworth/Interstate Town Center | Killingsworth/Interstate Town Center | Construct priority pedestrian and bicycle network improvements within and connecting to the Killingsworth / Interstate Town Center and nearby Neighborhood Centers. | $4,500,000 | $5,000,000 | $0 | $0 | 2023-2030 | Yes |
| Active Transportation - Pedestrian/Bicycle | Multnomah County | Portland | Portland | Lents Area Connected Centers Project, Phase 1 | 11316 | Lents Town Center | Lents Town Center | Construct pedestrian and bicycle improvements to build out the active transportation network in and around Lents Town Center and other nearby Neighborhood Centers. | $4,500,000 | $5,000,000 | $0 | $0 | 2023-2030 | Yes |
| Active Transportation - Pedestrian/Bicycle | Multnomah County | Portland | Portland | N Columbia Blvd Safety Improvements | 10341 | N Lombard St | N Argyle St | Improve safety and access by filling high-priority sidewalk gaps, adding pedestrian crossings, improving access to transit (supporting TriMet's proposed future bus line from N Lombard St to NE 60th Ave), and employing safety countermeasures to reduce motor vehicle crashes. Design and implement a protected bikeway or multi-use path along Columbia Blvd from N Lombard St to N Portsmouth Ave to fill a gap in the bikeway network. | $7,000,000 | $8,000,000 | $0 | $0 | 2023-2030 | Yes |
| Active Transportation - Pedestrian/Bicycle | Multnomah County | Portland | Portland | N Interstate Ave Bike and Ped Safety Improvements | 11843 | N Russell St | N Argyle St | Enhance existing bike lanes and extend bike lanes to fill gaps along the corridor. Improve pedestrian safety at signalized intersections, especially at MAX station locations. | $2,000,000 | $2,000,000 | $0 | $0 | 2023-2030 | Yes |
| Active Transportation - Pedestrian/Bicycle | Multnomah County | Portland | Portland | NE Columbia Blvd Safety Improvements | 12321 | N Argyle St | NE 60th Ave | Fill high-priority sidewalk gaps, adding pedestrian crossings, improving access to transit for proposed bus line from N Lombard to NE 60th and employ safety countermeasures to reduce motor vehicle crashes. | $7,000,000 | $8,000,000 | $0 | $0 | 2023-2030 | Yes |
| Active Transportation - Pedestrian/Bicycle | Multnomah County | Portland | Portland | NE Halsey Safety and Access to Transit | 10320 | NE 67th Ave | NE 92nd Ave | Construct high-priority safety and access to transit improvements along the Halsey corridor, as identified in the Growing Transit Communities Plan. Elements include bicycle facilities on Halsey/82nd overpass, improvements to existing path under Halsey overpass west of MAX station, and neighborhood greenway connection to Tillamook. | $4,500,000 | $5,000,000 | $5,200,000 | $2,271,261 | 2023-2030 | Yes |
| Active Transportation - Pedestrian/Bicycle | Multnomah County | Portland | Portland | North Portland Greenway Segment 1 | 11640 | Kelley Point Park | N. Columbia Blvd | Construct the North Slough Bridge and build trails connecting south to Columbia Blvd and north to Marine Drive to fill the last remaining gaps in Segment 1 of the N Portland Greenway Trail. | $5,000,000 | $5,500,000 | $0 | $0 | 2023-2030 | Yes |

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| Active Transportation - Pedestrian/Bicycle | Multnomah County | Portland | Portland | North Portland Greenway Segment 2 | 11641 | N. Columbia Blvd | Cathedral Park | Build a multi-use trail connecting Chimney Park, Pier Park, Baltimore Woods, Cathedral Park, and St Johns. | $4,500,000 | $5,000,000 | $0 | $0 | 2023-2030 | Yes |
| Active Transportation - Pedestrian/Bicycle | Multnomah County | Portland | Portland | North Portland Greenway Trail: Columbia Blvd Bridge | 11741 | N Columbia Blvd at Chimney Park | N Columbia Blvd at Chimney Park | Construct a pedestrian/bicycle bridge over Columbia Blvd and adjacent connections. Connects North Portland Greenway Trail segments 1 and 2. | $9,000,000 | $10,000,000 | $0 | $0 | 2023-2030 | Yes |
| Active Transportation - Pedestrian/Bicycle | Multnomah County | Portland | Portland | Outer Alberta Neighborhood Greenway | 11847 | NE 72nd Ave | I-205 Path | Design and implement a neighborhood greenway, including connection through or around Sacajawea Park. | $5,000,000 | $5,500,000 | $0 | $0 | 2023-2030 | Yes |
| Active Transportation - Pedestrian/Bicycle | Multnomah County | Portland | Portland | Outer Holgate Blvd Corridor Improvements | 11823 | 92nd Ave | 136th Ave | Construct sidewalks and crossing improvements to facilitate pedestrian travel and access to transit. Enhance existing bicycle facilities and extend bicycle facilities from 130th to 136th. | $4,500,000 | $4,500,000 | $0 | $0 | 2023-2030 | Yes |
| Active Transportation - Pedestrian/Bicycle | Multnomah County | Portland | Portland | Outer Stark Safety and Access to Transit | 10321 | SE 111th | City Limits | Construct priority pedestrian and bicycle access to transit improvements in the Outer Stark corridor, as identified in the Safer Outer Stark Plan. Elements include improved pedestrian crossings, enhanced bikeways, transit stop improvements, transit priority improvements, lighting upgrades, and roadway design changes to improve traffic safety. Project includes repaving to address areas in poor condition. | $19,000,000 | $21,500,000 | $21,350,000 | $1,509,712 | 2023-2030 | Yes |
| Active Transportation - Pedestrian/Bicycle | Multnomah County | Portland | Portland | Outer Taylors Ferry Safety Improvements, Segment 1 | 10284 | SW Capitol Hwy | SW 48th | Widen shoulders to provide bike lanes and construct a walkway for pedestrian travel and access to transit. Rebuild traffic signal. | $10,500,000 | $11,500,000 | $0 | $0 | 2023-2030 | Yes |
| Active Transportation - Pedestrian/Bicycle | Multnomah County | Portland | Portland | Prescott Multimodal Improvements | 10311 | NE 72nd Ave | I-205 Path | Install separated bike lanes on Prescott from 72nd Ave to I-205 Path. Construct sidewalk infill on Prescott from Sandy to 92nd. | $5,000,000 | $5,500,000 | $0 | $0 | 2023-2030 | Yes |
| Active Transportation - Pedestrian/Bicycle | Multnomah County | Portland | Portland | Red Electric Trail, Segment 1 | 12207 | City Limits | SW Bertha Blvd | Provide east-west route for pedestrians and cyclists in SW Portland that connects the Fanno Creek Trail to the Hillsdale neighborhood. | $10,500,000 | $11,500,000 | $0 | $0 | 2023-2030 | Yes |
| Active Transportation - Pedestrian/Bicycle | Multnomah County | Portland | Portland | SE 92nd Ave Safety Improvements | 10271 | SE Stark | City Limits | Design and implement bicycle facilities to fill all bikeway gaps along SE 92nd Ave. Enhance existing bike lanes. Fill sidewalk gaps and provide enhanced pedestrian crossings at regular intervals. | $3,000,000 | $3,000,000 | $0 | $0 | 2023-2030 | Yes |
| Active Transportation - Pedestrian/Bicycle | Multnomah County | Portland | Portland | Seventies Greenstreet and Bikeway | 10220 | NE Lombard St | SE Flavel St | Develop a combined pedestrian greenway and bike boulevard including crossing improvements from Lombard St to the Springwater Corridor. | $10,000,000 | $11,500,000 | $11,500,000 | $5,465,133 | 2023-2030 | Yes |
| Active Transportation - Pedestrian/Bicycle | Multnomah County | Portland | Portland | St Johns Connected Centers Project | 10182 | St Johns Town Center | St Johns Town Center | Enhance pedestrian connectivity and access to transit, improve safety, improve sub-standard streets, add lighting and crossings, and construct bikeway connections within and around St Johns Town Center. | $4,500,000 | $5,000,000 | $0 | $0 | 2023-2030 | Yes |
| Active Transportation - Pedestrian/Bicycle | Multnomah County | Portland | Portland | Stark/Washington Multimodal Improvements | 10319 | SE 92nd | SE 111th | Build protected bike lanes, pedestrian crossings, and transit improvements in and around the Stark/Washington couplet in Gateway Regional Center. | $11,000,000 | $12,500,000 | $12,250,000 | $400,000 | 2023-2030 | Yes |
| Active Transportation - Pedestrian/Bicycle | Multnomah County | Portland | Portland | Water Ave Corridor Improvements and Realignment | 11786 | SE Stark St | SE Caruthers St | From Stark to Clay, remove rails from roadway, repair pavement, build sidewalks, and provide an enhanced bikeway. South of Clay, realign SE Water Ave as shown in the OMSI Master Plan. | $20,500,000 | $22,500,000 | $0 | $0 | 2023-2030 | Yes |
| Active Transportation - Pedestrian/Bicycle | Multnomah County | Portland | Portland | 102nd Ave Corridor Safety Improvements | 12217 | NE Weidler St | SE Washington St | Design and implement safety and access to transit improvements. | $5,000,000 | $8,000,000 | $0 | $0 | 2031-2045 | Yes |
| Active Transportation - Pedestrian/Bicycle | Multnomah County | Portland | Portland | Alderwood Path | 10338 | NE Cornfoot Rd | NE Columbia Blvd | Construct a multi-use path on the west side of Alderwood to separate pedestrians and bicyclists from motor vehicle traffic. | $3,500,000 | $5,500,000 | $0 | $0 | 2031-2045 | Yes |
| Active Transportation - Pedestrian/Bicycle | Multnomah County | Portland | Portland | Beaverton-Hillsdale Hwy Corridor Improvements | 10279 | SW Capitol Hwy | City Limits | Improve corridor safety and access to transit by adding a planted median, enhanced crossings at bus stops and other destinations, lighting improvements, and intersection redesigns. | $4,500,000 | $6,500,000 | $0 | $0 | 2031-2045 | Yes |
| Active Transportation - Pedestrian/Bicycle | Multnomah County | Portland | Portland | Broadway/Weidler Corridor Improvements | 11646 | Broadway Bridge | NE 24th Ave | Enhance existing bike lanes and improve pedestrian/bicycle crossings. Add traffic signals, improve signal timing, improve transit stops, provide transit priority treatments, and construct streetscape improvements. | $13,000,000 | $19,500,000 | $0 | $0 | 2031-2045 | Yes |

**Exhibit B to Resolution No. 23-5343**
**2023 Regional Tranportation Plan**
**Draft Project List**

Metro

| RTP Investment Category | County(s) | Primary Owner | Nominating Agency | Project Name | RTP ID | Start Location | End Location | Description | Estimated Cost (in 2023 dollars) | Estimated cost (in YOE dollars) | Amt funding dedicated via legislative action | Amt dedicated funding avail to use before 2024 | Time Period | Financially Constrained |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Active Transportation - Pedestrian/Bicycle | Multnomah County | Portland | Portland | Cascade Station Trail | 11837 | Cascade Station | NE Alderwood Rd & Glass Plant Rd | Construct a multi-use path connecting Cascade Station to Alderwood via Glass Plant Rd, and add eastbound bike lane to Alderwood underneath I-205. | $5,000,000 | $8,000,000 | $0 | $0 | 2031-2045 | Yes |
| Active Transportation - Pedestrian/Bicycle | Multnomah County | Portland | Portland | Columbia Slough Trail Gaps | 10234 | Confluence of Columbia Slough and North Slough | NE 158th Ave | Close gaps in Columbia Slough Trail: North Slough to North Portland Rd; Vancouver to NE Elrod; NE Elrod to NE 47th Ave; I-205 to approx. NE 128th; NE 145th to 158th, Delta Park Trail. | $7,000,000 | $11,000,000 | $0 | $0 | 2031-2045 | Yes |
| Active Transportation - Pedestrian/Bicycle | Multnomah County | Portland | Portland | Cross-Levee Trail | 11813 | NE Marine Dr | NE Sandy Blvd | Construct a multi-use path, with crossing improvements at Sandy, Airport Way, and Marine Dr. | $5,000,000 | $8,000,000 | $0 | $0 | 2031-2045 | Yes |
| Active Transportation - Pedestrian/Bicycle | Multnomah County | Portland | Portland | Cully to Columbia Connector | 11804 | NE Lombard St | NE Columbia Blvd | Upgrade Cully Blvd to include curbs, drainage, sidewalks, and bike lanes. Improve safety for all modes at railroad crossing. | $6,000,000 | $8,500,000 | $0 | $0 | 2031-2045 | Yes |
| Active Transportation - Pedestrian/Bicycle | Multnomah County | Portland | Portland | Division-Midway Connected Centers Project, Phase 2 | 11824 | Division-Midway Town Center | Division-Midway Town Center | Construct priority pedestrian and bicycle network improvements within and connecting to Division-Midway Town Center and nearby neighborhood centers. | $6,500,000 | $10,000,000 | $0 | $0 | 2031-2045 | Yes |
| Active Transportation - Pedestrian/Bicycle | Multnomah County | Portland | Portland | Fields Park Pedestrian / Bicycle Bridge | 11780 | NW Overton | NW Naito Pkwy | Construct a pedestrian/bicycle bridge over the railroad tracks and Naito Pkwy. | $10,500,000 | $15,500,000 | $0 | $0 | 2031-2045 | Yes |
| Active Transportation - Pedestrian/Bicycle | Multnomah County | Portland | Portland | Foster Rd Corridor Improvements, Phase 2 | 11817 | SE Powell Blvd | SE 90th Ave | Construct remaining elements from the Foster Rd Transportation and Streetscape Plan, including curb extensions along the corridor, bikeway improvements, and roadway widening or lane reconfiguration at 82nd/Foster in order to extend bike lanes through intersection. | $3,000,000 | $4,500,000 | $0 | $0 | 2031-2045 | Yes |
| Active Transportation - Pedestrian/Bicycle | Multnomah County | Portland | Portland | Gateway 99th/96th Streetscape Improvements | 10205 | SE Stark St | SE Market St | Construct streetscape improvements including wider sidewalks, lighting, street trees, center turn lane, bike lanes, and new signals. | $6,000,000 | $9,500,000 | $0 | $0 | 2031-2045 | Yes |
| Active Transportation - Pedestrian/Bicycle | Multnomah County | Portland | Portland | Gateway Pacific St Streetscape Improvements | 10204 | 99th Ave | 102nd Ave | Construct streetscape improvements including wider sidewalks, lighting, street trees, center turn lane, bike lanes, and new signals. | $11,000,000 | $16,500,000 | $0 | $0 | 2031-2045 | Yes |
| Active Transportation - Pedestrian/Bicycle | Multnomah County | Portland | Portland | Halsey/Weidler Safety and Access to Transit | 11851 | NE 100th Ave | NE 122nd Ave | Construct the Halsey/Weidler area active transportation improvements identified in the Growing Transit Communities Plan to provide safe access to schools and transit. | $7,000,000 | $11,000,000 | $0 | $0 | 2031-2045 | Yes |
| Active Transportation - Pedestrian/Bicycle | Multnomah County | Portland | Portland | Hollywood Town Center Safety Improvements | 10268 | Hollywood Town Center | Hollywood Town Center | Implement multimodal safety improvements including traffic signals, restriping, improved pedestrian crossings, and connections to transit center. | $10,000,000 | $15,500,000 | $0 | $0 | 2031-2045 | Yes |
| Active Transportation - Pedestrian/Bicycle | Multnomah County | Portland | Portland | I-84 Path Extension | 11850 | I-205 Path | NE 122nd Ave | Construct a multi-use path using existing bridge from I-205 Path to NE Fremont St and a two-way bikeway along the south side of NE Fremont St connecting to I-84 Path at 122nd, with sidewalk infill on the north side of NE Fremont St. | $10,500,000 | $15,500,000 | $0 | $0 | 2031-2045 | Yes |
| Active Transportation - Pedestrian/Bicycle | Multnomah County | Portland | Portland | Inner Capitol Hwy Corridor Improvements | 10273 | SW Terwilliger | SW Sunset | Construct sidewalks, crossing improvements for access to transit, and bike improvements, and install left turn lane at the Capitol/Burlingame intersection. | $4,000,000 | $6,000,000 | $0 | $0 | 2031-2045 | Yes |
| Active Transportation - Pedestrian/Bicycle | Multnomah County | Portland | Portland | Inner E Burnside Corridor Improvements | 11816 | 12th Ave | 82nd Ave | Improve multimodal safety and access along the E Burnside corridor, including bikeway network improvements, enhanced crossings, roadway safety redesign, and transit access and priority improvements, including ITS and NextGen TSP. | $16,500,000 | $25,000,000 | $0 | $0 | 2031-2045 | Yes |
| Active Transportation - Pedestrian/Bicycle | Multnomah County | Portland | Portland | Inner Milwaukie Streetscape Improvements | 11818 | Gideon | Mall | Design and implement streetscape improvements to enhance sidewalks, lighting, crossings, transit stops, and signals. | $5,000,000 | $8,000,000 | $0 | $0 | 2031-2045 | Yes |
| Active Transportation - Pedestrian/Bicycle | Multnomah County | Portland | Portland | Inner NE Glisan St Corridor Safety Improvements | 12231 | NE 60th Ave | NE 82nd Ave | Design and implement safety and access to transit improvements. | $5,000,000 | $8,000,000 | $0 | $0 | 2031-2045 | Yes |
| Active Transportation - Pedestrian/Bicycle | Multnomah County | Portland | Portland | Killingsworth/Interstate Connected Centers Project, Phase 2 | 11805 | Killingsworth / Interstate Town Center | Killingsworth / Interstate Town Center | Construct priority pedestrian and bicycle network improvements within and connecting to the Killingsworth / Interstate Town Center and nearby Neighborhood Centers. | $6,500,000 | $10,000,000 | $0 | $0 | 2031-2045 | Yes |
| Active Transportation - Pedestrian/Bicycle | Multnomah County | Portland | Portland | Lents Area Connected Centers Project, Phase 2 | 12009 | Lents Town Center | Lents Town Center | Construct pedestrian and bicycle improvements to build out the active transportation network in and around Lents Town Center and other nearby Neighborhood Centers. | $6,500,000 | $10,000,000 | $0 | $0 | 2031-2045 | Yes |
| Active Transportation - Pedestrian/Bicycle | Multnomah County | Portland | Portland | Lents Town Center Improvements, Phase 2 | 10186 | SE 94th Ave | SE 101st Ave | Enhance bike facilities and implement Lents Town Center Business District Transportation Plan with new traffic signals, pedestrian amenities, wider sidewalks, pedestrian crossings, and street lighting. | $3,000,000 | $5,000,000 | $0 | $0 | 2031-2045 | Yes |
| Active Transportation - Pedestrian/Bicycle | Multnomah County | Portland | Portland | Marine Dr Trail Gaps | 10206 | I-5 | NE 122nd Ave. | Construct remaining gaps in the Marine Dr Trail, including two gaps in the Bridgeton area and one from 112th Ave to 122nd Ave. Coordinate with Army Corps of Engineers levee project and I-5 Bridge Replacement project to fill some of these gaps in the Bridgeton and East Columbia areas. | $7,000,000 | $11,000,000 | $0 | $0 | 2031-2045 | Yes |

| RTP Investment Category | County(s) | Primary Owner | Nominating Agency | Project Name | RTP ID | Start Location | End Location | Description | Estimated Cost (in 2023 dollars) | Estimated cost (in YOE dollars) | Amt funding dedicated via legislative action | Amt dedicated funding avail to use before 2024 | Time Period | Financially Constrained |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Active Transportation - Pedestrian/Bicycle | Multnomah County | Portland | Portland | Markham School Pedestrian/Bicycle Overpass | 10286 | I-5 near Markham School | I-5 near Markham School | Construct pedestrian path and bridge over Barbur Blvd. and I-5 to connect SW Alfred and SW 52nd to the rear of Markham School. | $20,500,000 | $31,000,000 | $0 | $0 | 2031-2045 | Yes |
| Active Transportation - Pedestrian/Bicycle | Multnomah County | Portland | Portland | N Argyle Corridor Improvements | 10219 | Columbia Blvd | Denver Ave | Design and implement pedestrian and bicycle facilities on N Argyle from N Columbia Blvd to N Denver Ave. Construct safety and connectivity improvements at the Columbia, Brandon, and Denver intersections. | $3,000,000 | $5,000,000 | $0 | $0 | 2031-2045 | Yes |
| Active Transportation - Pedestrian/Bicycle | Multnomah County | Portland | Portland | NE 82nd Ave to PDX Airport Corridor Improvements | 11803 | Alderwood | Lombard | Construct pedestrian and bicycle facilities and other safety improvements. Includes a portion of NE 82nd Ave under ODOT ownership from just south of NE Lombard St to just south of the Columbia Slough. | $5,000,000 | $8,000,000 | $0 | $0 | 2031-2045 | Yes |
| Active Transportation - Pedestrian/Bicycle | Multnomah County | Portland | Portland | NE Killingsworth St Corridor Safety Improvements | 11940 | NE MLK Jr Blvd | NE Lombard St | From MLK Jr Blvd to 42nd Ave, add enhanced pedestrian crossings at regular intervals to improve safety and access to transit. From 42nd Ave to Lombard St, redesign roadway to enhance existing bicycle facilities, add and enhance pedestrian crossings, construct transit stop improvements, and support safety and access to transit. | $5,000,000 | $8,000,000 | $0 | $0 | 2031-2045 | Yes |
| Active Transportation - Pedestrian/Bicycle | Multnomah County | Portland | Portland | NE Prescott Safety Improvements | 11806 | I-205 | NE 122nd Ave | Construct bicycle facilities, sidewalks, and crossing improvements for pedestrian and bicycle safety and to improve access to transit. | $3,000,000 | $4,500,000 | $0 | $0 | 2031-2045 | Yes |
| Active Transportation - Pedestrian/Bicycle | Multnomah County | Portland | Portland | North Hayden Island Drive | 11632 | Burlington Northern Rail Bridge | Hayden Island | Construct a multi-use path on one side of N Hayden Island Dr, and install pedestrian/bicycle crossing improvements. | $5,000,000 | $8,000,000 | $0 | $0 | 2031-2045 | Yes |
| Active Transportation - Pedestrian/Bicycle | Multnomah County | Portland | Portland | North Portland Greenway Segment 3 | 11642 | Cathedral Park | Swan Island | Build a multi-use trail connecting the Cathedral Park with Swan Island via University of Portland and Willamette Cove. | $21,500,000 | $32,500,000 | $0 | $0 | 2031-2045 | Yes |
| Active Transportation - Pedestrian/Bicycle | Multnomah County | Portland | Portland | North Portland Greenway Segment 4 | 11643 | Swan Island | N. Going St | Build a multi-use trail connecting Waud Bluff Trail to N Going Street through Swan Island. | $7,500,000 | $11,500,000 | $0 | $0 | 2031-2045 | Yes |
| Active Transportation - Pedestrian/Bicycle | Multnomah County | Portland | Portland | North Portland Greenway Segment 5 | 11644 | N. Going St | N. Tillamook/ Interstate | Build a multi-use trail along the Albina Yard connecting Swan Island to the Rose Quarter. | $10,500,000 | $16,000,000 | $0 | $0 | 2031-2045 | Yes |
| Active Transportation - Pedestrian/Bicycle | Multnomah County | Portland | Portland | Outer Glisan Corridor Improvements, Segment 2 | 10203 | NE 122nd | City Limits | Retrofit street with new traffic signals, bicycle facilities, improved pedestrian facilities and crossings, street lighting, transit priority, and other safety and access to transit improvements. | $3,000,000 | $4,500,000 | $0 | $0 | 2031-2045 | Yes |
| Active Transportation - Pedestrian/Bicycle | Multnomah County | Portland | Portland | Post Office Blocks Transportation Improvements, Phase 2 | 11795 | NW 9th to Broadway; NW Lovejoy to Hoyt | NW 9th to Broadway; NW Lovejoy to Hoyt | Extend the Green Loop through the Broadway Corridor redevelopment site from North Park Blocks to Broadway Bridge. Enhance existing bike lanes along Broadway and Lovejoy viaducts. | $7,000,000 | $11,000,000 | $0 | $0 | 2031-2045 | Yes |
| Active Transportation - Pedestrian/Bicycle | Multnomah County | Portland | Portland | Red Electric Trail, Segment 2 | 10354 | SW Bertha Blvd | Willamette Park | Provide east-west route for pedestrians and cyclists in SW Portland that connects the Hillsdale neighborhood to the Willamette Greenway Trail. | $10,500,000 | $15,500,000 | $0 | $0 | 2031-2045 | Yes |
| Active Transportation - Pedestrian/Bicycle | Multnomah County | Portland | Portland | Sixties Neighborhood Greenway | 11821 | NE Sacramento St | Springwater Trail | Design and implement a neighborhood greenway, with traffic calming and enhanced crossings as needed. | $5,000,000 | $8,000,000 | $0 | $0 | 2031-2045 | Yes |
| Active Transportation - Pedestrian/Bicycle | Multnomah County | Portland | Portland | Slavin Rd Ped/Bike Improvements | 11829 | SW Barbur Blvd | SW Corbett Ave | Build a pedestrian and bicycle connection on Slavin Road from Barbur to Corbett, and construct an improved pedestrian/bicycle crossing of Barbur at the Capitol Hwy on-ramp. | $5,000,000 | $8,000,000 | $0 | $0 | 2031-2045 | Yes |
| Active Transportation - Pedestrian/Bicycle | Multnomah County | Portland | Portland | Springwater Gap Trail | 10159 | SE Linn St | SE 19th Ave. | Construct trail-with-rail multi-use path between Linn and 19th to fill in the "Springwater Gap." | $10,500,000 | $15,500,000 | $0 | $0 | 2031-2045 | Yes |
| Active Transportation - Pedestrian/Bicycle | Multnomah County | Portland | Portland | Sullivan's Gulch Trail: Jonesmore Segment | 11808 | NE 62nd Ave | NE 92nd Ave | Construct a multi-use trail for pedestrians and bicycles along Broadway and Jonesmore adjacent to the I-84 sound wall, with an improved crossing of 74th Avenue. Provide neighborhood greenway bikeway connections west to 62nd & Hancock and east to 92nd & Schuyler. | $3,000,000 | $4,500,000 | $0 | $0 | 2031-2045 | Yes |
| Active Transportation - Pedestrian/Bicycle | Multnomah County | Portland | Portland | Sunset Blvd Ped/Bike Improvements | 10280 | SW Dosch | SW 18th Dr. | Construct a pedestrian walkway and climbing bike lane. | $3,500,000 | $5,000,000 | $0 | $0 | 2031-2045 | Yes |
| Active Transportation - Pedestrian/Bicycle | Multnomah County | Portland | Portland | SW 30th/Hume/31st Pedestrian and Bike Improvements | 12091 | SW Capitol Highway | SW Barbur Boulevard | Construct a pedestrian walkway and bicycle facilities | $4,000,000 | $6,000,000 | $0 | $0 | 2031-2045 | Yes |
| Active Transportation - Pedestrian/Bicycle | Multnomah County | Portland | Portland | SW Multnomah Blvd Ped/Bike Improvements, Phase 2 | 11351 | SW 31st Ave | SW 40th Ave | Provide separated pedestrian and bicycle facilities, along with stormwater management facilities. | $1,500,000 | $2,000,000 | $0 | $0 | 2031-2045 | Yes |
| Active Transportation - Pedestrian/Bicycle | Multnomah County | Portland | Portland | SW Pomona/64th Ped/Bike Improvements | 11825 | Pomona & 61st | Barbur & 64th | Construct sidewalks and bicycle facilities. | $5,000,000 | $8,000,000 | $0 | $0 | 2031-2045 | Yes |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Active Transportation - Pedestrian/Bicycle | Multnomah County | Portland | Portland | Swan Island Active Transportation Improvements | 11197 | Various roadways on Swan Island | Various roadways on Swan Island | Improve access and mobility on Swan Island by constructing the recommended bikeway and trail network in the Portland Bicycle Plan for 2030, including an improved bikeway connection from Basin to Going Ct. | $6,500,000 | $10,000,000 | $0 | $0 | 2031-2045 | Yes |
| Active Transportation - Pedestrian/Bicycle | Multnomah County | Troutdale | Troutdale | Troutdale Sandy Riverfront Trail | 12109 | Gateway to the Gorge Visitor Center, Troutdale | I-84 bike/ped interchange | Project includes a 1/4 mile, 12-ft wide paved trail and three parks. The trail connects the existing I-84 pedestrian/bike interchange to downtown Troutdale through the urban renewal area along the Sandy River. | $3,500,000 | $3,500,000 | $3,500,000 | $3,500,000 | 2023-2030 | Yes |
| Active Transportation - Pedestrian/Bicycle | Multnomah County | Troutdale | Troutdale | Troutdale 2nd Street Ped/Bike Bridge | 12108 | SW Halsey ST | SW 2nd ST and SW Kendall Ave | Construct a pedestrian/bicycle bridge over 257th, a high-crash corridor. The project will connect the Halsey corridor project to downtown Troutdale bicycle/pedestrian facilities. Project emerged from 2020-2040 Town Center Plan, adopted in the 2022 amendment of the 2014 Transportation System Plan | $2,800,000 | $4,555,600 | $0 | $0 | 2031-2045 | Yes |
| Bridge (Capital) | Multnomah County | BNSF | Portland | N Lombard St Bridge Replacement | 12234 | Lombard St, N (over railroad cut) | Lombard St, N (over railroad cut) | Replace existing structurally-deficient, weight-restricted bridge (owned by BNSF) over railroad cut. | $20,500,000 | $31,000,000 | $0 | $0 | 2031-2045 | Yes |
| Bridge (Capital) | Multnomah County | Multnomah County | Multnomah County | Earthquake Ready Burnside Bridge: Phase 2 (Design) | 11376 | Willamette River | Willamette River | Earthquake Ready Burnside Bridge project will increase safety of people and structures during and after an earthquake by replacing the Burnside Bridge with a seismically resilient structure. Phase 2 will move into the Design, Right of Way, and Utility Phases based on the Preferred Alternative defined during the NEPA Phase. | $117,800,000 | $127,600,000 | $9,800,000 | $9,800,000 | 2023-2030 | Yes |
| Bridge (Capital) | Multnomah County | Multnomah County | Multnomah County | Earthquake Ready Burnside Bridge: Phase 3 (Construction) | 12076 | Willamette River | Willamette River | Earthquake Ready Burnside Bridge project will increase safety of people and structures during and after an earthquake by replacing the Burnside Bridge with a seismically resilient structure. Phase 3 will move forward with construction. | $626,700,000 | $767,200,000 | $0 | $0 | 2023-2030 | Yes |
| Bridge (Capital) | Multnomah County | Multnomah County | Multnomah County | Stark Street Bridge over Sandy River: Replacement | 11375 | Stark Street Bridge at Sandy River | Stark Street Bridge at Sandy River | Replace the existing Stark Street Bridge with a new bridge that meets current design standards, provides improved bike and pedestrian facilities, and is seismically resilient. | $15,800,000 | $18,000,000 | $2,200,000 | $2,200,000 | 2023-2030 | Yes |
| Bridge (Capital) | Multnomah County | Portland | Portland | Kittridge Bridge Seismic Retrofit | 10244 | NW Kittridge/Yeon Bridge | NW Kittridge/Yeon Bridge | Retrofit existing seismically vulnerable bridge (#010) across railroad tracks to ensure emergency response and access to petroleum supplies located along the Willamette River in the event of an earthquake. | $20,500,000 | $31,000,000 | $0 | $0 | 2031-2045 | Yes |
| Bridge Maintenance and Preservation | Multnomah County | Multnomah County | Multnomah County | Broadway Bridge Movable Span Deck Replacement | 12224 | Willamette River | Willamette River | Replace failing FRP deck on the movable span of the Broadway Bridge (BUN-BR-16) | $20,900,000 | $20,900,000 | $20,900,000 | $20,900,000 | 2023-2030 | Yes |
| Bridge Maintenance and Preservation | Multnomah County | Multnomah County | Multnomah County | Broadway Bridge Rehabilitation 2 | 11902 | Willamette River | Willamette River | Electrical/structural upgrade to gates (BUN-BR-10), fix pavement and update drainage, restripe (BUN-BR-11); replace lighting (BUN-BR-07). | $19,800,000 | $22,600,000 | $0 | $0 | 2023-2030 | Yes |
| Bridge Maintenance and Preservation | Multnomah County | Multnomah County | Multnomah County | Hawthorne Bridge Rehabilitation: Phase 2 | 12077 | Willamette River | Willamette River | Deck rehabilitation on bridge approaches (BUN-HA-17) | $9,600,000 | $9,600,000 | $9,600,000 | $9,600,000 | 2023-2030 | Yes |
| Bridge Maintenance and Preservation | Multnomah County | Multnomah County | Multnomah County | Morrison Bridge Rehabilitation: Phase 2 | 11128 | Willamette River | Willamette River | Painting and structural rehabilitation on the Morrison Bridge west approach (BUN-MO-09). | $9,000,000 | $9,000,000 | $9,000,000 | $9,000,000 | 2023-2030 | Yes |
| Bridge Maintenance and Preservation | Multnomah County | Multnomah County | Multnomah County | Broadway Bridge Limited Seismic Retrofit | 12248 | Willamette River | Willamette River | Limited seismic upgrades to ensure life safety and to prevent collapse of the bridge during a major earthquake (BUN-BR-06). | $41,200,000 | $67,100,000 | $0 | $0 | 2031-2045 | Yes |
| Bridge Maintenance and Preservation | Multnomah County | Multnomah County | Multnomah County | Broadway Bridge West Approach Structural Rehab and Paint | 12245 | Willamette River | Willamette River | Lead paint removal and repainting of west approach; structural concrete and steel repairs (BUN-BR-09) | $23,300,000 | $37,900,000 | $0 | $0 | 2031-2045 | Yes |
| Bridge Maintenance and Preservation | Multnomah County | Multnomah County | Multnomah County | Hawthorne Bridge Limited Seismic Retrofit | 12247 | Willamette River | Willamette River | Limited seismic upgrades to ensure life safety and to prevent collapse of the bridge during a major earthquake (BUN-HA-06). | $40,000,000 | $65,100,000 | $0 | $0 | 2031-2045 | Yes |
| Bridge Maintenance and Preservation | Multnomah County | Multnomah County | Multnomah County | Hawthorne Bridge Rehabilitation | 10413 | Willamette River | Willamette River | Strengthen load capacity (BUN-HA-08) and operating machinery, trunnion, and trunnion tower structural rehabilitation (BUN-HA-01) | $18,900,000 | $30,800,000 | $0 | $0 | 2031-2045 | Yes |
| Bridge Maintenance and Preservation | Multnomah County | Multnomah County | Multnomah County | Hawthorne Bridge Structural Rehab | 12246 | Willamette River | Willamette River | Span lock and live load shoe rehab (BUN-HA-02) and main river spans structural rehab (BUN-HA-10) | $12,500,000 | $20,400,000 | $0 | $0 | 2031-2045 | Yes |
| Bridge Maintenance and Preservation | Multnomah County | Multnomah County | Multnomah County | Morrison Bridge Rehabilitation: Phase 3 | 11958 | Willamette River | Willamette River | Repave bridge asphalt approaches and upgrade drainage, repair concrete apparoach decks, and improve illumination (BUN-MO-07) and movable span bearing and span lock improvements (BUN-MO-02). | $18,500,000 | $30,100,000 | $0 | $0 | 2031-2045 | Yes |
| Freight | Multnomah County | Multnomah County | Multnomah County | Marine Dr - Interlachen to I-84: Freight and Multimodal Improvements | 10401 | Interlachen | I-84 | Reconstruct Marine Drive to have a two-way, five-lane cross section. Project includes constructing sidewalks and bicycle lanes where there are currently gaps. (528U,529U,530U) | $50,200,000 | $81,700,000 | $0 | $0 | 2031-2045 | Yes |
| Freight | Multnomah County | ODOT | Portland | NE Lombard & 33rd Ave Ramp Redesign | 12209 | NE Lombard St | NE 33rd St. | Redesign ramps and intersections from Lombard to 33rd to reduce motor vehicle speeds, address turning conflicts, and consolidate access points. Close one ramp and signalize remaining. Provide a pedestrian and bicycle connection from Lombard to 33rd Ave. | $5,000,000 | $8,000,000 | $0 | $0 | 2031-2045 | Yes |
| Freight | Multnomah County | Port of Portland | Port of Portland | T4 Modernization | 11208 | Terminal 4 | Terminal 4 | The Port of Portland's Terminal 4 Berth 410 is located at the Port of Portland's (Port) Terminal 4 along the Willamette River and functions as part of a bulk-material handling and loading facility leased and operated by Kinder Morgan for exporting soda ash. It is a timber structure built between 1959 and 1962 and is an extension of the Berth 411 wharf structure. A structural inspection of Berth 410 conducted in 2018 showed that the overall condition of Berth 410 has significantly deteriorated over time, and that in order to assure continuing safe operations, it needs either significant repairs or a full replacement. | $19,332,162 | $22,000,000 | $22,000,000 | $22,000,000 | 2023-2030 | Yes |

Exhibit B to Resolution No. 23-5343
2023 Regional Tranportation Plan
Draft Project List

Metro

| RTP Investment Category | County(s) | Primary Owner | Nominating Agency | Project Name | RTP ID | Start Location | End Location | Description | Estimated Cost (in 2023 dollars) | Estimated cost (in YOE dollars) | Amt funding dedicated via legislative action | Amt dedicated funding avail to use before 2024 | Time Period | Financially Constrained |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Freight | Multnomah County | Port of Portland | Port of Portland | T6 Modernization | 11207 | Terminal 6 | Terminal 6 | The Port of Portland's Strengthening Terminal 6 in Response to Operational Needs, Growth, and Energy Reliability Project (STRONGER T6 or the "Project") consists of pavement improvements to Yards 604, 605, 606, and 607, upgrades to the electrical system serving these areas, and a new stormwater collection system. The Project will bring the pavement and the electrical system to a state of good repair so that they can operate at a high standard for years to come, and reduce terminal operating costs and emissions from electricity generation. | $37,000,000 | $42,106,000 | $42,106,000 | $42,106,000 | 2023-2030 | Yes |
| Freight | Multnomah County | Portland | Portland | Central Eastside Access and Circulation Improvements | 11841 | Central Eastside | Central Eastside | Improve access and circulation in the Central Eastside by adding new signals and crossings at Salmon & Grand, Salmon & MLK, Washington & Grand, Ankeny & Sandy, and 16th & Irving. | $7,000,000 | $7,500,000 | $3,600,000 | $3,600,000 | 2023-2030 | Yes |
| Freight | Multnomah County | Portland | Portland | Columbia Blvd Freight Improvements: Project Development | 12004 | NE 60th Ave | NE 82nd Ave | Alternatives analysis and project development to identify preferred street and intersection modifications to improve freight reliability and access to industrial properties. Analyze the feasibility and benefits of freight-only lanes to ensure improvements prioritize freight movement. | $2,000,000 | $2,000,000 | $0 | $0 | 2023-2030 | Yes |
| Freight | Multnomah County | Portland | Portland | Cathedral Park Quiet Zone | 10375 | Cathedral Park UPRR Tracks, N | Cathedral Park UPRR Tracks, N | Address rail switching noise related to the Toyota operations at T-4 by improving multiple public rail crossings in the St. Johns Cathedral Park area. | $8,500,000 | $13,000,000 | $0 | $0 | 2031-2045 | Yes |
| Freight | Multnomah County | Portland | Portland | Columbia Blvd Freight Improvements: Design/Construction | 10376 | NE 60th Ave. | NE 82nd Ave. | Construct street and intersection modifications to improve safety, freight reliability, and access to industrial properties, based on results of project development (RTP ID #12004). | $30,500,000 | $53,500,000 | $0 | $0 | 2031-2045 | Yes |
| Freight | Multnomah County | Portland | Portland | Columbia Blvd over Columbia Way and Railroad Bridge Replacements | 10331 | N Columbia Blvd over Columbia Way and BNSF railroad | N Columbia Blvd over Columbia Way and BNSF railroad | Replace the three existing bridges that carry N Columbia Blvd over to N Columbia Way and the BNSF Railroad, to improve seismic resiliency and address the risk of future weight restrictions. | $20,500,000 | $31,000,000 | $0 | $0 | 2031-2045 | Yes |
| Freight | Multnomah County | Portland | Portland | Columbia Blvd Over-Dimensional Freight Improvement | 11801 | N Columbia Blvd at railroad bridge near I-5 | N Columbia Blvd at railroad bridge near I-5 | Reconstruct the UP Railroad Bridge over Columbia Blvd with a type that has more clearance underneath to enable more over-dimensional freight movement. Alternatively, lower the roadway underneath the railroad bridge (potentially requires moving a jet-fuel line). | $20,500,000 | $31,000,000 | $0 | $0 | 2031-2045 | Yes |
| Freight | Multnomah County | Portland | Portland | Columbia Blvd Pedestrian Overpass Removal | 11800 | N Columbia Blvd west of N Midway Ave | N Columbia Blvd west of N Midway Ave | Remove the pedestrian overpass to enable the use of Columbia Blvd as an over-dimensional freight route. | $2,000,000 | $3,000,000 | $0 | $0 | 2031-2045 | Yes |
| Freight | Multnomah County | Portland | Portland | Marine Dr & 33rd Intersection Improvements | 10337 | Marine Dr & 33rd Ave, NE | Marine Dr & 33rd Ave, NE | Construct a signal or roundabout to improve safety and freight movements. | $6,000,000 | $9,500,000 | $0 | $0 | 2031-2045 | Yes |
| Freight | Multnomah County | Portland | Portland | NE 60th Ave Rail Undercrossing Improvements | 12312 | Columbia | Lombard | Improve the NE 60th Ave Rail Undercrossing to improve vertical clearance for freight movement and to provide pedestrian and bicycle facilities. | $20,500,000 | $31,000,000 | $0 | $0 | 2031-2045 | Yes |
| Mega Project | Multnomah County | ODOT | ODOT | I-5 Interstate Bridge Replacement Program | 10866 | Victory Blvd. | Washington state line | Replace I-5/Columbia River bridges, add auxiliary lanes and improve interchanges on I-5, extend light rail transit from Expo Center to Vancouver, WA., add protected/buffered bikeways, cycletracks and a new trail/multiuse path or extension and implement variable rate tolling. | $6,000,000,000 | $6,000,000,000 | $0 | $0 | 2031-2045 | Yes |
| Roadway (Capital) | Multnomah County | Gresham | Gresham | 162nd - Glisan to Halsey: Complete Buildout | 10447 | Glisan | Halsey | Construct to 3 lanes with buffered bike lanes and sidewalks. Focus is on safety and access to transit improvements to support future frequent service transit. | $8,443,000 | $13,700,000 | $8,443,000 | $0 | 2023-2030 | Yes |
| Roadway (Capital) | Multnomah County | Gresham | Gresham | 181st - Glisan to Yamhill: Complete Buildout w/Boulevard Design | 10454 | Glisan | Yamhill | Construct safety improvements such as center medians for access management, ADA sidewalk improvements, and lighting. | $7,349,500 | $8,500,000 | $0 | $0 | 2023-2030 | Yes |
| Roadway (Capital) | Multnomah County | Gresham | Gresham | 190th - 30th to Richey: Complete Buildout | 10533 | 30th | Richey | Improve existing road to 5-lane arterial standards with sidewalk and planter strip, signalize 190th at Giese, Butler, SW 41st. | $42,628,365 | $5,000,000 | $0 | $0 | 2023-2030 | Yes |
| Roadway (Capital) | Multnomah County | Gresham | Gresham | 223rd at Stark: Add Turn Lanes | 10473 | 223rd at Stark | 223rd at Stark | Add EB and NB RT lanes and 2nd NB and SB LT lanes. | $4,700,000 | $5,300,000 | $0 | $0 | 2023-2030 | Yes |
| Roadway (Capital) | Multnomah County | Gresham | Gresham | Burnside - 197th to Eastman: Complete Boulevard Design | 10434 | 197th | Eastman | Complete boulevard design improvements on Burnside from Wallula/212 to Eastman, with median for access control. | $8,000,000 | $8,000,000 | $0 | $0 | 2023-2030 | Yes |
| Roadway (Capital) | Multnomah County | Gresham | Gresham | Cleveland - Burnside to Stark: Complete Buildout | 11096 | Burnside | Stark | Reconstructs street from Stark to Burnside, with two travel lanes, center turn lane, bike lane, and sidewalk. | $5,863,000 | $6,700,000 | $4,938,000 | $4,938,000 | 2023-2030 | Yes |
| Roadway (Capital) | Multnomah County | Gresham | Gresham | Hogan at Stark: Add Turn Lanes | 10511 | Stark | Stark | Add right turn lanes on all approaches and second northbound and southbound left turns. | $4,176,000 | $4,800,000 | $0 | $0 | 2023-2030 | Yes |
| Roadway (Capital) | Multnomah County | Gresham | Gresham | 172nd - Giese to Foster: Complete Buildout | 10465 | Giese Rd. | Foster Rd. | Upgrade street to urban standards with sidewalks and bikelanes. | $17,144,606 | $27,900,000 | $0 | $0 | 2031-2045 | Yes |
| Roadway (Capital) | Multnomah County | Gresham | Gresham | 182nd - Powell and Division Intersections: Add Turn Lanes and Transit Supportive Design | 10498 | 181st at Division | 181st at Powell | At Division: add second westbound left turn lane (TIF P1). At Powell, add northbound and southbound double left turn lanes (TIF P2 and TSP8).At Powell add SB and NB lanes. Transit/Enhanced Transit Corridor supportive project. | $2,504,149 | $4,100,000 | $0 | $0 | 2031-2045 | Yes |

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| Roadway (Capital) | Multnomah County | Gresham | Gresham | Burnside - 181st to 197th: Construct Boulevard Improvements | 10421 | 181st | 197th | Complete boulevard improvements: rain gardens, sidewalk enhancements, lighting. | $11,718,000 | $19,100,000 | $0 | $0 | 2031-2045 | Yes |
| Roadway (Capital) | Multnomah County | Gresham | Gresham | Burnside - Hogan to Powell: Safety Improvements | 10522 | Hogan | Powell | Boulevard safety improvements, including medians for access control, wider sidewalk and planter strip. | $13,107,000 | $21,300,000 | $0 | $0 | 2031-2045 | Yes |
| Roadway (Capital) | Multnomah County | Gresham | Gresham | Butler - Binford to Rodlun: Extend Road and Bridge Crossing | 10471 | Binford | Rodlun | Construct new Butler road extension and bridge crossing. | $9,700,000 | $15,800,000 | $0 | $0 | 2031-2045 | Yes |
| Roadway (Capital) | Multnomah County | Gresham | Gresham | Foster at Kelley Creek: Bridge Crossing in Pleasant Valley | 10469 | Foster Rd. | Kelley Creek | Reconstruct bridge crossing of Foster Road as bridge crossing for 172nd Avenue in Pleasant Valley area. | $3,932,152 | $6,400,000 | $0 | $0 | 2031-2045 | Yes |
| Roadway (Capital) | Multnomah County | Gresham | Gresham | Giese - 182nd to 172nd: Road, Bike, Ped Extension | 10464 | 182nd | 172nd | New extension of Giese Road, 182nd to 172nd. | $26,768,599 | $28,600,000 | $0 | $0 | 2031-2045 | Yes |
| Roadway (Capital) | Multnomah County | Gresham | Gresham | Giese - 182nd to 190th: Complete Buildout | 10468 | 182nd Ave. | 190th Ave. | Construct 3 lane street to urban standards with sidewalks and buffered bike lanes. | $8,081,625 | $8,600,000 | $0 | $0 | 2031-2045 | Yes |
| Roadway (Capital) | Multnomah County | Gresham | Gresham | Halsey - 162nd to City Limits: Safety Corridor | 11683 | 162nd | City Limits | Halsey safety corridor - Sidewalk infill, lighting, mid-block crossings. | $3,571,680 | $5,800,000 | $0 | $0 | 2031-2045 | Yes |
| Roadway (Capital) | Multnomah County | Gresham | Gresham | Hogan - Powell to Burnside: Boulevard Design + Intersection Improvements | 10512 | Powell | Burnside | Improve east side to boulevard standards with center median, second travel lane, planter strip, and new sidewalk. Bike lane east side between Powell and Burnside. | $8,700,000 | $9,900,000 | $0 | $0 | 2031-2045 | Yes |
| Roadway (Capital) | Multnomah County | Gresham | Gresham | Hogan - Powell to Palmquist: Complete Buildout | 10527 | Powell | Palmquist | Improve to urban arterial standards with sidewalks and buffered bikelanes. | $18,520,082 | $30,100,000 | $0 | $0 | 2031-2045 | Yes |
| Roadway (Capital) | Multnomah County | Multnomah County | Multnomah County | 172nd - Cheldelin to Foster: Complete Buildout & Roundabout | 10466 | Foster | Cheldelin Rd. | Upgrade street to urban standards with sidewalks, bikelanes, and add roundabout at 172nd/Foster. | $10,586,000 | $17,200,000 | $0 | $0 | 2031-2045 | Yes |
| Roadway (Capital) | Multnomah County | Multnomah County | Multnomah County | Wood Village Blvd: Intersection Safety | 12249 | Halsey St. | Glisan St | Evaluate and implement safety of intersections (both public and private roadways) on NE Wood Village Boulevard between Glisan Street and Halsey Street. (545U, 521U) | $2,700,000 | $4,300,000 | $0 | $0 | 2031-2045 | Yes |
| Roadway (Capital) | Multnomah County | ODOT | Portland | Inner Powell Blvd Corridor Improvements: Local Contribution to State-Owned Arterial | 10259 | SE 9th Ave | I-205 | Retrofit existing street with multimodal safety improvements including enhanced pedestrian and bicycle crossings, pedestrian and bike activated signals, median islands with trees, redesign of selected intersections, and stormwater management facilities. | $9,000,000 | $10,000,000 | $0 | $0 | 2023-2030 | Yes |
| Roadway (Capital) | Multnomah County | ODOT | Portland | N Lombard Corridor Improvements: Local Contribution to State-owned Arterial | 10299 | N Richmond St | NE MLK Jr Blvd | Design and implement transportation improvements including signal upgrades, lane reconfiguration, enhanced crossings, in-roadway and/or parallel bikeways, and pedestrian improvements along the corridor. Improve pedestrian safety and accessibility of the crossing of I-5. Project will coordinate with ODOT to identify locations and design treatments. | $4,500,000 | $5,000,000 | $0 | $0 | 2023-2030 | Yes |
| Roadway (Capital) | Multnomah County | ODOT | ODOT | Powell, SE (I-205 to 174th) Multi-Modal Improvements, Phase 2 | 11742 | I-205 | SE 174th | Widen Street to 3-4 lanes (inclusive of center turn lane) with sidewalks, buffered bikelanes or other enhanced bike facility, and enhanced pedestrian/bicycle crossings. Phase 2 includes all segments except phase 1 (RTP # 11648): 116th to 136th. | $120,000,000 | $120,000,000 | $120,000,000 | $120,000,000 | 2023-2030 | Yes |
| Roadway (Capital) | Multnomah County | ODOT | Portland | South Portal Intersection Improvements | 10164 | Bancroft/Hood/Macadam | Bancroft/Hood/Macadam | Improve the South Portal to the North Macadam District (intersection of Bancroft, Hood, and Macadam) to address safety and capacity issues. Includes new extension of Lowell St. | $10,500,000 | $11,500,000 | $0 | $0 | 2023-2030 | Yes |
| Roadway (Capital) | Multnomah County | ODOT | Portland | Columbia/MLK Intersection Improvements, Phase 2 | 11877 | Columbia/MLK | Columbia/MLK | Intersection and signalization improvements with a dedicated northbound right turn lane, a second dedicated southbound left turn lane, wider sidewalks adjacent to the roadway, and improvements to the geometry of the existing southbound through/right turn lane. | $10,500,000 | $15,500,000 | $0 | $0 | 2031-2045 | Yes |
| Roadway (Capital) | Multnomah County | ODOT | Portland | NE Lombard Corridor Safety Improvements: Local Contribution to State-owned Arterial | 11865 | NE MLK Jr Blvd | NE Sandy Blvd | Construct safety improvements to reduce rear end and lane departure crashes, including improvements at Lombard/11th rail crossing to address crash history. Upgrade existing bicycle facilities east of 11th Ave and extend an in-roadway or parallel bikeway along the corridor west of 11th Ave. Rebuild and add new traffic signals. Improve ped/bike safety at I-205 interchange. Project will coordinate with ODOT to identify locations and design treatments. | $3,000,000 | $5,000,000 | $0 | $0 | 2031-2045 | Yes |
| Roadway (Capital) | Multnomah County | ODOT | Portland | NW St Helens Rd Corridor Safety Improvements: Local Contribution to State-owned Arterial | 11815 | 107th | Kittridge | Design and implement pedestrian and bicycle facilities and improve traffic safety for all modes. | $3,000,000 | $5,000,000 | $0 | $0 | 2031-2045 | Yes |
| Roadway (Capital) | Multnomah County | ODOT | Portland | Outer Sandy Blvd Corridor Improvements: Local Contribution to State-owned Arterial | 11810 | 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. | $3,000,000 | $5,000,000 | $0 | $0 | 2031-2045 | Yes |

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| Roadway (Capital) | Multnomah County | ODOT | Portland | SW Broadway Traffic Improvements | 11788 | SW Grant | SW 5th | Make improvements on SW Broadway and/or other city streets to reduce the vehicle queue on the I-405 SB Exit Ramp that connects to SW Broadway. | $3,000,000 | $4,500,000 | $0 | $0 | 2031-2045 | Yes |
| Roadway (Capital) | Multnomah County | Portland | Portland | 148th Ave Corridor Improvements, Segment 1 | 10330 | NE Halsey St | SE Powell Blvd | Construct safety and access to transit improvements from Halsey to Powell, including sidewalk infill, enhanced bike lanes, and crossings. Supports future bus service along the corridor. | $7,000,000 | $8,000,000 | $7,900,000 | $0 | 2023-2030 | Yes |
| Roadway (Capital) | Multnomah County | Portland | Portland | 82nd Ave Corridor Improvements | 11844 | NE Lombard St | SE Clatsop St | Design and implement multimodal improvements to sidewalks, crossings, transit stops, striping, and signals to enhance ped/bike safety, access to transit, and transit operations. Address major asset needs including pavement, ADA ramps, and traffic signals. | $133,500,000 | $150,000,000 | $150,000,000 | $150,000,000 | 2023-2030 | Yes |
| Roadway (Capital) | Multnomah County | Portland | Portland | Cesar Chavez Corridor Improvements | 10315 | NE Sandy Blvd | SE Woodstock Blvd | Repair street, upgrade sidewalks, and add pedestrian/bicycle crossing improvements. Upgrade signals and make striping changes to improve traffic safety and transit operations. Improve access to transit and provide transit priority treatments. Project includes lane reconfiguration south of Powell Blvd to add a center turn lane and bus priority, including ITS and NextGen TSP. | $13,000,000 | $14,000,000 | $0 | $0 | 2023-2030 | Yes |
| Roadway (Capital) | Multnomah County | Portland | Portland | Columbia & Cully Intersection Improvements | 10336 | NE Cully Blvd & Columbia Blvd | NE Cully Blvd & Columbia Blvd | Reconstruct intersection to provide signalization, left turn pockets, enhancing turning radii and improving circulation for trucks serving expanding air cargo facilities south of Portland. | $4,000,000 | $4,500,000 | $4,500,000 | $0 | 2023-2030 | Yes |
| Roadway (Capital) | Multnomah County | Portland | Portland | Columbia/Alderwood Intersection Improvements | 11570 | NE Columbia Blvd & Alderwood Rd | Columbia/Alderwood | Improve intersection and install traffic signal at Columbia & Alderwood. | $4,500,000 | $5,000,000 | $5,000,000 | $2,559,000 | 2023-2030 | Yes |
| Roadway (Capital) | Multnomah County | Portland | Portland | Cornfoot Rd Corridor Improvements | 10340 | NE 47th Ave | NE Alderwood Rd | Improve roadway and intersections to improve freight operations. Construct a multi-use path on the north side of Cornfoot Rd to separate pedestrians and bicyclists from motor vehicle traffic. Install guardrails where needed. | $6,000,000 | $7,000,000 | $0 | $0 | 2023-2030 | Yes |
| Roadway (Capital) | Multnomah County | Portland | Portland | Gateway Local Street Improvements, Phase 2 | 10328 | Gateway Regional Center, NE/SE | Gateway Regional Center, NE/SE | High priority local street and pedestrian improvements in regional center. | $4,500,000 | $5,000,000 | $0 | $0 | 2023-2030 | Yes |
| Roadway (Capital) | Multnomah County | Portland | Portland | Inner W Burnside Corridor Improvements | 11959 | NW 15th Ave | NW 2nd Ave | Construct transportation improvements including pavement reconstruction, new and upgraded traffic signals, turn lanes, curb extensions, bicycle network improvements, transit priority and access improvements, and crossing improvements. | $4,500,000 | $4,500,000 | $0 | $0 | 2023-2030 | Yes |
| Roadway (Capital) | Multnomah County | Portland | Portland | N Lombard St (formerly N Burgard Rd) Viaduct Replacement | 11797 | N Lombard St (Bridge over UPRR near T4) | N Lombard St (Bridge over UPRR near T4) | Replace the existing N Lombard St (formerly N Burgard Rd) Viaduct (#001) over the UPRR tracks. Completes one element of the larger Barnes to T4 Port project. | $15,500,000 | $17,500,000 | $0 | $0 | 2023-2030 | Yes |
| Roadway (Capital) | Multnomah County | Portland | Portland | NE Airport Way Safety and Access to Transit | 11811 | I-205 | Portland City Limits | Construct priority pedestrian and bicycle access to transit improvements in the Airport Way corridor, as identified in the Growing Transit Communities Plan. | $4,500,000 | $4,500,000 | $0 | $0 | 2023-2030 | Yes |
| Roadway (Capital) | Multnomah County | Portland | Portland | NE MLK Jr Blvd Corridor Improvements | 10302 | NE Hancock St | NE Lombard St | Multimodal safety and access to transit improvements including signal timing upgrades, enhanced pedestrian crossings, access management, and transit priority. | $4,000,000 | $4,500,000 | $4,700,000 | $254,039 | 2023-2030 | Yes |
| Roadway (Capital) | Multnomah County | Portland | Portland | Outer Foster Corridor Safety Improvements | 11860 | SE 101st Ave | City Limits | Improve safety and access by filling high-priority sidewalk gaps, adding pedestrian crossings, enhancing safety of existing bike lanes, and employing safety countermeasures to reduce motor vehicle crash severity. Improve access to transit and transit priority in segments with transit service. | $2,000,000 | $2,000,000 | $0 | $0 | 2023-2030 | Yes |
| Roadway (Capital) | Multnomah County | Portland | Portland | Outer Glisan Corridor Improvements, Segment 1 | 10318 | 82nd Ave | NE 122nd | Retrofit street with new traffic signals, bicycle facilities, improved pedestrian facilities and crossings, street lighting, and other safety and access improvements. Implement EPASS recommendations. | $5,000,000 | $5,500,000 | $0 | $0 | 2023-2030 | Yes |
| Roadway (Capital) | Multnomah County | Portland | Portland | Outer Halsey Corridor Improvements | 11849 | 114th | 162nd | Construct enhanced crossings, enhance bicycle facilities, and redesign roadway to reduce crashes. Improve access to transit and transit priority. | $3,000,000 | $3,000,000 | $0 | $0 | 2023-2030 | Yes |
| Roadway (Capital) | Multnomah County | Portland | Portland | Post Office Blocks Transportation Improvements, Phase 1 | 11840 | Post Office Blocks | Post Office Blocks | Extend Johnson and Park Streets through the Post Office Blocks redevelopment site. Add traffic signals at 9th/Everett and 9th/Glisan. | $25,000,000 | $28,000,000 | $2,095,000 | $2,095,000 | 2023-2030 | Yes |
| Roadway (Capital) | Multnomah County | Portland | Portland | SE Hawthorne Blvd Corridor Safety Improvements | 11854 | SE 12th Ave | SE 23rd Ave | Improve safety for all modes, including roadway redesign, crossings, and transit improvements. | $2,000,000 | $2,500,000 | $0 | $0 | 2023-2030 | Yes |

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| Roadway (Capital) | Multnomah County | Portland | Portland | W Burnside Corridor Improvements | 10250 | NW 23rd Ave | NW 15th Ave | Design and construct corridor improvements including pavement reconstruction, sidewalk improvements, safer crossings, new traffic signals, transit priority improvements, and traffic management. | $6,000,000 | $6,500,000 | $0 | $0 | 2023-2030 | Yes |
| Roadway (Capital) | Multnomah County | Portland | Portland | 148th Ave Corridor Improvements, Segment 2 | 12214 | NE Airport Way | NE Sacramento St | Widen 148th Ave roadway to three lanes, with pedestrian and bicycle facilities and crossings, from Airport Way to Sacramento St. | $10,500,000 | $15,500,000 | $0 | $0 | 2031-2045 | Yes |
| Roadway (Capital) | Multnomah County | Portland | Portland | B-H Hwy/Bertha/Capitol Hwy Improvements | 10274 | Intersection B-H Hwy/Bertha/Capitol Hwy | B-H Hwy/Bertha/Capitol Hwy | Redesign intersection to improve safety. | $2,000,000 | $3,000,000 | $0 | $0 | 2031-2045 | Yes |
| Roadway (Capital) | Multnomah County | Portland | Portland | Burnside/Skyline Intersection Improvements | 10166 | Intersection NW Burnside/ Skyline Rd. | Intersection NW Burnside/ Skyline Rd. | Construct intersection improvements at both legs of the double intersection to improve safety for all modes. | $2,500,000 | $4,000,000 | $0 | $0 | 2031-2045 | Yes |
| Roadway (Capital) | Multnomah County | Portland | Portland | Capitol Hwy Bridge Seismic Retrofit | 11828 | Capitol Hwy, SW (over Barbur and along hillside) | Capitol Hwy, SW (over Barbur and along hillside) | Retrofit existing seismically vulnerable bridge over Barbur (#139) and semi-viaduct along hillside (#140) to ensure emergency response and economic recovery in the event of an earthquake. | $20,500,000 | $31,000,000 | $0 | $0 | 2031-2045 | Yes |
| Roadway (Capital) | Multnomah County | Portland | Portland | Capitol/Vermont/30th Intersection Improvements | 10272 | SW Vermont St & 30th Ave | SW Vermont St & 30th Ave | Realign the Capitol/Vermont/30th intersection and provide sidewalks, bike lanes, and drainage improvements. | $3,000,000 | $4,500,000 | $0 | $0 | 2031-2045 | Yes |
| Roadway (Capital) | Multnomah County | Portland | Portland | Interstate-Larrabee Overpass | 10242 | N Interstate/Larrabee Bridge | N Interstate/Larrabee Bridge | Remove the existing weight-restricted, low-clearance, poor-condition Interstate to Larrabee southbound flyover ramp (Bridge #153) and replace with a new overpass including a multi-use path to connect the future N Portland Greenway Trail to the Broadway Bridge. Assess the costs and benefits of providing vehicle access on the new structure as part of project development. | $20,500,000 | $31,000,000 | $0 | $0 | 2031-2045 | Yes |
| Roadway (Capital) | Multnomah County | Portland | Portland | Marine Dr Corridor Safety Improvements | 11864 | N. Columbia Blvd | NE 33rd Dr | Improve corridor safety along Marine Dr, including improvements to address speeding and lane departure issues. From Bridgeton Rd to 33rd Dr, coordinate with the Army Corps of Engineers, Port of Portland, and Metro on street design changes associated with Levee projects and filling the Marine Drive Trail gap along this segment of the corridor. | $5,000,000 | $8,000,000 | $0 | $0 | 2031-2045 | Yes |
| Roadway (Capital) | Multnomah County | Portland | Portland | Moody Ave Extension | 11869 | Bancroft | Hamilton | Extend SW Moody Ave and the streetcar line from Bancroft to Hamilton Ct to improve circulation and transit access within the South Waterfront Neighborhood. | $49,500,000 | $75,000,000 | $0 | $0 | 2031-2045 | Yes |
| Roadway (Capital) | Multnomah County | Portland | Portland | NE 105th/Holman Corridor Improvements | 11812 | NE 102nd & Killingsworth | NE Holman St & 112th | Improve roadway and add pedestrian and bicycle facilities to enhance multimodal safety and access along 105th and Holman. Construct a roadway connection on NE Killingsworth from 102nd to 105th to improve connectivity for all modes. | $14,500,000 | $22,000,000 | $0 | $0 | 2031-2045 | Yes |
| Roadway (Capital) | Multnomah County | Portland | Portland | NE 12th Ave Bridge Replacement | 10243 | NE 12th/Lloyd Blvd Bridge | NE 12th/Lloyd Blvd Bridge | Replace the existing fracture critical and seismically deficient 12th Ave bridge (Bridge #025) over I-84 and railroad tracks with a new structure. Provide multimodal transportation improvements on the new structure. | $31,000,000 | $46,500,000 | $0 | $0 | 2031-2045 | Yes |
| Roadway (Capital) | Multnomah County | Portland | Portland | NE 158th Ave Corridor Improvements | 11852 | NE Sandy Blvd | NE Airport Way | Widen roadway and fill gaps in center turn lane, bicycle facilities, curbs, and sidewalks to improve safety and access to transit. | $4,500,000 | $6,500,000 | $0 | $0 | 2031-2045 | Yes |
| Roadway (Capital) | Multnomah County | Portland | Portland | NE 162nd Ave Corridor Improvements | 11848 | Sandy Blvd | Portland City Limits | Widen roadway with pedestrian and bicycle facilities and crossings, from Sandy Blvd to I-84. | $7,000,000 | $11,000,000 | $0 | $0 | 2031-2045 | Yes |
| Roadway (Capital) | Multnomah County | Portland | Portland | NE 33rd Ave Bridge Replacement | 11807 | 33rd Ave, NE (over railroad tracks and Columbia Blvd) | 33rd Ave, NE (over railroad tracks and Columbia Blvd) | Replace the existing seismically vulnerable 33rd Ave bridge (#009) over railroad tracks and provide pedestrian and bicycle facilities on the new structure. Improve and signalize the intersection of 33rd & Columbia, and remove the seismically vulnerable, fracture critical ramp over Columbia (#009A). Project design will consider freight movement needs, consistent with policies, street classification(s) and uses. | $31,000,000 | $46,500,000 | $0 | $0 | 2031-2045 | Yes |
| Roadway (Capital) | Multnomah County | Portland | Portland | NE Broadway Corridor Improvements | 11943 | NE 24th Ave | NE 42nd Ave | Construct traffic signals, enhanced crossings, transit priority treatments, and traffic safety improvements. Provide an enhanced bikeway along the corridor, within or parallel to the roadway. | $7,000,000 | $11,000,000 | $0 | $0 | 2031-2045 | Yes |
| Roadway (Capital) | Multnomah County | Portland | Portland | North Portal Street Improvements | 11782 | SW Water | SW Bond | Improve access into the northern end of the North Macadam District by improving SW Corbett and SW Sheridan Street, including their connections with SW Kelly Way, SW Harbor Drive, and SW River Parkway. | $13,500,000 | $20,500,000 | $0 | $0 | 2031-2045 | Yes |

| RTP Investment Category | County(s) | Primary Owner | Nominating Agency | Project Name | RTP ID | Start Location | End Location | Description | Estimated Cost (in 2023 dollars) | Estimated cost (in YOE dollars) | Amt funding dedicated via legislative action | Amt dedicated funding avail to use before 2024 | Time Period | Financially Constrained |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Roadway (Capital) | Multnomah County | Portland | Portland | Sandy Blvd Corridor Safety Improvements | 10180 | NE 14th | I-205 | Design and implement multimodal corridor improvements including pedestrian lighting, new and enhanced crossings, new or modified signals, transit stop upgrades, transit priority treatments, bicycle network improvements, access management, and roadway design changes to improve traffic safety. | $7,000,000 | $11,000,000 | $0 | $0 | 2031-2045 | Yes |
| Roadway (Capital) | Multnomah County | Portland | Portland | SE Yamhill /Taylor Couplet | 11793 | SE Water | SE Grand | Improve traffic safety and capacity by converting Yamhill and Taylor to couplet operation between Water and Grand Ave, including new traffic signals at Yamhill / MLK, Yamhill / Grand, and Taylor / Water. As part of the project, reconfigure the ramp from Belmont viaduct to MLK. | $4,500,000 | $6,500,000 | $0 | $0 | 2031-2045 | Yes |
| Roadway (Capital) | Multnomah County | Portland | Portland | Southern Triangle Access Improvements | 10237 | Powell (12th/Ross Island Bridge) | Hawthorne Bridge (railroad mainline) | Improve vehicle access to the Southern Triangle district from eastbound Powell Blvd, and improve vehicle access from CEID to westbound Powell and southbound I-5. | $6,000,000 | $8,500,000 | $0 | $0 | 2031-2045 | Yes |
| Roadway (Capital) | Multnomah County | Portland | Portland | SW Terwilliger Corridor Improvements, Segment 1 | 11827 | SW Taylors Ferry | SW Palater | Construct sidewalks and bicycle facilities. Redesign intersection of Terwilliger & Boones Ferry to improve safety for all modes. | $6,000,000 | $8,500,000 | $0 | $0 | 2031-2045 | Yes |
| Roadway (Capital) | Multnomah County | Portland | Portland | Tacoma Main Street Improvements | 11820 | Sellwood Bridge | McLoughlin Blvd | Implement boulevard design based on Tacoma Main Street study recommendations and incorporate McLoughlin Neighborhoods Project recommendations. | $5,000,000 | $8,000,000 | $0 | $0 | 2031-2045 | Yes |
| Roadway (Capital) | Multnomah County | Portland | Portland | Vista Bridge Renovation | 11789 | Vista Bridge, SW | Vista Bridge, SW | Renovate and strengthen the structurally deficient Vista Bridge (Bridge #036). | $20,500,000 | $31,000,000 | $0 | $0 | 2031-2045 | Yes |
| Roadway (Capital) | Multnomah County | Port of Portland | Port of Portland | 82nd Ave./Airport Way Grade Separation | 10362 | 82nd Avenue/Airport Way Intersection | 82nd Avenue/Airport Way intersection | Grade-separate Eastbound Airport Way over 82nd Avenue to reduce intersection signal phase competition, merge northbound left-turners with westbound traffic without a traffic signal and reduce cross traffic exposure for bicycling and walking across Airport Way. | $105,000,000 | $119,490,000 | $0 | $0 | 2023-2030 | Yes |
| Throughways | Multnomah County | ODOT | ODOT | I-5 Rose Quarter/Lloyd District: I-405 to I-84 (PE, NEPA, ROW) | 10867 | I-84 | Greeley St. | Conduct preliminary engineering and National Environmental Policy Act review, and right of way work to improve safety and operations on I-5, connection between I-84 and I-405, and multimodal access to and connectivity between the Lloyd District and Rose Quarter. | $338,000,000 | $338,000,000 | $218,000,000 | $218,000,000 | 2023-2030 | Yes |
| Throughways | Multnomah County | ODOT | ODOT | I-5 Rose Quarter/Lloyd District: I-405 to I-84 (UR, CN, OT) | 11176 | I-84 | Greeley St. | The Project adds auxiliary lanes and shoulders to reduce congestion and improve safety on I-5 between I-84 and I-405 where three interstates intersect and feature the biggest traffic bottleneck in Oregon. The project will also improve community connections with a highway cover, which includes reconnecting neighborhood streets, enhancing public spaces, and promoting economic development opportunities. | $975,000,000 | $975,000,000 | $0 | $0 | 2023-2030 | Yes |
| Throughways | Multnomah County | ODOT | ODOT | I-5 South Operational Improvements | 11304 | Marquam Bridge | Region Boundary | Construct improvements to address recurring bottlenecks on I-5 south of the central city. Specific improvements as identified in operational analysis, Mobility Corridor analysis and refinement planning. | $50,000,000 | $50,000,000 | $0 | $0 | 2023-2030 | Yes |
| Throughways | Multnomah County | ODOT | ODOT | I-405 Operational Improvements | 11974 | Fremont Bridge | I-5 | Construct operational improvements to address bottlenecks and improve safety on I-405. Specific improvements as identified in operational analysis, mobility corridor analysis, and refinement planning | $60,000,000 | $98,000,000 | $0 | $0 | 2031-2045 | Yes |
| Throughways | Multnomah County | ODOT | ODOT | I-5 Southbound Truck Climbing Lane | 11984 | Marquam Bridge | Multnomah Blvd | I-5 Truck Climbing Lanes SB (Marquam to Multnomah Blvd). Preliminary Engineering (PE) and Right-of-Way (ROW) and Construction (CON) phases. | $125,000,000 | $203,000,000 | $0 | $0 | 2031-2045 | Yes |
| Throughways | Multnomah County | ODOT | ODOT | I-84 Operational Improvements | 11993 | I-5 | Troutdale | Construct improvements to address bottlenecks and improve safety on I-84. Specific improvements as identified in operational analysis, mobility corridor analysis and refinement planning | $25,000,000 | $41,000,000 | $0 | $0 | 2031-2045 | Yes |
| Transit - Better Bus | Multnomah County | Portland | Portland | ETC: Portland Central City Portals Transit Enhancements | 11761 | Portland Central City | Portland Central City | Construct transit priority treatments to reduce transit delay and improve transit reliability and travel times. | $4,500,000 | $5,000,000 | $0 | $0 | 2023-2030 | Yes |
| Transit - Better Bus | Multnomah County | Portland | Portland | ETC: SE Hawthorne/Foster Ave Enhanced Transit Corridor | 11834 | Portland Central City | SE 97th Ave | Construct safety and access to transit improvements and transit priority treatments to reduce transit delay and improve transit reliability and travel times, including ITS and NextGen TSP. | $3,500,000 | $4,000,000 | $0 | $0 | 2023-2030 | Yes |
| Transit - Better Bus | Multnomah County | Portland | Portland | ETC: Inner North Portland Enhanced Transit Corridor Improvements | 11833 | Portland Central City | N Lombard St | Construct safety and access to transit improvements and transit priority treatments to reduce transit delay and improve transit reliability and travel times on Vancouver, Williams, Mississippi, and Albina, including NextGen TSP. | $3,000,000 | $5,000,000 | $0 | $0 | 2031-2045 | Yes |
| Transit - Better Bus | Multnomah County | Portland | Portland | ETC/Rose Lanes Transit Improvement Fund | 12232 | N/A | N/A | Construct safety and access to transit improvements and transit priority treatments to reduce transit delay and improve transit reliability and travel times. | $3,000,000 | $5,000,000 | $0 | $0 | 2031-2045 | Yes |
| Transit - Better Bus | Multnomah County | TriMet | TriMet | ETC: East Burnside/SE Stark Enhanced Transit Project | 12030 | Central City Portland | Gresham Town Center | Planning, design and improvements for regional enhanced transit project. | $2,000,000 | $2,000,000 | $0 | $0 | 2023-2030 | Yes |
| Transit - Better Bus | Multnomah County | TriMet | TriMet | ETC: NE MLK Jr Blvd Enhanced Transit Project | 12027 | Central City Portland | N Vancouver Way and Jubitz | Planning, design and improvements for regional enhanced transit project. | $2,000,000 | $2,000,000 | $0 | $0 | 2023-2030 | Yes |

**Exhibit B to Resolution No. 23-5343**
**2023 Regional Tranportation Plan**
**Draft Project List**

Metro

| RTP Investment Category | County(s) | Primary Owner | Nominating Agency | Project Name | RTP ID | Start Location | End Location | Description | Estimated Cost (in 2023 dollars) | Estimated cost (in YOE dollars) | Amt funding dedicated via legislative action | Amt dedicated funding avail to use before 2024 | Time Period | Financially Constrained |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Transit - Better Bus | Multnomah County | TriMet | TriMet | ETC: NE Sandy Blvd Enhanced Transit Project | 12028 | Central City Portland | Parkrose/Sumner Transit Center | Planning, design and improvements for regional enhanced transit project. | $2,000,000 | $2,000,000 | $0 | $0 | 2023-2030 | Yes |
| Transit - Better Bus | Multnomah County | TriMet | TriMet | ETC: SE Belmont Enhanced Transit Project | 12033 | Central City Portland | Gateway Transit Center | Planning, design and improvements for regional enhanced transit project.. | $2,000,000 | $2,000,000 | $0 | $0 | 2023-2030 | Yes |
| Transit - Better Bus | Multnomah County | TriMet | TriMet | ETC: SE Powell Blvd Transit Project | 12035 | Central City Portland | TBD | Planning, design and improvements for regional enhanced transit project. | $2,000,000 | $2,000,000 | $0 | $0 | 2023-2030 | Yes |
| Transit - High Capacity | Multnomah County | Portland | Portland | HCT: Portland Streetcar Operational Improvements | 11783 | Portland Central City | Portland Central City | Design and construct improvements along streetcar line to add transit capacity. Construct turnbacks where needed to improve operations. | $3,500,000 | $4,000,000 | $0 | $0 | 2023-2030 | Yes |
| Transit - High Capacity | Multnomah County | Portland Streetcar, In | TriMet | HCT: Streetcar Montgomery Park Extension | 11319 | NW Lovejoy/Northrup | Montgomery Park | Extend streetcar from NW Lovejoy/Northrup to Montgomery Park. | $80,000,000 | $80,000,000 | $0 | $0 | 2023-2030 | Yes |
| Transit - High Capacity | Multnomah County | TriMet | TriMet | HCT: 82nd Ave Transit Project | 12029 | Clackamas Town Center | TBD | Contingent on federal, state and local funding commitments, the 82nd Ave Transit Project will improve travel between Clackamas Town Center and important destinations in NE Portland with easier, faster and more reliable bus service as well as necessary safety and accessibility improvements, paving and signals. Planning work will include identifying and prioritizing complementary multimodal safety improvements to make 82nd Avenue safer for all travel modes. | $300,000,000 | $300,000,000 | $0 | $0 | 2023-2030 | Yes |
| Transit - High Capacity | Multnomah County | TriMet | TriMet | HCT: Steel Bridge Transit Bottleneck Project Development | 12050 | Central City (West) | Central City (East) | Project Development to analyze Central City transit capacity and identify preferred options to address transit bottlenecks, delays, layover needs and improve transit speed, reliability, travel times and regional mobility. Include analysis of a potential tunnel option. | $52,100,000 | $67,500,000 | $0 | $0 | 2031-2045 | Yes |
| Transit - High Capacity | Multnomah County | TriMet | TriMet | HCT: Swan Island to Parkrose TC (Killingsworth) Corridor High Capacity Transit | 12325 | Swan Island | Parkrose Transit Center | Project development of high capacity transit options and construction and implementation of high capacity transit from Swan Island to Parkrose TC on the Killingsworth corridor. | $100,000,000 | $162,700,000 | $0 | $0 | 2031-2045 | No |
| Transit Capital - Other | Multnomah County | Portland | Portland | Passenger Ferry Pilot | 12311 | Cathedral Park | Riverplace | Ferry dock reinforcement/railings, boat build/lease to enable ferry service pilot with FTA Passenger Ferry Grant Program support. | $10,500,000 | $12,000,000 | $0 | $0 | 2023-2030 | Yes |
| Transit Capital - Other | Multnomah County | TriMet | TriMet | MAX Blue Line Station Rehabilitation | 12261 | Hollywood Transit Center | Cleveland MAX Station, Gresham | Multi-year, multi-location state of good repair project to make critical updates and improvements at eastside MAX Blue Line stations and surrounding station areas. | $26,000,000 | $28,700,000 | $2,500,000 | $2,500,000 | 2023-2030 | Yes |
| Transit Operating Capital | Multnomah County | TriMet | TriMet | Bus: Center Street Bus Garage Improvements | 11038 | 1851-1717 SE Center St, Portland | 1851-1717 SE Center St, Portland | Improvements at Center Bus Garage. | $5,000,000 | $5,600,000 | $0 | $0 | 2023-2030 | Yes |
| Transit Operating Capital | Multnomah County | TriMet | TriMet | Bus: North Downtown Transit Mall Layover Terminal | 12037 | Central City Portland | Central City Portland | Terminal in northern portion of downtown Portland for bus layover. | $13,500,000 | $13,500,000 | $0 | $0 | 2023-2030 | Yes |
| Transit Operating Capital | Multnomah County | TriMet | TriMet | Bus: Powell Bus Garage Improvements and ZEB transition | 12291 | 9800 SE Powell Blvd, Portland | 9800 SE Powell Blvd, Portland | Planning and design to support zero emissions bus improvements. | $22,100,000 | $23,550,000 | $5,200,000 | $5,200,000 | 2023-2030 | Yes |
| Transit Operating Capital | Multnomah County | TriMet | TriMet | Bus: Powell Bus Garage Improvements and ZEB Transition Construction | 12279 | 9800 SE Powell Blvd, Portland | 9800 SE Powell Blvd, Portland | Expand bus operations, maintenance and storage facility to accommodate larger fleet and make zero emissions bus improvements. | $169,300,000 | $226,700,000 | $0 | $0 | 2031-2045 | Yes |
| Transit Operating Capital | Multnomah County | TriMet | TriMet | Center Street Zero Emission Bus Transition: Phase 2 | 12277 | 1851-1717 SE Center St, Portland | 1851-1717 SE Center St, Portland | Zero emissions bus improvements and expansion to support zero emissions fleet at Center Street Bus Garage. | $192,000,000 | $192,000,000 | $0 | $0 | 2031-2045 | Yes |
| Transportation Demand Management | Multnomah County | Multnomah County | Multnomah County | East Multnomah County: Transportation Demand Management | 12018 | East Multnomah County | East Multnomah County | Targeted programs and outreach to reduce single occupant vehicle travel and provide more travel options for underserved community members. | $2,000,000 | $3,300,000 | $0 | $0 | 2031-2045 | Yes |
| Transportation Demand Management | Multnomah County | Portland | Portland | Portland Safe Routes to School, Phase 1 | 11127 | N/A | N/A | Safe routes to school projects serving Title 1 schools within the City of Portland. | $4,500,000 | $5,000,000 | $0 | $0 | 2023-2030 | Yes |
| Transportation Demand Management | Multnomah County | Portland | Portland | Portland Citywide TDM Strategy | 12078 | Citywide | Citywide | Develop and implement a citywide Transportation Demand Management (TDM) strategy to reduce motor vehicle trip demand. | $6,500,000 | $10,000,000 | $0 | $0 | 2031-2045 | Yes |
| Transportation Demand Management | Multnomah County | Portland | Portland | Portland Safe Routes to School, Phase 2 | 11779 | N/A | N/A | Safe routes to school projects serving Title 1 schools within the City of Portland. | $6,500,000 | $10,000,000 | $0 | $0 | 2031-2045 | Yes |
| Transportation System Management (Technology) | Multnomah County | Multnomah County | Multnomah County | 238th/242nd Ave/Hogan Dr.: ACM with Adaptive Signal Timing | 11300 | Sandy | Palmquist | Improve arterial corridor operations by expanding traveler information and upgrading traffic signal equipment and timings, and making intersection improvements to lanes. Includes the ACM project with signal systems that automatically adapt to current arterial roadway conditions. (506U) | $6,800,000 | $11,100,000 | $0 | $0 | 2031-2045 | Yes |
| Transportation System Management (Technology) | Multnomah County | Multnomah County | Multnomah County | 257th/Kane Dr.: Arterial Corridor Management (ACM) w/ Adaptive Signal Timing | 11299 | I-84 | Orient Dr. | Install upgraded traffic signal controllers, establish communications to the central traffic signal system, provide arterial detection (including bicycle detection where appropriate) and routinely update signal timings. Provide realtime and forecasted traveler information on arterial roadways including current roadway conditions, congestion information, travel times, incident information, construction work zones, current weather conditions and other events that may affect traffic conditions. | $4,900,000 | $6,800,000 | $0 | $0 | 2031-2045 | Yes |

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| Transportation System Management (Technology) | Multnomah County | Multnomah County | Multnomah County | NE 207th Ave.: Arterial Corridor Management (ACM) | 11297 | Sandy | Glisan | Install upgraded traffic signal controllers, establish communications to the central traffic signal system, provide arterial detection (including bicycle detection where appropriate) and routinely update signal timings. Provide realtime and forecasted traveler information on arterial roadways including current roadway conditions, congestion information, travel times, incident information, construction work zones, current weather conditions and other events that may affect traffic conditions. (500U) | $2,300,000 | $3,800,000 | $0 | $0 | 2031-2045 | Yes |
| Transportation System Management (Technology) | Multnomah County | Multnomah County | Multnomah County | NE Glisan Street: Fairview Parkway to NE 242nd Avenue: Arterial Corridor Management (ACM) | 12225 | Fairview Parkway | NE 242nd Avenue | Install upgraded traffic signal controllers, enhance communications to the central traffic signal system, provide arterial detection (including bicycle detection where appropriate) and routinely update signal timings at up to five (5) traffic signals. Provide realtime and forecasted traveler information. (517U) | $3,100,000 | $5,100,000 | $0 | $0 | 2031-2045 | Yes |
| Transportation System Management (Technology) | Multnomah County | ODOT | Portland | Barbur Blvd ITS | 11826 | I-405 | Portland City Limits | Install ITS infrastructure (Next-Gen transit signal priority and queue jumps, truck priority detection, CCTV cameras, and vehicle /pedestrian detectors). | $2,000,000 | $2,000,000 | $0 | $0 | 2023-2030 | Yes |
| Transportation System Management (Technology) | Multnomah County | ODOT | Portland | Water/Yamhill Traffic Signal | 11839 | SE Water and Yamhill | SE Water and Yamhill | Construct traffic signal at Water/Yamhill to improve safety and capacity at freeway off-ramp. | $2,000,000 | $3,000,000 | $0 | $0 | 2031-2045 | Yes |
| Transportation System Management (Technology) | Multnomah County | Portland | Portland | 122nd Ave Corridor ITS Improvements | 10198 | NE Airport Way | SE Powell Blvd | Install ITS infrastructure (communication network, Next-Gen transit signal priority, truck priority 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. | $4,000,000 | $4,500,000 | $0 | $0 | 2023-2030 | Yes |
| Transportation System Management (Technology) | Multnomah County | Portland | Portland | ITS Network Cyber Security Enhancement | 12211 | N/A | N/A | Evaluate existing PBOT ITS network and upgrade system for resiliency. | $2,000,000 | $2,500,000 | $0 | $0 | 2023-2030 | Yes |
| Transportation System Management (Technology) | Multnomah County | Portland | Portland | SE Powell Blvd ITS Improvements | 12213 | SE Milwaukie Ave | SE 82nd Ave | Install ITS infrastructure (communication network, Next-Gen transit signal priority, CCTV cameras, and vehicle/bike/pedestrian detection system) and signal timing improvements for all road users. | $6,000,000 | $6,500,000 | $0 | $0 | 2023-2030 | Yes |
| Transportation System Management (Technology) | Multnomah County | Portland | Portland | SW Capitol Hwy / Beaverton Hillsdale Hwy ITS Improvements | 12212 | SW Barbur Blvd | City Limits | Install ITS infrastructure (communication network, Next-Gen transit signal priority, CCTV cameras, and vehicle/bike/pedestrian detection system) and signal timing improvements for all road users. | $4,500,000 | $7,000,000 | $0 | $0 | 2023-2030 | Yes |
| Transportation System Management (Technology) | Multnomah County | Portland | Portland | Central City Traffic Transportation System Management | 10264 | Central City | Central City | Implement Central City TSM improvements to arterials. | $4,500,000 | $6,500,000 | $0 | $0 | 2031-2045 | Yes |
| Transportation System Management (Technology) | Multnomah County | Portland | Portland | Gateway Regional Center TSM | 10327 | Gateway Regional Center, NE/SE | Gateway Regional Center, NE/SE | Implement a comprehensive traffic management plan throughout the regional center to reduce cut-through traffic on residential streets and improve traffic flow on regional streets. Project includes utility improvements. | $2,500,000 | $4,000,000 | $0 | $0 | 2031-2045 | Yes |
| Transportation System Management (Technology) | Multnomah County | Portland | Portland | Going St Connected/Automated Vehicle Connection | 11796 | Swan Island Industrial Area | I-5 | Design and construct a Connected/Automated Vehicle connection between Swan Island and I-5. | $6,500,000 | $10,000,000 | $0 | $0 | 2031-2045 | Yes |
| Transportation System Management (Technology) | Multnomah County | Portland | Portland | Grand/MLK Lloyd District Traffic Signals | 11794 | NE Lloyd Blvd | NE Broadway | Construct traffic signals along Grand/MLK couplet in the Lloyd District. | $5,000,000 | $8,000,000 | $0 | $0 | 2031-2045 | Yes |
| Transportation System Management (Technology) | Multnomah County | Portland | Portland | I-405 Corridor ITS Improvements | 10266 | SW Clay | NW Glisan | ITS improvements at six signals between Clay and Glisan including communications infrastructure and closed circuit TV cameras for remote monitoring and control of traffic flow. | $1,500,000 | $2,500,000 | $0 | $0 | 2031-2045 | Yes |
| Transportation System Management (Technology) | Multnomah County | Portland | Portland | Marine Drive ITS | 10346 | N Terminal Hg Rd | NE 185th Ave. | Install ITS infrastructure (communication network, Next-Gen transit signal priority, truck priority detection, queue detection warning system, 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. | $3,000,000 | $4,500,000 | $0 | $0 | 2031-2045 | Yes |
| Transportation System Management (Technology) | Multnomah County | Portland | Portland | N/NE Lombard St ITS | 12218 | N Columbia Blvd | NE MLK Jr Blvd | Install ITS infrastructure (communication network, Next-Gen transit signal priority, CCTV cameras, and vehicle/bike/pedestrian detection system) and signal timing improvements for all road users. | $7,500,000 | $11,500,000 | $0 | $0 | 2031-2045 | Yes |
| Transportation System Management (Technology) | Multnomah County | Portland | Portland | NW Northrup Traffic Signals | 11791 | NW 11th Ave. | NW 16th Ave. | Construct traffic signals along Northrup at 11th, 12th, 13th, 14th, and 16th to improve traffic flow and transit operations. | $5,000,000 | $8,000,000 | $0 | $0 | 2031-2045 | Yes |
| Transportation System Management (Technology) | Multnomah County | Portland | Portland | NW Yeon Ave / St Helens Rd (Hwy 30) ITS Improvements | 12230 | NW Nicolai St | NW 107th Ave | Install ITS infrastructure (communication network, Next-Gen transit signal priority, CCTV cameras, and vehicle/bike/pedestrian detection system) and signal timing improvements for all road users. | $2,000,000 | $3,000,000 | $0 | $0 | 2031-2045 | Yes |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Transportation System Management (Technology) | Multnomah County | Portland | Portland | Portland TSMO Maintenance and Improvements to implement Regional TSMO Plan | 12086 | Citywide | Citywide | Implement projects city wide consistent with the regional TSMO strategy and local plans, including priorities identified in PBOT ETC Plan and 2040 Freight Plan, including both maintenance/replacement or enhancements of signals and software to support improvements on arterial streets to better manage traffic flow and provide greater priority to transit and freight movement. | $22,500,000 | $35,000,000 | $0 | $0 | 2031-2045 | Yes |
| Transportation System Management (Technology) | Multnomah County | Portland | Portland | Rivergate ITS | 10373 | N Lombard St | Rivergate Industrial Area | Install ITS infrastructure (communication network, Next-Gen transit signal priority, truck priority 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. | $2,500,000 | $4,000,000 | $0 | $0 | 2031-2045 | Yes |
| Transportation System Management (Technology) | Multnomah County | Portland | Portland | S Macadam Ave ITS | 12236 | S Bancroft Ave | Sellwood Bridge | Install ITS infrastructure (communication network, Next-Gen transit signal priority, CCTV cameras, and vehicle/bike/pedestrian detection system) and signal timing improvements for all road users. | $2,500,000 | $4,000,000 | $0 | $0 | 2031-2045 | Yes |
| Transportation System Management (Technology) | Multnomah County | Portland | Portland | Sandy Blvd ITS | 10301 | NE Couch St | NE 82nd Ave | Install ITS infrastructure (communication network, Next-Gen transit signal priority, truck priority 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. | $3,000,000 | $4,500,000 | $0 | $0 | 2031-2045 | Yes |
| Transportation System Management (Technology) | Multnomah County | Portland | Portland | SE Stark St ITS Improvements | 12237 | SE 82nd Ave | City Limits | Install ITS infrastructure (communication network, Next-Gen transit signal priority, CCTV cameras, and vehicle/bike/pedestrian detection system) and signal timing improvements for all road users. | $2,500,000 | $3,500,000 | $0 | $0 | 2031-2045 | Yes |
| Transportation System Management (Technology) | Multnomah County | Portland | Portland | W Burnside St/Rd ITS Improvements | 12238 | Naito Pkwy | SW Tichner Dr | Install ITS infrastructure (communication network, Next-Gen transit signal priority, CCTV cameras, and vehicle/bike/pedestrian detection system) and signal timing improvements for all road users. | $1,500,000 | $2,500,000 | $0 | $0 | 2031-2045 | Yes |
| Active Transportation - Pedestrian/Bicycle | Multnomah County, Washington County | ODOT | ODOT | Jordan Road Trail | 12293 | I-84 Bridge | Entrance to Parking area | Paved multi-use path connection along Jordan Road paralleling the Sandy River | $3,000,000 | $3,000,000 | $3,000,000 | $3,000,000 | 2023-2030 | Yes |
| Active Transportation - Pedestrian/Bicycle | Multnomah County, Washington County | Tualatin Hills Park & F | Tualatin Hills Park & F | Westside Regional Trail Segment #19 | 11967 | Westside Trail at NW Skycrest Parkway | THPRD Eastern Boundary at NW 124th Ave. | Design and construct a 12' wide regional, multi-use trail segment connecting THPRD and Portland trail systems, completing a gap, serving historically marginalized communities, improving safety, increasing access to jobs, schools, and 2040 centers. | $3,000,000 | $4,900,000 | $0 | $0 | 2031-2045 | Yes |
| Throughways | Multnomah County, Washington County | ODOT | ODOT | US 26 (Sunset Highway) Operational Improvements | 11971 | I-405 | West MPO Boundary | Construct improvements to address bottlenecks and improve safety on US 26 (Sunset Highway) Specific improvements as identified in operational analysis, mobility corridor analysis, and refinement planning. | $60,000,000 | $98,000,000 | $0 | $0 | 2031-2045 | Yes |
| Transit - Better Bus | Multnomah County, Washington County | TriMet | TriMet | ETC: SW Beaverton-Hillsdale Hwy Enhanced Transit Project | 12032 | Central City Portland | Washington County (54 to BTC and 56 to Washington Square) | Planning, design and improvements for regional enhanced transit project. | $2,000,000 | $2,000,000 | $0 | $0 | 2023-2030 | Yes |
| Transit - High Capacity | Multnomah County, Washington County | TriMet | TriMet | HCT: MAX Red Line Improvements Project: Capital Construction | 10922 | 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. | $68,000,000 | $68,000,000 | $68,000,000 | $39,000,000 | 2023-2030 | Yes |
| Transit - High Capacity | Multnomah County, Washington County | TriMet | TriMet | HCT: Southwest Corridor Project Development | 12322 | Bridgeport Village, Tualatin | Downtown Portland | Project Development for High Capacity Transit project between Portland and Tualatin via Tigard. | $4,000,000 | $4,000,000 | $0 | $0 | 2023-2030 | Yes |
| Transit - High Capacity | Multnomah County, Washington County | TriMet | Washington County | HCT: Southwest Corridor Project Development Support | 12301 | Bridgeport Village, Tualatin | Downtown Portland | Project development to address traffic mitigation and access improvements for SW Corridor High Capacity Transit project between Portland and Tualatin via Tigard. | $2,000,000 | $2,300,000 | $0 | $0 | 2023-2030 | Yes |
| Transit - High Capacity | Multnomah County, Washington County | TriMet | Washington County | HCT: Southwest Corridor Engineering and ROW Support | 12300 | Bridgeport Village, Tualatin | Downtown Portland | Support SW Corridor engineering and right-of-way for High Capacity Transit project between Portland and Tualatin via Tigard. | $12,700,000 | $20,700,000 | $0 | $0 | 2031-2045 | Yes |
| Transit - High Capacity | Multnomah County, Washington County | TriMet | TriMet | HCT: Southwest Corridor: PD, Engineering and ROW | 12292 | Bridgeport Village, Tualatin | Downtown Portland | Project Development, Engineering and Right of Way for High Capacity Transit project between Portland and Tualatin via Tigard. | $855,000,000 | $855,000,000 | $0 | $0 | 2031-2045 | Yes |
| Active Transportation - Pedestrian/Bicycle | Region-wide (all three counties) | TriMet | TriMet | Access: Bike & Ride Facilities: Phase 1 | 11411 | Regionwide | Regionwide | Provide and maintain secure bike parking facilities and enhancements at TriMet stations and stops. | $2,000,000 | $2,000,000 | $0 | $0 | 2023-2030 | Yes |
| Active Transportation - Pedestrian/Bicycle | Region-wide (all three counties) | TriMet | TriMet | Access: Bike & Ride Facilities: Phase 2 | 11594 | N/A | N/A | Provide secure bike parking facilities and enhancements at TriMet stations and stops. | $2,000,000 | $2,000,000 | $0 | $0 | 2031-2045 | Yes |
| Bridge Maintenance and Preservation | Region-wide (all three counties) | ODOT | ODOT | Bridge Rehabilitation & Repair: 2023-2030 | 12092 | Region-wide | Region-wide | Projects to repair or rehabilitate bridges, such as painting, joint repair, bridge deck repair, seismic retrofit, etcetera, that do not add motor vehicle capacity. | $126,000,000 | $149,000,000 | $0 | $0 | 2023-2030 | Yes |

| RTP Investment Category | County(s) | Primary Owner | Nominating Agency | Project Name | RTP ID | Start Location | End Location | Description | Estimated Cost (in 2023 dollars) | Estimated cost (in YOE dollars) | Amt funding dedicated via legislative action | Amt dedicated funding avail to use before 2024 | Time Period | Financially Constrained |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Bridge Maintenance and Preservation | Region-wide (all three counties) | ODOT | ODOT | Bridge Rehabilitation & Repair: 2031-2045 | 12294 | Region-wide | Region-wide | Projects to repair or rehabilitate bridges, such as painting, joint repair, bridge deck repair, seismic retrofit, etcetera, that do not add motor vehicle capacity. | $271,000,000 | $441,000,000 | $0 | $0 | 2031-2045 | Yes |
| Pricing Programs | Region-wide (all three counties) | ODOT | ODOT | I-5 and I-205: Regional Mobility Pricing Project (PE, RW, UR, CN, OT) | 12304 | I-205 Glenn Jackson Bridge/I-5 Interstate Bridge | I-5 Boone Bridge | Apply congestion pricing on all lanes of Interstate-5 (I-5) and Interstate-205 (I-205) to manage travel demand and traffic congestion on these facilities in the Portland, Oregon metropolitan area in a manner that will generate revenue for transportation system investments. | $400,000,000 | $400,000,000 | $0 | $0 | 2023-2030 | Yes |
| Regional Activities | Region-wide (all three counties) | Metro | Metro | Corridor Investment Areas Activities for 2023-2030 | 11664 | Regional | Regional | The RTP identifies mobility corridors and future high capacity transit capital investments needed to support the 2040 Growth Concept. Corridor investment areas activities focus on aligning investments around specific outcomes to support local and regional goals in locations with multijurisdictional interests. Investment areas activities include completing corridor refinement planning and developing multimodal projects in major transportation corridors identified in the RTP as well as developing shared investment strategies to align local, regional and state investments in economic investment areas that support the region's growth economy. Activities include ongoing involvement in local and regional transit and roadway project conception, funding, and design. Metro provides assistance to local jurisdictions for the development of specific projects as well as corridor-based programs identified in the RTP. | $6,730,000 | $6,730,000 | $0 | $0 | 2023-2030 | Yes |
| Regional Activities | Region-wide (all three counties) | Metro | Metro | Regional MPO Activities for 2023-2030 | 11103 | Regional | Regional | Transportation planning, programming, monitoring and federal reporting that Metro must conduct in order to remain certified as an metropolitan planning organization (MPO) by the federal government for the region and be eligible to receive federal transportation funding dollars. | $14,230,000 | $14,230,000 | $0 | $0 | 2023-2030 | Yes |
| Regional Activities | Region-wide (all three counties) | Metro | Metro | Corridor Investment Areas Activities for 2031-2045 | 11964 | Regional | Regional | The RTP identifies mobility corridors and future high capacity transit capital investments needed to support the 2040 Growth Concept. Corridor investment areas activities focus on aligning investments around specific outcomes to support local and regional goals in locations with multijurisdictional interests. Investment areas activities include completing corridor refinement planning and developing multimodal projects in major transportation corridors identified in the RTP as well as developing shared investment strategies to align local, regional and state investments in economic investment areas that support the region's growth economy. Activities include ongoing involvement in local and regional transit and roadway project conception, funding, and design. Metro provides assistance to local jurisdictions for the development of specific projects as well as corridor-based programs identified in the RTP. | $16,080,000 | $16,080,000 | $0 | $0 | 2031-2045 | Yes |
| Regional Activities | Region-wide (all three counties) | Metro | Metro | Regional MPO Activities for 2031-2045 | 11745 | Regional | Regional | Transportation planning, programming, monitoring and federal reporting that Metro must conduct in order to remain certified as an metropolitan planning organization (MPO) by the federal government for the region and be eligible to receive federal transportation funding dollars. | $33,990,000 | $33,990,000 | $0 | $0 | 2031-2045 | Yes |
| Roadway Maintenance and Preservation | Region-wide (all three counties) | Cities and counties | Cities and counties | Local Roadway Operations, Maintenance and Preservation: 2024-2030 | 12098 | N/A | N/A | Local roadway operations, maintenance and preservation activities | $2,930,092,000 | $3,441,327,000 | $0 | $0 | 2023-2030 | Yes |
| Roadway Maintenance and Preservation | Region-wide (all three counties) | Cities and counties | Cities and counties | Local Roadway Operations, Maintenance and Preservation: 2031-2045 | 12323 | N/A | N/A | Local roadway operations, maintenance and preservation activities | $5,848,847,000 | $9,885,862,000 | $0 | $0 | 2031-2045 | Yes |
| Roadway Maintenance and Preservation | Region-wide (all three counties) | ODOT | ODOT | Culvert Replacement & Repair: 2023-2030 | 12093 | Region-wide | Region-wide | Repair and replacement of culverts that have or are in danger of failure, do not provide adequate drainage or are a habitat barrier to Threatened & Endangered species that do not add motor vehicle capacity. | $63,000,000 | $75,000,000 | $0 | $0 | 2023-2030 | Yes |
| Roadway Maintenance and Preservation | Region-wide (all three counties) | ODOT | ODOT | Highway Pavement Maintenance: 2023-2030 | 12094 | Region-wide | Region-wide | Pavement rehabilitation/repair projects includes overlays, slurry seals, full pavement replacement, and other minor roadway improvements (curb and gutters, adding/widening shoulders) that do not add motor vehicle capacity. | $190,000,000 | $224,000,000 | $0 | $0 | 2023-2030 | Yes |
| Roadway Maintenance and Preservation | Region-wide (all three counties) | ODOT | ODOT | Culvert Replacement & Repair: 2031-2045 | 12295 | Region-wide | Region-wide | Repair and replacement of culverts that have or are in danger of failure, do not provide adequate drainage or are a habitat barrier to Threatened & Endangered species that do not add motor vehicle capacity. | $136,000,000 | $221,000,000 | $0 | $0 | 2031-2045 | Yes |
| Roadway Maintenance and Preservation | Region-wide (all three counties) | ODOT | ODOT | Highway Pavement Maintenance: 2031-2045 | 12298 | Region-wide | Region-wide | Pavement rehabilitation/repair projects includes overlays, slurry seals, full pavement replacement, and other minor roadway improvements (curb and gutters, adding/widening shoulders) that do not add motor vehicle capacity. | $407,000,000 | $662,000,000 | $0 | $0 | 2031-2045 | Yes |
| Roadway Operations | Region-wide (all three counties) | ODOT | ODOT | Safety & Operations Projects: 2023-2030 | 12095 | Region-wide | Region-wide | Projects to improve safety and/or operational efficiencies such as pedestrian crossings, speed feedback signs, transit priority technology at signals on arterial roads, railroad crossing repairs, slide and rock fall protections, illumination, signals and signal operations systems, sidewalks, bicycle lanes, and other improvements that do not add motor vehicle capacity. | $297,000,000 | $349,000,000 | $0 | $0 | 2023-2030 | Yes |

| RTP Investment Category | County(s) | Primary Owner | Nominating Agency | Project Name | RTP ID | Start Location | End Location | Description | Estimated Cost (in 2023 dollars) | Estimated cost (in YOE dollars) | Amt funding dedicated via legislative action | Amt dedicated funding avail to use before 2024 | Time Period | Financially Constrained |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Roadway Operations | Region-wide (all three counties) | ODOT | ODOT | Safety & Operations Projects: 2031-2045 | 12299 | Region-wide | Region-wide | Projects to improve safety and/or operational efficiencies such as pedestrian crossings, speed feedback signs, transit priority technology at signals on arterial roads, railroad crossing repairs, slide and rock fall protections, illumination, signals and signal operations systems, sidewalks, bicycle lanes, and other improvements that do not add motor vehicle capacity. | $542,000,000 | $882,000,000 | $0 | $0 | 2031-2045 | Yes |
| Throughways | Region-wide (all three counties) | ODOT | ODOT | I-5 Freight Operational Improvements | 11991 | Columbia River | South MPO Boundary | Construct improvements to address bottlenecks and improve safety on I-5. Specific improvements as identified in operational analysis, mobility corridor analysis and refinement planning. | $220,000,000 | $358,000,000 | $0 | $0 | 2031-2045 | Yes |
| Transit - Better Bus | Region-wide (all three counties) | TriMet | TriMet | ETC: Better Bus Program Phase 1 | 12283 | N/A | N/A | Program for roadway treatments, transit signal priority and other transit roadway improvements | $13,500,000 | $13,500,000 | $5,969,000 | $5,969,000 | 2023-2030 | Yes |
| Transit - Better Bus | Region-wide (all three counties) | TriMet | TriMet | ETC: Better Bus Program Phase 2 | 12284 | N/A | N/A | Program for roadway treatments, transit signal priority and other transit roadway improvements | $30,000,000 | $30,000,000 | $0 | $0 | 2031-2045 | Yes |
| Transit - High Capacity | Region-wide (all three counties) | TriMet | TriMet | HCT: Optimization, Reliability and Station Improvements: Phase 1 | 12087 | Regionwide | Regionwide | Improvements to HCT including optimizing and rehabilitating stations, station areas, and operational improvements including track, ties, signals and switches. | $119,000,000 | $119,000,000 | $2,430,000 | $2,430,000 | 2023-2030 | Yes |
| Transit - High Capacity | Region-wide (all three counties) | TriMet | TriMet | HCT: Optimization, Reliability and Station Improvements: Phase 2 | 12269 | N/A | N/A | Improvements to HCT including optimizing and rehabilitating stations, station areas, and operational items including track, signals and switches. | $255,000,000 | $255,000,000 | $0 | $0 | 2031-2045 | Yes |
| Transit - High Capacity | Region-wide (all three counties) | TriMet | TriMet | HCT: Project Development for Future HCT | 12285 | N/A | N/A | Project Development for Rapid Transit Project | $40,000,000 | $40,000,000 | $0 | $0 | 2031-2045 | Yes |
| Transit Capital - Other | Region-wide (all three counties) | To be determined | TriMet | Access: Bus Stop and Access to Transit Improvements: Phase 1 | 11331 | Regionwide | Regionwide | Transit stop, right of way, sidewalk, crossing and ADA improvements to support expansion of services and amenities. | $2,000,000 | $2,000,000 | $1,360,000 | $1,360,000 | 2023-2030 | Yes |
| Transit Capital - Other | Region-wide (all three counties) | TriMet | TriMet | Access: Bus Stop and Access to Transit Improvements: Phase 2 | 11230 | N/A | N/A | Transit stop, right of way, sidewalk, crossing and ADA improvements to support expansion of services and amenities. | $10,000,000 | $10,000,000 | $0 | $0 | 2031-2045 | Yes |
| Transit Maintenance | Region-wide (all three counties) | TriMet | TriMet | Transit Maintenance: Phase 1 | 12282 | N/A | N/A | Maintenance of transit services, such as drivers, security, facilities and rolling stock. | $1,255,980,000 | $1,255,980,000 | $0 | $0 | 2023-2030 | Yes |
| Transit Maintenance | Region-wide (all three counties) | TriMet | TriMet | Transit Maintenance: Phase 2 | 12297 | N/A | N/A | Maintenance of transit services, such as drivers, security, facilities and rolling stock. | $3,698,200,000 | $3,698,200,000 | $0 | $0 | 2031-2045 | Yes |
| Transit Operating Capital | Region-wide (all three counties) | TriMet | TriMet | Bus: Columbia Bus Base | 11041 | 4421 NE Columbia Blvd Portland | 4421 NE Columbia Blvd Portland | Design and Construction of new Zero Emission Fleet operations center. | $226,800,000 | $250,000,000 | $0 | $0 | 2023-2030 | Yes |
| Transit Operating Capital | Region-wide (all three counties) | TriMet | TriMet | Operating Capital: Equipment and Facilities: Phase 1 | 11335 | N/A | N/A | Equipment and facilities to support system replacement, refurbishment, and growth. | $37,550,000 | $37,550,000 | $0 | $0 | 2023-2030 | Yes |
| Transit Operating Capital | Region-wide (all three counties) | TriMet | TriMet | Operating Capital: Fleet Vehicles: Phase 1 | 10928 | N/A | N/A | Replacement and refurbishment of zero emission buses, articulated buses, light rail and LIFT vehicles. | $644,000,000 | $694,600,000 | $27,472,000 | $27,472,000 | 2023-2030 | Yes |
| Transit Operating Capital | Region-wide (all three counties) | TriMet | TriMet | Operating Capital: Information Technology: Phase 1 | 10927 | N/A | N/A | Communication systems, information technology, cyber security and improvements to Hop. | $68,000,000 | $68,000,000 | $4,500,000 | $3,857,000 | 2023-2030 | Yes |
| Transit Operating Capital | Region-wide (all three counties) | TriMet | TriMet | Operating Capital: Safety and Security: Phase 1 | 11334 | N/A | N/A | Safety and security enhancements, CCTV, Rail crossing enhancements | $24,000,000 | $24,000,000 | $1,461,000 | $1,461,000 | 2023-2030 | Yes |
| Transit Operating Capital | Region-wide (all three counties) | TriMet | TriMet | Transit Center and Layover improvements: Phase 1 | 12255 | N/A | N/A | Program to improve, expand or create new transit centers or layover facilities. | $20,900,000 | $20,900,000 | $1,000,000 | $806,260 | 2023-2030 | Yes |
| Transit Operating Capital | Region-wide (all three counties) | TriMet | TriMet | Bus: 5th Bus Base Land Acquisition | 12280 | N/A | N/A | Land acquisition and planning of a 5th bus base to support growth of TriMet bus service. | $43,200,000 | $80,000,000 | $0 | $0 | 2031-2045 | Yes |
| Transit Operating Capital | Region-wide (all three counties) | TriMet | TriMet | Operating Capital: Equipment and Facilities: Phase 2 | 11338 | N/A | N/A | Equipment and facilities to support system replacement, refurbishment, and growth. | $130,464,000 | $130,464,000 | $0 | $0 | 2031-2045 | Yes |
| Transit Operating Capital | Region-wide (all three counties) | TriMet | TriMet | Operating Capital: Fleet Vehicles: Phase 2 | 10999 | Regionwide | Regionwide | Replacement, refurbishment and/or expansion of zero emission buses, articulated buses, light rail and LIFT vehicles. | $1,453,100,000 | $2,364,900,000 | $0 | $0 | 2031-2045 | Yes |
| Transit Operating Capital | Region-wide (all three counties) | TriMet | TriMet | Operating Capital: Information Technology Phase 2 | 10998 | Regionwide | Regionwide | Communication systems, information technology, cyber security and improvements to Hop. | $145,710,000 | $145,710,000 | $0 | $0 | 2031-2045 | Yes |
| Transit Operating Capital | Region-wide (all three counties) | TriMet | TriMet | Operating Capital: Safety & Security: Phase 2 | 11016 | N/A | N/A | Safety and security enhancements, CCTV, Rail crossing enhancements | $3,113,786,000 | $5,067,643,000 | $0 | $0 | 2031-2045 | Yes |
| Transit Operating Capital | Region-wide (all three counties) | TriMet | TriMet | Transit Center and Layover Improvements: Phase 2 | 12256 | N/A | N/A | Program to improve, expand or create new transit centers or layover facilities. | $62,000,000 | $62,000,000 | $0 | $0 | 2031-2045 | Yes |
| Transit Oriented Development | Region-wide (all three counties) | Metro | Metro | Regional TOD Investments for 2023-2030 | 10855 | 2040 Centers, Stations Areas and Corridors | 2040 Centers, Stations Areas and Corridors | Metro's TOD program helps build climate-friendly communities near transit that prioritize the needs of people with low-incomes and communities of color. The core program activity is to provide financial incentives and acquire land to increase affordable housing opportunities in areas that are well-served by transit, particularly those where communities are at risk of gentrification and displacement. | $35,510,000 | $35,510,000 | $0 | $0 | 2023-2030 | Yes |
| Transit Oriented Development | Region-wide (all three counties) | Metro | Metro | Regional TOD Investments for 2031-2045 | 11977 | 2040 Centers, Stations Areas and Corridors | 2040 Centers, Stations Areas and Corridors | Metro's TOD program helps build climate-friendly communities near transit that prioritize the needs of people with low-incomes and communities of color. The core program activity is to provide financial incentives and acquire land to increase affordable housing opportunities in areas that are well-served by transit, particularly those where communities are at risk of gentrification and displacement. | $84,830,000 | $84,830,000 | $0 | $0 | 2031-2045 | Yes |
| Transit Oriented Development | Region-wide (all three counties) | TriMet | TriMet | Transit-Oriented Development: Phase 1 | 12271 | N/A | N/A | Site acquisition, station area planning, activation or infrastructure improvements | $2,000,000 | $2,000,000 | $0 | $0 | 2023-2030 | Yes |
| Transit Oriented Development | Region-wide (all three counties) | TriMet | TriMet | Transit-Oriented Development: Phase 2 | 12272 | N/A | N/A | Site acquisition, station area planning, activation or infrastructure improvements | $5,000,000 | $5,000,000 | $0 | $0 | 2031-2045 | Yes |
| Transit Service and Operations | Region-wide (all three counties) | TriMet | TriMet | STIF Regional Coordination Funds: Phase 1 | 12273 | N/A | N/A | Pass through funds for regional shuttle services. | $48,000,000 | $48,000,000 | $15,462,000 | $13,660,000 | 2023-2030 | Yes |
| Transit Service and Operations | Region-wide (all three counties) | TriMet | TriMet | Streetcar STIF Funds: Phase 1 | 12275 | N/A | N/A | Pass through funds for Portland Streetcar. | $25,500,000 | $25,500,000 | $6,000,000 | $3,213,000 | 2023-2030 | Yes |

| RTP Investment Category | County(s) | Primary Owner | Nominating Agency | Project Name | RTP ID | Start Location | End Location | Description | Estimated Cost (in 2023 dollars) | Estimated cost (in YOE dollars) | Amt funding dedicated via legislative action | Amt dedicated funding avail to use before 2024 | Time Period | Financially Constrained |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Transit Service and Operations | Region-wide (all three counties) | TriMet | TriMet | TriMet Operations: Phase 1 | 12096 | Region-wide | Region-wide | Operations of transit services, such as drivers, security, facilities and rolling stock. | $4,453,020,000 | $4,453,020,000 | $0 | $0 | 2023-2030 | Yes |
| Transit Service and Operations | Region-wide (all three counties) | TriMet | TriMet | STIF Regional Coordination Funds: Phase 2 | 12274 | N/A | N/A | Pass through funds for regional shuttle services. | $140,000,000 | $140,000,000 | $0 | $0 | 2031-2045 | Yes |
| Transit Service and Operations | Region-wide (all three counties) | TriMet | TriMet | Streetcar STIF Funds: Phase 2 | 12276 | N/A | N/A | Pass through funds for Portland Streetcar. | $66,600,000 | $66,600,000 | $0 | $0 | 2031-2045 | Yes |
| Transit Service and Operations | Region-wide (all three counties) | TriMet | TriMet | TriMet Operations: Phase 2 | 12296 | N/A | N/A | Operations of transit services, such as drivers, security, facilities and rolling stock. | $13,021,800,000 | $13,021,800,000 | $0 | $0 | 2031-2045 | Yes |
| Transportation Demand Management | Region-wide (all three counties) | Metro | Metro | Regional Safe Routes to School Program Activities for 2023-2030 | 12021 | Regional | Regional | Educational and encouragement activities that help children safely walk and roll to school. Funded through the Regional Travel Options program with programs and services provided directly by Metro staff and by local agency and non-profit organizations through grants and agreements. | $5,400,000 | $5,400,000 | $0 | $0 | 2023-2030 | Yes |
| Transportation Demand Management | Region-wide (all three counties) | Metro | Metro | Regional Travel Options (RTO) Program Activities for 2023-2030 | 11054 | Regional | Regional | Education, services, and small capital projects that promote and make transit, bicycling, walking and ridesharing easier to use. Program elements are delivered by local government agencies, community non-profit organizations and colleges with US and Oregon Department of Transportation funding allocated by the Metro Regional Travel Options program. The program helps the region meet goals for increased access to jobs, education and services and to reduce motor vehicle miles traveled. | $28,000,000 | $28,000,000 | $0 | $0 | 2023-2030 | Yes |
| Transportation Demand Management | Region-wide (all three counties) | Metro | Metro | Regional Safe Routes to School Program Activities for 2031-2045 | 12022 | Regional | Regional | Educational and encouragement activities that help children safely walk and roll to school. Funded through the Regional Travel Options program with programs and services provided directly by Metro staff and by local agency and non-profit organizations through grants and agreements. | $12,870,000 | $12,870,000 | $0 | $0 | 2031-2045 | Yes |
| Transportation Demand Management | Region-wide (all three counties) | Metro | Metro | Regional Travel Options (RTO) Program Activities for 2031-2045 | 12010 | Regional | Regional | Education, services, and small capital projects that promote and make transit, bicycling, walking and ridesharing easier to use. Program elements are delivered by local government agencies, community non-profit organizations and colleges with US and Oregon Department of Transportation funding allocated by the Metro Regional Travel Options program. The program helps the region meet goals for increased access to jobs, education and services and to reduce motor vehicle miles traveled. | $66,900,000 | $66,900,000 | $0 | $0 | 2031-2045 | Yes |
| Transportation Demand Management | Region-wide (all three counties) | TriMet | TriMet | Access: Park & Ride Facilities: Phase 1 | 10988 | Regionwide | Regionwide | Improvements or modifications to Park & Ride facilities. | $2,000,000 | $2,000,000 | $0 | $0 | 2023-2030 | Yes |
| Transportation Demand Management | Region-wide (all three counties) | TriMet | TriMet | TriMet Fare Discount Programs: Phase 1 | 12258 | N/A | N/A | TriMet programs to provide discounted fares for eligible groups. | $60,000,000 | $60,000,000 | $29,605,916 | $0 | 2023-2030 | Yes |
| Transportation Demand Management | Region-wide (all three counties) | TriMet | TriMet | Access: Park & Ride Facilities: Phase 2 | 12079 | N/A | N/A | Additions or modifications to existing Park & Ride lots. | $2,000,000 | $2,000,000 | $0 | $0 | 2031-2045 | Yes |
| Transportation Demand Management | Region-wide (all three counties) | TriMet | TriMet | TriMet Fare Discount Programs: Phase 2 | 12268 | N/A | N/A | TriMet programs to provide discounted fares for eligible groups. | $90,000,000 | $90,000,000 | $0 | $0 | 2031-2045 | Yes |
| Transportation System Management (Technology) | Region-wide (all three counties) | Metro | Metro | Regional TSMO Corridors Priority Investments for 2023-2030 | 12024 | Regional | Regional | As coordinated through the regional TSMO program, provide funding and secure discretionary grants for operators to work together to deploy safe, integrated corridor management with advanced technology in regional mobility corridors including decision support systems, real-time traveler information on route choice and estimated travel time that uses a variety of data sensors, software and systems (e.g., smart mobility hubs, internet of things, connected and automated vehicles). This also includes deployment of innovative technology systems, automated corridor management, and other active traffic management strategies. | $9,420,000 | $9,420,000 | $0 | $0 | 2023-2030 | Yes |
| Transportation System Management (Technology) | Region-wide (all three counties) | Metro | Metro | Regional TSMO Program Investments for 2023-2030 | 11104 | Regional | Regional | Implement and maintain Transportations System Management and Operations (TSMO) investments used by multiple agencies (e.g., Central Signal System, traffic signal priority, data communications and archiving) and coordinate response to crashes. The regional program also includes strategy planning (e.g., periodic TSMO Strategy updates), coordination of activities for TransPort subcommittee to TPAC, updates to the blueprints for agency software and hardware systems (ITS Architecture), improving traveler information with live-streaming data for connected vehicle and mobile information systems (TripCheck Traveler Information Portal Enhancement), and improving "big data" processing (PSU PORTAL) to support analyzing performance measures. | $9,420,000 | $9,420,000 | $0 | $0 | 2023-2030 | Yes |

| RTP Investment Category | County(s) | Primary Owner | Nominating Agency | Project Name | RTP ID | Start Location | End Location | Description | Estimated Cost (in 2023 dollars) | Estimated cost (in YOE dollars) | Amt funding dedicated via legislative action | Amt dedicated funding avail to use before 2024 | Time Period | Financially Constrained |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Transportation System Management (Technology) | Region-wide (all three counties) | Metro | Metro | Regional TSMO Corridors Priority Investments for 2031-2045 | 12025 | Regional | Regional | As coordinated through the regional TSMO program, provide funding and secure discretionary grants for operators to work together to deploy safe, integrated corridor management with advanced technology in regional mobility corridors including decision support systems, real-time traveler information on route choice and estimated travel time that uses a variety of data sensors, software and systems (e.g., smart mobility hubs, internet of things, connected and automated vehicles). This also includes deployment of innovative technology systems, automated corridor management, and other active traffic management strategies. | $22,600,000 | $22,600,000 | $0 | $0 | 2031-2045 | Yes |
| Transportation System Management (Technology) | Region-wide (all three counties) | Metro | Metro | Regional TSMO Program Investments for 2031-2045 | 12013 | Regional | Regional | Implement and maintain Transportations System Management and Operations (TSMO) investments used by multiple agencies (e.g., Central Signal System, traffic signal priority, data communications and archiving) and coordinate response to crashes. The regional program also includes strategy planning (e.g., periodic TSMO Strategy updates), coordination of activities for TransPort subcommittee to TPAC, updates to the blueprints for agency software and hardware systems (ITS Architecture), improving traveler information with live-streaming data for connected vehicle and mobile information systems (TripCheck Traveler Information Portal Enhancement), and improving "big data" processing (PSU PORTAL) to support analyzing performance measures. | $14,063,000 | $22,600,000 | $0 | $0 | 2031-2045 | Yes |
| Active Transportation - Bicycle | Washington County | Beaverton | Beaverton | 173rd Avenue: Walker Road to Cornell Road (Bikeway) | 12052 | Walker Road | Cornell Road | Restriping (removing center turn lane) and construction of protected bike lane. | $7,000,000 | $11,400,000 | $0 | $0 | 2031-2045 | Yes |
| Active Transportation - Bicycle | Washington County | Beaverton | Beaverton | Hall Boulevard: 12th to Allen Blvd (Bike Lanes/Turn Lanes) | 10669 | 12th Street | Allen Boulevard (approximately 600 ft south) | Construct bike lanes and turn lanes on Hall Boulevard, between 12th Street and Allen Boulevard. | $7,700,000 | $12,500,000 | $0 | $0 | 2031-2045 | Yes |
| Active Transportation - Bicycle | Washington County | Beaverton | Beaverton | Hall Boulevard: Cedar Hills Blvd to Crescent St (Bike Lanes) | 10663 | Cedar Hills Boulevard | Crescent Street | Construct bike lanes | $7,700,000 | $12,500,000 | $0 | $0 | 2031-2045 | Yes |
| Active Transportation - Bicycle | Washington County | ODOT | Washington County | Beaverton-Hillsdale Hwy Bike Lanes | 11925 | OR 217 | Multnomah County Line | Completes 12,000 feet of bike lanes. | $2,800,000 | $4,600,000 | $0 | $0 | 2031-2045 | Yes |
| Active Transportation - Bicycle | Washington County | Washington County | Washington County | Butner Road Bike Lanes | 10614 | Cedar Hills Blvd. | Park Way | Completes 7800 feet of bike lanes to transit corridor. | $10,100,000 | $16,400,000 | $0 | $0 | 2031-2045 | Yes |
| Active Transportation - Bicycle | Washington County | Washington County | Washington County | Cornell Road Bike Lanes | 10613 | Saltzman Rd. | 119th Ave. | Completes 1750 feet of bike lanes in town center. | $2,000,000 | $3,300,000 | $0 | $0 | 2031-2045 | Yes |
| Active Transportation - Bicycle | Washington County | Washington County | Washington County | Saltzman Road Bike Lanes | 10610 | Cornell Rd. | Barnes Rd. | Complete 950 feet of bike lanes in town center. | $2,000,000 | $3,300,000 | $0 | $0 | 2031-2045 | Yes |
| Active Transportation - Bicycle | Washington County | Washington County | Washington County | Science Park Drive Bike Lanes | 10609 | Murray Blvd. | Cornell Rd. | Complete 3,600 feet of bike lanes in town center. | $6,300,000 | $10,300,000 | $0 | $0 | 2031-2045 | Yes |
| Active Transportation - Bicycle | Washington County | Washington County | Washington County | Washington County Neighborhood Bikeways (Ph. 1) | 11239 | County-wide | County-wide | 12 miles of neighborhood bikeways (bike boulevards) on low-traffic streets throughout unincorporated urban Washington County, including enhanced at-grade crossings of arterials. | $11,200,000 | $18,200,000 | $0 | $0 | 2031-2045 | Yes |
| Active Transportation - Pedestrian | Washington County | Beaverton | Beaverton | Beaverton Access to Transit Sidewalk Infill | 11888 | Citywide | Citywide | Construct sidewalk where missing on arterials and collectors near transit (MAX stations and bus stops). Final project to complete: Laurelwood Avenue Sidewalk: Scholls Ferry to Laurelwood Court) | $2,300,000 | $2,600,000 | $0 | $0 | 2023-2030 | Yes |
| Active Transportation - Pedestrian | Washington County | Beaverton | Beaverton | Watson/Hall: Cedar Hills to Allen (Pedestrian Safety) | 10646 | Cedar Hills Boulevard | Allen Boulevard | Reconstruct intersections on Hall Boulevard, between Cedar Hills and Crescent St. Reconstruct intersections on Hall Boulevard and Watson Ave, between 5th St. and Allen Boulevard. Curb extensions, lighting, landscaping, ADA ramp upgrades, and benches. | $3,600,000 | $4,100,000 | $0 | $0 | 2023-2030 | Yes |
| Active Transportation - Pedestrian | Washington County | ODOT | Beaverton | Canyon Road Multimodal Improvement: Hocken Ave to 117th Ave | 11379 | Hocken Avenue | 117th Avenue | Construct a landscaped median for access control, enhanced midblock pedestrian crossings at Rose Biggi Ave, lighting, ADA ramp upgrades, crosswalk markings. | $5,500,000 | $6,300,000 | $5,475,000 | $0 | 2023-2030 | Yes |
| Active Transportation - Pedestrian | Washington County | ODOT | King City | King City Sidewalk Infill | 11692 | 1000' west of SW Royalty Pkwy | SW Beef Bend Rd. | Add sidewalks. | $2,000,000 | $3,300,000 | $0 | $0 | 2031-2045 | Yes |
| Active Transportation - Pedestrian | Washington County | ODOT | Sherwood | OR 99W Pedestrian Improvements | 10706 | UGB Northern Boundary | UGB Southern Boundary | Pedestrian upgrades. Completes pedestrian links along 99W from north to south end of city limits. Includes ADA upgrades as required at intersection and local connections. Assumes bike lanes already provided along OR 99W (SW Pacific Highway). | $2,000,000 | $3,300,000 | $0 | $0 | 2031-2045 | Yes |
| Active Transportation - Pedestrian | Washington County | ODOT | Tualatin | OR 99W Sidewalks (S. to N. City Limits) | 10743 | South City Limits | North City Limits | Install sidewalks on both sides of 99W from Cipole to Tualatin River. | $2,000,000 | $3,300,000 | $0 | $0 | 2031-2045 | Yes |
| Active Transportation - Pedestrian | Washington County | ODOT | Cornelius | TV Highway Pedestrian Infill | 10805 | Cornelius east city limits | Cornelius west city limits | Build out sidewalk gaps on TV Hwy. in Cornelius. | $3,800,000 | $6,200,000 | $0 | $0 | 2031-2045 | Yes |
| Active Transportation - Pedestrian | Washington County | Tigard | Tigard | Downtown pedestrian improvements (urban renewal) | 12167 | Downtown Tigard | Downtown Tigard | Improve sidewalks, lighting, crossings, bus shelters and benches throughout Tigard Downtown. | $2,000,000 | $2,300,000 | $2,000,000 | $0 | 2023-2030 | Yes |
| Active Transportation - Pedestrian | Washington County | Washington County | Washington County | Aloha Pedestrian Improvements | 10608 | Aloha Town Center | Aloha Town Center | Sidewalk infill and pedestrian crossing of 185th Ave. at Cascade Dr. | $8,300,000 | $9,400,000 | $8,300,000 | $300,000 | 2023-2030 | Yes |
| Active Transportation - Pedestrian | Washington County | Washington County | Washington County | 92nd Avenue Pedestrian Improvements | 11089 | Allen Blvd. | Garden Home Rd. | Completes 3800 feet of sidewalk improvements to transit corridor. | $5,900,000 | $9,600,000 | $0 | $0 | 2031-2045 | Yes |
| Active Transportation - Pedestrian | Washington County | Washington County | Washington County | Oak St (Butternut to 179th) Sidewalks | 12057 | Butternut Dr | 179th Ave | Add sidewalks between Butternut Dr and 179th Ave. | $2,100,000 | $3,400,000 | $0 | $0 | 2031-2045 | Yes |

| RTP Investment Category | County(s) | Primary Owner | Nominating Agency | Project Name | RTP ID | Start Location | End Location | Description | Estimated Cost (in 2023 dollars) | Estimated cost (in YOE dollars) | Amt funding dedicated via legislative action | Amt dedicated funding avail to use before 2024 | Time Period | Financially Constrained |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Active Transportation - Pedestrian/Bicycle | Washington County | Beaverton | Beaverton | Allen Blvd Complete Street: Murray Blvd to OR 217 (Design) | 11900 | Murray Boulevard | OR Highway 217 | Design a Complete Street along Alan Boulevard, between SW Murray Boulevard and OR Highway 217. The project is anticipated to include investments in sidewalks, bike lanes, signals, and vehicle turn lanes where needed. | $2,000,000 | $2,300,000 | $0 | $0 | 2023-2030 | Yes |
| Active Transportation - Pedestrian/Bicycle | Washington County | Beaverton | Beaverton | Denney Rd: OR 217 to Scholls Ferry (Ped/Bike/Turn Lanes) | 10670 | OR 217 | Scholls Ferry Road | Construct bike lanes, sidewalks, and turn lanes where needed, along SW Denney Road, between OR 217 and Scholls Ferry Road. | $8,800,000 | $10,000,000 | $0 | $0 | 2023-2030 | Yes |
| Active Transportation - Pedestrian/Bicycle | Washington County | Beaverton | Beaverton | Downtown Loop Complete Street: Hall - Millikan Way to 1st | 12121 | Millikan Way | 1st Street | Construct complete street on Hall Boulevard between Millikan Way and 1st Street with wider sidewalks, protected bike lanes, street trees, new signals and marked crosswalks. | $12,000,000 | $13,700,000 | $0 | $0 | 2023-2030 | Yes |
| Active Transportation - Pedestrian/Bicycle | Washington County | Beaverton | Beaverton | Downtown Loop Complete Street: Watson - Millikan Way to 1st | 10664 | Millikan Way | 1st Street | Construct complete street on Watson Avenue between Millikan Way and 1st Street with wider sidewalks, protected bike lanes, street trees, new signals and marked crosswalks. | $10,600,000 | $12,100,000 | $4,000,000 | $0 | 2023-2030 | Yes |
| Active Transportation - Pedestrian/Bicycle | Washington County | Beaverton | Beaverton | Downtown Loop Complete Street: Watson/Hall - Crescent to 5th | 12125 | Crescent Street | 5th Street | Preliminary design and engagement for project to construct complete street with wider sidewalks, protected bike lanes, street trees, new signals and marked crosswalks. | $2,500,000 | $2,800,000 | $2,000,000 | $2,500,000 | 2023-2030 | Yes |
| Active Transportation - Pedestrian/Bicycle | Washington County | Beaverton | Beaverton | Allen Boulevard Complete Street: Murray Blvd to Menlo Drive | 12110 | Murray Boulevard | Menlo Dr. | Construct complete street: sidewalks, street trees, bike lanes, lighting, signals, and turn lanes, where needed. | $23,900,000 | $38,900,000 | $0 | $0 | 2031-2045 | Yes |
| Active Transportation - Pedestrian/Bicycle | Washington County | Beaverton | Beaverton | Downtown Loop Complete Street: Hall Boulevard - 1st to 5th | 12123 | 1st Street | 5th Street | Construct complete street on Hall Boulevard, between 1st Street and 5th Street, with wider sidewalks, protected bike lanes, street trees, new signals and marked crosswalks. | $18,000,000 | $29,300,000 | $0 | $0 | 2031-2045 | Yes |
| Active Transportation - Pedestrian/Bicycle | Washington County | Beaverton | Beaverton | Downtown Loop Complete Street: Watson Ave - 1st to 5th | 12122 | 1st Street | 5th Street | Construct complete street on Watson Avenue between 1st Street and 5th Street with wider sidewalks, protected bike lanes, street trees, new signals and marked crosswalks. | $18,000,000 | $29,300,000 | $0 | $0 | 2031-2045 | Yes |
| Active Transportation - Pedestrian/Bicycle | Washington County | Cornelius | Cornelius | Cornelius Citywide Sidewalk Infill | 11246 | City-wide | City-wide | Sidewalk infill on Heather St (8th Ave - 10th Ave); 4th Ave (3F Railroad - Barlow); and 26th Ave (Holladay - S. City Limits) | $2,200,000 | $2,500,000 | $0 | $0 | 2023-2030 | Yes |
| Active Transportation - Pedestrian/Bicycle | Washington County | Cornelius | Cornelius | S. 29th Boulevard Connection | 11917 | SW 345th Ave. | 450 feet south of S. Dogwood St. | Construct new collector into Cornelius SE UGB expansion area. | $4,500,000 | $5,100,000 | $0 | $0 | 2023-2030 | Yes |
| Active Transportation - Pedestrian/Bicycle | Washington County | Cornelius | Cornelius | 19th/20th Avenue | 11249 | Council Creek | Between S. Ginger and S. Heather Streets | Improve to collector standards by building out sidewalk gaps, creating bike facilities, and improving rail crossing. | $6,900,000 | $11,200,000 | $0 | $0 | 2031-2045 | Yes |
| Active Transportation - Pedestrian/Bicycle | Washington County | Cornelius | Cornelius | Davis Street Sidewalks and Bike Signage | 11245 | 10th Ave | 19th Ave | Add sidewalks on south side of this collector street. Also add bike markings (sharrows) and bike signage. | $4,600,000 | $7,500,000 | $0 | $0 | 2031-2045 | Yes |
| Active Transportation - Pedestrian/Bicycle | Washington County | Forest Grove | Forest Grove | Forest Grove Bike Lanes and Sidewalks Infill | 12131 | Forest Grove East City Limits | Forest Grove West City Limits | Enhance pedestrian and bicycle safety by infilling gaps and improve bike lane safety. | $2,000,000 | $2,300,000 | $500,000 | $100,000 | 2023-2030 | Yes |
| Active Transportation - Pedestrian/Bicycle | Washington County | Hillsboro | Hillsboro | Davis Rd Turn Lanes and Bike/Ped Improvements | 10838 | Brookwood Ave | Century Blvd | Widen from three to five lanes by adding one general travel lane in each direction; project includes widening bridge over light rail; rebuild bike facilities as cycle track | $5,100,000 | $5,800,000 | $0 | $0 | 2023-2030 | Yes |
| Active Transportation - Pedestrian/Bicycle | Washington County | Hillsboro | Hillsboro | Safe Routes to School Projects (Hillsboro) | 11933 | City -wide | City -wide | Implement Safe Routes to School projects around Hillsboro area Title I schools. | $3,400,000 | $3,900,000 | $0 | $0 | 2023-2030 | Yes |
| Active Transportation - Pedestrian/Bicycle | Washington County | Hillsboro | Hillsboro | 15th Ave Bike/Ped Improvements | 11165 | Sunrise Ln | Evergreen Rd | Improve road to urban standards and construct missing sidewalks and bike facilities | $5,100,000 | $8,300,000 | $0 | $0 | 2031-2045 | Yes |
| Active Transportation - Pedestrian/Bicycle | Washington County | Hillsboro | Hillsboro | 25th Ave Bike/Ped Gaps | 11166 | Intel Jones Farm/Hillsboro Fire Station 5 driveway | Evergreen Rd | Improve to three-lane urban arterial standards | $4,200,000 | $6,800,000 | $0 | $0 | 2031-2045 | Yes |
| Active Transportation - Pedestrian/Bicycle | Washington County | Hillsboro | Hillsboro | 25th Ave Turn Lanes and Bike/Ped Improvements | 11905 | Cornell Rd | Griffin Oaks St | Widen to add concrete center turn lane and improve sidewalks and bike facilities | $11,300,000 | $18,400,000 | $0 | $0 | 2031-2045 | Yes |
| Active Transportation - Pedestrian/Bicycle | Washington County | Hillsboro | Hillsboro | Century Blvd Turn Lanes and Bike/Ped Gaps (Baseline to Alder) | 10819 | Baseline Rd | Alder St | Complete missing urban sections including sidewalks, bike facilities, and center turn lane where appropriate | $2,800,000 | $4,600,000 | $0 | $0 | 2031-2045 | Yes |
| Active Transportation - Pedestrian/Bicycle | Washington County | Hillsboro | Hillsboro | Elam Young Pkway Bike/Ped Improvements | 12137 | Cornell (West) | Cornell (East) | Construct sidewalks on inside loop; need widening at intersections to accommodate bike lanes; stripe bike lanes as part of pavement management program south of light rail tracks; future cycle track | $3,200,000 | $5,200,000 | $0 | $0 | 2031-2045 | Yes |
| Active Transportation - Pedestrian/Bicycle | Washington County | Hillsboro | Hillsboro | Reedville Trail (South Segment) | 11462 | Tualatin Valley Highway | Rosedale Rd | Construct multi-use trail along BPA Pearl-Keeler power line corridor | $8,400,000 | $13,700,000 | $0 | $0 | 2031-2045 | Yes |
| Active Transportation - Pedestrian/Bicycle | Washington County | Hillsboro | Hillsboro | Sunrise Ln Bike/Ped Improvements | 11163 | Jackson School Rd | 25th Ave | Widen and improve road to urban standards with sidewalks and bike facilities; construct missing sidewalks | $12,600,000 | $20,500,000 | $0 | $0 | 2031-2045 | Yes |
| Active Transportation - Pedestrian/Bicycle | Washington County | Hillsboro | Hillsboro | Walker Rd Turn Lanes and Bike/Ped Improvements | 10823 | Cornelius Pass Rd | 206th Ave | Complete three-lane urban upgrade including center turn lane, sidewalks and bike lanes | $4,900,000 | $8,000,000 | $0 | $0 | 2031-2045 | Yes |
| Active Transportation - Pedestrian/Bicycle | Washington County | King City | King City | SW Elsner Road: Sidewalks, Cycletrack, Turn-lanes - Phase 1 | 12157 | River Terrace Blvd. | SW Beef Bend Road | Improve with pedestrian and bike facilities from SW Roy Rogers Road to SW Beef Bend Road. 2-lane street with sidewalks and a one-way cycle track on each side to the Tualatin River Trail, then shared use path on west side and left-turn lanes where needed. | $4,200,000 | $4,800,000 | $0 | $0 | 2023-2030 | Yes |
| Active Transportation - Pedestrian/Bicycle | Washington County | King City | King City | OR 99W Connector Trail: OR 99W to south side of Tualatin River | 12152 | OR 99W N of Tualatin River | OR 99W S of Tualatin River | Construct a shared-use path from Tualatin River Trail (TRT) to SW Versailles Road along west side of OR 99W, from the TRT under 99W to fire signal along east side of 99W, & Construct bike/Ped crossing of the Tualatin River along the west side of OR 99W. | $2,000,000 | $3,300,000 | $0 | $0 | 2031-2045 | Yes |
| Active Transportation - Pedestrian/Bicycle | Washington County | King City | King City | SW Elsner Road Sidewalks, Cycletrack, Turn-lanes - Phase 2 | 12156 | SW Roy Rogers Road | River Terrace Blvd | Improve with pedestrian and bike facilities from SW Roy Rogers Road to SW Beef Bend Road. 2-lane street with sidewalks and a one-way cycle track on each side to the Tualatin River Trail, then shared use path on west side and left-turn lanes where needed. | $4,200,000 | $6,800,000 | $0 | $0 | 2031-2045 | Yes |

| RTP Investment Category | County(s) | Primary Owner | Nominating Agency | Project Name | RTP ID | Start Location | End Location | Description | Estimated Cost (in 2023 dollars) | Estimated cost (in YOE dollars) | Amt funding dedicated via legislative action | Amt dedicated funding avail to use before 2024 | Time Period | Financially Constrained |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Active Transportation - Pedestrian/Bicycle | Washington County | King City | King City | Westside Trail: Segment 1 | 11947 | Beef Bend Rd. | Tualatin River | Construct a shared-use path for bike/ped w/ connections to adjacent streets. Includes crossing of the Tualatin Rv. Realigns 137th Avenue to connect with Colyer Way with intersection improvements. Install an enhanced bike/ped crossing at the Fischer & Capulet intersections. | $8,100,000 | $13,200,000 | $358,000 | $358,000 | 2031-2045 | Yes |
| Active Transportation - Pedestrian/Bicycle | Washington County | ODOT | Hillsboro | Downtown Hillsboro Access and Safety Improvements | 10849 | City-wide | City-wide | Improve pedestrian and bicycle facilities, safety, and access in the Hillsboro Downtown Regional Center; special attention to pedestrian and bicycle access across Hwy 8 one-way couplet (Oak St and Baseline St). | $3,800,000 | $4,300,000 | $0 | $0 | 2023-2030 | Yes |
| Active Transportation - Pedestrian/Bicycle | Washington County | ODOT | Sherwood | OR 99W Regional Trail Crossing | 10707 | SW Pacific Hwy. (west side) | SW Pacific Hwy. (east side) | Constructs separated grade crossing for Cedar Creek Trail (regional trail system) under SW Pacific Hwy (OR 99W). | $21,000,000 | $23,900,000 | $0 | $0 | 2023-2030 | Yes |
| Active Transportation - Pedestrian/Bicycle | Washington County | ODOT | Beaverton | OR 8: Canyon Rd Complete Street: Hocken to 117th (Design) | 12113 | Hocken Ave. | 117th Ave./Broadway St. | Preliminary Design and engagement for a complete street on Canyon Road, from Hocken Ave. to 117th Ave. Wider sidewalks, street trees, bikes lanes, signal and intersection, lighting, and landscaped median investments. Explore jurisdictional transfer. | $2,000,000 | $3,300,000 | $0 | $0 | 2031-2045 | Yes |
| Active Transportation - Pedestrian/Bicycle | Washington County | ODOT, Forest Grove | Forest Grove | OR 8/Pacific/19th Corridor Safety and Complete Street | 10779 | Cornelius City Limits | Quince Street/OR 47 | Retrofit the street from B Street to Cornelius City Limits including wider sidewalks, curb extensions, safer street crossings. Local match for TV Hwy HCT and Safety and Complete Street projects. | $12,400,000 | $14,100,000 | $2,800,000 | $0 | 2023-2030 | Yes |
| Active Transportation - Pedestrian/Bicycle | Washington County | Sherwood | Sherwood | Cedar Creek Trail | 10701 | SW Oregon St | SW Roy Rogers Rd | Regional trail between OR 99W (Pacific Highway) & SW Edy Rd and SW Edy Rd to SW Roy Rogers Rd, all-phases including additional Plan Development, Design, ROW Acquisition, Construction, Construction Administration, Inspections. | $9,700,000 | $15,800,000 | $0 | $0 | 2031-2045 | Yes |
| Active Transportation - Pedestrian/Bicycle | Washington County | Tigard | Tigard | Fanno Creek Connections Project | 10766 | Woodard Park | Milton | Construct 3 new segments of the Fanno Creek Trail and make improvements to existing segment from Ash Ave to Hall Blvd. | $10,400,000 | $11,800,000 | $10,400,000 | $0 | 2023-2030 | Yes |
| Active Transportation - Pedestrian/Bicycle | Washington County | Tigard | Tigard | Templeton-Twality Safe Routes to School Improvements | 12173 | McDonald St | Sattler St | Improve pedestrian crossings, complete missing sidewalk segments, pave trail through East Butte Park. | $2,000,000 | $2,300,000 | $2,000,000 | $0 | 2023-2030 | Yes |
| Active Transportation - Pedestrian/Bicycle | Washington County | Tigard | Tigard | Fanno Creek Trail Gap (Bonita to Cook Park) | 12088 | Bonita Road | Durham Park | Complete regional trail gap. | $9,800,000 | $15,900,000 | $1,000,000 | $0 | 2031-2045 | Yes |
| Active Transportation - Pedestrian/Bicycle | Washington County | Tigard | Tigard | Hunziker St Sidewalks | 12001 | Near 7585 Hunziker | 72nd Ave | Add sidewalk and bike lane on north side of Hunziker from current sidewalk end (near 7585 Hunziker) to 72nd Ave. | $3,000,000 | $4,900,000 | $0 | $0 | 2031-2045 | Yes |
| Active Transportation - Pedestrian/Bicycle | Washington County | Tigard | Tigard | OR 217 Ped-Bike Crossing at SW 95th Ave | 12168 | Oak Street | Shady Lane | Construct a new Highway 217 overcrossing for active transportation users connecting Metzger Neighborhood and WSRC area with the Greenburg Neighborhood, Tigard Heritage Trail, Fanno Creek Trail, and Downtown Tigard. | $15,000,000 | $24,400,000 | $0 | $0 | 2031-2045 | Yes |
| Active Transportation - Pedestrian/Bicycle | Washington County | Tigard | Tigard | SW 95th Ave Ped/Bike Rail Undercrossing at Commercial St and Heritage Trail | 12171 | SW 95th Ave | Tigard Heritage Trail | Build a railroad undercrossing for pedestrians and bicycles west of Pacific Highway (OR99W), connecting Grant Ave with 95th Ave. | $5,000,000 | $8,100,000 | $0 | $0 | 2031-2045 | Yes |
| Active Transportation - Pedestrian/Bicycle | Washington County | Tigard | Tigard | Tigard Triangle multi-modal Improvements (urban renewal) | 10760 | Tigard Triangle | Tigard Triangle | Upgrade and improve roads, improve sidewalks, lighting, crossings, implement curbside management strategies, bus shelters and benches throughout the Tigard Triangle. | $11,000,000 | $17,900,000 | $0 | $0 | 2031-2045 | Yes |
| Active Transportation - Pedestrian/Bicycle | Washington County | To be determined | Washington County | Council Creek Regional Trail (East-West) | 10806 | Forest Grove | Hillsboro | Multi-use trail from the end of the Westside MAX light-rail line in Hillsboro, through Washington County, the City of Cornelius, and extending into the City of Forest Grove. The project or a portion of the project is outside the designated urban growth boundary. | $35,000,000 | $39,800,000 | $23,800,000 | $700,000 | 2023-2030 | Yes |
| Active Transportation - Pedestrian/Bicycle | Washington County | To be determined | Hillsboro | Crescent Park Greenway - Brookwood Overcrossing | 12133 | Brookwood Parkway | Brookwood Parkway | Grade-separated over-crossing of Crescent Park Greenway at Brookwood Parkway | $3,700,000 | $6,000,000 | $0 | $0 | 2031-2045 | Yes |
| Active Transportation - Pedestrian/Bicycle | Washington County | To be determined | Tualatin Hills Park & I | McKernan Creek Trail | 12106 | SW Rigert Rd. at Summercrest Park | SW Grabhorn Rd. north of SW Tile Flat Rd. | Plan, design, and construct a 12' wide multi-use regional trail from Summercrest Park to SW Grabhorn Rd. serving the urbanizing Cooper Mountain area; improving safety, access to jobs, and linking the area to the regional trail network | $13,200,000 | $21,500,000 | $0 | $0 | 2031-2045 | Yes |
| Active Transportation - Pedestrian/Bicycle | Washington County | To be determined | Tualatin Hills Park & I | Reedville Trail - South | 12107 | SW Grabhorn Rd. at SW Stonecreek Dr. | SW Grabhorn Rd. at South Cooper Loop Trail | Plan, design, & construct a 12' wide multi-use regional trail connecting the Reedville Trail - North segment at SW Grabhorn Rd. & SW Stone Creek Dr to the South Cooper Loop & McKernan Creek regional trails, improving safety/access to new urban areas. | $4,000,000 | $6,500,000 | $0 | $0 | 2031-2045 | Yes |
| Active Transportation - Pedestrian/Bicycle | Washington County | To be determined | Washington County | Westside Trail: Segment 2 | 11484 | Tigard City Limit | Beef Bend Rd. | Multi-use trail following BPA powerline. | $6,400,000 | $10,400,000 | $0 | $0 | 2031-2045 | Yes |
| Active Transportation - Pedestrian/Bicycle | Washington County | Tualatin | Tualatin | Nyberg Creek Greenway Trail - East | 10745 | 65th | Martinazzi | Shared Use Path with boardwalk sections through wetland/natural areas. Trail will provide access to nature and jobs for communities of color, and English language learners. Includes grade-separated crossing under/over I-5. | $4,500,000 | $5,100,000 | $0 | $0 | 2023-2030 | Yes |
| Active Transportation - Pedestrian/Bicycle | Washington County | Tualatin | Tualatin | Phase 1: 65th Ave - Safety Improvements NB Turn Lane | 11426 | Tualatin River | I-205 | To improve safety for residents and employees, add a share use path on one side of this roadway section. Include northbound right-turn lane on 65th at Borland. | $6,000,000 | $6,800,000 | $0 | $0 | 2023-2030 | Yes |
| Active Transportation - Pedestrian/Bicycle | Washington County | Tualatin | Tualatin | Ice Age Tonquin Trail (Segment 17) | 11427 | 112th | Tualatin / Boones Ferry | Construct shared-use path consistent with Metro Ice Age Tonquin Trail Master Plan. | $10,000,000 | $16,300,000 | $0 | $0 | 2031-2045 | Yes |
| Active Transportation - Pedestrian/Bicycle | Washington County | Tualatin | Tualatin | Martinazzi Safety Improvements (Warm Springs to TS Rd) | 11428 | Warm Springs | Tualatin-Sherwood | To improve safety for employees and residents, add bike lanes or other improvements for pedestrians, cyclists, and vehicle flow/safety on this section of roadway. | $3,000,000 | $4,900,000 | $0 | $0 | 2031-2045 | Yes |
| Active Transportation - Pedestrian/Bicycle | Washington County | Tualatin | Tualatin | Norwood Street Sidewalks and Bike Lanes | 11431 | Boones Ferry Road | East City Limits | Add sidewalks and bike lanes, upgrade to urban standards. | $3,000,000 | $4,900,000 | $0 | $0 | 2031-2045 | Yes |
| Active Transportation - Pedestrian/Bicycle | Washington County | Tualatin | Tualatin | Tualatin River Pathway | 10744 | Eastern city limits | Western city limits | Fill in system gaps from eastern city limits to western city limits. | $5,000,000 | $8,100,000 | $0 | $0 | 2031-2045 | Yes |

| RTP Investment Category | County(s) | Primary Owner | Nominating Agency | Project Name | RTP ID | Start Location | End Location | Description | Estimated Cost (in 2023 dollars) | Estimated cost (in YOE dollars) | Amt funding dedicated via legislative action | Amt dedicated funding avail to use before 2024 | Time Period | Financially Constrained |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Active Transportation - Pedestrian/Bicycle | Washington County | Tualatin Hills Park & F | Tualatin Hills Park & F | Beaverton Creek Trail (Regional) Seg. #3 & #4 | 12043 | THPRD Nature Park | S.W. Hocken Blvd. | Design & construct a 12' wide regional, mulit-use trail connecting THPRD's trail system to Downtown Beaverton; improving safety, serving histrionically marginalized communities, filling a gap, and increasing access to jobs, transit, & 2040 Centers. | $6,100,000 | $6,900,000 | $1,638,000 | $1,638,000 | 2023-2030 | Yes |
| Active Transportation - Pedestrian/Bicycle | Washington County | Tualatin Hills Park & F | Tualatin Hills Park & F | Bridge crossing of Hwy. 26 by the Westside Trail | 11211 | Powerline Corridor North of Hwy 26 near NW Science Park Drive | Powerline Corridor South of Hwy. 26 near SW Greenbrier | Construct a 12' wide multi-use trail bridge over US-26 eliminating out of direction bike/ped routes along high-injury/crash corridors; serving historically marginalized communities & improving safety/access to transit, schools, jobs, & 2040 Centers. | $17,500,000 | $19,900,000 | $0 | $0 | 2023-2030 | Yes |
| Active Transportation - Pedestrian/Bicycle | Washington County | Tualatin Hills Park & F | Tualatin Hills Park & F | Westside Trail (Regional) Seg. 15 -17 | 11405 | Bronson Creek just north of NW Kaiser Rd. | north side of Hwy. 26 just west of NW Science Park Dr. | Design & construct 12' wide multi-use regional trail linking the northern Westside Trail to the Westside Trail Bridge over US-26; improving safety, serving historically marginalized communities, and increasing access to jobs, schools, & 2040 Centers. | $4,300,000 | $4,900,000 | $0 | $0 | 2023-2030 | Yes |
| Active Transportation - Pedestrian/Bicycle | Washington County | Tualatin Hills Park & F | Tualatin Hills Park & F | Westside Trail (Regional) Segment #14 | 10810 | South of Hwy 26 at Greenbrier Pkwy. | THPRD Nature Park | Design & construct a 12' wide regional trail connecting the southern Westside Trail at 158th Ave & Walker Rd to the Westside Trail Bridge over US-26; serving historically marginalized communities, and improving safety/access to jobs & retail hubs. | $5,300,000 | $6,000,000 | $0 | $0 | 2023-2030 | Yes |
| Active Transportation - Pedestrian/Bicycle | Washington County | Tualatin Hills Park & F | Tualatin Hills Park & F | Beaverton Creek Trail (Regional) Seg. #1 & #2 | 10811 | SW 194th Ave. | Westside Trail at THPRD Nature Park | Design & construct a 12' wide regional multi-use trail segment connecting City of Hillsboro and THPRD trail systems; improving safety, completing a gap, serving historically marginalized communities, and increasing access to jobs, schools, & transit. | $10,000,000 | $16,300,000 | $0 | $0 | 2031-2045 | Yes |
| Active Transportation - Pedestrian/Bicycle | Washington County | Tualatin Hills Park & F | Tualatin Hills Park & F | North Johnson Creek Trail | 11966 | Cedar Mill Creek Trail at Foege Park | SW Miller Rd. | Design & construct a 10'-12' wide multi-use community trail providing a safe alternative to high-injury corridors and connecting a high-density MAX light-rail station community, 2040 Centers, jobs, and other regionally connected trail systems. | $10,200,000 | $16,600,000 | $0 | $0 | 2031-2045 | Yes |
| Active Transportation - Pedestrian/Bicycle | Washington County | Tualatin Hills Park & F | Tualatin Hills Park & F | Waterhouse Community Trail Connection, Segment 9 | 11942 | THPRD boundary | SW Springville Rd. just west of Sickle Terr. | Design & construct a short but significant 10' wide multi-use trail to connect a fast-growing urban area to the Rock Creek Regional Trail; serving historically marginalized communities, improving safety, and increasing access to jobs & 2040 Centers. | $2,500,000 | $4,100,000 | $0 | $0 | 2031-2045 | Yes |
| Active Transportation - Pedestrian/Bicycle | Washington County | Washington County | Washington County | School Access Improvement Projects | 11922 | Washington County | Washington County | Add sidewalks, neighborhood bikeways, signage, crossings. | $30,400,000 | $34,600,000 | $500,000 | $500,000 | 2023-2030 | Yes |
| Active Transportation - Pedestrian/Bicycle | Washington County | Washington County | Washington County | 95th Ave. Ped/Bike Connection | 10589 | Morrison St. | Barnes Rd. | Pedestrian/bicycle pathway, lighting, bridge over Johnson Creek. | $14,000,000 | $22,800,000 | $0 | $0 | 2031-2045 | Yes |
| Active Transportation - Pedestrian/Bicycle | Washington County | Washington County | Washington County | Alexander St (192nd to 209th) Bike Lanes and Sidewalks | 12062 | 192nd Ave | 209th Ave | Add bike lanes, sidewalks and turn lanes where appropriate. | $11,200,000 | $18,200,000 | $0 | $0 | 2031-2045 | Yes |
| Active Transportation - Pedestrian/Bicycle | Washington County | Washington County | Tualatin | Boones Ferry Safety Improvements (Bridgeport to Tualatin Rd) | 11961 | Bridgeport Road | Tualatin Road | Provide mid-block crossings, buffered bike lane or shared use path. | $3,000,000 | $4,900,000 | $0 | $0 | 2031-2045 | Yes |
| Active Transportation - Pedestrian/Bicycle | Washington County | Washington County | Forest Grove | Gales Creek Road Improvement | 11973 | Thatcher Road | Forest Gale Drive/Willamina Avenue | To enhance the pedestrian safety by connecting gaps, improve bike lane safety, some storm drainage and road improvements. | $2,000,000 | $3,300,000 | $0 | $0 | 2031-2045 | Yes |
| Active Transportation - Pedestrian/Bicycle | Washington County | Washington County | Washington County | Locust Avenue Bike Lanes and Sidewalks | 10611 | Hall Blvd. | 72nd Ave. | Completes 1650 feet of bike lanes and missing sidewalks in regional center. | $5,000,000 | $8,100,000 | $0 | $0 | 2031-2045 | Yes |
| Active Transportation - Pedestrian/Bicycle | Washington County | Washington County | Washington County | Meadow Dr/Downing St (Murray to Walker) Bike Lanes and Sidewalks | 12059 | Murray Blvd | Walker Rd | Add bike lanes, sidewalks and turn lanes where appropriate. | $10,900,000 | $17,700,000 | $0 | $0 | 2031-2045 | Yes |
| Active Transportation - Pedestrian/Bicycle | Washington County | Washington County | Washington County | Metzger Area Sidewalks and Bikeways | 11465 | Metzger Area | Metzger Area | Washington Dr. sidewalks (Taylor's Ferry to Hall), Accessways, Oak St. sidewalks/bike lanes (Hall to 72nd). | $18,000,000 | $29,300,000 | $0 | $0 | 2031-2045 | Yes |
| Active Transportation - Pedestrian/Bicycle | Washington County | Washington County | Washington County | Rigert Rd (185th Ave to 170th Ave) Bike Lanes and Sidewalks | 12067 | 185th Ave | 170th Ave | Add bike lanes, sidewalks and turn lanes where appropriate | $14,700,000 | $23,900,000 | $0 | $0 | 2031-2045 | Yes |
| Active Transportation - Pedestrian/Bicycle | Washington County | Washington County | Washington County | Safe Access to Priority Transit Corridors | 11468 | add area | add area | Conduct project development, preliminary/system engineering, design, and construct enhanced pedestrian crossings Countywide on priority transit corridors. | $14,000,000 | $22,800,000 | $0 | $0 | 2031-2045 | Yes |
| Active Transportation - Pedestrian/Bicycle | Washington County | Washington County | Washington County | Sunset TC Station Community Pedestrian Improvements | 10607 | Sunset TC Station Community | Sunset TC Station Community | Sidewalks, pedestrian crossings, accessways, ped/bike bridges over creeks. | $9,000,000 | $14,600,000 | $0 | $0 | 2031-2045 | Yes |
| Bridge (Capital) | Washington County | Beaverton | Beaverton | Hall Boulevard Bridge Reconstruction (Beaverton Creek) | 12100 | Crescent Street | Crescent Connection MUP | Construct new roadway bridge with wider sidewalks and protected bike lanes. Reconstruct intersection with SW Crescent Avenue/Crescent Connection multiuse path and replace traffic signal. | $16,000,000 | $26,000,000 | $0 | $0 | 2031-2045 | Yes |
| Bridge (Capital) | Washington County | ODOT | Tigard | Hall Blvd/Fanno Creek Bridge | 12003 | Over Fanno Creek in Tigard | Over Fanno Creek in Tigard | Replace bridge with new bridge meeting current standards with sidewalks and bike lanes. | $8,400,000 | $13,700,000 | $0 | $0 | 2031-2045 | Yes |
| Bridge (Capital) | Washington County | Tigard | Tigard | North Dakota St (Fanno Creek) Bridge Replacement | 12170 | North Dakota Street at Fanno Creek | North Dakota Street at Fanno Creek | Replace bridge, with bike lanes and sidewalk. | $7,000,000 | $8,000,000 | $8,000,000 | $0 | 2023-2030 | Yes |
| Bridge (Capital) | Washington County | Tigard | Tigard | Tigard St (Fanno Creek) Bridge Replacement. | 11996 | Tigard St at Fanno Creek | Tigard St at Fanno Creek | Replace bridge with bike lanes and sidewalk. | $6,000,000 | $6,800,000 | $6,800,000 | $0 | 2023-2030 | Yes |
| Roadway (Capital) | Washington County | Beaverton | Beaverton | Barrows Rd: Tile Flat to Loon Dr (South Cooper Mtn Extension) | 11892 | Tile Flat Road | Loon Drive | Construct new three lane collector street with bike lanes, sidewalks, street trees, and lighting. (Partially Complete) | $16,000,000 | $18,200,000 | $0 | $0 | 2023-2030 | Yes |
| Roadway (Capital) | Washington County | Beaverton | Beaverton | Hocken Ave: Canyon Rd to Farmington Rd (Railroad Crossing) | 12127 | Canyon Road | Farmington Rd | South bound, right turn lane extended, between Farmington Rd and Canyon Rd. Project includes sidewalk and railroad crossing safety treatments. | $2,500,000 | $2,800,000 | $0 | $0 | 2023-2030 | Yes |
| Roadway (Capital) | Washington County | Beaverton | Beaverton | McKernan Creek Parkway: Siler Ridge Lane to Kemmer Road | 12129 | Siler Ridge Lane | Kemmer Road | Design new collector street in Cooper Mountain area with shared use pathway adjacent to the street. | $2,000,000 | $2,300,000 | $0 | $0 | 2023-2030 | Yes |

| RTP Investment Category | County(s) | Primary Owner | Nominating Agency | Project Name | RTP ID | Start Location | End Location | Description | Estimated Cost (in 2023 dollars) | Estimated cost (in YOE dollars) | Amt funding dedicated via legislative action | Amt dedicated funding avail to use before 2024 | Time Period | Financially Constrained |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Roadway (Capital) | Washington County | Beaverton | Beaverton | Millikan Way Extension: Watson Avenue to Lombard Avenue | 10620 | Watson Avenue | Lombard Ave. | Construct new two-lane collector street between Watson Avenue and Lombard Street with protected bike lanes, sidewalks and street trees. Complete sidewalk gaps. Realign Millikan between Watson Avenue and Hall Boulevard. | $13,200,000 | $15,000,000 | $925,000 | $0 | 2023-2030 | Yes |
| Roadway (Capital) | Washington County | Beaverton | Beaverton | SW Mountainside Way: Scholls Ferry Rd to UGB (New Collector) | 11893 | Scholls Ferry Road | Urban Growth Boundary | Construct three lane collector road with bike lanes, sidewalk, street trees and lighting. | $5,100,000 | $5,800,000 | $0 | $0 | 2023-2030 | Yes |
| Roadway (Capital) | Washington County | Beaverton | Beaverton | Cedar Hills Boulevard/Canyon Road Intersection (Reconfiguration) | 12117 | Cedar Hills Boulevard/Canyon Road | Cedar Hills Boulevard/Canyon Road | Construct new signal; Add NB and SB left turn lanes on Cedar Hills Blvd; add EB left turn lane on Canyon road; add sidewalks and ramps. Eliminate left turning movements around the Broadway jughandle; add protection for cyclists on SW Broadway St. | $6,000,000 | $9,800,000 | $0 | $0 | 2031-2045 | Yes |
| Roadway (Capital) | Washington County | Beaverton | Beaverton | Cedar Hills/Dawson Way/Westgate (Intersection Realignment) | 10618 | Rose Biggi Avenue | Cedar Hills Boulevard | Construct realignment of Dawson Way/SW Westgate Drive at Cedar Hills Boulevard. Add turn lanes at intersection. Construct sidewalks on SW Westgate Drive and on-street bikeway (sharrows) on Westgate Drive and Dawson Way. | $13,300,000 | $21,600,000 | $0 | $0 | 2031-2045 | Yes |
| Roadway (Capital) | Washington County | Beaverton | Beaverton | Farmington Road/Cedar Hills Boulevard (Add Turn Lanes) | 11895 | Farmington Road/Cedar Hills Boulevard | Farmington Road/Cedar Hills Boulevard | At intersection of Farmington Road and Cedar Hills Boulevard, construct southbound double left turn lanes and southbound right turn lane. Restripe southbound through lanes as side-by-side left turn lanes. Construct second eastbound left turn lane. | $5,000,000 | $8,100,000 | $0 | $0 | 2031-2045 | Yes |
| Roadway (Capital) | Washington County | Beaverton | Beaverton | Hall Blvd/Allen Blvd Intersection (add turn lanes) | 11896 | Hall Boulevard/Allen Boulevard | Hall Boulevard/Allen Boulevard | Construct eastbound and westbound right turn lanes, and northbound and southbound double left turn lanes at the intersection of Hall Boulevard and Allen Boulevard. | $4,200,000 | $6,800,000 | $0 | $0 | 2031-2045 | Yes |
| Roadway (Capital) | Washington County | Beaverton | Beaverton | McKernan Creek Parkway: Siler Ridge Lane to Kemmer Road | 12128 | Siler Ridge Lane | Kemmer Road | Construct new collector street in Cooper Mountain area with shared use pathway adjacent to the street. | $12,000,000 | $19,500,000 | $0 | $0 | 2031-2045 | Yes |
| Roadway (Capital) | Washington County | Cornelius | Cornelius | S. 29th Blvd. - Phase 2 | 11918 | 250 feet east of 345th Avenue | SW 345th Avenue | Create new intersection of S. 29th Blvd and SW 34th Avenue, improve passive rail crossing, and complete the eastern portion of S. 29th Blvd. | $1,400,000 | $1,600,000 | $0 | $0 | 2023-2030 | Yes |
| Roadway (Capital) | Washington County | Cornelius | Cornelius | 345th Avenue Traffic Signals and Crossing Gates | 10802 | TV Hwy (OR 8) | S. 29th Blvd. | Install traffic signals at intersection of Hwy 8 and SW 345th Avenue and install crossing gates and signals at SW 345th railroad crossing between Baseline and S. 29th Blvd. | $2,800,000 | $4,600,000 | $0 | $0 | 2031-2045 | Yes |
| Roadway (Capital) | Washington County | Forest Grove | Forest Grove | David Hill Road Improvement | 10784 | Thatcher Road | West UGB | Improve David Hill Road west of Thatcher Road to collector road standards to improve pedestrian and bicycle safety and improve multimodal access from nearby neighborhoods to community park. | $14,000,000 | $22,800,000 | $0 | $0 | 2031-2045 | Yes |
| Roadway (Capital) | Washington County | Forest Grove | Forest Grove | Heather Industrial Connector | 12132 | Mountain View | Poplar Street | Construct collector road to improve circulation | $2,000,000 | $3,300,000 | $0 | $0 | 2031-2045 | Yes |
| Roadway (Capital) | Washington County | Forest Grove | Forest Grove | Thatcher Road Improvement | 10773 | David Hill Road | Gales Creek Road | Improve Thatcher Road to arterial design standards and improve intersection with Gales Creek Road. | $16,300,000 | $26,500,000 | $0 | $0 | 2031-2045 | Yes |
| Roadway (Capital) | Washington County | Hillsboro | Hillsboro | 194th Ave/Amberglen Pkwy Extension and Realignment | 11277 | Amberglen Pkwy | Cornell Rd | Construct three-lane realignment of Amberglen Pkwy with sidewalks and bike facilities; see AmberGlen "Crossroads" LPA | $8,900,000 | $10,100,000 | $0 | $0 | 2023-2030 | Yes |
| Roadway (Capital) | Washington County | Hillsboro | Hillsboro | 25th Ave Realignment | 12135 | NE Beacon Ct | Evergreen Rd | Construct three-lane realignment away from airport Runway Protection Zone (RPZ); see HIO Master Plan; additional refinement needed for the two intersections of NE 25th and NE 15th Ave on Evergreen | $8,400,000 | $9,600,000 | $0 | $0 | 2023-2030 | Yes |
| Roadway (Capital) | Washington County | Hillsboro | Hillsboro | 30th Ave Extension | 11388 | Evergreen Rd | Meek Rd | Construct three-lane road; include intersection improvements at Evergreen and Huffman | $28,300,000 | $32,200,000 | $0 | $0 | 2023-2030 | Yes |
| Roadway (Capital) | Washington County | Hillsboro | Hillsboro | Amberglen Parkway Extension | 10825 | Wilkins St | Stucki Ave (future extension) | Extend three-lane road with bike/ped facilities | $3,300,000 | $3,800,000 | $0 | $0 | 2023-2030 | Yes |
| Roadway (Capital) | Washington County | Hillsboro | Hillsboro | Century Blvd Extension and Improvements (Baseline to Lois) | 10818 | Baseline Rd | Lois St | Construct three lane extension of Century from Main to Lois, including new segment to Borwick, realignment from Ariel to Lois, and bridge over Rock Creek | $18,500,000 | $21,100,000 | $0 | $0 | 2023-2030 | Yes |
| Roadway (Capital) | Washington County | Hillsboro | Hillsboro | Cornell Rd & 25th Ave Intersection Improvements | 11169 | Cornell Rd & 25th Ave | Cornell Rd & 25th Ave | Construct second southbound left-turn lane, convert northbound right to second northbound through, construct second northbound receiving lane; extend bike lanes on west leg for 300'; MSTIP-3d committed project | $6,300,000 | $7,200,000 | $0 | $0 | 2023-2030 | Yes |
| Roadway (Capital) | Washington County | Hillsboro | Hillsboro | Huffman St Extension, Phase 1 | 10821 | Brookwood Pkwy | Sewell Rd | Widen to five lanes from Brookwood to Starr and three lanes from Starr to Sewell; preserve seven-lane right-of-way from Brookwood to Starr and five-lane right-of-way from Starr to Sewell; include intersection improvements at Brookwood | $15,000,000 | $17,100,000 | $0 | $0 | 2023-2030 | Yes |
| Roadway (Capital) | Washington County | Hillsboro | Hillsboro | Kinnaman Rd Extension | 11272 | Century Blvd & 67th Ave (future intersection) | 209th Ave & Kinnaman intersection | Construct three-lane road extension through South Hillsboro including intersections at Cornelius Pass Rd, 209th Ave, and two intersecting neighborhood routes | $11,000,000 | $12,500,000 | $0 | $0 | 2023-2030 | Yes |
| Roadway (Capital) | Washington County | Hillsboro | Hillsboro | Sewell Ave | 12104 | Evergreen | Meek Rd | Construct two-lane Commercial and Industrial Collector; alignment north of Waibel Creek to be determined | $25,900,000 | $29,500,000 | $0 | $0 | 2023-2030 | Yes |
| Roadway (Capital) | Washington County | Hillsboro | Hillsboro | Walker Rd Extension and Realignment | 11275 | Amberwood Dr | Stucki Ave (future extension) | Construct three-lane extension of Walker from Overlook to Amberglen Pkwy realignment with bike facilities and sidewalks; see AmberGlen "Crossroads" LPA | $6,500,000 | $7,400,000 | $0 | $0 | 2023-2030 | Yes |
| Roadway (Capital) | Washington County | Hillsboro | Hillsboro | 25th Ave Extension | 11906 | Evergreen Rd | Jackson School Rd | Construct three-lane road; also see 25th Ave realignement project (22-003) | $11,800,000 | $19,200,000 | $0 | $0 | 2031-2045 | Yes |
| Roadway (Capital) | Washington County | Hillsboro | Hillsboro | Century Blvd Improvements (South Hillsboro) | 11394 | Kinnaman Rd | Rosedale Rd | Widen road to three-lane collector standard; include roundabout at Kinnaman, bridge over Butternut Creek and box culvert at tributary south of Rosa; include intersection improvements at Rosedale and signal at Murphy | $51,600,000 | $84,000,000 | $0 | $0 | 2031-2045 | Yes |
| Roadway (Capital) | Washington County | Hillsboro | Hillsboro | Hillsboro Safety Action Projects | 11932 | City -wide | City -wide | Implement projects as identified in the Hillsboro Transportation Safety Action Plan to improve safety at locations with high fatal and/or serious crashes. | $6,700,000 | $10,900,000 | $0 | $0 | 2031-2045 | Yes |

| RTP Investment Category | County(s) | Primary Owner | Nominating Agency | Project Name | RTP ID | Start Location | End Location | Description | Estimated Cost (in 2023 dollars) | Estimated cost (in YOE dollars) | Amt funding dedicated via legislative action | Amt dedicated funding avail to use before 2024 | Time Period | Financially Constrained |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Roadway (Capital) | Washington County | Hillsboro | Hillsboro | Huffman St Extension, Phase 2 | 11890 | NW 273rd | Jackson School Rd | Construct three-lane road, preserve five-lane right-of-way (cost estimate represent higher cost option of Waible Creek alternative alignment with roundabout at Jackson School Road) | $23,400,000 | $38,100,000 | $0 | $0 | 2031-2045 | Yes |
| Roadway (Capital) | Washington County | Hillsboro | Hillsboro | Murphy Rd Construction | 11384 | Century Blvd | 209th Ave | Construct new three-lane road with new intersections at Century, Cornelius Pass, and 209th Ave | $14,900,000 | $24,200,000 | $0 | $0 | 2031-2045 | Yes |
| Roadway (Capital) | Washington County | Hillsboro | Hillsboro | Rosedale Rd Turn Lanes and Bike/Ped Improvements | 11911 | Century Blvd (229th Ave) | 209th Ave | Widen and improve road to three-lane collector standard; box culvert at Rosedale Creek east and west crossings | $16,300,000 | $26,500,000 | $0 | $0 | 2031-2045 | Yes |
| Roadway (Capital) | Washington County | Hillsboro | Hillsboro | Stucki Ave Extension and Realignment | 11276 | 206th Ave | Walker Rd | Construct three-lane extension with new intersections at Gibbs, Wilkins extension, Amberglen extension, and 205th; see AmberGlen "Crossroads" LPA | $27,700,000 | $45,100,000 | $0 | $0 | 2031-2045 | Yes |
| Roadway (Capital) | Washington County | Hillsboro | Hillsboro | Veterans Dr Extension | 12140 | Brookwood | Belknap | Construct three-lane extension east of Brookwood to connect to Elam Young Pkwy via Belknap Ct; require bridge over Dawson Creek; improve Belknap Ct to two-lane collector standard and remove on street parking to accommodate bike lanes | $16,200,000 | $26,400,000 | $0 | $0 | 2031-2045 | Yes |
| Roadway (Capital) | Washington County | King City | King City | Fisher Rd. Extension - Phase 1 | 11946 | Roy Rogers Rd. | 150th Ave. | Construct new 2 lane Collector Rd with sidewalks bike lanes, street lighting and traffic signals at key intersections. Project is currently outside UGB, but was adopted as part of a concept plan for the area. The project or a portion of the project is outside the designated UGB. | $9,100,000 | $10,400,000 | $0 | $0 | 2023-2030 | Yes |
| Roadway (Capital) | Washington County | King City | King City | SW River Terrace Boulevard Corridor Extension | 12101 | SW Beef Bend Rd | SW Elsner Road | Construct a Collector Street with bike/ped facilities. 2-lane street with parking, sidewalks and a one-way cycle track on each side, with 3-lanes at the Beef Bend intersection. Improve the Beef Bend Road, Fischer Rd and Elsner Rd intersections with signals or roundabouts. | $11,500,000 | $13,100,000 | $0 | $0 | 2023-2030 | Yes |
| Roadway (Capital) | Washington County | King City | King City | 154th Ave New Collector | 12149 | SW Beef Bend Rd | New E-W Collector (KT Blvd) | Construct a Collector Street with pedestrian and bike facilities. 2-lane street with parking, sidewalks on both sides, with 3-lanes provided at the SW Beef Bend intersection. | $4,000,000 | $6,500,000 | $0 | $0 | 2031-2045 | Yes |
| Roadway (Capital) | Washington County | King City | King City | Fisher Rd. Extension - Phase 2 | 12150 | 154th Ave | 147th Ave | Construct new 2 lane Collector Rd with sidewalks bike lanes, street lighting and traffic signals at key intersections. Project is currently outside UGB, but was adopted as part of a concept plan for the area. The project or a portion of the project is outside the designated UGB. | $12,200,000 | $19,800,000 | $0 | $0 | 2031-2045 | Yes |
| Roadway (Capital) | Washington County | King City | King City | Fisher Rd. Extension - Phase 3 | 12151 | 147th Ave | King Lear Way | Construct new 2 lane Collector Rd with sidewalks bike lanes, street lighting and traffic signals at key intersections. Project is currently outside UGB, but was adopted as part of a concept plan for the area. The project or a portion of the project is outside the designated UGB. | $3,300,000 | $5,400,000 | $0 | $0 | 2031-2045 | Yes |
| Roadway (Capital) | Washington County | King City | King City | SW 150th Avenue Corridor Improvements | 12155 | SW Beef Bend Rd | New E-W Collector | Construct a Collector Street with pedestrian and bike facilities. 2-lane street with parking, a shared-use path on the west side and a sidewalk on the east side, with 3-lanes provided at the SW Beef Bend intersection. | $4,400,000 | $7,200,000 | $0 | $0 | 2031-2045 | Yes |
| Roadway (Capital) | Washington County | ODOT | Forest Grove | OR 47/ Fernhill-Maple St. Intersection Improvements | 11667 | HWY 47 | Fernhill-Maple | Construct intersection improvements to address safety issues at high crash intersection and improve access to employment area and regional recreational facility. | $2,800,000 | $3,200,000 | $750,000 | $750,000 | 2023-2030 | Yes |
| Roadway (Capital) | Washington County | ODOT | Forest Grove | OR 47/ Martin Road Intersection Improvements | 11661 | OR 47 | Martin Road | Construct improvement (e.g. roundabout) at Highway 47 intersection with Holladay Street extension, Martin Road and 23rd Avenue extension. This project or a portion of the project is located outside the urban growth boundary. | $3,000,000 | $3,000,000 | $3,000,000 | $3,000,000 | 2023-2030 | Yes |
| Roadway (Capital) | Washington County | ODOT | Hillsboro | TV Hwy & 198th Ave Intersection Improvements | 11390 | TV Hwy & 198th Ave | TV Hwy & 198th Ave | Five lane north-south through intersection: Construct southbound right-turn lane, second westbound left-turn lane, and convert northbound right-turn to shared through-right; widen north leg for second northbound receiving lane | $5,300,000 | $6,000,000 | $0 | $0 | 2023-2030 | Yes |
| Roadway (Capital) | Washington County | ODOT | Wilsonville | Boones Ferry / I-5 off ramp improvements | 11489 | SB I-5 off ramp | Boones Ferry Rd | Construct second right-turn lane. | $1,500,000 | $2,400,000 | $0 | $0 | 2031-2045 | Yes |
| Roadway (Capital) | Washington County | ODOT | Washington County | Farmington Rd. realignment and widening, sidewalks, bike lanes, | 10560 | 170th | 209th | Widen by 2 to 3 lanes with turn lanes at major intersections, bike lanes, sidewalks, access management, realignment of Rosa/179th intersection. | $68,600,000 | $111,600,000 | $0 | $0 | 2031-2045 | Yes |
| Roadway (Capital) | Washington County | ODOT | Washington County | Hall Blvd. Improvements | 11739 | Oleson Rd. | Locust | Improve to 2/3-lane cross section with bike lanes and sidewalks. | $20,600,000 | $33,500,000 | $0 | $0 | 2031-2045 | Yes |
| Roadway (Capital) | Washington County | ODOT | Washington County | Hall Blvd. Improvements | 10595 | Scholls Ferry Rd. | Oleson Rd. | Improve to five lanes with bike lanes and sidewalks. | $3,600,000 | $5,900,000 | $0 | $0 | 2031-2045 | Yes |
| Roadway (Capital) | Washington County | ODOT | Tigard | Hall Blvd. Improvements - Locust to Durham | 11220 | Locust | Durham | Build protected bike facilities, complete sidewalks on both sides of the road, and provide new and improved pedestrian crossings throughout the corridor. Maximum roadway cross section of 3 lanes away from intersections. Combine and coordinate with ODOT State of Good Repair project and potential Washington County project north of SW Locust. | $20,000,000 | $32,500,000 | $0 | $0 | 2031-2045 | Yes |
| Roadway (Capital) | Washington County | ODOT | Tigard | Hall/Hunziker/Scoffins Intersection Realignment | 11223 | Hall Blvd. | Intersection with Hunziker & Scoffins | Realign offset intersection to cross intersection to alleviate congestion and safety issues. | $11,000,000 | $17,900,000 | $0 | $0 | 2031-2045 | Yes |
| Roadway (Capital) | Washington County | ODOT | Tualatin | Nyberg On-Ramp Lane and Safety Enhancement | 11420 | I-5 on-ramp | I-5 on-ramp | Add an additional on-ramp lane for vehicles traveling westbound on SW Nyberg Street to I-5 northbound (northeast quadrant of the Nyberg Interchange). Reduce the pedestrian island and improve illumination to enhance safety. | $3,300,000 | $5,400,000 | $0 | $0 | 2031-2045 | Yes |

| RTP Investment Category | County(s) | Primary Owner | Nominating Agency | Project Name | RTP ID | Start Location | End Location | Description | Estimated Cost (in 2023 dollars) | Estimated cost (in YOE dollars) | Amt funding dedicated via legislative action | Amt dedicated funding avail to use before 2024 | Time Period | Financially Constrained |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Roadway (Capital) | Washington County | ODOT | Forest Grove | OR 47 at David Hill Road Intersection Roundabout Improvement | 11948 | 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. | $3,500,000 | $5,700,000 | $0 | $0 | 2031-2045 | Yes |
| Roadway (Capital) | Washington County | ODOT | Forest Grove | OR 47 at Purdin Rd/Verboort Rd Roundabout Improvement | 11950 | 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. | $5,600,000 | $9,100,000 | $0 | $0 | 2031-2045 | Yes |
| Roadway (Capital) | Washington County | ODOT | Hillsboro | US 26 at NE 185th Eastbound On-Ramp Widening | 12148 | 185th | US 26 Eastbound | Widen on-ramp to two full lanes and allow shared right-turn from outside northbound through lane on 185th | $2,700,000 | $4,400,000 | $0 | $0 | 2031-2045 | Yes |
| Roadway (Capital) | Washington County | ODOT, Forest Grove | Forest Grove | Yew St / Adair St Intersection Improvements | 11380 | Yew St | Adair St | Construct intersection improvements at Yew Street/Adair and Yew Street/Baseline to improve safety. | $2,800,000 | $3,200,000 | $0 | $0 | 2023-2030 | Yes |
| Roadway (Capital) | Washington County | P&W RR | Beaverton | Downtown Beaverton Railroad Crossing Safety: 5th to Hocken | 12120 | 5th Ave. | Hocken Ave. | Construct new sidewalks and curb ramps, bike lanes, traffic signals, and rail safety equipment at six railroad crossings. Implement a railroad quiet zone. | $7,900,000 | $9,000,000 | $0 | $0 | 2023-2030 | Yes |
| Roadway (Capital) | Washington County | Sherwood | Sherwood | Oregon Street Improvements | 10699 | SW Murdock Rd | SW Langer Farms Pkwy | Widen existing substandard 2-lane road (no sidewalks, no median) to a 3-lane collector meeting current TSP standards (8' sidewalks, 5' landscape strip, 12' travel, 14' median, 12' travel, 5' landscape, 8' sidewalks, plus 2 on-street bike lanes or 4' added to each 8' sidewalk). On-street bike lanes vs. 2 multi-use paths TBD with future development. | $8,400,000 | $9,600,000 | $0 | $0 | 2023-2030 | Yes |
| Roadway (Capital) | Washington County | Sherwood | Sherwood | Tonquin Area East-West Collector | 12046 | SW 124th Avenue | SW Tonquin Road | Construct 3-lane collector status road between SW 124th Avenue and SW Tonquin Road through the Tonquin employment area to serve recent UGB annexation area. | $13,000,000 | $14,800,000 | $0 | $0 | 2023-2030 | Yes |
| Roadway (Capital) | Washington County | Sherwood | Sherwood | Baler Way Extension | 11404 | SW Langer Farms Parkway | SW Tualatin-Sherwood Road | Extend SW Baler Way (3-lane collector) between SW Tualatin-Sherwood Road and SW Langer Farms Parkway, possibly SW Pacific Highway depending upon results of widening of SW Tualatin-Sherwood Road project by Washington County. | $2,700,000 | $4,400,000 | $0 | $0 | 2031-2045 | Yes |
| Roadway (Capital) | Washington County | Sherwood | Sherwood | Brookman Road Improvements | 10682 | SW Pacific Highway | SW Ladd Hill Rd. | Arterial road between OR 99W and SW Ladd Hill Road, all-phases including additional Plan Development, Design, ROW Acquisition, Construction, Construction Administration, Inspections. | $21,400,000 | $34,800,000 | $0 | $0 | 2031-2045 | Yes |
| Roadway (Capital) | Washington County | Sherwood | Sherwood | Edy Rd Improvments | 10692 | SW Elwert Rd | SW Cherry Orchards Pl. | Reconstruct road to 3-lane collector standards w/ sidewalks and bike lanes. Partial Washington County jurisdictions and assumed to become City's jurisdiction upon completion of project. | $13,000,000 | $21,200,000 | $0 | $0 | 2031-2045 | Yes |
| Roadway (Capital) | Washington County | Sherwood | Sherwood | Langer Farms Parkway Extension | 12044 | SW Pacific Hwy | SW Roy Rogers Rd | Extends SW Langer Farms Parkway (3-lane collector street) west across OR 99W to serve undeveloped land within city limits and UGA expansion areas. | $4,500,000 | $7,300,000 | $0 | $0 | 2031-2045 | Yes |
| Roadway (Capital) | Washington County | Sherwood | Sherwood | Sherwood Blvd Improvements | 10691 | SW Century Dr. | SW 3rd St. | Reonstruct road to 3-lane arterial standards. Median/turn lane, landscape strip, ADA compliant sidewalks. Reconstruct intersection at 3rd St to increase capacity. Assume SW Century Drive improved by development and/or local funds. | $2,900,000 | $4,700,000 | $0 | $0 | 2031-2045 | Yes |
| Roadway (Capital) | Washington County | Tigard | Tigard | 72nd Ave. Improvements - 99W to Dartmouth | 10755 | 99W | Dartmouth | Build complete street with separated cycletracks, sidewalks, and improved pedestrian crossings. Includes new bridge over Red Rock Creek. | $15,000,000 | $17,100,000 | $550,000 | $550,000 | 2023-2030 | Yes |
| Roadway (Capital) | Washington County | Tigard | Tigard | McDonald Street Improvements | 11217 | Hwy 99W | Hall Blvd | Widen roadway to a 3-lane complete street (with sidewalks, bike lanes, and center turn lanes where appropriate) and crossing enhancements at some locations. | $24,700,000 | $28,100,000 | $28,100,000 | $0 | 2023-2030 | Yes |
| Roadway (Capital) | Washington County | Tigard | Tigard | Atlanta Street Extension to 74th Ave | 11408 | 74th Ave | 69th Ave | Extend Atlanta Street west to 74th Ave. | $10,200,000 | $16,600,000 | $0 | $0 | 2031-2045 | Yes |
| Roadway (Capital) | Washington County | Tigard | Tigard | Tiedeman Ave Complete Street | 11998 | Greenburg Rd | Walnut St. | Following the completion of a circulation study, construct the identified projects to improve circulation and bring the roadways up to urban standards with complete bicycle and pedestrian facilities. | $20,000,000 | $32,500,000 | $0 | $0 | 2031-2045 | Yes |
| Roadway (Capital) | Washington County | Tigard | Tigard | Walnut Street Improvements | 11229 | Tiedeman Ave | Hwy 99W | Build complete street with sidewalks and bike lanes on both sides and ped crossing improvements; may include turn lane approaching Hwy 99W. | $10,400,000 | $16,900,000 | $0 | $0 | 2031-2045 | Yes |
| Roadway (Capital) | Washington County | To be determined, W | Sherwood | Oregon-Tonquin Intersection Improvements | 10674 | SW Oregon Street | SW Tonquin Rd | Reconstruct and realign three leg intersection with a roundabout (partial two-lane roundabout) approx 400 feet northeast of existing roundabout at SW Oregon St & Murdock Rd. ROW, PE, design & construction. | $2,500,000 | $4,100,000 | $0 | $0 | 2031-2045 | Yes |
| Roadway (Capital) | Washington County | Tualatin | Tualatin | Herman Rd Widening (Cipole to 124th Ave) | 10718 | Cipole | 124th Ave | Reconstruction: Widen to 3-lanes from Cipole to 124th. | $10,000,000 | $11,400,000 | $0 | $0 | 2023-2030 | Yes |
| Roadway (Capital) | Washington County | Tualatin | Tualatin | Boones Ferry Rd Upgrade (Norwood to I-5) | 11419 | Norwood | I-5 | Uprgrade to urban standards and add sidewalks. | $10,000,000 | $16,300,000 | $0 | $0 | 2031-2045 | Yes |
| Roadway (Capital) | Washington County | Tualatin | Tualatin | Helenius Upgrade to Urban Standards (109th to Grahams Ferry) | 11430 | 109th | Grahams Ferry Road | Uprgrade to urban standards. | $3,000,000 | $4,900,000 | $0 | $0 | 2031-2045 | Yes |
| Roadway (Capital) | Washington County | Tualatin | Tualatin | Myslony Widening (Hedges Creek to 124th Ave) | 10716 | Hedges Creek | 124th Ave | Reconstruct/widen from 112th to 124th to fill system. Improve the intersection of 124th and Myslony. | $5,000,000 | $8,100,000 | $0 | $0 | 2031-2045 | Yes |
| Roadway (Capital) | Washington County | Tualatin | Tualatin | Teton Ave Safety Improvements (Tualatin Rd to Avery) | 10738 | Tualatin | Avery | Safety and active transportation improvements: Widen Teton to three lanes, add bike lanes. Add right-turn lanes from NB Teton to WB T/S Road. Signalize intersection of Teton/Tualatin Rd. Add SB turn-pocket at Teton/Avery and signalize intersection. | $6,000,000 | $9,800,000 | $0 | $0 | 2031-2045 | Yes |
| Roadway (Capital) | Washington County | Washington County | Washington County | 170th Ave. Improvements | 10546 | Merlo Rd. | Alexander St. | Improve roadway to 3 lanes with left turn lanes at major intersections, enhanced pedestrian crossings, sidewalks, and bike lanes or cycle tracks. | $34,000,000 | $38,700,000 | $1,600,000 | $1,600,000 | 2023-2030 | Yes |

| RTP Investment Category | County(s) | Primary Owner | Nominating Agency | Project Name | RTP ID | Start Location | End Location | Description | Estimated Cost (in 2023 dollars) | Estimated cost (in YOE dollars) | Amt funding dedicated via legislative action | Amt dedicated funding avail to use before 2024 | Time Period | Financially Constrained |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Roadway (Capital) | Washington County | Washington County | Hillsboro | 198th Ave Widening and Bike/Ped Improvements | 11386 | TV Hwy | Alexander St | Widen roadway to five lanes ( two through in each direction plus center turn lane) with bike/ped facilities; also see project 11390 - intersection improvements at TV Hwy & 198th | $4,500,000 | $5,100,000 | $0 | $0 | 2023-2030 | Yes |
| Roadway (Capital) | Washington County | Washington County | Washington County | 205th Ave. Improvements | 10592 | Quatama Rd. | Baseline Rd. | Improve road to 3 lanes with bike lanes and sidewalks. Widen bridge over Beaverton Creek to four lanes with bike lanes and sidewalks. | $29,000,000 | $33,000,000 | $1,020,000 | $1,020,000 | 2023-2030 | Yes |
| Roadway (Capital) | Washington County | Washington County | Hillsboro | 209th Ave Widening and Improvements, Phase 1 | 10553 | Alexander Street | Kinnaman Rd | Widen roadway from two/three lanes to five lanes; improve from rural to urban standard with bike facilities and sidewalks; improve intersections and railroad crossing; new signals at Blanton and Kinnaman; project to serve South Hillsboro UGB area | $12,500,000 | $12,500,000 | $0 | $0 | 2023-2030 | Yes |
| Roadway (Capital) | Washington County | Washington County | Hillsboro | 209th Ave Widening and Improvements, Phase 2 | 11752 | Blanton St | Vermont St | Widen and improve road to five lanes with sidewalks and bike facilities; include bridge widening across Butternut Creek; intersection improvements include new roundabout at McInnis and new signals at Deline and Vermont | $26,700,000 | $30,400,000 | $0 | $0 | 2023-2030 | Yes |
| Roadway (Capital) | Washington County | Washington County | Washington County | Alexander St. Improvements | 10584 | 192nd Ave | 178th Ave | Add sidewalks, lighting, streetscape features, protected bicycle lanes, intersection improvements at 185th Ave, turn lanes at major intersections. | $20,800,000 | $23,700,000 | $950,000 | $950,000 | 2023-2030 | Yes |
| Roadway (Capital) | Washington County | Washington County | Washington County | Basalt Creek Parkway | 11470 | Grahams Ferry Rd. | Boones Ferry Rd | Extend new 5 lane Arterial with bike lanes, sidewalks and street lighting. | $65,000,000 | $74,000,000 | $1,250,000 | $1,250,000 | 2023-2030 | Yes |
| Roadway (Capital) | Washington County | Washington County | Washington County | Blanton St. (198th to 209th) | 12053 | 198th Ave | 209th Ave | Construct two-lane road with sidewalk on south side and shared-use path on north side as a segment of the Tualatin Valley Trail, lighting, and turn-lane where necessary. | $7,500,000 | $8,500,000 | $7,500,000 | $700,000 | 2023-2030 | Yes |
| Roadway (Capital) | Washington County | Washington County | Tualatin | Boones Ferry Capacity Improvements (TS Rd Intersection) | 11422 | Tualatin- Sherwood Road | Tualatin-Sherwood Road | Improve traffic capacity through the addition of turn lanes and increased stacking distance on northbound or southbound Boones Ferry to Tualatin-Sherwood Road. Possible turn lanes on Tualatin-Sherwood, and possible side street closure interesecting Boones. | $10,000,000 | $11,400,000 | $0 | $0 | 2023-2030 | Yes |
| Roadway (Capital) | Washington County | Washington County | Hillsboro | Brookwood Ave Extension | 12142 | 250' south of Davis Rd | River Rd | Construct three-lane arterial with pedestrian and bicycle facilities; include bridge over Gordon Creek; include improvement from Davis to Oakhurst according to LPA | $25,200,000 | $28,700,000 | $0 | $0 | 2023-2030 | Yes |
| Roadway (Capital) | Washington County | Washington County | Hillsboro | Cornelius Pass Rd Extension, Phase 2 | 11920 | Blanton St | Vermont St | Construct five-lane road extension with new intersections at Kinnaman, McInnis, Butternut Creek, Deline, and Vermont; bridge at Butternut Creek (bridge is part of MSTIP Bonding program) | $22,300,000 | $25,400,000 | $0 | $0 | 2023-2030 | Yes |
| Roadway (Capital) | Washington County | Washington County | Hillsboro | Cornell at Brookwood and NE 48th Intersections | 11170 | Brookwood | 48th | Add second southbound through lane and extend receiving lane to Veterans Dr, second eastbound and westbound left-turn lanes, northbound right-turn lane; add westbound right-turn lane starting at Elam Young west to NE 48th | $11,900,000 | $13,500,000 | $0 | $0 | 2023-2030 | Yes |
| Roadway (Capital) | Washington County | Washington County | Hillsboro | Cornell Rd Realignment | 12136 | East of 34th | West of Brookwood | Realign Cornell Rd to avoid airport Runway Protection Zone (RPZ); see HIO Master Plan | $8,300,000 | $9,400,000 | $0 | $0 | 2023-2030 | Yes |
| Roadway (Capital) | Washington County | Washington County | Hillsboro | Evergreen Rd Turn Lanes at 15th & 25th | 12138 | NE 15th | NE 25th | Construct side-by-side lefts; include cost estimate of signal modification at NE 15th Ave | $2,500,000 | $2,800,000 | $0 | $0 | 2023-2030 | Yes |
| Roadway (Capital) | Washington County | Washington County | Washington County | Kaiser | 11477 | County Line | Springville Rd. | Improve from 2 to three lanes with sidewalks, bike lanes, street lighting, and community features | $7,000,000 | $8,000,000 | $0 | $0 | 2023-2030 | Yes |
| Roadway (Capital) | Washington County | Washington County | Washington County | Kaiser Improvements | 10564 | Springville Rd. | Bethany Blvd. | Improve from two to three lanes with bike lanes and sidewalks. | $9,100,000 | $10,400,000 | $0 | $0 | 2023-2030 | Yes |
| Roadway (Capital) | Washington County | Washington County | Washington County | Kinnaman Rd. Improvements | 12183 | 209th Ave. | 198th Ave. | Reconstruct with sidewalks, bike lanes and turn lanes at major intersections; consolidate offset intersection at 198th Ave. | $6,000,000 | $6,800,000 | $6,000,000 | $275,000 | 2023-2030 | Yes |
| Roadway (Capital) | Washington County | Washington County | Hillsboro | River Rd Urban Upgrade | 12144 | WHVS nothern boundary | WHVS southern boundary | Widen and improve road to three-lane arterial standard with pedestrian and bicycle facilities; include arch culvert at Gordon Creek; include intersection controls at Pheasant and Brookwood | $8,400,000 | $9,600,000 | $0 | $0 | 2023-2030 | Yes |
| Roadway (Capital) | Washington County | Washington County | Washington County | Roy Rogers Rd | 11914 | UGB | Chicken Creek Bridge | Improve roadway to 4-5 lanes, includes sidewalks and bike lanes. The project or a portion of the project is outside the designated urban growth boundary. | $35,000,000 | $39,800,000 | $0 | $0 | 2023-2030 | Yes |
| Roadway (Capital) | Washington County | Washington County | Washington County | Saltzman Rd | 12192 | Laidlaw Road | Bayonne Road | Improve to three lanes with bike lanes and sidewalks and realign roadway to the west including new structure over Bronson Creek, connecting to intersection of Laidlaw and 130th. | $19,500,000 | $22,200,000 | $600,000 | $600,000 | 2023-2030 | Yes |
| Roadway (Capital) | Washington County | Washington County | Washington County | Scholls Ferry Rd | 11915 | Tile Flat Rd. | Roy Rogers Rd. | Improve roadway to 5 lanes on south side, includes sidewalks and bike lanes. The project or a portion of the project is outside the designated urban growth boundary. | $5,000,000 | $5,700,000 | $0 | $0 | 2023-2030 | Yes |
| Roadway (Capital) | Washington County | Washington County | Washington County | Shackelford Rd | 11458 | West property line of Sato Elementary | Kaiser Rd. | Build new 3 lane road with bike/ped facilities, storm drainage, street lighting to serve North Bethany. | $14,000,000 | $15,900,000 | $0 | $0 | 2023-2030 | Yes |
| Roadway (Capital) | Washington County | Washington County | Washington County | Springville Rd | 11916 | Kaiser Rd. | County Line | Improve south side from 2 lanes to 3 lanes with bike lanes and sidewalks. | $7,000,000 | $8,000,000 | $0 | $0 | 2023-2030 | Yes |
| Roadway (Capital) | Washington County | Washington County | Washington County | Springville Rd. Improvements | 10565 | PCC | Joss St. | Improve from 2 to 3 lanes with bike lanes and sidewalks. | $12,000,000 | $13,700,000 | $12,000,000 | $500,000 | 2023-2030 | Yes |
| Roadway (Capital) | Washington County | Washington County | Washington County | Thompson Rd | 11581 | Saltzman Rd. | Marcotte Rd. | Improve to three lanes with bike lanes and sidewalks. | $5,600,000 | $6,400,000 | $5,600,000 | $2,500,000 | 2023-2030 | Yes |
| Roadway (Capital) | Washington County | Washington County | Washington County | Thompson Rd Realignment | 11463 | Saltzman Rd. | Circle A Dr. | Realign as 3 lane arterial to address safety and reduce crashes, with sidewalks, bike and street lighting. | $8,400,000 | $9,600,000 | $8,400,000 | $600,000 | 2023-2030 | Yes |
| Roadway (Capital) | Washington County | Washington County | Washington County | Tile Flat Rd | 11919 | UGB | Scholls Ferry Rd. | Interim 3-lane and north side pedestrian/bicycle improvements. The project or a portion of the project is outside the designated urban growth boundary. | $3,800,000 | $4,300,000 | $0 | $0 | 2023-2030 | Yes |
| Roadway (Capital) | Washington County | Washington County | Washington County | Walker Rd. double left and right turn lanes: Butner to Park Way | 12186 | Butner | Park Way | Add double lefts and right turn lanes on all approaches at Walker/Murray intersection. | $35,000,000 | $39,800,000 | $35,000,000 | $8,250,000 | 2023-2030 | Yes |

| RTP Investment Category | County(s) | Primary Owner | Nominating Agency | Project Name | RTP ID | Start Location | End Location | Description | Estimated Cost (in 2023 dollars) | Estimated cost (in YOE dollars) | Amt funding dedicated via legislative action | Amt dedicated funding avail to use before 2024 | Time Period | Financially Constrained |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Roadway (Capital) | Washington County | Washington County | Washington County | Walker Rd. Improvements | 11233 | 185th Ave. | 173rd Ave. | Improve from two to five lanes with bike lanes and sidewalks. | $27,000,000 | $30,700,000 | $27,000,000 | $3,500,000 | 2023-2030 | Yes |
| Roadway (Capital) | Washington County | Washington County | Washington County | Walker Rd. Improvements - Ph. II | 12189 | Schendel | Butner | Improve to five lanes, including bicycle and pedestrian improvements. | $25,000,000 | $28,400,000 | $25,000,000 | $12,500,000 | 2023-2030 | Yes |
| Roadway (Capital) | Washington County | Washington County | Washington County | Walker Rd. widen to 5 lanes: Park Way to Westfield | 12187 | Park Way | Westfield | Improve to five lanes, including bicycle and pedestrian improvements. | $35,000,000 | $39,800,000 | $0 | $0 | 2023-2030 | Yes |
| Roadway (Capital) | Washington County | Washington County | King City | 137th Avenue Corridor: Beef Bend Rd to Fischer Rd ext. | 12154 | SW Beef Bend Rd | SW Fischer Road Extension | Improve to include pedestrian (Neighborhood Pedestrian Overlay) and bike facilities (Neighborhood Bicycle Overlay). Cost assumes a 2-lane street, a sidewalk on the west side and shared lane markings for bikes, with 3-lanes provided at the SW Beef Bend intersection. | $8,600,000 | $14,000,000 | $0 | $0 | 2031-2045 | Yes |
| Roadway (Capital) | Washington County | Washington County | Washington County | 174th Ave. Improvements | 10548 | Meadowgrass Ln. | Bronson Rd. | Add turn lanes, bike lanes and sidewalks | $12,600,000 | $20,500,000 | $0 | $0 | 2031-2045 | Yes |
| Roadway (Capital) | Washington County | Washington County | Washington County | 175th Ave (Kemmer Rd to Rigert Rd) | 12066 | Kemmer Rd | Rigert Rd | Add bike lanes, sidewalks and turn lanes where appropriate. | $14,700,000 | $23,900,000 | $0 | $0 | 2031-2045 | Yes |
| Roadway (Capital) | Washington County | Washington County | Washington County | 175th Ave. | 12179 | Barrows Rd. | Weir Rd. | Improve substandard curve, add bike lanes, sidewalks and turn lanes where appropriate. | $22,000,000 | $35,800,000 | $0 | $0 | 2031-2045 | Yes |
| Roadway (Capital) | Washington County | Washington County | Washington County | 185th Ave (Farmington to Gassner) | 12061 | Farmington Rd. | Gassner Rd. | Add bike lanes, sidewalks, and turn lanes where appropriate. | $22,400,000 | $36,400,000 | $0 | $0 | 2031-2045 | Yes |
| Roadway (Capital) | Washington County | Washington County | Washington County | 185th Avenue sidewalks and bike lanes: Kinnaman to Farmington | 11480 | Kinnaman Rd. | Farmington Rd. | Improve from two lanes to three lanes with bike lanes and sidewalks - interim improvement. | $32,000,000 | $52,100,000 | $0 | $0 | 2031-2045 | Yes |
| Roadway (Capital) | Washington County | Washington County | Washington County | 197th/198th Ave. Improvements | 10586 | Baseline Rd | Tualatin Valley Highway | Add sidewalks, bike lanes, lighting, turn lanes at major intersections. | $28,700,000 | $46,700,000 | $0 | $0 | 2031-2045 | Yes |
| Roadway (Capital) | Washington County | Washington County | Hillsboro | 209th Ave Widening and Improvements, Phase 3 | 11753 | Vermont St | Farmington Rd | Widen and improve road to five lanes with sidewalks and bike facilities; improve culvert at Rosedale Creek; improve intersections including new signal at Murphy and modified signal at Rosedale | $15,800,000 | $25,700,000 | $0 | $0 | 2031-2045 | Yes |
| Roadway (Capital) | Washington County | Washington County | Washington County | 80th Avene Complete Street | 11578 | Oleson Rd | Oak St | Add sidewalks, bike lanes, lighting, turn lanes at major intersections. | $19,300,000 | $31,400,000 | $0 | $0 | 2031-2045 | Yes |
| Roadway (Capital) | Washington County | Washington County | Washington County | Barnes Rd. Improvements | 10579 | Cedar Hills Blvd | 118th | Construct sidewalks on north side. | $4,800,000 | $7,800,000 | $0 | $0 | 2031-2045 | Yes |
| Roadway (Capital) | Washington County | Washington County | Washington County | Beef Bend Rd | 11577 | Roy Rogers | OR 99W | Improve to three lanes with bike lanes and sidewalks.The project or a portion of the project is outside the designated urban growth boundary. | $58,700,000 | $95,500,000 | $0 | $0 | 2031-2045 | Yes |
| Roadway (Capital) | Washington County | Washington County | Washington County | Blanton St. (170th to 198th) | 12180 | 170th Ave. | 198th Ave. | Improve two-lane road with sidewalks, raised protected bike lanes, lighting, and turn-lane where necessary (near-term segment of Tualatin Valley Trail). | $21,600,000 | $35,100,000 | $0 | $0 | 2031-2045 | Yes |
| Roadway (Capital) | Washington County | Washington County | Washington County | Boones Ferry Improvements | 11487 | Basalt Creek East-West Arterial | Day Rd. | Improve from 3 lanes to 5 lanes with bike lanes, sidewalks and street lighting. | $7,800,000 | $12,700,000 | $0 | $0 | 2031-2045 | Yes |
| Roadway (Capital) | Washington County | Washington County | Tualatin | Cipole Street Reconstruction (OR 99W - Tualatin-Sherwood) | 10717 | OR 99W | Tualatin-Sherwood | Reconstruct/widen to 3 lanes from 99W to Tualatin-Sherwood Road and include shared-use path for the Ice Age Tonquin Trail. The project or a portion of the project is outside the UGB. | $10,000,000 | $16,300,000 | $0 | $0 | 2031-2045 | Yes |
| Roadway (Capital) | Washington County | Washington County | Hillsboro | Cornelius Pass Rd Extension, Phase 3 | 11921 | Vermont St | Rosedale Rd | Construct five-lane road extension with new intersections at Murphy and Rosedale; box culvert at south tributary of Butternut Creek | $15,200,000 | $24,700,000 | $0 | $0 | 2031-2045 | Yes |
| Roadway (Capital) | Washington County | Washington County | Washington County | Cornell @ 143rd Improvements | 10549 | 143rd Ave. | Science Park Dr. | Realign 143rd with Science Park Dr. @ Cornell as a 4-way signalized intersection. | $18,500,000 | $30,100,000 | $0 | $0 | 2031-2045 | Yes |
| Roadway (Capital) | Washington County | Washington County | Washington County | Cornell and 185th Intersection Improvements | 11737 | 185th Ave. | Cornell Rd | Intersection improvements to maintain or improve mobility, safety and transit reliability. Prioritize near-term TSMO improvements and transit priority (TSP, queue bypass and BAT lanes). | $31,200,000 | $50,800,000 | $0 | $0 | 2031-2045 | Yes |
| Roadway (Capital) | Washington County | Washington County | Washington County | Garden Home Rd Improvements | 11481 | 92nd | Oleson Rd. | Improvements to enhance safety, and bike / ped accessibility. | $13,400,000 | $21,800,000 | $0 | $0 | 2031-2045 | Yes |
| Roadway (Capital) | Washington County | Washington County | Washington County | Gassner Rd (Grabhorn Rd to 185th Ave) Bike Lanes and Sidewalks | 12069 | Grabhorn Rd | 185th Ave | Add bike lanes, sidewalks and turn lanes where appropriate. | $16,800,000 | $27,300,000 | $0 | $0 | 2031-2045 | Yes |
| Roadway (Capital) | Washington County | Washington County | Washington County | Glencoe Rd. Improvements | 10591 | Evergreen Rd. | Jackson Ave. | Improve to three lanes with bike lanes and sidewalks. | $38,800,000 | $63,100,000 | $0 | $0 | 2031-2045 | Yes |
| Roadway (Capital) | Washington County | Washington County | Washington County | Grabhorn Rd | 12181 | Tile Flat Rd. | Farmington Rd | Interim 3-lane and east side pedestrian/bike improvements. Realign two 90 degree curves. | $30,000,000 | $48,800,000 | $0 | $0 | 2031-2045 | Yes |
| Roadway (Capital) | Washington County | Washington County | Washington County | Grabhorn Rd | 12182 | Tile Flat Rd. | add entent | Construct intersection improvements. | $7,000,000 | $11,400,000 | $0 | $0 | 2031-2045 | Yes |
| Roadway (Capital) | Washington County | Washington County | Tualatin | Grahams Ferry Rd Upgrade (SW Ibach to Helenius) | 11962 | SW Ibach Road | Helenius Road | Upgrade SW Grahams Ferry Road to roadway standards betweeen SW Ibach Road and Helenius Road. | $8,000,000 | $13,000,000 | $0 | $0 | 2031-2045 | Yes |
| Roadway (Capital) | Washington County | Washington County | Wilsonville | Grahams Ferry Road Improvements | 10588 | Day Road | Basalt Creek Parkway | Widen Grahams Ferry Road to 3 lanes, with protected bike lanes, sidewalks and transit facilities. Protected bike lanes will reduce bicycle and freight conflicts. | $18,500,000 | $30,100,000 | $0 | $0 | 2031-2045 | Yes |
| Roadway (Capital) | Washington County | Washington County | Washington County | Greenburg Road | 10612 | Hall Blvd. | OR 217 | Upgrades roadway to up to 5-lane urban standard with 3400 feet of bike lanes and sidewalks in regional center. | $20,000,000 | $32,500,000 | $0 | $0 | 2031-2045 | Yes |
| Roadway (Capital) | Washington County | Washington County | Hillsboro | Jackson School Rd Improvements | 11907 | Evergreen Rd | Storey Creek (UGB) | Widen and improve road to three-lane arterial standard; sidewalk on UGB side only; cycle track on east side and buffered bike lane on west side; additional refinement needed for future intersections with Huffman and 25th Ave extension | $9,300,000 | $15,100,000 | $0 | $0 | 2031-2045 | Yes |
| Roadway (Capital) | Washington County | Washington County | Washington County | Jenkins Rd. Improvements | 11464 | Murray Blvd. | Cedar Hills Blvd. | Improve from 3 lanes to 5 lanes with bike lanes, sidewalks and street lighting. | $14,800,000 | $24,100,000 | $0 | $0 | 2031-2045 | Yes |
| Roadway (Capital) | Washington County | Washington County | Washington County | Johnson St. Improvements | 10585 | Cornelius Pass Rd | 185th Ave | Add sidewalks, bike lanes, lighting, turn lanes as needed. | $14,000,000 | $22,800,000 | $0 | $0 | 2031-2045 | Yes |
| Roadway (Capital) | Washington County | Washington County | Washington County | Kaiser/143rd Ave. Improvements | 10563 | Bethany Blvd. | Cornell Rd. | Improve from two to three lanes with bike lanes and sidewalks. | $28,000,000 | $45,600,000 | $0 | $0 | 2031-2045 | Yes |
| Roadway (Capital) | Washington County | Washington County | Washington County | Kinnaman Rd. Improvements | 10593 | 198th Ave. | Farmington Rd. | Reconstruct with sidewalks, bike lanes and turn lanes at major intersections; consolidate offset intersection at 198th Ave. | $30,000,000 | $48,800,000 | $0 | $0 | 2031-2045 | Yes |
| Roadway (Capital) | Washington County | Washington County | Washington County | Laidlaw Improvements | 11466 | Skycrest Pkwy. | Lakeview Dr. | Straighten curves, improve to 3 lanes with bike lanes and sidewalks. | $14,800,000 | $24,100,000 | $0 | $0 | 2031-2045 | Yes |
| Roadway (Capital) | Washington County | Washington County | Washington County | Laidlaw Improvements | 11471 | Saltzman Rd. | County Line | Improve to three lanes with bike lanes and sidewalks. | $7,600,000 | $12,400,000 | $0 | $0 | 2031-2045 | Yes |
| Roadway (Capital) | Washington County | Washington County | Washington County | Merlo/158th Improvements | 10578 | 170th Ave. | Jenkins Rd. | Improve roadway to five lanes with bike lanes and sidewalks with an off-street multi-use trail on the south side to close gap for Beaverton Creek Trail. | $7,000,000 | $11,400,000 | $0 | $0 | 2031-2045 | Yes |

| RTP Investment Category | County(s) | Primary Owner | Nominating Agency | Project Name | RTP ID | Start Location | End Location | Description | Estimated Cost (in 2023 dollars) | Estimated cost (in YOE dollars) | Amt funding dedicated via legislative action | Amt dedicated funding avail to use before 2024 | Time Period | Financially Constrained |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Roadway (Capital) | Washington County | Washington County | Washington County | Miller Hill Rd (Farmington to Gassner) Bike Lanes and Sidewalks | 12058 | Farmington Rd | Gassner Rd | Add bike lanes, sidewalks and turn lanes where appropriate. | $11,900,000 | $19,400,000 | $0 | $0 | 2031-2045 | Yes |
| Roadway (Capital) | Washington County | Washington County | Washington County | OR 10: Oleson Rd. Improvement Ph. 1 | 10545 | Oleson Rd. south of OR10 | Oleson Rd. at Scholls Ferry | Realign Oleson Rd. 500 feet to east and reconfigure Oleson intersections with OR10 and Scholls Ferry Rd. to address safety and reduce crashes. | $56,000,000 | $91,100,000 | $0 | $0 | 2031-2045 | Yes |
| Roadway (Capital) | Washington County | Washington County | Washington County | Rigert Rd (170th Ave to 155 Ave) Bike Lanes | 12068 | 170th Ave | 155th Ave | Add bike lanes, and turn lanes where appropriate. | $3,200,000 | $5,200,000 | $0 | $0 | 2031-2045 | Yes |
| Roadway (Capital) | Washington County | Washington County | Washington County | Saltzman Rd | 11476 | Thompson Rd. | Bauer Woods Dr. | Improve to three lanes with bike lanes and sidewalks. | $13,600,000 | $22,100,000 | $0 | $0 | 2031-2045 | Yes |
| Roadway (Capital) | Washington County | Washington County | Washington County | Saltzman Rd | 11451 | Bayonne Road | Thompson Rd. | Improve to three lanes with bike lanes and sidewalks. | $5,000,000 | $8,100,000 | $0 | $0 | 2031-2045 | Yes |
| Roadway (Capital) | Washington County | Washington County | Washington County | Scholls Ferry Improvements | 10577 | Allen Blvd. | Beaverton-Hillsdale Hwy. | Improve roadway from two to three lanes with bike lanes and sidewalks. | $33,600,000 | $54,700,000 | $0 | $0 | 2031-2045 | Yes |
| Roadway (Capital) | Washington County | Washington County | Washington County | Scholls Ferry Rd. Improvements | 11452 | SW Pleasant Valley Road | SW Teufel Hill Road | Realign curves to improve safety and reduce crashes. The project or a portion of the project is outside the designated urban growth boundary. | $6,400,000 | $10,400,000 | $0 | $0 | 2031-2045 | Yes |
| Roadway (Capital) | Washington County | Washington County | Washington County | Shackelford Rd | 11459 | Kaiser Rd. | Eleanor Ave. | Build new 3 lane road with bike/ped facilities, storm drainage, street lighting to serve North Bethany. | $8,400,000 | $13,700,000 | $0 | $0 | 2031-2045 | Yes |
| Roadway (Capital) | Washington County | Washington County | Washington County | Taylors Ferry (65th Ave to Washington Dr) | 12065 | 65th Ave. | Washington Dr. | Add bike lanes, sidewalks, and turn lanes where appropriate. | $21,000,000 | $34,200,000 | $0 | $0 | 2031-2045 | Yes |
| Roadway (Capital) | Washington County | Washington County | Washington County | Taylors Ferry Extension | 10567 | Oleson Rd. | Washington Dr. | Construct new two lane extension with bike lanes and sidewalks | $6,600,000 | $10,700,000 | $0 | $0 | 2031-2045 | Yes |
| Roadway (Capital) | Washington County | Washington County | Washington County | Tile Flat Rd | 12184 | Existing improvement extents in South Cooper Mountain | Grabhorn | Interim 3-lane and north side pedestrian/bike improvements | $6,000,000 | $9,800,000 | $0 | $0 | 2031-2045 | Yes |
| Roadway (Capital) | Washington County | Washington County | Washington County | Walker and185th Intersection Improvements | 11738 | 185th Ave. | Walker Rd. | Intersection improvements to maintain or improve mobility, safety and transit reliability. Prioritize near-term TSMO improvements and transit priority (TSP, queue bypass and BAT lanes). | $31,200,000 | $50,800,000 | $0 | $0 | 2031-2045 | Yes |
| Roadway (Capital) | Washington County | Washington County | Washington County | Walker Rd. Improvements | 10569 | Amberglen Pkwy. | 185th Ave. | Improve from two to five lanes to address congestion and safety, reduce crashes, with bike lanes and sidewalks. | $26,200,000 | $42,600,000 | $0 | $0 | 2031-2045 | Yes |
| Roadway (Capital) | Washington County | Washington County | Washington County | Walker Rd. Improvements | 12188 | Westfield | 123rd | Improve Cedar Hills/Walker to include double lefts and right-turn lanes on all approaches. | $20,000,000 | $32,500,000 | $0 | $0 | 2031-2045 | Yes |
| Roadway (Capital) | Washington County | Washington County | Washington County | West Union Rd. | 10575 | Cornelius Pass Rd. | 185th Ave. | Improve from two to five lanes with bike lanes and sidewalks. The project or a portion of the project is outside the designated urban growth boundary. | $30,800,000 | $50,100,000 | $0 | $0 | 2031-2045 | Yes |
| Roadway (Capital) | Washington County | Washington County | Washington County | West Union Rd. Improvements | 10571 | 185th Ave. | 143rd Ave. | Improve to five lanes from 185th to Laidlaw and from two to three lanes from Laidlaw to 143rd Ave, with bike lanes and sidewalks. | $40,600,000 | $66,100,000 | $0 | $0 | 2031-2045 | Yes |
| Roadway (Capital) | Washington County | Wilsonville | Wilsonville | Garden Acres Road Extension | 10853 | Day Road | Ridder Road | Construct three lane road extension with sidewalks and cycle track and reconstruct/reorient Day Road/Grahams Ferry Road/Garden Acres Road intersection. | $20,000,000 | $22,800,000 | $0 | $0 | 2023-2030 | Yes |
| Roadway (Capital) | Washington County | Wilsonville | Wilsonville | Day Road Improvements | 11243 | Grahams Ferry Rd. | Boones Ferry Rd. | Widen street from 3 to 5 lanes with buffered bike lanes, sidewalks and street lighting. Improve structural integrity for increased freight traffic and provide congestion relief. Sidewalk infill and creation of Tonquin Trail multi-use path spur will reduce pedestrian and vehicle conflicts. Bike buffers will reduce bicycle and freight conflicts. | $14,800,000 | $24,100,000 | $0 | $0 | 2031-2045 | Yes |
| Throughways | Washington County | ODOT | ODOT | I-5 Northbound Braided Ramps I-205 to Nyberg | 11989 | I-205 | Nyberg Rd | Replace the inside merge at I-205 entrance by constructing braided ramps. | $60,000,000 | $98,000,000 | $0 | $0 | 2031-2045 | Yes |
| Throughways | Washington County | ODOT | ODOT | I-5 Northbound: Auxiliary Lane Extension Nyberg to Lower Boones Ferry - Phase 2 | 11402 | Nyberg Rd. Interchange | Lower Boones Ferry Rd. Interchange | Extend existing auxiliary lane. This is Phase 2 (RTP ID 11583 is Phase 3 further north). | $16,000,000 | $26,000,000 | $0 | $0 | 2031-2045 | Yes |
| Throughways | Washington County | ODOT | Washington County | Jackson School Road Traffic Signal | 11454 | US 26 and Jackson School Road | US 26 and Jackson School Road | Signalize ramp intersections. The project or a portion of the project is outside the designated urban growth boundary. | $2,000,000 | $3,300,000 | $0 | $0 | 2031-2045 | Yes |
| Throughways | Washington County | ODOT | ODOT | OR 217 Southbound Braided Ramps Beaverton-Hillsdale Hwy to Allen Blvd | 11988 | Beaverton-Hillsdale Hwy | Allen Blvd | Design and construct braided ramps on southbound OR 217 at Canyon Rd and Beaverton Hillsdale Hwy, including expanded bridge. | $125,000,000 | $203,000,000 | $0 | $0 | 2031-2045 | Yes |
| Transit - Better Bus | Washington County | ODOT | Washington County | TV Hwy (and Canyon Rd) Corridor Safety and Access to Transit | 11440 | 209th Ave. | 107th Ave. | Bus stop improvements, ADA improvements, sidewalk infill, enhanced pedestrian crossings, signal priority, queue jumps. | $2,400,000 | $2,700,000 | $0 | $0 | 2023-2030 | Yes |
| Transit - Better Bus | Washington County | ODOT | Hillsboro | OR 8: TV Highway Transit Access and Multimodal Safety | 10846 | Maple St | Cornelius Pass Rd | Provide bike/ped improvements and safety and lighting improvements. Local match for TV Hwy HCT and Safety and Complete Street projects. | $28,000,000 | $45,600,000 | $0 | $0 | 2031-2045 | Yes |
| Transit - Better Bus | Washington County | ODOT | Washington County | TV Highway Safe Access to Transit | 11441 | Cornelius Pass Rd. | 160th Ave. | Enhanced station access (ADA, bike lanes and sidewalk infill), lighting, access management, and intersection safety. Local match for TV Hwy HCT and Safety and Complete Street projects. | $43,000,000 | $70,000,000 | $0 | $0 | 2031-2045 | Yes |
| Transit - Better Bus | Washington County | Washington County | Washington County | ETC: Line 52 (185th and Farmington) safe access/enhanced transit | 12064 | PCC Rock Creek | Beaverton Transit Center | Improvements to enhance safety, and bike / ped accessibility including ADA improvements, sidewalk infill, enhanced pedestrian crossings, transit priority (TSP, queue bypass and BAT lanes) and bus stop improvements. | $30,000,000 | $48,800,000 | $0 | $0 | 2031-2045 | Yes |
| Transit - Better Bus | Washington County | Washington County, | Washington County | ETC: Line 48 (Cornell/Barnes) safe access/enhanced transit corridor | 12063 | Sunset Transit Center | Hillsboro Transit Center | Improvements to enhance safety, and bike / ped accessibility including ADA improvements, sidewalk infill, enhanced pedestrian crossings, transit priority (TSP, queue bypass and BAT lanes) and bus stop improvements. | $30,000,000 | $48,800,000 | $0 | $0 | 2031-2045 | Yes |

| RTP Investment Category | County(s) | Primary Owner | Nominating Agency | Project Name | RTP ID | Start Location | End Location | Description | Estimated Cost (in 2023 dollars) | Estimated cost (in YOE dollars) | Amt funding dedicated via legislative action | Amt dedicated funding avail to use before 2024 | Time Period | Financially Constrained |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Transit - High Capacity | Washington County | TriMet | TriMet | HCT: Tualatin Valley Highway Transit Project | 11589 | Forest Grove | Beaverton Transit Center | Planning, design and construction of Rapid Transit Project along Tualatin Valley Highway to provide easier, faster and more reliable bus service as well as necessary safety and accessibility improvements and signals. Planning work will include identifying and prioritizing complementary multimodal safety improvements to make Tualatin Valley Highway safer for all travel modes. | $300,000,000 | $300,000,000 | $0 | $0 | 2023-2030 | Yes |
| Transit - High Capacity | Washington County | Washington County | Washington County | HCT: 185th Avenue/MAX Grade Separation | 11045 | 185th Avenue | Baseline Road | Grade separate 185th Avenue/Baseline Road intersection and MAX line. Match funding only. | $17,000,000 | $27,700,000 | $0 | $0 | 2031-2045 | Yes |
| Transit Capital - Other | Washington County | TriMet | Hillsboro | Transit Stop Enhancements (Hillsboro) | 11381 | City-wide | City-wide | Provide citywide improvements to transit stops including landing pads, shelters, and other amenities. | $5,200,000 | $8,500,000 | $0 | $0 | 2031-2045 | Yes |
| Transit Operating Capital | Washington County | TriMet | TriMet | Beaverton Transit Center Improvements | 12254 | Beaverton Transit Center, Beaverton | Beaverton Transit Center, Beaverton | Reconfigure, update and expand bus layover facilities and add zero emissions fleet charging infrastructure at TriMet's Beaverton Transit Center. | $9,000,000 | $9,000,000 | $5,600,000 | $1,240,000 | 2023-2030 | Yes |
| Transit Operating Capital | Washington County | TriMet | TriMet | Bus: Merlo Bus Garage Improvements and ZEB Transition: Phase 1 | 11037 | 16130 SW Merlo Rd, Beaverton | 16130 SW Merlo Rd, Beaverton | Zero emissions bus charging infrastructure and improvements to support new fleet at Merlo bus garage. | $45,700,000 | $52,000,000 | $5,000,000 | $5,000,000 | 2023-2030 | Yes |
| Transit Operating Capital | Washington County | TriMet | TriMet | Bus: Merlo Bus Garage Expansion and ZEB Transition: Phase 2 | 12278 | 16130 SW Merlo Rd, Beaverton | 16130 SW Merlo Rd, Beaverton | Improvements at Merlo Bus Garage and to support ZEB transition and larger vehicles | $167,000,000 | $167,000,000 | $0 | $0 | 2031-2045 | Yes |
| Transportation System Management (Technology) | Washington County | Hillsboro | Hillsboro | Communications (ITS) Projects | 11931 | City -wide | City -wide | Install fiber, ITS, and other communications equipment and devices for improved signal coordination. | $1,600,000 | $2,600,000 | $0 | $0 | 2031-2045 | Yes |
| Transportation System Management (Technology) | Washington County | Washington County | Washington County | Washington County ITS (Phase 1) | 10605 | County-wide | County-wide | Install advanced traffic management systems including adaptive signals, retrofit ADA ramps at traffic signals, communications, dynamic messaging signs, and surveillance and management equipment. | $14,800,000 | $16,800,000 | $250,000 | $250,000 | 2023-2030 | Yes |
| Transportation System Management (Technology) | Washington County | Washington County | Washington County | Washington County ITS (Phase 2) | 11475 | County-wide | County-wide | Install advanced traffic management systems including adaptive signals, retrofit ADA ramps at traffic signals, communications, dynamic messaging signs, and surveillance and management equipment. | $14,700,000 | $23,900,000 | $0 | $0 | 2031-2045 | Yes |
| Active Transportation - Bicycle | Clackamas County | ODOT | Lake Oswego | OR 43 (State St) Bike Lanes | 11172 | Terwilliger Blvd | McVey Rd | 5,500' long widening for bike lanes, NB and SB. NHS/AASHTO/ODOT stds apply. Improve access and connectivity to the Foothills area. | $14,000,000 | $22,800,000 | $0 | $0 | 2031-2045 | No |
| Active Transportation - Pedestrian | Clackamas County | Clackamas County | Happy Valley | 152nd Ave Sidewalk Infill: City Limits - OR 212 | 12314 | South of Sedona Dr | OR-212 | Project adds sidewalks on both sides of 152nd Ave, from the Happy Valley City limits south of Sedona Drive to OR-212. Project fills gap in regional on-street pedestrian network. | $2,000,000 | $3,200,000 | $0 | $0 | 2031-2045 | No |
| Active Transportation - Pedestrian | Clackamas County | Clackamas County | Happy Valley | Monner Rd Sidewalk Infill: 147th Ave - 162nd Ave | 12315 | 147th Ave | 162nd Ave | Performs sidewalk infill on both sides of Monner Rd from 147th to 162nd Ave. | $6,000,000 | $9,800,000 | $0 | $0 | 2031-2045 | No |
| Active Transportation - Pedestrian | Clackamas County | Happy Valley | Happy Valley | OR 224 Sidewalk Infill: Eckert Lane - City Limits | 12302 | Eckert Ln | City limits north of Grand St | Provides sidewalks in urbanizing area, between Eckert Lane and north of Grand. | $3,800,000 | $6,300,000 | $0 | $0 | 2031-2045 | No |
| Active Transportation - Pedestrian | Clackamas County | ODOT | Milwaukie | McLoughlin Blvd Sidewalks | 10098 | Harrison St | UPRR | Fill in sidewalk gaps on both sides of street to increase pedestrian safety and access to equity priority area. | $7,980,000 | $12,983,000 | $0 | $0 | 2031-2045 | No |
| Active Transportation - Pedestrian | Clackamas County | ODOT | Happy Valley | OR 224 Sidewalk Infill: Eckert Lane Intersection | 12303 | South of OR 212/224 Interchange | Eckert Ln | Sidewalk infill on east side of OR 224 at Eckert Lane. | $2,100,000 | $3,500,000 | $0 | $0 | 2031-2045 | No |
| Active Transportation - Pedestrian | Clackamas County | Oregon City | Oregon City | Linn Avenue Pedestrian Improvements | 11760 | Jackson Street/5th Street | Warner Milne Road | Construct Linn Avenue pedestrian improvements including sidewalk infill or multi-use path for safety and to connect pedestrian generators. (TSP D19, FF24, FF27, W62, W63, W77, W78, C19, C28, C31, C32, S52) | $8,120,000 | $13,220,000 | $0 | $0 | 2031-2045 | No |
| Active Transportation - Pedestrian/Bicycle | Clackamas County | Clackamas County | Clackamas County | Borland Rd: Stafford Rd to West Linn City Limits | 11618 | Stafford Rd | West Linn City Limits | Add paved shoulders. The project or a portion of the project is outside the designated urban growth boundary. | $12,450,000 | $20,257,000 | $0 | $0 | 2031-2045 | No |
| Active Transportation - Pedestrian/Bicycle | Clackamas County | Clackamas County | Tualatin | Borland Road (65th Ave to Tualatin City Limits) | 11553 | City Limits | SW 65th Ave | Upgrade to urban standards and fill sidewalk gaps. The project or a portion of the project is outside the designated urban growth boundary as of March 2014. Project includes PE, ROW, Environmental and Construction.Add paved shoulders and turn lanes at major intersections. | $5,000,000 | $8,100,000 | $0 | $0 | 2031-2045 | No |
| Active Transportation - Pedestrian/Bicycle | Clackamas County | Clackamas County | Clackamas County | Jennings Ave: Oatfield to Webster Rd. | 11517 | Oatfield Road | Webster Road | Improve safety by implementing proven safety counter measures, and widen to 2-lane urban minor arterial standard with bikeway and pedestrian facilities to fill existing system gaps. | $20,000,000 | $32,540,000 | $0 | $0 | 2031-2045 | No |
| Active Transportation - Pedestrian/Bicycle | Clackamas County | Clackamas County | Clackamas County | Linwood Ave Capacity Improvements (north) | 11538 | Johnson Creek Blvd | Monroe St | Widen to standard three lane cross section. This project improves safety and connectivity in an equity priority area. | $14,000,000 | $15,932,000 | $0 | $0 | 2031-2045 | No |
| Active Transportation - Pedestrian/Bicycle | Clackamas County | Clackamas County | Clackamas County | Rusk Rd Bike/Ped Improvements (TSAP) | 11769 | Aldercrest Road | OR 224 | Provide bicycle and pedestrian improvements on Rusk Road between Aldercrest Rd and OR 224 to improve safety, fill an important system gap and provide ADA accessibility improvements as needed. | $8,550,000 | $13,911,000 | $0 | $0 | 2031-2045 | No |
| Active Transportation - Pedestrian/Bicycle | Clackamas County | Clackamas County | Clackamas County | Webster Rd Safety Sidewalks, Bike Lanes | 11518 | OR 224 | Gladstone | Fill gaps in bikeways and pedestrian facilities, improve access to school, provide bike/ped safety counter measures at key intersections and improve ADA accessibility. | $24,200,000 | $39,374,000 | $0 | $0 | 2031-2045 | No |
| Active Transportation - Pedestrian/Bicycle | Clackamas County | Happy Valley | Happy Valley | Hubbard Rd | 11508 | 122nd Ave | 132nd Ave | Fill gaps in pedestrian facilities and improve ADA facilities as needed. In addition, will improve facilities in an Equity Priority Area. | $2,500,000 | $4,000,000 | $0 | $0 | 2031-2045 | No |
| Active Transportation - Pedestrian/Bicycle | Clackamas County | Happy Valley | Happy Valley | Mt. Scott/Scouter Mountain Loop: Segment 2 | 12316 | Clatsop Rd | Hagen Rd | Completes Segment 2 of Mt. Scott/Scouters Mountain Trail Loop. Segment includes (1) signed bicycle route, south of Clatsop on SE 162nd and Vradenburg and (2) bike/ped route from Buttes Natural Area to Scouters Mountain and the existing Powerline Trail. | $21,200,000 | $34,600,000 | $0 | $0 | 2031-2045 | No |

| RTP Investment Category | County(s) | Primary Owner | Nominating Agency | Project Name | RTP ID | Start Location | End Location | Description | Estimated Cost (in 2023 dollars) | Estimated cost (in YOE dollars) | Amt funding dedicated via legislative action | Amt dedicated funding avail to use before 2024 | Time Period | Financially Constrained |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Active Transportation - Pedestrian/Bicycle | Clackamas County | Lake Oswego | Lake Oswego | Bryant Rd bike lanes/pathway | 11087 | Boones Ferry Rd | Childs Rd | 7,500' long widening for 6' bike lanes, 6' sidewalk/pathway, both sides. Railroad crossing reconstruction; retaining wall needed at crossing. | $22,400,000 | $36,400,000 | $0 | $0 | 2031-2045 | No |
| Active Transportation - Pedestrian/Bicycle | Clackamas County | Metro | Gladstone | Trolley Trail Bridge Phase 2 | 11887 | Portland Ave, Gladstone | Clackamas River Trail, Oregon City | Second phase of construction of the Trolley Trail Bridge across the Clackamas River from Gladstone to Oregon City. | $6,354,000 | $10,338,000 | $0 | $0 | 2031-2045 | No |
| Active Transportation - Pedestrian/Bicycle | Clackamas County | Milwaukie | Milwaukie | Group 3--Improved Bike/Ped Connections to Springwater Trail near Tacoma Station | 11174 | Various Locations | Various Locations | 29th/Harvey/40th Neighborhood Greenway Designate as a neighborhood greenway and install traffic-calming improvements. Improved Connection from Springwater Trail to Pendleton Site (Ramps) Construct ramps to improve existing connection of Springwater Trail to Pendleton site at Clatsop St. (TSAP) Improved Connection from Springwater Trail to Pendleton Site (Widened Undercrossing) = Widen existing undercrossing to improve connection of Springwater Trail to Pendleton site at Clatsop St. (TSAP). Improved Connection from Springwater Trail to Tacoma Station = Construct stairs to connect Springwater Trail to Tacoma station. (TSAP) Improved Connection from Springwater Trail to Pendleton Site (Tunnel) = Construct tunnel under Springwater Trail to improve connection to Pendleton site at Clatsop St. (TSAP) Improved Connection from Springwater Trail to McLoughlin Blvd = Construct stairs or other facility to connect Springwater Trail to west side of McLoughlin Blvd. (TSAP) Springwater Trail Completion = Contribute to regional project to complete Springwater Trail ("Sellwood Gap") along Ochoco St. Bicycle/Pedestrian Improvements to Main St - Construct multiuse path or other improved bike/ped facilities on Main St to provide safer connection between downtown and Tacoma station. (TSAP). - Phase 1 Committed = Downtown to Ochoco. | $12,460,000 | $20,272,000 | $0 | $0 | 2031-2045 | No |
| Active Transportation - Pedestrian/Bicycle | Clackamas County | Milwaukie | Milwaukie | Group 9--Downtown Pedestrian Improvements | 10100 | Downtown | Downtown | Group 9 – Downtown Pedestrian ImprovementsDowntown Streetscape Improvements Install sidewalk bulbouts, lighting, and pedestrian amenities. Downtown Parking Signage Install wayfinding and identification signage at McLoughlin Blvd intersections and around public parking lots. Downtown Public Parking Lot Improvements = Upgrade and maintain off-street public parking facilities with improved landscaping and lighting. | $19,320,000 | $31,434,000 | $0 | $0 | 2031-2045 | No |
| Active Transportation - Pedestrian/Bicycle | Clackamas County | North Clackamas Par | Clackamas County | Bike and Pedestrian Bridge across the Willamette River | 10085 | Milwaukie City Limit | Abernethy Bridge | Provide an active transportation connection across the Willamette River by providing a new bike/ped bridge across the river | $43,000,000 | $69,961,000 | $0 | $0 | 2031-2045 | No |
| Active Transportation - Pedestrian/Bicycle | Clackamas County | ODOT | Lake Oswego | OR 43 Pathway: LO to West Linn | 11397 | Oak St | Arbor Dr | Implement the design plan for an active transportation corridor along Hwy 43 consistent with the Connecting Clackamas Plan. | $26,600,000 | $43,300,000 | $0 | $0 | 2031-2045 | No |
| Active Transportation - Pedestrian/Bicycle | Clackamas County | Oregon City | Oregon City | Barlow Road Shared-Use Trail | 10150 | Abernethy Road | UGB | Add a shared-use path on the west/south side of Redland Road, along the north side of the gully from the Redland/Livesay to Holcomb/Oak Tree intersection, and from Holcomb to Ames Street. Install enhanced crossings at Redland Road and Holcomb Blvd (TSP S6, S9, S10, S11, C5, C7). | $6,440,000 | $10,480,000 | $0 | $0 | 2031-2045 | No |
| Active Transportation - Pedestrian/Bicycle | Clackamas County | Oregon City | Oregon City | Beaver Lake Shared-Use Trail | 10149 | Holly Lane Extension / Loder Road | Oregon City UGB | Add a shared-use path on the east side of the Holly Lane extension between Loder Road and Meadow Lane and on the north side of the Meyers Road extension between the Holly Lane extension and the UGB. (TSP S16, S19) | $2,800,000 | $4,560,000 | $0 | $0 | 2031-2045 | No |
| Active Transportation - Pedestrian/Bicycle | Clackamas County | Oregon City | Oregon City | Division Street Bike & Pedestrian Improvements | 11627 | 7th Street | 18th Street | Boulevard improvements including widening sidewalks, sidewalk infill, ADA accessibility, bike lanes, add bus stop amenities. (TSP D80, W70, B60) | $3,920,000 | $6,380,000 | $0 | $0 | 2031-2045 | No |
| Active Transportation - Pedestrian/Bicycle | Clackamas County | Oregon City | Oregon City | Maple Lane Road Bike & Pedestrian Improvements | 11626 | UGB | Beavercreek Road | Boulevard improvements including widening sidewalks, sidewalk infill, ADA accessibility, bike lanes, reconfigure travel lanes, add bus stop amenities. Intersection improvements (roundabouts) at Holly Lane & Walnut Grove Way. (TSP D37, D38, D84, W23, B21, C9) | $4,480,000 | $5,790,000 | $750,000 | $750,000 | 2031-2045 | No |
| Active Transportation - Pedestrian/Bicycle | Clackamas County | Oregon City | Oregon City | Newell Creek Canyon/Holly Lane Shared-Use Path | 10147 | Hwy 213 and Redland Road | Maple Lane Road | Add a shared-use path along the west side of the gully between the Redland/Livesay and Holly/Donovan intersection and then along Holly Lane between Donovan and Maple Lane. Will require a bridge over the gully south of Redland Road (TSP Project S12, S13). The project or a portion of the project is outside the designated urban growth boundary. | $7,000,000 | $11,390,000 | $0 | $0 | 2031-2045 | No |
| Active Transportation - Pedestrian/Bicycle | Clackamas County | Oregon City | Oregon City | OR 99E Pedestrian Overcrossing | 11552 | Willamette River | McLoughlin Promenade | Construct a pedestrian and bicycle bridge over Highway 99E, connecting the McLoughlin Promenade to the Willamette Falls Shared-Use Path. | $9,100,000 | $14,810,000 | $0 | $0 | 2031-2045 | No |
| Active Transportation - Pedestrian/Bicycle | Clackamas County | Oregon City | Oregon City | Washington Street Bike & Pedestrian Improvements (North) | 11548 | 11th Street | 7th Street | Boulevard improvements including widening sidewalks, sidewalk infill, ADA accessibility, bike lanes, reconfigure travel lanes, add bus stop amenities. (TSP D28 & D92 plus 50% of D1) | $2,240,000 | $3,650,000 | $0 | $0 | 2031-2045 | No |

| RTP Investment Category | County(s) | Primary Owner | Nominating Agency | Project Name | RTP ID | Start Location | End Location | Description | Estimated Cost (in 2023 dollars) | Estimated cost (in YOE dollars) | Amt funding dedicated via legislative action | Amt dedicated funding avail to use before 2024 | Time Period | Financially Constrained |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Roadway (Capital) | Clackamas County | Clackamas County | Happy Valley | 172nd-190th Connector: Phase 2 - Construction | 12194 | 172nd Ave | 190th | Public right-of-way acquisition and construction to build new, 5-lane connector between 172nd and 190th. Project includes bike lanes, sidewalks and continuous left turn lane; important connector in n/s freight route alternative to I-205 between I-84 and Hwy-212 | $25,000,000 | $40,700,000 | $0 | $0 | 2031-2045 | No |
| Roadway (Capital) | Clackamas County | Clackamas County | Clackamas County | 82nd Dr. Improvements | 10023 | Hwy 212 | Strawberry Lane Intersection | Improve safety by implementing proven safety counter measures on known high crash corridor, widening to a consistent 4 lane cross section and include bike/ped improvement and ADA accessibility improvements as necessary. Not including intersection improvements at Strawberry Lane. | $25,800,000 | $41,977,000 | $0 | $0 | 2031-2045 | No |
| Roadway (Capital) | Clackamas County | Clackamas County | Clackamas County | Beavercreek Rd Phase 3B | 12038 | Meyers Rd | Urban Growth Boundary | Widen to four lanes and complete bike lane and sidewalks on both sides. | $25,000,000 | $40,675,000 | $0 | $0 | 2031-2045 | No |
| Roadway (Capital) | Clackamas County | Clackamas County | Happy Valley | Foster Rd (Middle): Widening and Multimodal | 11669 | 172nd 190th Connector | Sunnyside Rd Extension (Happy Valley Blvd) | Widen two-lane minor arterial from the 172nd/190th connector to Sunnyside Road east (Happy Valley Blvd), to include continuous left turn lane, sidewalk and multi-use path. Project segment is 10,700 feet in length and includes proposed roundabouts. | $22,400,000 | $36,400,000 | $0 | $0 | 2031-2045 | No |
| Roadway (Capital) | Clackamas County | Clackamas County | Clackamas County | Johnson Creek Blvd. Improvements | 10002 | 55th Ave | 82nd Ave. | Implement proven safety counter measures and widen to 3 lanes with bikeways and pedestrian facilities from 55th Ave to 82nd Ave to improve safety, improving freight access to industrial area and increasing accessibility for historically marginalized communities. | $24,600,000 | $40,025,000 | $0 | $0 | 2031-2045 | No |
| Roadway (Capital) | Clackamas County | Clackamas County | Clackamas County | Redland Road | 10057 | Abernethy Road | UGB | Improve Redland Road to urban standards, adding left turn lanes at major intersections, upgrading two bridges and completing sidewalk gaps on west/south side between Abernethy and Anchor Way, north side between Anchor and Livesay, and both sides from Livesay to the UGB (Oregon City TSP Projects D91, W7, W17, W18). | $18,450,000 | $30,019,000 | $0 | $0 | 2031-2045 | No |
| Roadway (Capital) | Clackamas County | Clackamas County | Oregon City | South End Road | 11551 | Partlow Road | UGB | Street improvements including lane reconfigurations, sidewalks, ADA accessibility, bike lanes, street lighting, and travel lanes. (TSP D89, D33, D23, D41, D42) The project or a portion of the project is outside the designated urban growth boundary as of March 2014. | $10,780,000 | $17,540,000 | $0 | $0 | 2031-2045 | No |
| Roadway (Capital) | Clackamas County | Happy Valley | Happy Valley | 145th Ave/147th Ave | 10036 | Clatsop St. | Monner Rd. | Widen 145th/147th Ave to include continuous left turn lane, sidewalk and bike lane infill. Project provides safe route between residential and recreational land uses. | $9,500,000 | $15,500,000 | $0 | $0 | 2031-2045 | No |
| Roadway (Capital) | Clackamas County | Happy Valley | Happy Valley | 162nd Ave Extension North | 10040 | Clatsop St. | Scouters Mountain Rd | Extend 162nd Ave from Clatsop to Scouters Mountain Rd, including two through lanes, left turn lanes, sidewalks, bike lanes and traffic signal. Project creates direct connection between circuitous bike/ped parkways, travel alternative to 172nd Ave arterial. | $8,200,000 | $13,400,000 | $0 | $0 | 2031-2045 | No |
| Roadway (Capital) | Clackamas County | Happy Valley | Happy Valley | Mt. Scott Blvd - Widening and Multimodal | 10082 | Happy Valley City Limits | 129th Ave | Widen Mt. Scott Blvd. facilities to three lanes, with continuous left turn lane, sidewalks and bike lanes. | $27,500,000 | $44,800,000 | $0 | $0 | 2031-2045 | No |
| Roadway (Capital) | Clackamas County | Milwaukie | Milwaukie | Public Parking Structure | 11175 | Location-specific | Location-specific | Construct 3- to 4-story public parking structure with retail at ground floor for visitor/employee parking. | $20,580,000 | $33,484,000 | $0 | $0 | 2031-2045 | No |
| Roadway (Capital) | Clackamas County | ODOT | Wilsonville | Boones Ferry Road Urban Upgrade Phase 1 | 11765 | Ridder Road | Boeckman Road | Widen to 3 lanes and construct bike lanes and sidewalks. Existing road has had two serious injuries. Project will create left turn pockets to reduce minor crashes. Complete sidewalk will remove pedestrian conflict from roadway. | $8,260,000 | $13,400,000 | $0 | $0 | 2031-2045 | No |
| Roadway (Capital) | Clackamas County | ODOT | Wilsonville | Boones Ferry Road Urban Upgrade Phase 2 | 11778 | Barber Street | Wilsonville Road | Widen to 3-lane urban section with buffered bike lanes. Existing road has had two serious injuries. Project will create left turn pockets to reduce minor crashes. Complete sidewalk will remove pedestrian conflict from roadway. | $8,260,000 | $13,400,000 | $0 | $0 | 2031-2045 | No |
| Roadway (Capital) | Clackamas County | ODOT | Milwaukie | Group 11--Intersection Improvements in North Industrial Area | 11623 | Ochoco St | Harrison St | Signage and intersection improvements at McLoughlin Blvd and Ochoco St Establish signage for trucks and improve intersection. (TSAP). Intersection Improvements at McLoughlin Blvd and 17th Ave Prohibit left-turn movement from 17th Ave to northbound McLoughlin Blvd and include in Hwy 224 & Hwy 99E Refinement Plan. Intersection Improvements at Main St and Mailwell Dr = Upgrade intersection turning radii to better accommodate freight movements. Projects will improve freight mobility in an equity priority area. | $3,220,000 | $5,239,000 | $0 | $0 | 2031-2045 | No |
| Roadway (Capital) | Clackamas County | ODOT | Clackamas County | Johnson Creek Blvd. Interchange Improvements | 10001 | JCB/I-205 interchange | JCB/I-205 interchange | Increase safety at interchange by implementing proven safety counter measures, and improve interchange operations by adding a loop ramp and northbound on-ramp; realign southbound off-ramp and install dual right-turn lanes. | $10,417,000 | $16,949,000 | $0 | $0 | 2031-2045 | No |
| Roadway (Capital) | Clackamas County | Oregon City | Oregon City | Holly Lane Extension (South) | 11550 | Thayer Road | Meyers Road | New 3 lane roadway, sidewalks, bike lanes, turn lanes to serve UGB expansion area. (TSP D58) | $6,720,000 | $10,940,000 | $0 | $0 | 2031-2045 | No |
| Roadway (Capital) | Clackamas County | Oregon City | Oregon City | Regional Center Road Extension | 11543 | Washington Street/Home Depot Driveway | Abernethy Road | Construct new 3 lane roadway, sidewalks, bike lanes, turn lanes to serve a Regional Center. (TSP D63, S5) | $18,200,000 | $29,620,000 | $0 | $0 | 2031-2045 | No |
| Roadway (Capital) | Clackamas County | Wilsonville | Wilsonville | Boeckman Rd./I-5 Overcrossing Improvements | 10132 | Boberg Rd. | Parkway Ave. | Widen Boeckman Road bridge over I-5 to 4 lanes. Add bike/pedestrian connections to regional trail system. Road has had a serious crash. Bikes and pedestrians travel on the road adjacent to freight in existing conditions. | $22,072,400 | $35,900,000 | $0 | $0 | 2031-2045 | No |

| RTP Investment Category | County(s) | Primary Owner | Nominating Agency | Project Name | RTP ID | Start Location | End Location | Description | Estimated Cost (in 2023 dollars) | Estimated cost (in YOE dollars) | Amt funding dedicated via legislative action | Amt dedicated funding avail to use before 2024 | Time Period | Financially Constrained |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Roadway (Capital) | Clackamas County | Wilsonville | Wilsonville | Brown Road Extension Phase 2 | 11557 | Wilsonville Road | Kinsman Road | New connection between Wilsonville Road/ Brown Road intersection and Kinsman Road | $4,900,000 | $8,000,000 | $0 | $0 | 2031-2045 | No |
| Roadway (Capital) | Clackamas County | Wilsonville | Wilsonville | Weideman Road Extension - East | 11771 | Canyon Creek Road | Stafford Road | Construct new road with sidewalks and buffered bike lanes. This project or a portion of the project is located outside the urban growth boundary. | $12,320,000 | $20,000,000 | $0 | $0 | 2031-2045 | No |
| Throughways | Clackamas County | ODOT | ODOT | I-205 Operational Improvements | 11992 | Columbia River | I-5 | Construct improvements to address bottlenecks and improve safety on I-205. Specific improvements as identified in operational analysis, mobility corridor analysis and refinement planning. | $24,000,000 | $40,000,000 | $0 | $0 | 2031-2045 | No |
| Throughways | Clackamas County | ODOT | ODOT | OR 212/224 Sunrise Project Phase 3 | 12020 | I-205 | 172nd Ave | Construct remaining improvements in the Sunrise Corridor consistent with the FEIS/ROD. Construction may take place in multiple future phases. Evaluate and implement improvements to address bicycle and pedestrian needs, which will be identified. | $577,200,000 | $939,000,000 | $0 | $0 | 2031-2045 | No |
| Transit - High Capacity | Clackamas County | P&W RR | SMART | HCT: WES Expansion to Salem | 11751 | Wilsonville | Salem | WES service expansion from Wilsonville to Salem | $21,000,000 | $34,167,000 | $0 | $0 | 2031-2045 | No |
| Transit Capital - Other | Clackamas County | Milwaukie | Milwaukie | Downtown Milwaukie Transit Center Improvements | 11536 | Location-specific | Location-specific | Construct new bus layover facility outside of the downtown core. | $1,540,000 | $2,506,000 | $0 | $0 | 2031-2045 | No |
| Transit Operating Capital | Clackamas County | SMART | SMART | SMART Property Acquisition for In-Town Turnaround | 11749 | Wilsonville Road | Wilsonville Road | Obtain property to create easier crosstown turnarounds for local bus service | $11,200,000 | $18,222,400 | $0 | $0 | 2031-2045 | No |
| Transportation System Management (Technology) | Clackamas County | Oregon City | Oregon City | City Wide Transportation System Management & Operations | 11630 | Citywide | N/A | Blvd traffic surveillance, integrated corridor management, weather information systems, advanced warning systems, speed warning systems, school zone flashers. (TSP D2-D6, D9, D10, D13-D26) | $7,700,000 | $12,530,000 | $0 | $0 | 2031-2045 | No |
| Active Transportation - Pedestrian/Bicycle | Clackamas County, Multnomah County | ODOT | ODOT | I-205 Multi Use Path | 11985 | Glen Jackson Bridge | 82nd Drive (southern terminus) | Improve crossings and access to I-205 MUP at Parkrose Transit Center, Glisan, Burnside, Stark, Washington, Springwater Trail, Johnson Creek/Flavel, Crystal Springs, Clackamas Town Center, and other locations, as needed. | $12,000,000 | $20,000,000 | $0 | $0 | 2031-2045 | No |
| Active Transportation - Bicycle | Multnomah County | Portland | Portland | Boones Ferry Rd Bikeway | 10308 | SW Terwilliger | Portland City Limits | Design and implement bicycle facilities. | $10,500,000 | $15,500,000 | $0 | $0 | 2031-2045 | No |
| Active Transportation - Pedestrian | Multnomah County | Portland | Portland | N Mississippi Streetscape Improvements | 11876 | Fremont | Skidmore | Construct streetscape improvements to enhance the area as a Pedestrian District. | $10,500,000 | $15,500,000 | $0 | $0 | 2031-2045 | No |
| Active Transportation - Pedestrian/Bicycle | Multnomah County | Gresham | Gresham | 17th - Kane to East City Limit: Bike/Ped Improvements | 11680 | Kane | East City Limit Boundary | 17th Ave: Kane to Gresham east city boundary Bike/Ped Improvements | $2,976,400 | $4,800,000 | $0 | $0 | 2031-2045 | No |
| Active Transportation - Pedestrian/Bicycle | Multnomah County | Gresham | Gresham | 182nd - Giese to Cheldelin: Complete Buildout | 10541 | Giese | Cheldelin | Improve 182nd to collector standards. | $17,557,322 | $28,600,000 | $0 | $0 | 2031-2045 | No |
| Active Transportation - Pedestrian/Bicycle | Multnomah County | Gresham | Gresham | Division - 257th/Kane to City Limits: Complete Buildout | 10422 | 257th Ave. | City limits | Improve to community street standards, including bikelanes. | $5,872,007 | $9,600,000 | $0 | $0 | 2031-2045 | No |
| Active Transportation - Pedestrian/Bicycle | Multnomah County | Gresham | Gresham | Towle - Butler to Binford Lake: Ped/Bike/Intersection Improvements | 10461 | Butler | Binford Lake | Construct sidewalks, bike lanes and intersection improvements. | $4,915,000 | $8,000,000 | $0 | $0 | 2031-2045 | No |
| Active Transportation - Pedestrian/Bicycle | Multnomah County | Multnomah County | Multnomah County | Historic Columbia River Hwy - NE 244th Avenue to NE Halsey Street: Complete Street | 10391 | 244th Ave. | Halsey St. | Reconstruct West Historic Columbia River Highway from NE 244th Avenue to NE Halsey Street, including two travel lanes, a center turn lane or median, bicycle lanes and sidewalks. Reconstruction of the railroad overcrossing is not included in this project | $15,500,000 | $25,200,000 | $0 | $0 | 2031-2045 | No |
| Active Transportation - Pedestrian/Bicycle | Multnomah County | Multnomah County | Multnomah County | SE Cochran Road: SE Troutdale Road to Gresham / Troutdale City Limits | 12226 | Gresham / Troutdale City Limits | SE Troutdale Road | Fully reconstruct SE Cochran Road between SE Troutdale Road and the Gresham / Troutdale City Limits to major collector standards with two travel lanes, a center lane/median, sidewalks, and bicycle lanes. | $5,100,000 | $8,200,000 | $0 | $0 | 2031-2045 | No |
| Active Transportation - Pedestrian/Bicycle | Multnomah County | Multnomah County | Multnomah County | Stark St - Troutdale Rd to Evans Ave: Complete Street | 10406 | Troutdale Rd | Evans Ave | Reconstruct SE Stark Street between S Troutdale Road and SE Evans Avenue to two travel lanes, a center turn lane or median, sidewalks, and bicycle lanes. Project includes signal upgrades at the intersection of SE Stark Street and SW Evans Avenue for enhanced pedestrian safety. (538U) | $2,500,000 | $4,400,000 | $0 | $0 | 2031-2045 | No |
| Active Transportation - Pedestrian/Bicycle | Multnomah County | Multnomah County | Multnomah County | Troutdale Road (SE Stark to SE Strebin): Complete Street | 12242 | SE Stark St | SE Strebin St | Reconstruct S Troutdale Road between SE Stark Street and SE Strebin Road to three lanes, with two travel lanes, center turn lane or median, bicycle lanes and sidewalks. Project includes pavement overlay. | $6,500,000 | $10,500,000 | $0 | $0 | 2031-2045 | No |
| Active Transportation - Pedestrian/Bicycle | Multnomah County | ODOT | Portland | Barbur Blvd Walking and Biking Improvements | 12313 | I-405 | Barbur Transit Center | Build continuous high quality sidewalks, bike facilities and crossings on Barbur between I-405 and the Barbur Transit Center. | $44,500,000 | $69,000,000 | $0 | $0 | 2031-2045 | No |
| Active Transportation - Pedestrian/Bicycle | Multnomah County | ODOT | ODOT | I-5 Multi-Use Path | 11983 | Hayden Island Drive | Victory Blvd | Construct improvements to the I-5 MUP in Jantzen Beach to bring path up to current standards, improve safety, and improve access to the I-5 Columbia River Bridge. Improve ped. crossings at Tomahawk Island Drive and Hayden Island Drive. | $12,000,000 | $20,000,000 | $0 | $0 | 2031-2045 | No |
| Active Transportation - Pedestrian/Bicycle | Multnomah County | ODOT | Portland | Inner Powell Blvd Corridor Improvements: Additional Local Contribution to State-owned Arterial | 12229 | Willamette River | I-205 | Add sidewalks, lighting, enhanced pedestrian crossings and parallel greenway connections to reduce severe injury and fatal crashes. | $44,500,000 | $69,000,000 | $0 | $0 | 2031-2045 | No |
| Active Transportation - Pedestrian/Bicycle | Multnomah County | ODOT | Portland | Portland to Milwaukie Trail | 11198 | Various roadways following the PMLR alignment | Various roadways following the PMLR alignment | Construct a shared-use path along SE McLoughlin Blvd from 17th Ave to the Springwater Corridor Trail. This project will be coordinated with ODOT to determine the alignment along McLoughlin Blvd. | $20,500,000 | $31,000,000 | $0 | $0 | 2031-2045 | No |
| Active Transportation - Pedestrian/Bicycle | Multnomah County | Port of Portland | Port of Portland | PIC Ped/Bike Network | 10368 | Mt. Hood MAX Station | NE Alderwood Road | Construct bike and pedestrian facilities as shown in the CS/PIC Plan District. | $1,730,000 | $2,820,000 | $0 | $0 | 2031-2045 | No |
| Active Transportation - Pedestrian/Bicycle | Multnomah County | Portland | Portland | 122nd Ave Safety Improvements: NE Marine to SE Foster | 12307 | NE Marine Dr | SE Foster Rd | Add proven safety countermeasures (sidewalks, crossings, lighting) to roadway to reduce severe injury and fatal crashes | $44,500,000 | $69,000,000 | $0 | $0 | 2031-2045 | No |

Exhibit B to Resolution No. 23-5343
2023 Regional Tranportation Plan
Draft Project List

Metro

| RTP Investment Category | County(s) | Primary Owner | Nominating Agency | Project Name | RTP ID | Start Location | End Location | Description | Estimated Cost (in 2023 dollars) | Estimated cost (in YOE dollars) | Amt funding dedicated via legislative action | Amt dedicated funding avail to use before 2024 | Time Period | Financially Constrained |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Active Transportation - Pedestrian/Bicycle | Multnomah County | Portland | Portland | Albina Vision Improvements | 12310 | Albina Vision Study Area | Albina Vision Study Area | Improvements to include: bus stop enhancements (wider platforms, bus pads, improved shelters and lighting), public art, placemaking elements (distinctive materials, special lighting, public spaces, planted medians and street trees), safer marked crossings, improved bikeways, pedestrian scale street lighting and sidewalk extensions | $44,500,000 | $69,000,000 | $0 | $0 | 2031-2045 | No |
| Active Transportation - Pedestrian/Bicycle | Multnomah County | Portland | Portland | Belmont Streetscape Improvements | 10292 | SE 25th | SE 43rd | Design and implement streetscape improvements to enhance sidewalks, lighting, crossings, transit stops, and signals. | $10,500,000 | $15,500,000 | $0 | $0 | 2031-2045 | No |
| Active Transportation - Pedestrian/Bicycle | Multnomah County | Portland | Portland | Flavel Dr Roadway Improvements | 10222 | SE 45th | Clatsop | Fully improve street from SE 45th to Clatsop Street with travel lanes, curbs, swales, sidewalks, and separated in-roadway bicycle facilities from 52nd to Clatsop. | $10,500,000 | $16,000,000 | $0 | $0 | 2031-2045 | No |
| Active Transportation - Pedestrian/Bicycle | Multnomah County | Portland | Portland | Green Loop/Central City in Motion Improvements | 12308 | Green Loop | Green Loop | Transit priority, protected bikeway and crossing treatments to make it easier and safer to take transit, walk and bike in the Central City and help implement the Green Loop vision identified in the 2035 Comp Plan. | $44,500,000 | $69,000,000 | $0 | $0 | 2031-2045 | No |
| Active Transportation - Pedestrian/Bicycle | Multnomah County | Portland | Portland | N Killingsworth St Corridor Improvements | 10294 | N Interstate Ave | N Greeley | Design and implement streetscape and safety improvements to enhance sidewalks, lighting, crossings, transit stops, and signals. Reconstruct pavement where it is in poor condition. | $10,500,000 | $15,500,000 | $0 | $0 | 2031-2045 | No |
| Active Transportation - Pedestrian/Bicycle | Multnomah County | Portland | Portland | NE 162nd Ave Complete Street Improvements | 12309 | NE Sandy Blvd | NE Glisan St | Add turn lanes, and improved/ continuous curbs, sidewalks, lighting, bike and stormwater facilities. | $44,500,000 | $69,000,000 | $0 | $0 | 2031-2045 | No |
| Active Transportation - Pedestrian/Bicycle | Multnomah County | Portland | Portland | NE Fremont Streetscape Improvements | 10293 | NE 42nd | NE 52nd | Design and implement streetscape improvements to enhance sidewalks, lighting, crossings, transit stops, and signals. | $10,500,000 | $15,500,000 | $0 | $0 | 2031-2045 | No |
| Active Transportation - Pedestrian/Bicycle | Multnomah County | Portland | Portland | NW 13th Ave Ped/Bike Bridge | 11790 | NW Raleigh | NW Naito Pkwy | Construct a pedestrian and bicycle bridge over the railroad tracks to connect the North Pearl District to Naito and the waterfront. | $10,500,000 | $15,500,000 | $0 | $0 | 2031-2045 | No |
| Active Transportation - Pedestrian/Bicycle | Multnomah County | Portland | Portland | NW Marshall Pedestrian/Bicycle Bridge | 11784 | NW 9th | NW Naito Pkwy | Construct a pedestrian/bicycle bridge over the railroad tracks, potentially connecting to Broadway Bridge. | $10,500,000 | $15,500,000 | $0 | $0 | 2031-2045 | No |
| Active Transportation - Pedestrian/Bicycle | Multnomah County | Portland | Portland | Outer Milwaukie Streetscape Improvements | 10295 | SE Yukon | SE Tacoma | Design and implement streetscape improvements to enhance sidewalks, lighting, crossings, transit stops, and signals. | $10,500,000 | $15,500,000 | $0 | $0 | 2031-2045 | No |
| Active Transportation - Pedestrian/Bicycle | Multnomah County | Portland | Portland | Outer Taylors Ferry Safety Improvements, Segment 2 | 11883 | 48th | City Limits | Widen shoulder to provide bicycle climbing lane and construct a walkway for pedestrian travel and access to transit. | $10,500,000 | $15,500,000 | $0 | $0 | 2031-2045 | No |
| Active Transportation - Pedestrian/Bicycle | Multnomah County | Portland | Portland | Reedway Ped/Bike Overcrossing | 11819 | SE 23rd Ave | SE 28th Ave | Construct a pedestrian/bicycle overcrossing of McLoughlin Blvd, light rail, and railroad tracks. | $36,000,000 | $54,500,000 | $0 | $0 | 2031-2045 | No |
| Active Transportation - Pedestrian/Bicycle | Multnomah County | Portland | Portland | SE 13th Ave Streetscape Improvements | 11882 | Malden | Tacoma | Plan and implement streetscape and transportation improvements, including crossing improvements, to increase opportunities to walk and enhance the main street character. | $10,500,000 | $15,500,000 | $0 | $0 | 2031-2045 | No |
| Active Transportation - Pedestrian/Bicycle | Multnomah County | Portland | Portland | Sullivan's Gulch Trail, Segment 1 | 11323 | Eastbank Esplande | NE 21st | Multi-use path along Sullivan's Gulch. Project requires the use of Union Pacific right-of-way to be feasible, otherwise an alternate alignment will need to be developed. | $57,500,000 | $87,000,000 | $0 | $0 | 2031-2045 | No |
| Active Transportation - Pedestrian/Bicycle | Multnomah County | TriMet, Gresham | Gresham | Rockwood Town Center at 181st: Max Station Enhancements | 11098 | 181st LRT Station | Local streets to LRT station | Improve sidewalks, lighting, crossings, bus shelters, benches at 181st LRT station, on Stark St. and other intersecting streets. | $13,274,000 | $21,600,000 | $0 | $0 | 2031-2045 | No |
| Active Transportation - Pedestrian/Bicycle | Multnomah County | UPRR | Portland | Sullivan's Gulch Trail, Segment 2 | 11878 | 21st Ave | Hollywood Transit Center | Construct a multi-use trail for pedestrians and bicycles within the Banfield (I-84) Corridor from 21st Ave to the Hollywood Transit Center. Project requires the use of Union Pacific right-of-way to be feasible, otherwise an alternate alignment will need to be developed. | $43,500,000 | $65,500,000 | $0 | $0 | 2031-2045 | No |
| Active Transportation - Pedestrian/Bicycle | Multnomah County | UPRR | Portland | Sullivan's Gulch Trail, Segment 3 | 11879 | Hollywood Transit Center | Broadway | Construct a multi-use trail for pedestrians and bicycles within the Banfield (I-84) Corridor from the Hollywood Transit Center to Broadway. Project requires the use of Union Pacific right-of-way to be feasible, otherwise an alternate alignment will need to be developed. | $51,500,000 | $78,000,000 | $0 | $0 | 2031-2045 | No |
| Bridge (Capital) | Multnomah County | Gresham | Gresham | 190th - Highland Bridge | 12239 | 200' south of SW 11th | Linneman Ave | Reconstruct and widen bridge to five lanes with sidewalks and bike lanes. | $16,000,000 | $26,000,000 | $0 | $0 | 2031-2045 | No |
| Freight | Multnomah County | Multnomah County | Multnomah County | Marine Drive and 223rd Ave Intersection: Freight and Multimodal Improvements | 11600 | Marine Drive at 223rd | Marine Drive at 223rd | Widen and improve intersection at NE Marine Drive and NE 223rd Avenue to accommodate freight traffic and provide bicycle and pedestrian facilities. Project includes reconstructing and upsizing a significant culvert under the intersection. (531U) | $18,600,000 | $30,300,000 | $0 | $0 | 2031-2045 | No |
| Freight | Multnomah County | Port of Portland | Port of Portland | SW Quad Access | 10363 | NE 33rd Ave. | SW Quad | Provide street access from 33rd Ave. into SW Quad. | $8,806,424 | $14,330,000 | $0 | $0 | 2031-2045 | No |
| Freight | Multnomah County | Port of Portland | Port of Portland | T6 Second Entrance from Marine Drive | 11306 | N. Bybee Lake Rd. | N. Pacific Gateway | Construct 2nd entrance from Marine Drive and internal rail overcrossing to Terminal 6. i. | $17,858,400 | $29,100,000 | $0 | $0 | 2031-2045 | No |
| Freight | Multnomah County | Port of Portland | Port of Portland | T6 Suttle Road entrance | 11307 | Terminus of N. Suttle Road | Terminal 6 | Access to the east end of Terminal 6 off the terminus of Suttle Road. | $4,464,600 | $7,300,000 | $0 | $0 | 2031-2045 | No |

| RTP Investment Category | County(s) | Primary Owner | Nominating Agency | Project Name | RTP ID | Start Location | End Location | Description | Estimated Cost (in 2023 dollars) | Estimated cost (in YOE dollars) | Amt funding dedicated via legislative action | Amt dedicated funding avail to use before 2024 | Time Period | Financially Constrained |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Freight | Multnomah County | Portland | Portland | Going/Greeley Interchange Improvements | 11871 | N Going/Greeley | N Going/Greeley | Redesign Going/Greeley interchange including climbing lane on Going to improve truck movement between Swan Island, Lower Albina, and I-5. | $26,000,000 | $39,000,000 | $0 | $0 | 2031-2045 | No |
| Freight | Multnomah County | Portland | Port of Portland | Marine Dr. Improvement Phase 2 | 10379 | BNSF grade crossing on Marine Drive | BNSF grade crossing on Marine Drive | Construct rail overcrossing on Marine Dr. | $20,306,000 | $23,107,000 | $0 | $0 | 2031-2045 | No |
| Freight | Multnomah County | Troutdale | Port of Portland | Troutdale Airport Master Plan Transportation Improvements | 11743 | Sundial Road | Swigert Way/Graham Road | Implement transporation improvements developed as part of the Troutdale Airport Master Plan | $7,000,000 | $11,400,000 | $0 | $0 | 2031-2045 | No |
| Roadway (Capital) | Multnomah County | BNSF | Portland | N Fessenden St Bridge Replacement | 11872 | Fessenden St, N (over railroad cut) | Fessenden St, N (over railroad cut) | Replace existing structurally-deficient, weight-restricted bridge (owned by BNSF) over railroad cut. | $20,500,000 | $31,000,000 | $0 | $0 | 2031-2045 | No |
| Roadway (Capital) | Multnomah County | BNSF | Portland | N Willamette Blvd Bridge Replacement | 11873 | Willamette Blvd, N (over railroad cut) | Willamette Blvd, N (over railroad cut) | Replace existing structurally-deficient, weight-restricted bridge (owned by BNSF) over railroad cut. | $20,500,000 | $31,000,000 | $0 | $0 | 2031-2045 | No |
| Roadway (Capital) | Multnomah County | BNSF | Portland | Willbridge Industrial Area Rail Overcrossing | 11117 | NW Balboa | NW St Helens Rd | Provide an alternative crossing of the BNSF Railroad to improve connectivity and safety between US 30 and the industrial properties served by NW Front Avenue in the Willbridge area of the NW Industrial District. | $31,000,000 | $46,500,000 | $0 | $0 | 2031-2045 | No |
| Roadway (Capital) | Multnomah County | Gresham | Gresham | 181st at Stark and Sandy Intersections: Add Turn Lanes | 10497 | 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. | $2,804,350 | $4,600,000 | $0 | $0 | 2031-2045 | No |
| Roadway (Capital) | Multnomah County | Gresham | Gresham | 190th - Richey to Cheldelin: Complete Buildout | 12263 | 30th | Cheldelin | Improve existing road to major arterial standards, signalize 190th at Giese, Butler, Richey, Cheldelin. | $37,000,000 | $42,100,000 | $0 | $0 | 2031-2045 | No |
| Roadway (Capital) | Multnomah County | Gresham | Gresham | 190th/Highland - Linneman to 30th: Complete Buildout | 10431 | Linneman Ave | 30th | Reconstruct and widen street to 5 lanes with sidewalks and bike lanes. | $32,018,885 | $52,100,000 | $0 | $0 | 2031-2045 | No |
| Roadway (Capital) | Multnomah County | Gresham | Gresham | 202nd/Birdsdale - Division and Stark Intersections: Add Turn Lanes | 10450 | Division | at Stark | Division: SB, EB turn lanes. At Stark: add 2nd NB LT lane and exclusive RT lane. | $2,047,020 | $3,300,000 | $0 | $0 | 2031-2045 | No |
| Roadway (Capital) | Multnomah County | Gresham | Gresham | Burnside - Cleveland to Hogan: Complete Boulevard Design | 12241 | Cleveland | Hogan | Boulevard safety improvements, including medians for access control, wider sidewalk and planter strip. | $11,070,000 | $18,000,000 | $0 | $0 | 2031-2045 | No |
| Roadway (Capital) | Multnomah County | Gresham | Gresham | Burnside - Eastman to Cleveland: Complete Boulevard Design | 12240 | Eastman | Cleveland | Boulevard safety improvements, including medians for access control, wider sidewalk and planter strip. | $20,000,000 | $20,000,000 | $0 | $0 | 2031-2045 | No |
| Roadway (Capital) | Multnomah County | Gresham | Gresham | Division - Kelly to Burnside: Boulevard Improvements | 10433 | Kelly | Burnside | Complete boulevard design improvements, medians for safety, wider sidewalk and buffered bicycle lanes. | $15,375,709 | $25,000,000 | $0 | $0 | 2031-2045 | No |
| Roadway (Capital) | Multnomah County | Gresham | Gresham | Giese - Jenne to 172nd: New Roadway, Bike/Ped Facilities | 10463 | Jenne | 172nd | New north extension of Foster. | $22,944,513 | $37,300,000 | $0 | $0 | 2031-2045 | No |
| Roadway (Capital) | Multnomah County | Gresham | Gresham | Hogan - Burnside to Division: Complete Buildout | 11603 | Burnside | Division | Build out of Hogan to major arterial cross-section. Includes two travel lanes, center turn lane, multi-use path on the west side, bike lane and sidewalk on the east side. | $12,600,000 | $20,000,000 | $0 | $0 | 2031-2045 | No |
| Roadway (Capital) | Multnomah County | Gresham | Gresham | Hogan - Palmquist to Rugg: Complete Buildout (to arterial standards) | 10417 | Palmquist | Rugg Rd. | Complete project development and construct new principal arterial connection with multi-use path. | $50,612,964 | $82,300,000 | $0 | $0 | 2031-2045 | No |
| Roadway (Capital) | Multnomah County | Gresham | Gresham | Hogan - Stark to Burnside: Complete Buildout | 10416 | Stark | Burnside | Interim capacity improvements and access controls. | $28,484,834 | $46,300,000 | $0 | $0 | 2031-2045 | No |
| Roadway (Capital) | Multnomah County | Gresham | Gresham | Orient - South City limits to Kane Dr: Complete Buildout | 10430 | South City Limits | Kane Dr | Upgrades to arterial 4 lane standards. | $13,393,800 | $21,800,000 | $0 | $0 | 2031-2045 | No |
| Roadway (Capital) | Multnomah County | Gresham | Gresham | Powell Valley Rd. - Burnside to 282nd: Complete Buildout | 10429 | Burnside | 282nd. Ave. | Improve Powell Valley to complete build out, with sidewalks and bike lanes. | $21,795,297 | $35,500,000 | $0 | $0 | 2031-2045 | No |
| Roadway (Capital) | Multnomah County | Gresham | Gresham | Regner - Roberts to Southern City Limits: Complete Buildout | 10427 | Roberts | Southern City Limits | Brings to minor arterial standard, adds pedestrian, bicycle facilities, improves Regner/Butler intersection by adding NB left-turn pocket and signalizing intersection. | $43,553,021 | $70,900,000 | $0 | $0 | 2031-2045 | No |
| Roadway (Capital) | Multnomah County | Multnomah County | Port of Portland | Sundial Road Improvements | 11190 | Sundial Road | North of Marine Drive | Construct signal and turn lanes at Graham Road/Sundial Road intersection. Complete sidewalk gaps on Sundial Road | $4,762,240 | $7,600,000 | $0 | $0 | 2031-2045 | No |
| Roadway (Capital) | Multnomah County | ODOT | Portland | Ross Island Bridgehead Improvements | 10235 | SW Naito Parkway | SW Barbur | Reconstruct Naito Pkwy as two-lane road w/bike lanes, sidewalks, left turn pockets, & on-street parking. Includes realignment/regrading at intersecting streets; removal of Barbur tunnel, Ross Is Br ramps, Arthur/Kelly viaduct & Grover ped bridge. This project will be coordinated with ODOT and with the Southwest Corridor Project, and will consider impacts to ODOT facilities including Naito Parkway and the Ross Island Bridge. | $103,000,000 | $156,000,000 | $0 | $0 | 2031-2045 | No |
| Roadway (Capital) | Multnomah County | Portland | Portland | Capitol Hwy / Bertha Blvd Bridge Replacement | 11884 | Capitol Hwy, SW (bridge over Bertha Blvd) | Capitol Hwy, SW (bridge over Bertha Blvd) | Replace existing weight-restricted bridge over Bertha Blvd (#081) with a new structure with improved vertical clearance. | $15,500,000 | $23,500,000 | $0 | $0 | 2031-2045 | No |
| Roadway (Capital) | Multnomah County | Portland | Portland | Capitol Hwy / Multnomah Blvd Bridge Replacement | 11885 | Capitol Hwy, SW (bridge over Multnomah Blvd) | Capitol Hwy, SW (bridge over Multnomah Blvd) | Replace existing weight-restricted bridge over Multnomah Blvd (#082) with a new structure. | $26,000,000 | $39,000,000 | $0 | $0 | 2031-2045 | No |
| Roadway (Capital) | Multnomah County | Portland | Portland | Clatsop Street Extension | 10536 | SE 162nd Ave | Portland City Limits | Extend street east into Pleasant Valley based on the Pleasant Valley Implementation Plan. | $10,500,000 | $15,500,000 | $0 | $0 | 2031-2045 | No |
| Roadway (Capital) | Multnomah County | Portland | Portland | Halsey St Bridge Seismic Retrofit | 10316 | NE Halsey/I-84 | NE Halsey/I-84 | Retrofit existing seismically vulnerable bridge across I-84 (#021) to ensure emergency response and economic recovery in the event of an earthquake. | $15,500,000 | $23,500,000 | $0 | $0 | 2031-2045 | No |

| RTP Investment Category | County(s) | Primary Owner | Nominating Agency | Project Name | RTP ID | Start Location | End Location | Description | Estimated Cost (in 2023 dollars) | Estimated cost (in YOE dollars) | Amt funding dedicated via legislative action | Amt dedicated funding avail to use before 2024 | Time Period | Financially Constrained |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Roadway (Capital) | Multnomah County | Portland | Portland | Parkrose Connectivity Improvements, NE | 10288 | 105th | 109th | Supplement access route for commercial properties in Parkrose by improving 109th from Sandy to Killingsworth and Killingsworth from 109th to 105th, serving truck access functions, pedestrian, and bike connections. | $10,500,000 | $15,500,000 | $0 | $0 | 2031-2045 | No |
| Roadway (Capital) | Multnomah County | Portland | Portland | Pleasant Valley Foster Rd Extension | 10347 | SE Jenne Rd | SE Giese Rd. | Design and implement multimodal improvements based on the Pleasant Valley Implementation Plan recommendations. | $5,000,000 | $8,000,000 | $0 | $0 | 2031-2045 | No |
| Roadway (Capital) | Multnomah County | Portland | Portland | W Burnside/Couch St Couplet Project | 10171 | Burnside Bridge | W 15th | Implements a one-couplet design including new traffic signals, widened sidewalks, curb extensions, bike lanes, on-street parking and street trees. This project will be coordinated with ODOT to address potential impacts to the I-405 interchanges, overcrossings and ramps. | $103,000,000 | $156,000,000 | $0 | $0 | 2031-2045 | No |
| Throughways | Multnomah County | ODOT | ODOT | I-5 Northbound: Lower Boones Ferry to Carman Auxiliary Lane Extension - Phase 3 | 11583 | Lower Boones Ferry Rd. Interchange | Carman Dr. Interchange | Extend existing auxiliary lane between the Lower Boones Ferry Road interchange and the Carman Drive interchange. This is Phase 3 (RTP ID 11402 is Phase 2 further south). Evaluate and implement improvements to address bicycle and pedestrian needs, which will be identified. | $30,000,000 | $49,000,000 | $0 | $0 | 2031-2045 | No |
| Transit - High Capacity | Multnomah County | ODOT | TriMet | HCT: Steel Bridge Transit Bottleneck Capital Construction | 10921 | NW 1st and NW Everett, Portland | N Interstate and N Multnomah, Portland | Construction to address transit bottleneck at the Steel Bridge and Rose Quarter. | $3,500,000,000 | $5,696,000,000 | $0 | $0 | 2031-2045 | No |
| Transit - High Capacity | Multnomah County | Portland | Portland | HCT Strategy, Tier 2 Improvements: Additional Local Contribution from Reg/State/Fed funding | 12306 | N/A | N/A | Improvements to improve transit speed, reliability, station access, amenities and rider experience; including enhancements to transit stations, and bus priority/queue bypass lanes, ITS and NextGen TSP investments from additional regional, state or federal funding that is in line with Strategic revenue forecast | $44,500,000 | $69,000,000 | $0 | $0 | 2031-2045 | No |
| Transit - High Capacity | Multnomah County | Portland Streetcar, In | TriMet | HCT: Streetcar Johns Landing | 11639 | SW Lowell | Willamette Park | Corridor Alternatives Analysis, public outreach, planning, design, engineering, and construction for future streetcar extension from Portland to Johns Landing. Potential future construction. | $112,000,000 | $150,000,000 | $0 | $0 | 2031-2045 | No |
| Transit - High Capacity | Multnomah County | TriMet | TriMet | HCT: Burnside/Stark Corridor High Capacity Transit | 12286 | Portland | Gresham | Project development of high capacity transit options and construction and implementation of high capacity transit from Portland to Gresham on the Burnside/Stark corridor. | $100,000,000 | $162,700,000 | $0 | $0 | 2031-2045 | No |
| Transit - High Capacity | Multnomah County | TriMet | TriMet | HCT: Lombard/Cesar Chavez Corridor High Capacity Transit | 12288 | St. Johns | Milwaukie | Project development of high capacity transit options and construction and implementation of high capacity transit from St. Johns to Milwaukie on the Lombard/Cesar Chavez corridor. | $100,000,000 | $162,700,000 | $0 | $0 | 2031-2045 | No |
| Transit - High Capacity | Multnomah County | TriMet | TriMet | HCT: Martin Luther King Corridor High Capacity Transit | 12287 | Hayden Island | Downtown Portland | Project development of high capacity transit options and construction and implementation of high capacity transit from Hayden Island to Downtown Portland on the Martin Luther King Boulevard corridor. | $100,000,000 | $162,700,000 | $0 | $0 | 2031-2045 | No |
| Transit Capital - Other | Multnomah County | Portland | Portland | Union Station, Phase 3 | 11870 | Union Station | Union Station | Core building improvements, operational improvements, and railside improvements for Union Station. | $216,500,000 | $327,000,000 | $0 | $0 | 2031-2045 | No |
| Active Transportation - Pedestrian/Bicycle | Multnomah County, Washington County | Tigard | Tigard | Red Rock Creek Greenway Trail | 12008 | Dartmouth/217 area along Red Rock Ck | I-5 / 64th Ave | New trail parallel along Red Rock Ck in the Triangle from Near Dartmouth/217 to I-5. | $4,200,000 | $6,800,000 | $300,000 | $300,000 | 2031-2045 | No |
| Active Transportation - Pedestrian/Bicycle | Multnomah County, Washington County | Tualatin Hills Park & F | Tualatin Hills Park & F | Bethany Creek Community Trail #2 | 11945 | Waterhouse Trail at Abbey Creek | Rock Creek/Westside Trail intersection south of Springville Rd. | Design, & construct a 10' wide multi-use trail connecting new urban area residents to the Waterhouse, Westside, and Rock Creek Trail networks, serving historically marginalized communities & improving safety/access to jobs, schools, and 2040 Centers. | $1,700,000 | $2,800,000 | $0 | $0 | 2031-2045 | No |
| Active Transportation - Pedestrian/Bicycle | Multnomah County, Washington County | Tualatin Hills Park & F | Tualatin Hills Park & F | Bonny Slope West Trail | 12105 | NW Laidlaw Rd. at NW Saltzman Rd. | NW Cornell Rd. at Cedar Mill Creek | Plan, design, and construct a 10' wide paved, multi-use community trail. The off-street facility provides a safer alternate to on-street travel and increases access to 2040 regional centers near historically marginalized communities. | $11,800,000 | $19,200,000 | $0 | $0 | 2031-2045 | No |
| Active Transportation - Pedestrian/Bicycle | Region-wide (all three counties) | ODOT | ODOT | Active Transportation Critical Connections Region-Wide | 11982 | Region-wide | Region-wide | Construct improvements to address gaps and deficiencies in the regional active transportation network on ODOT facilities. Specific projects to be determined based on ODOT Region 1 Active Transportation Needs Inventory. | $122,000,000 | $198,000,000 | $0 | $0 | 2031-2045 | No |
| Transit Operating Capital | Region-wide (all three counties) | TriMet | TriMet | Bus: 5th Bus Base Design and Construction | 12281 | N/A | N/A | Construction of a 5th Bus Base | $269,900,000 | $350,000,000 | $0 | $0 | 2031-2045 | No |
| Transportation System Management (Technology) | Region-wide (all three counties) | ODOT | ODOT | Active Traffic Management (ATM) & Connected & Automated Vehicles (CAV) Region-wide Phase 1 | 11584 | N/A | N/A | Deploy ATM recommendations from the ODOT Active Traffic Management Strategy. Specific projects to be determined. Deploy Connected, Automated and Electric Vehicle strategies. | $28,000,000 | $46,000,000 | $0 | $0 | 2031-2045 | No |
| Transportation System Management (Technology) | Region-wide (all three counties) | ODOT | ODOT | Active Traffic Management (ATM) and Connected and Automated Vehicles (CAV) Region-wide Phase 2 | 11980 | Region-wide | Region-wide | Deploy ATM recommendations from the ODOT Active Traffic Management Strategy. Perform enhancements to existing infrastructure and deploy new infrastructure to support CAV applications. Specific projects to be determined. | $12,000,000 | $20,000,000 | $0 | $0 | 2031-2045 | No |
| Active Transportation - Bicycle | Washington County | Beaverton | Beaverton | 6th St: Murray Boulevard to Erickson Avenue (Bike Lanes) | 10665 | Murray Boulevard | Erickson Avenue | Construct bike lanes along 6th Street, between Murray Boulevard and Erickson Avenue. | $5,300,000 | $8,600,000 | $0 | $0 | 2031-2045 | No |
| Active Transportation - Bicycle | Washington County | Beaverton | Beaverton | Baseline Road: 158th Avenue to Jenkins Road (Bike Lanes) | 12051 | 158th Avenue | Jenkins Road | Install bike lanes along SW Baseline Road, between 158th Avenue and SW Jenkins Road. | $7,000,000 | $11,400,000 | $0 | $0 | 2031-2045 | No |
| Active Transportation - Bicycle | Washington County | Beaverton | Beaverton | Farmington Road: Hocken Ave to OR Highway 217 (Bike Lanes) | 10668 | Hocken Avenue | OR Highway 217 | Construct bike lanes along Farmington Road, between Hocken Avenue and OR Highway 217 | $18,800,000 | $30,600,000 | $0 | $0 | 2031-2045 | No |
| Active Transportation - Bicycle | Washington County | ODOT | Washington County | Canyon Road and 110th Bike Lanes | 11926 | Beaverton-Hillsdale Hwy. | 91st Ave | Completes 7,000 feet of bike lanes. | $3,500,000 | $5,700,000 | $0 | $0 | 2031-2045 | No |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Active Transportation - Bicycle | Washington County | Tigard | Tigard | Tigard Neighborhood Greenway Bicycle Improvements | 11221 | City-wide | City-wide | Make spot improvements on key low-volume, low speed through-routes to facilitate bike & pedestrian travel; identify them as bike/pedestrian neighborhood greenway routes. | $6,000,000 | $9,800,000 | $0 | $0 | 2031-2045 | No |
| Active Transportation - Bicycle | Washington County | Tualatin | Tualatin | Nyberg Rd Bike Lanes: Tualatin-Sherwood Rd to 65th | 10739 | Tualatin-Sherwood | 65th | Add bike lanes on Nyberg from Tualatin-Sherwood to 65th. | $5,000,000 | $8,100,000 | $0 | $0 | 2031-2045 | No |
| Active Transportation - Bicycle | Washington County | Washington County | Washington County | Washington County Neighborhood Bikeways (Ph. 2) | 12049 | Washington County | Washington County | 9 miles of neighborhood bikeways (bike boulevards) on low-traffic streets throughout unincorporated urban Washington County, including enhanced at-grade crossings of arterials. | $8,400,000 | $13,700,000 | $0 | $0 | 2031-2045 | No |
| Active Transportation - Pedestrian | Washington County | King City | King City | OR 99W Plan and Pedestrian Improvements: SW Beef Bend to Tualatin River | 12153 | SW Beef Bend Rd | Tualatin River | Study the OR 99W Corridor through King City, along with Tigard and other neighboring agencies, to develop a corridor-wide improvement plan. Construct pedestrian facilities and buffer from the vehicle travel way. Provide enhanced crossings at key intersections. | $9,600,000 | $15,600,000 | $0 | $0 | 2031-2045 | No |
| Active Transportation - Pedestrian | Washington County | ODOT | Hillsboro | OR 8: SW Baseline St Sidewalk Gaps | 12145 | SW 17th | Dennis | Complete missing north side sidewalks and curbs; south side gaps included in ODOT 2021-2024 STIP (project 21608) | $1,200,000 | $2,000,000 | $0 | $0 | 2031-2045 | No |
| Active Transportation - Pedestrian | Washington County | ODOT | Hillsboro | OR 8: SW Oak St Sidewalk Gaps | 12147 | SW 17th | Dennis | Complete missing sidewalks and curb | $1,300,000 | $2,100,000 | $0 | $0 | 2031-2045 | No |
| Active Transportation - Pedestrian | Washington County | Sherwood | Sherwood | Pedestrian Links to Schools & Town Center | 10703 | Various | Various | Pedestrian upgrades, new sidewalks, sidewalk infill at: Sunset, Division, Edy, Elwert, Meinecke, Pine, Roy, Ladd Hill, Timbrel, Washington, Willamette, Old Pacific Hwy. | $10,200,000 | $16,600,000 | $0 | $0 | 2031-2045 | No |
| Active Transportation - Pedestrian | Washington County | Tigard | Tigard | Pedestrian Improvements | 11226 | Multiple locations | Multiple locations | Fill gaps in sidewalk & pedestrian network. | $12,700,000 | $20,700,000 | $0 | $0 | 2031-2045 | No |
| Active Transportation - Pedestrian | Washington County | Tualatin | Tualatin | Sagert St I-5 Overpass Sidewalks Safety Improvements | 11429 | I-5 | I-5 | To improve safety for residents and employees, add sidewalks on I-5 bridge overpass. | $5,000,000 | $8,100,000 | $0 | $0 | 2031-2045 | No |
| Active Transportation - Pedestrian | Washington County | Washington County | Washington County | 111th / Rainmont Rd / 113th Avenue Sidewalks | 11473 | McDaniel Rd | Cornell Rd | Construct sidewalks. | $13,400,000 | $21,800,000 | $0 | $0 | 2031-2045 | No |
| Active Transportation - Pedestrian | Washington County | Washington County | Washington County | Leahy Road Sidewalks | 11575 | Cornell Rd. | Barnes Rd. | Construct sidewalks. | $3,800,000 | $6,200,000 | $0 | $0 | 2031-2045 | No |
| Active Transportation - Pedestrian/Bicycle | Washington County | Beaverton | Beaverton | Allen Blvd: OR 217 to Western (ped/bike/signals/turn lanes) | 10633 | OR Highway 217 | Western Avenue | Add sidewalks, street trees, bike lanes, traffic signals, and turn lanes along Allen Boulevard, from OR217 to Western Avenue. | $9,400,000 | $15,300,000 | $0 | $0 | 2031-2045 | No |
| Active Transportation - Pedestrian/Bicycle | Washington County | Beaverton | Beaverton | Allen Boulevard Complete Street: Hall Boulevard to King Boulevard | 12112 | Hall Blvd. | King Blvd. | Construct complete street along Allen Boulevard, between Hall Boulevard and King Boulevard. Project includes sidewalks, street trees, bike lanes, lighting, signals, turn lanes where needed. | $23,900,000 | $38,900,000 | $0 | $0 | 2031-2045 | No |
| Active Transportation - Pedestrian/Bicycle | Washington County | Beaverton | Beaverton | Allen Boulevard Complete Street: Menlo Drive to Hall Boulevard | 12111 | Menlo Dr. | Hall Blvd. | Construct complete street along Allen Boulevard, between Menlo Drive and Hall Boulevard. Project includes sidewalks, street trees, bike lanes, lighting, signals, and turn lanes where needed. | $23,900,000 | $38,900,000 | $0 | $0 | 2031-2045 | No |
| Active Transportation - Pedestrian/Bicycle | Washington County | Beaverton | Beaverton | Cedar Hills Blvd: Walker to Farmington (ped/bike/turn lanes) | 10634 | Walker Road | Farmington Road | Construct sidewalks, bike lanes, and turn lanes where needed, along Cedar Hills Boulevard, between Walker Road and Farmington Road. | $28,300,000 | $46,000,000 | $0 | $0 | 2031-2045 | No |
| Active Transportation - Pedestrian/Bicycle | Washington County | Beaverton | Beaverton | Denney Rd: Hall Blvd to OR 217 (Ped/Bike/Turn Lanes) | 12118 | Hall Blvd. | OR 217 | Construct bike lanes, sidewalks, and turn lanes where needed along SW Denney Road, between Hall Boulevard and OR 217. | $10,500,000 | $17,100,000 | $0 | $0 | 2031-2045 | No |
| Active Transportation - Pedestrian/Bicycle | Washington County | Beaverton | Beaverton | Downtown Loop Complete Street: 5th Street – Watson to Hall | 12119 | Watson Avenue | Hall Boulevard | Construct complete street on 5th Street, between Watson Avenue and Hall Boulevard, with wider sidewalks and protected bike lanes to make bikeway to bikeway connection. Plant street trees. | $2,000,000 | $3,300,000 | $0 | $0 | 2031-2045 | No |
| Active Transportation - Pedestrian/Bicycle | Washington County | Beaverton | Beaverton | Downtown Loop: Watson/Hall - Crescent St to Millikan Ave | 12124 | Crescent Street | Millikan Way | Construct complete street on Watson Avenue and Hall Boulevard, between Crescent Street and Millikan Way with wider sidewalks, protected bike lanes, street trees, new signals and marked crosswalks. Remove third lane on Hall Blvd. | $20,000,000 | $32,500,000 | $0 | $0 | 2031-2045 | No |
| Active Transportation - Pedestrian/Bicycle | Washington County | Beaverton | Beaverton | Millikan Way: 141st to Hocken (turn lanes, bike, sidewalks) | 10636 | 141st Avenue | Hocken Avenue | Add buffered bike lanes, sidewalks, turn lanes, and signalize as warranted along Millikan Way, from 141st Avenue to Hocken Avenue. | $3,900,000 | $6,300,000 | $0 | $0 | 2031-2045 | No |
| Active Transportation - Pedestrian/Bicycle | Washington County | Hillsboro | Washington County | 206th Ave Bike/Ped Improvements | 11158 | Baseline Rd | Rock Rd | Complete sidewalk gaps and construct bike lanes. | $4,500,000 | $7,300,000 | $0 | $0 | 2031-2045 | No |
| Active Transportation - Pedestrian/Bicycle | Washington County | Hillsboro | Hillsboro | Beaverton Creek Trail | 10850 | Reedville Trail (North Segment) | SW 194th Ave | Design and construct Hillsboro segment of multi-use trail. | $5,600,000 | $9,100,000 | $0 | $0 | 2031-2045 | No |
| Active Transportation - Pedestrian/Bicycle | Washington County | Hillsboro | Hillsboro | Bronson Creek Trail | 11889 | Beaverton Creek Trail at 206th Ave | 185th Ave | Design and construct Hillsboro segment of multi-use trail. | $2,800,000 | $4,600,000 | $0 | $0 | 2031-2045 | No |
| Active Transportation - Pedestrian/Bicycle | Washington County | Hillsboro | Hillsboro | Crescent Park Greenway | 11485 | Jackson School Rd | Cornelius Pass Rd | Multi-use trails and bike/ped crossings connecting North Hillsboro industrial area, Hillsboro stadium, Fred Meyer, Rock Creek Trail, Oregon Electric Railway Trail and Cornelius Pass Road multi-use path; part of larger Crescent Park Greenway plan | $17,900,000 | $29,100,000 | $0 | $0 | 2031-2045 | No |
| Active Transportation - Pedestrian/Bicycle | Washington County | Hillsboro | Hillsboro | Jacobson Rd Turn Lanes and Bike/Ped Improvements | 11150 | Helvetia Rd | Century Blvd | Complete three-lane cross section with center turn lane, sidewalks, and bike facilities; restrict intersection at Helvetia Rd to right-in, right-out with future connection and improvement to Schaaf | $9,000,000 | $14,600,000 | $0 | $0 | 2031-2045 | No |
| Active Transportation - Pedestrian/Bicycle | Washington County | Hillsboro | Hillsboro | Minter Bridge Rd Bike/Ped Improvements | 11282 | River Rd | Morgan Rd (UGB) | Improve west side to complete two-lane urban standards; include intersection improvement at Minter Bridge & River | $7,900,000 | $12,900,000 | $0 | $0 | 2031-2045 | No |
| Active Transportation - Pedestrian/Bicycle | Washington County | Hillsboro | Hillsboro | Reedville Trail (North Segment) | 11461 | Wilkins St | Tualatin Valley Highway | Construct multi-use trail along BPA Pearl-Keeler power line corridor. | $9,300,000 | $15,100,000 | $0 | $0 | 2031-2045 | No |
| Active Transportation - Pedestrian/Bicycle | Washington County | Hillsboro | Hillsboro | Rock Creek Trail Extension | 10851 | Rock Creek Trail at River Road | Rock Creek Trail at Wilkins St | Design and construct multi-use trail; connect to existing segments of Rock Creek Trail. | $8,200,000 | $13,300,000 | $0 | $0 | 2031-2045 | No |
| Active Transportation - Pedestrian/Bicycle | Washington County | Hillsboro | Hillsboro | Rood Bridge Rd Bike/Ped Improvements | 11161 | River Rd | Pipers Dr (UGB) | Improve to two-lane urban standards with sidewalks and bike facilities | $9,900,000 | $16,100,000 | $0 | $0 | 2031-2045 | No |

| RTP Investment Category | County(s) | Primary Owner | Nominating Agency | Project Name | RTP ID | Start Location | End Location | Description | Estimated Cost (in 2023 dollars) | Estimated cost (in YOE dollars) | Amt funding dedicated via legislative action | Amt dedicated funding avail to use before 2024 | Time Period | Financially Constrained |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Active Transportation - Pedestrian/Bicycle | Washington County | Hillsboro | Hillsboro | Tualatin Valley Trail (Turf-to-Surf Trail) | 11483 | Century Blvd | Shaw St | Construct South Hillsboro/Reedville segment of Tualatin Valley Trail along south side of Portland & Western Railroad corridor. | $8,300,000 | $13,500,000 | $0 | $0 | 2031-2045 | No |
| Active Transportation - Pedestrian/Bicycle | Washington County | King City | King City | Tualatin River Trail: River Lane to OR 99W | 12159 | SW River Lane | OR 99W | Construct a shared-use path from the planned S. Kingston Terrace Trail to SW River Lane. Connect path through King City Community Park to SW River Lane. Construct a shared-use path from OR 99W to SW 131st Avenue. | $6,800,000 | $11,100,000 | $0 | $0 | 2031-2045 | No |
| Active Transportation - Pedestrian/Bicycle | Washington County | ODOT | Tigard | Hunziker & Sandburg sidepath to Kruse Way Bike/Ped Bridge | 12016 | Hunziker Rd and Sandburg St | Kruse Way Trail | Bike/Ped Trail and bridge from Hunziker Rd and Sandburg St to Kruse Way Trail in Lake Oswego. | $7,000,000 | $11,400,000 | $0 | $0 | 2031-2045 | No |
| Active Transportation - Pedestrian/Bicycle | Washington County | ODOT | Hillsboro | OR 219: S 1st Ave Complete Street Improvements | 12141 | Railroad | Wood St/Jackson Bottom Entrance | Construct sidewalks and bike facilities | $5,300,000 | $8,600,000 | $0 | $0 | 2031-2045 | No |
| Active Transportation - Pedestrian/Bicycle | Washington County | ODOT | Beaverton | OR 8: Canyon Rd - Cedar Hills to Hall Blvd (Complete Street) | 12114 | Cedar Hills Blvd | Hall Blvd | Construct complete street on OR 8, between Cedar Hills Boulevard and Hall Boulevard. Include wider sidewalks with street trees, bikes lanes, signal and intersection treatments, lighting, landscaped median islands. Explore jurisdictional transfer. | $20,000,000 | $32,500,000 | $0 | $0 | 2031-2045 | No |
| Active Transportation - Pedestrian/Bicycle | Washington County | ODOT | Beaverton | OR 8: Canyon Rd – Hall Blvd to 117th Ave (Complete Street) | 12116 | Hall Blvd | 117th Ave./Broadway St. | Construct complete street on OR 8, between Hocken Avenue and 117th Avenue. Include wider sidewalks with street trees, bike lanes, signal and intersection treatments, lighting, landscaped median islands. Explore jurisdictional transfer. | $50,000,000 | $81,400,000 | $0 | $0 | 2031-2045 | No |
| Active Transportation - Pedestrian/Bicycle | Washington County | ODOT | Beaverton | OR 8: Canyon Rd – Hocken to Cedar Hills (Complete Street) | 12115 | Hocken Ave. | Cedar Hills Blvd | Construct complete street on OR 8, between Hocken Avenue and Cedar Hills Boulevard. Include wider sidewalks with street trees, bike lanes, signal and intersection treatments, lighting, landscaped median islands. Explore jurisdictional transfer. | $25,000,000 | $40,700,000 | $0 | $0 | 2031-2045 | No |
| Active Transportation - Pedestrian/Bicycle | Washington County | Tigard | Tigard | 121st Ave Complete Street - phase 2 | 12006 | Walnut St | North Dakota St | Build complete street with bicycle and pedestrian facilities from Walnut to N Dakota. | $8,400,000 | $13,700,000 | $0 | $0 | 2031-2045 | No |
| Active Transportation - Pedestrian/Bicycle | Washington County | Tigard | Tigard | 72nd Ave. Buffered Bikeways and Sidewalks: Bonita to Durham | 10757 | Bonita Road | Durham Road | Complete street upgrade with buffered bikeways and complete sidewalks. | $8,100,000 | $13,200,000 | $0 | $0 | 2031-2045 | No |
| Active Transportation - Pedestrian/Bicycle | Washington County | Tigard | Tigard | 72nd Ave. Improvements - Dartmouth to OR 217 | 12163 | Dartmouth | HWY 217 | Widen to 4/5 lanes, with one travel lane in each direction, one flex travel/parking lane, protected bike lanes and sidewalks. | $16,000,000 | $26,000,000 | $0 | $0 | 2031-2045 | No |
| Active Transportation - Pedestrian/Bicycle | Washington County | Tigard | Tigard | 72nd Ave. Improvements - Hwy 217 to Bonita | 10756 | Hwy 217 | Bonita Road | Widen to 3 lanes with bikeways and sidewalks. | $16,300,000 | $26,500,000 | $0 | $0 | 2031-2045 | No |
| Active Transportation - Pedestrian/Bicycle | Washington County | Tigard | Tigard | Ash Ave Ped/Bike Bridge | 12165 | Burnham Street | Commerical Street | Design and construct grade-separated pedestrian and bicycle bridge connecting Ash Ave across railroad. | $10,000,000 | $16,300,000 | $0 | $0 | 2031-2045 | No |
| Active Transportation - Pedestrian/Bicycle | Washington County | Tigard | Tigard | Ash Ave Trail Connection | 12166 | Walnut Place | Fanno Creek Trail | Creates new active transportation connection from Walnut Pl east of Pacific Highway (OR99W) to Ash Ave, connecting to the Fanno Creek Trail. | $9,000,000 | $14,600,000 | $0 | $0 | 2031-2045 | No |
| Active Transportation - Pedestrian/Bicycle | Washington County | Tigard | Tigard | Bull Mountain Rd Sidewalks | 12002 | Roshak Rd | Hwy 99W | Complete gaps in sidewalks and bike lanes from Benchview Terrace (Tigard City Limits) to Hwy 99W. | $7,000,000 | $11,400,000 | $0 | $0 | 2031-2045 | No |
| Active Transportation - Pedestrian/Bicycle | Washington County | Tigard | Tigard | Neighborhood Trails & Regional Trail Connections | 11227 | Multiple locations | Multiple locations | Construct high priority neighborhood trails to regional trails, sidewalks & transit. | $5,000,000 | $8,100,000 | $0 | $0 | 2031-2045 | No |
| Active Transportation - Pedestrian/Bicycle | Washington County | Tigard | Tigard | OR 217 Ped/Bike Overcrossing | 12169 | Tigard Triangle | Downtown | Construct a new Highway 217 overcrossing for active transportation users connecting the Tigard Triangle with Downtown Tigard. May be coordinated with the Southwest Corridor Light Rail and the Red Rock Creek Trail planning efforts. | $11,000,000 | $17,900,000 | $0 | $0 | 2031-2045 | No |
| Active Transportation - Pedestrian/Bicycle | Washington County | Tigard | Tigard | Regional Trail Gap Closure and Improvements | 12172 | Multiple sections on Fanno, Wash Sq Loop, and Westside Trails | Multiple sections on Fanno, Wash Sq Loop, and Westside Trails | Infill gaps and improve deficiencies in regional trail network. Affected trails include Fanno Creek, Washington Square Loop, Tigard-Lake-O, and Westside Trails. | $10,000,000 | $16,300,000 | $0 | $0 | 2031-2045 | No |
| Active Transportation - Pedestrian/Bicycle | Washington County | Tigard | Tigard | Tigard Safe Routes to School Projects | 12000 | City-wide | City-wide | Pedestrian upgrades, new sidewalks, new bike lanes, sidewalk infill on Tigard Streets facilitating walking and biking to school. | $4,200,000 | $6,800,000 | $0 | $0 | 2031-2045 | No |
| Active Transportation - Pedestrian/Bicycle | Washington County | Tigard | Tigard | Tigard-Lake-O-Red Rock Creek-Fanno Creek Rail Overcrossing | 12175 | Wall St | Tigard Public Library | Construct new bike and pedestrian overcrossing. | $10,000,000 | $16,300,000 | $0 | $0 | 2031-2045 | No |
| Active Transportation - Pedestrian/Bicycle | Washington County | Tigard | Tigard | Washington Square Regional Center Greenbelt Shared Use Path | 10763 | Hall Blvd. | OR 217 | Complete WSRC shared-use path. | $2,700,000 | $4,400,000 | $0 | $0 | 2031-2045 | No |
| Active Transportation - Pedestrian/Bicycle | Washington County | Tigard | Tigard | Washington Square Regional Center Pedestrian Improvements | 10749 | Washington Square local street connections | Washington Square local street connections | Improve sidewalks, lighting, crossings, bus shelters, and benches in the Washington Square area. | $2,500,000 | $4,100,000 | $0 | $0 | 2031-2045 | No |
| Active Transportation - Pedestrian/Bicycle | Washington County | To be determined | Forest Grove | Council Creek Regional Trail: North-South Segment | 11479 | Banks | Forest Grove | Multi-use trail from Forest Grove through Washington County, the City of Banks, connecting to the Banks-Vernonia State Trail. The project or a portion of the project is outside the designated urban growth boundary. | $37,900,000 | $61,700,000 | $0 | $0 | 2031-2045 | No |
| Active Transportation - Pedestrian/Bicycle | Washington County | To be determined | Washington County | Tualatin Valley Trail (Turf-to-Surf Trail) | 12185 | SW 160th Ave. | 198th Ave. | Design & construct a 12' wide regional multi-use trail on north side of Shaw St. includes half-signals at crossings of 160th Ave, 170th Ave and 185th Ave. | $23,400,000 | $38,100,000 | $0 | $0 | 2031-2045 | No |
| Active Transportation - Pedestrian/Bicycle | Washington County | Tualatin | Tualatin | 108th Avenue Pedestrian and Bicycle Bridge | 10742 | Tualatin River Greenway Trail - South Bank of the Tualatin River | Tualatin River Greenway Trail - North Bank of the Tualatin River | Pedestrian/bike bridge over Tualatin River and connecting paths. | $11,200,000 | $18,200,000 | $0 | $0 | 2031-2045 | No |
| Active Transportation - Pedestrian/Bicycle | Washington County | Tualatin | Tualatin | I-5 Shared-use Path (Lower Boones Ferry to Norwood) | 11432 | Lower Boones Ferry Road | Norwood | Construct shared-use path parallel to I-5. | $21,000,000 | $34,200,000 | $0 | $0 | 2031-2045 | No |
| Active Transportation - Pedestrian/Bicycle | Washington County | Tualatin | Tualatin | Ice Age Tonquin Trail (Segments 12 and 13) | 11597 | Cipole | Tualatin River | Construct shared-use path consistent with Metro Ice Age Tonquin Trail Master Plan. The project or a portion of the project is outside the designated urban growth boundary. | $21,800,000 | $35,500,000 | $0 | $0 | 2031-2045 | No |
| Active Transportation - Pedestrian/Bicycle | Washington County | Tualatin | Tualatin | Ice Age Tonquin Trail (Segments 18 & 19) | 12190 | 112th | Tualatin / Boones Ferry | Construct shared-use path consistent with Metro Ice Age Tonquin Trail Master Plan. | $22,500,000 | $36,600,000 | $0 | $0 | 2031-2045 | No |

| RTP Investment Category | County(s) | Primary Owner | Nominating Agency | Project Name | RTP ID | Start Location | End Location | Description | Estimated Cost (in 2023 dollars) | Estimated cost (in YOE dollars) | Amt funding dedicated via legislative action | Amt dedicated funding avail to use before 2024 | Time Period | Financially Constrained |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Active Transportation - Pedestrian/Bicycle | Washington County | Tualatin | Tualatin | Saum Creek Greenway (Sagert St to Tualatin River) | 11433 | Sagert | Tualatin River | Construct a shared-use path. | $3,200,000 | $5,200,000 | $0 | $0 | 2031-2045 | No |
| Active Transportation - Pedestrian/Bicycle | Washington County | Tualatin | Tualatin | Westside Trail Pedestrian and Bicycle Bridge | 11435 | Cipole | North of Tualatin River | Multi-use trail and bridge over the Tualatin River connecting Westside Trail and Ice Age Tonquin Trail. The project or a portion of the project is outside the designated urban growth boundary. | $12,700,000 | $20,700,000 | $0 | $0 | 2031-2045 | No |
| Active Transportation - Pedestrian/Bicycle | Washington County | Tualatin Hills Park & F | Tualatin Hills Park & F | Bronson Creek Trail (Community) | 10809 | Bronson Creek Park | NW Laidlaw Rd. at Cornell Rd. (THPRD) NW Saltzman Rd. | Design & construct a 10'-12' wide, community trail connecting Cornell Rd at 173rd Ave to the Westside Trail that will serve historically marginalized communities and improve access to 2040 Centers, jobs, transit & other regionally significant trails. | $11,800,000 | $19,200,000 | $0 | $0 | 2031-2045 | No |
| Active Transportation - Pedestrian/Bicycle | Washington County | Tualatin Hills Park & F | Tualatin Hills Park & F | South Cooper Loop Trail | 11944 | SW Grabhorn Rd. just north of Scholls Ferry Rd. | SW 175th Ave | Design and construct a 12' wide regional multi-use trail serving the emerging South Cooper Mountain community. | $5,500,000 | $8,900,000 | $0 | $0 | 2031-2045 | No |
| Active Transportation - Pedestrian/Bicycle | Washington County | Tualatin Hills Park & F | Tualatin Hills Park & F | South Johnson Creek Trail Seg. 5 | 12072 | S.W. Davis Rd at S.W. 152nd Ave. | S.W. Hart Rd at Lowami Hart Woods | Construct a 10' wide community trail to provide road separated connections with in the community. | $2,500,000 | $4,100,000 | $0 | $0 | 2031-2045 | No |
| Active Transportation - Pedestrian/Bicycle | Washington County | Tualatin Hills Park & F | Tualatin Hills Park & F | Tualatin Valley Trail Seg #3 to #5 (Turf to Surf Regional Trail) | 11941 | 160th Ave./Westside Trail | Beaverton Creek Trail at SW 5th St & SW Lombard Ave | Plan, design, & build three 12' wide regional multi-use trail segments connecting Washington County's surf-to-turf trail to Downtown Beaverton; improving safety, serving historically marginalized communities, & increasing access to jobs & transit. | $9,500,000 | $15,500,000 | $0 | $0 | 2031-2045 | No |
| Active Transportation - Pedestrian/Bicycle | Washington County | Washington County | Washington County | Barnes Road Ped/Bike Overcrossing | 12070 | North of Barnes | Sunset Transit Center | Grade separated pedestrian/bicycle over-crossing at Barnes Rd. | $8,400,000 | $13,700,000 | $0 | $0 | 2031-2045 | No |
| Active Transportation - Pedestrian/Bicycle | Washington County | Washington County | Washington County | Bike lanes and sidewalks on collectors and arterials (Wash Co) | 12039 | Countywide | Countywide | Complete 35 miles of bike lanes and sidewalks on County arterials and collectors. | $88,000,000 | $143,200,000 | $0 | $0 | 2031-2045 | No |
| Active Transportation - Pedestrian/Bicycle | Washington County | Washington County | Wilsonville | Elligsen Road Urban Upgrade | 11798 | Parkway Center Drive | 65th | Reconstruct street to 3 lanes with buffered bike lanes and sidewalks. The project will install sidewalks and bike lanes to remove bikes and pedestrians from vehicle travel lanes. The project has had two serious crashes. The project or a portion of the project is outside the designated UGB. | $8,400,000 | $13,700,000 | $0 | $0 | 2031-2045 | No |
| Active Transportation - Pedestrian/Bicycle | Washington County | Washington County | Hillsboro | Oregon Electric Railway Trail: US 26 Crossing | 11913 | Cornelius Pass Rd Multi-Use Path at US 26 | Power Line Trail at Rock Creek Blvd | Construct US 26 trail over-crossing near Cornelius Pass Rd interchange; include connecting trail segments at either end to connect to Cornelius Pass Rd multi-use path and Rock Creek Trail ("Power Line Trail") at Rock Creek Blvd. | $7,000,000 | $11,400,000 | $0 | $0 | 2031-2045 | No |
| Bridge (Capital) | Washington County | Washington County | Washington County | Shackelford Rd Bridge | 11457 | add extent | add extent | Build new 3 lane road with bike/ped facilities, storm drainage, street lighting to serve North Bethany. The project or a portion of the project is outside the designated urban growth boundary. | $21,800,000 | $35,500,000 | $0 | $0 | 2031-2045 | No |
| Roadway (Capital) | Washington County | Beaverton | Beaverton | 141st Ave/142nd Ave: TV Hwy to Farmington Rd (Realignment) | 10631 | Tualatin Valley Highway | Farmington Road | Realign intersection of 141st Avenue/142nd Avenue and OR 8: Tualatin Valley Highway. Add signals and turn lanes as warranted. Construct sidewalks and bike lanes on 142nd Avenue (Tualatin Valley Highway to Farmington Road). | $9,900,000 | $16,100,000 | $0 | $0 | 2031-2045 | No |
| Roadway (Capital) | Washington County | Beaverton | Beaverton | Center St: Hall Blvd to Cabot St (turn lanes and sidewalks) | 10628 | Hall Boulevard | Cabot Street/OR Highway 217 | Add turn lanes where needed along Center Street, between Hall Boulevard and Cabot Street. Construct sidewalks on the south side of the 113th Avenue and Cabot Street. | $8,700,000 | $14,200,000 | $0 | $0 | 2031-2045 | No |
| Roadway (Capital) | Washington County | Beaverton | Beaverton | Millikan Way Extension: Lombard Avenue to 114th Avenue | 12130 | Lombard Ave. | 114th Ave. | Construct new two-lane street from Lombard to 114th Avenue with protected bike lanes, sidewalks and street trees. | $7,400,000 | $12,000,000 | $0 | $0 | 2031-2045 | No |
| Roadway (Capital) | Washington County | Beaverton | Beaverton | Rose Biggi Ave Extension: Tualatin Valley Highway to Broadway St | 10625 | Tualatin Valley Highway | Broadway Street | Extend Rose Biggi Avenue, between OR:8 Tualatin Valley Highway and Broadway Street, by constructing a new two-lane collector street with on-street bikeway, on-street parking, sidewalks, and street trees. | $4,500,000 | $7,300,000 | $0 | $0 | 2031-2045 | No |
| Roadway (Capital) | Washington County | Cornelius | Cornelius | N. 29th Avenue | 11251 | 3F Railroad | Baseline | Improve to collector standards including sidewalks. | $6,300,000 | $10,300,000 | $0 | $0 | 2031-2045 | No |
| Roadway (Capital) | Washington County | Forest Grove | Cornelius | Holladay Street Extension - West | 10795 | 4th Ave | Yew St. | Construct new collector. | $3,700,000 | $6,000,000 | $0 | $0 | 2031-2045 | No |
| Roadway (Capital) | Washington County | Hillsboro | Hillsboro | Century Blvd Extension and Over-Crossing at US 26 | 10831 | Bennett St | Wagon Wy | Construct 3-lane, grade-separated over-crossing across US 26; cost estimate based on 3-lane bridge structure; design bridge abutments to accommodate five travel lanes if needed, reconstruct segment to Wagon Drive as 3-lane Commercial Collector | $39,400,000 | $64,100,000 | $0 | $0 | 2031-2045 | No |
| Roadway (Capital) | Washington County | Hillsboro | Hillsboro | Dennis Ave Emergency Access Extension | 12146 | Wood | UP Railroad ROW (north side) | Construct Dennis Ave extension and railroad crossing to serve as emergency secondary access for Wood St | $3,200,000 | $5,200,000 | $0 | $0 | 2031-2045 | No |
| Roadway (Capital) | Washington County | Hillsboro | Hillsboro | Hazeltine Ave | 12143 | Brookwood Extension | WHVS southern boundary | Construct three-lane road (two alignments based on Brookwood alternatives); cost estimate represents higher total cost WHVS alignment option (Alternative 1) | $3,900,000 | $6,300,000 | $0 | $0 | 2031-2045 | No |
| Roadway (Capital) | Washington County | Hillsboro | Hillsboro | Meek Rd Improvements, Phase 1 | 11387 | Sewell Rd | Starr Blvd | Construct three-lane road; include intersection improvements at Evergreen and Huffman | $25,600,000 | $41,700,000 | $0 | $0 | 2031-2045 | No |
| Roadway (Capital) | Washington County | Hillsboro | Hillsboro | Schaaf Rd Reconstruction | 11147 | Helvetia Rd | New north-south collector | Reconstruct gravel road to three-lane collector | $10,900,000 | $17,700,000 | $0 | $0 | 2031-2045 | No |
| Roadway (Capital) | Washington County | Hillsboro | Hillsboro | Starr Blvd Reconstruction and Improvements, Phase 2 | 11364 | Huffman St (future extension) | Meek Rd | Complete three-lane improvements to interim two-lane road with center turn lane, sidewalks, and bike facilities; inclide intersection improvements at Starr & Evergreen, Huffman, and Meek | $17,400,000 | $28,300,000 | $0 | $0 | 2031-2045 | No |
| Roadway (Capital) | Washington County | Hillsboro | Hillsboro | Wilkins St Extension | 10829 | Amberglen Pkwy | Stucki Ext. | Construct three-lane extension with new intersections at Amberglen Pkwy and Stucki extension | $4,500,000 | $7,300,000 | $0 | $0 | 2031-2045 | No |
| Roadway (Capital) | Washington County | ODOT | Tualatin | Boones Ferry Rd Widening (Martinazzi to Lower Boones Ferry) | 10712 | Martinazzi | Lower Boones Ferry | Reconstruction/widen to 5-lanes from Martinazzi to Lower Boones Ferry Road. | $10,000,000 | $16,300,000 | $0 | $0 | 2031-2045 | No |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Roadway (Capital) | Washington County | ODOT | Washington County | OR 10: Oleson Rd. Improvement Ph. 2 | 11460 | Beaverton-Hillsdale Hwy. | Oleson Rd. and Scholls Ferry | Beaverton-Hillsdale/Oleson/Scholls Ferry Phase 2 improvements to project 10545 to address safety and reduce crashes. | $56,000,000 | $91,100,000 | $0 | $0 | 2031-2045 | No |
| Roadway (Capital) | Washington County | ODOT | Forest Grove | OR 47/ B St. Intersection Improvements | 11662 | OR 47 | B Street | Construct intersection improvements (e.g. lighting and improved traffic control) to address safety issues at high crash intersection. The project or a portion of the project is outside the designated urban growth boundary. | $2,800,000 | $4,600,000 | $0 | $0 | 2031-2045 | No |
| Roadway (Capital) | Washington County | ODOT | Tigard | OR 99W Improvements Design Phase | 10770 | 64th Ave. | King James Pl. | Intersection improvements to maintain or improve mobility and safety for TPR compliance and upgrading pedestrian crossings. | $7,000,000 | $11,400,000 | $0 | $0 | 2031-2045 | No |
| Roadway (Capital) | Washington County | ODOT | Tigard | Pacific Highway (OR99W) Corridor Plan Construction | 11666 | 64th Ave. | King James Pl | Safety and mobility improvements, ETC treatments, boulevard treatments, improved sidewalks and bike facilities, pedestrian crossings, and access management from I-5 to King James Pl. | $38,100,000 | $62,000,000 | $0 | $0 | 2031-2045 | No |
| Roadway (Capital) | Washington County | ODOT | Hillsboro | TV Hwy & River Rd Intersection Improvements | 11392 | TV Hwy & River Rd | TV Hwy & River Rd | Construct eastbound right-turn lane and second northbound left-turn lane; include railroad crossing modification | $4,600,000 | $7,500,000 | $0 | $0 | 2031-2045 | No |
| Roadway (Capital) | Washington County | ODOT | Hillsboro | US 26 & 185th Ave Interchange Refinement and Implementation | 11279 | US 26 & 185th | US 26 & 185th | Conduct interchange refinement study and implementation. | $37,200,000 | $60,500,000 | $0 | $0 | 2031-2045 | No |
| Roadway (Capital) | Washington County | ODOT, Beaverton | Washington County | Walker Rd (Cedar Hills to OR 217) | 12054 | 123rd | OR 217 | Improve to five lanes, including bicycle and pedestrian improvements. | $35,000,000 | $56,900,000 | $0 | $0 | 2031-2045 | No |
| Roadway (Capital) | Washington County | Sherwood | Sherwood | Arrow Street Improvements: Langer Farms Prkwy to Gerda Lane | 10700 | SW Langer Farms Parkway | SW Gerda Lane | Reconstruct 3-lane collector street to TSP standards between SW Langer Farms Parkway and SW Gerda Lane. | $11,500,000 | $18,700,000 | $0 | $0 | 2031-2045 | No |
| Roadway (Capital) | Washington County | Sherwood | Sherwood | Cedar Brook Way: Elwert to 99W | 10684 | 99W | Elwert Rd | Construct collector status road between SW Elwert Rd @ intersection with SW Handley St and SW Pacific Hwy (OR 99W). | $8,400,000 | $13,700,000 | $0 | $0 | 2031-2045 | No |
| Roadway (Capital) | Washington County | Sherwood | Sherwood | Century-Langer Intersection Capacity and Safety Improvements | 11660 | Century Dr | Langer Dr | Improve intersection capacity and safety. Possible roundabout at Century Dr. Restrict Langer movements to right-in/right-out, possible EB left-in. In TSP. Can be combined with RTP 10691. | $2,900,000 | $4,700,000 | $0 | $0 | 2031-2045 | No |
| Roadway (Capital) | Washington County | Sherwood | Sherwood | Elwert Road Improvements | 10681 | SW Handley St | SW Edy Rd | Construct arterial status roadway between new roundabout (~800' NW of Pacific Hwy) and SW Edy Rd. | $10,500,000 | $17,100,000 | $0 | $0 | 2031-2045 | No |
| Roadway (Capital) | Washington County | Sherwood | Sherwood | Ladd Hill Road Improvements | 10693 | SW Sunset Blvd | UGB Southern Boundary (SW Brookman Rd) | Widen SW Ladd Hill Road to 3-lane collector street standards between SW Sunset Blvd and UGB southern boundary, potentially between SW Brookman Rd improvements. | $8,800,000 | $14,300,000 | $0 | $0 | 2031-2045 | No |
| Roadway (Capital) | Washington County | Sherwood | Sherwood | Old Town Arterials-Collectors | 10689 | SW 3rd St | SW Willamette St | Complete arterials and collector streets within old town overlay per City TSP. | $8,100,000 | $13,200,000 | $0 | $0 | 2031-2045 | No |
| Roadway (Capital) | Washington County | Sherwood | Sherwood | Pine St Phase 2 | 11614 | SW Division St | SW Sunset Blvd | Reconstruct SW Pine St to the 2-lane collector standard per City TSP. Existing street is 2-lanes w/ non-ADA compliant sidewalks and this project will improve storm drainage and address ADA issues, but not add any capacity increasing features. | $2,900,000 | $4,700,000 | $0 | $0 | 2031-2045 | No |
| Roadway (Capital) | Washington County | Sherwood | Sherwood | Sunset Blvd. | 10698 | SW Aldergrove Ave | SW Eucalyptus Lane | Reconstruct road to 3 lane arterial standards in sections not already to TSP section for arterial. Fix vertical crest sight distance issue at Pine St intersection. Possible signal or roundabout at Sunset/Main/Ladd Hill and complete streets to west of SW Main St. | $11,600,000 | $18,900,000 | $0 | $0 | 2031-2045 | No |
| Roadway (Capital) | Washington County | Tigard | Tigard | 74th Ave extension in Triangle | 11999 | End of 74th from 99W | Hermosa/Beveland | Extend 74th Ave at 99W south to Hermoso/Beveland. Street to include two travel lanes, bicycle lanes, parallel parking, sidewalks, and street trees with a 70-foot right-of-way. | $6,600,000 | $10,700,000 | $0 | $0 | 2031-2045 | No |
| Roadway (Capital) | Washington County | Tigard | Tigard | Downtown Circulation Plan Implementation | 11225 | Downtown Tigard | Between Hwy. 99W, Hall & Fanno Creek | Acquire ROW, construct streets and streetscape improvements in downtown Tigard. | $6,000,000 | $9,800,000 | $0 | $0 | 2031-2045 | No |
| Roadway (Capital) | Washington County | Tigard | Tigard | Greenburg Road Improvements - N Dakota to Cascade | 10748 | Hwy 217 | North Dakota | Build complete street with separated cycle tracks and sidewalks. | $21,500,000 | $35,000,000 | $0 | $0 | 2031-2045 | No |
| Roadway (Capital) | Washington County | Tigard | Tigard | Upper Boones Ferry Complete Street and Intersection | 10768 | Interstate 5 | South of Durham Rd | Capital project to implement preferred design resulting from circulation and connectivity study. | $20,000,000 | $32,500,000 | $0 | $0 | 2031-2045 | No |
| Roadway (Capital) | Washington County | Tigard | Tigard | Washington Square Connectivity Improvements | 10746 | Washington Square local street connections | Washington Square local street connections | Increase local street connections at Washington Square Center based on recommendations in regional center plan. | $2,000,000 | $3,300,000 | $0 | $0 | 2031-2045 | No |
| Roadway (Capital) | Washington County | To be determined | Sherwood | Edy-Elwert Intersection Improvements | 12045 | SW Elwert Road | SW Edy Road | Reconstruct Edy/Elwert intersection and approach roads to arterial standards (roundabout or signal, elevate roadway to increase site distance, etc.). | $3,600,000 | $5,900,000 | $0 | $0 | 2031-2045 | No |
| Roadway (Capital) | Washington County | To be determined, Ot | Sherwood | Brookman Road Intersection Realignment | 12047 | SW Pacific Highway | SW Brookman Road | Realigns and relocates the SW Brookman Road intersection with SW Pacific Highway (OR 99W) to accommodate the expansion of SW Brookman Road for future development. | $21,700,000 | $35,300,000 | $0 | $0 | 2031-2045 | No |
| Roadway (Capital) | Washington County | Washington County | Washington County | 113th Ave | 11474 | McDaniel Rd | Rainmont Rd | Construct new 2 lane Collector Rd with sidewalks bikelanes and street lighting. | $9,000,000 | $14,600,000 | $0 | $0 | 2031-2045 | No |
| Roadway (Capital) | Washington County | Washington County | Washington County | 119th Avenue Improvements | 11579 | McDaniel Rd | Cornell Rd. | Add sidewalks, bike lanes, lighting, turn lanes at major intersections. | $17,900,000 | $29,100,000 | $0 | $0 | 2031-2045 | No |
| Roadway (Capital) | Washington County | Washington County | Washington County | 124th Ave Improvements | 11469 | Tualatin-Sherwood Rd. | Grahams Ferry Rd | Improve 124th from 2 lanes to 5 lanes with bike lanes and sidewalks. | $20,900,000 | $34,000,000 | $0 | $0 | 2031-2045 | No |
| Roadway (Capital) | Washington County | Washington County | Washington County | 160th Ave Improvements | 11472 | Tualatin Valley Highway | Farmington Rd | Improve to three lanes with bike lanes and sidewalks and construct off-street trail between TV Highway and Blanton Street to close gap on Westside Trail. | $22,300,000 | $36,300,000 | $0 | $0 | 2031-2045 | No |
| Roadway (Capital) | Washington County | Washington County | Washington County | 185th Ave. Complete Street | 10582 | Farmington Rd. | Blanton St. | Improve as a five-lane complete street with center turn lane, planter strip, lighting, bike lanes and sidewalks | $18,100,000 | $29,400,000 | $0 | $0 | 2031-2045 | No |
| Roadway (Capital) | Washington County | Washington County | Washington County | 185th Avenue Improvements | 11478 | Shackelford Rd. | Springville Rd. | Improve from two lanes to three lanes with bike lanes and sidewalks. The project or a portion of the project is outside the designated urban growth boundary. | $50,000,000 | $81,400,000 | $0 | $0 | 2031-2045 | No |

| RTP Investment Category | County(s) | Primary Owner | Nominating Agency | Project Name | RTP ID | Start Location | End Location | Description | Estimated Cost (in 2023 dollars) | Estimated cost (in YOE dollars) | Amt funding dedicated via legislative action | Amt dedicated funding avail to use before 2024 | Time Period | Financially Constrained |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Roadway (Capital) | Washington County | Washington County | Washington County | Barnes Rd. Improvements | 10573 | Leahy Rd. | Multnomah. Co. Line | Improve from two to three lanes to address congestion and safety, with bike lanes and sidewalks. | $25,800,000 | $42,000,000 | $0 | $0 | 2031-2045 | No |
| Roadway (Capital) | Washington County | Washington County | Washington County | Barnes Rd. Improvements | 10572 | St. Vincent's Hosp. entrance | Leahy Rd. | Improve from two to five lanes with bike lanes and sidewalks. | $13,300,000 | $21,600,000 | $0 | $0 | 2031-2045 | No |
| Roadway (Capital) | Washington County | Washington County | Washington County | Brookman Rd | 11930 | OR 99W | Ladd Hill Rd | Improve to 4/5 lane arterial standard. | $28,000,000 | $45,600,000 | $0 | $0 | 2031-2045 | No |
| Roadway (Capital) | Washington County | Washington County | Hillsboro | Brookwood Pkwy Widening | 11140 | Ihly Wy | Cornell Rd | Widen from three to five lanes by adding one general travel lane in each direction; project includes widening bridge over light rail; rebuild bike facilities as cycle track | $20,300,000 | $33,000,000 | $0 | $0 | 2031-2045 | No |
| Roadway (Capital) | Washington County | Washington County | Washington County | Bull Mountain Rd | 11576 | Roy Rogers Rd. | OR 99W | Improve to three lanes with bike lanes and sidewalks. | $50,500,000 | $82,200,000 | $0 | $0 | 2031-2045 | No |
| Roadway (Capital) | Washington County | Washington County | Washington County | Butner Rd. Improvements | 10580 | Murray Blvd. | Cedar Hills Blvd. | Improve to 3 lanes with bike lanes and sidewalks. | $27,600,000 | $44,900,000 | $0 | $0 | 2031-2045 | No |
| Roadway (Capital) | Washington County | Washington County | Washington County | Cornell Improvements | 10559 | Hwy. 26 | Murray Blvd. | Improve Cornell from three to five lanes with bike lanes and sidewalks. | $35,000,000 | $56,900,000 | $0 | $0 | 2031-2045 | No |
| Roadway (Capital) | Washington County | Washington County | Washington County | Cornell Road | 11574 | 107th | County Line | Improve from 2 to three lanes with sidewalks, bike lanes, street lighting, and community features. | $31,200,000 | $50,800,000 | $0 | $0 | 2031-2045 | No |
| Roadway (Capital) | Washington County | Washington County | Washington County | Cornell/Cornelius Pass Intersection | 10552 | Cornell/Cornelius Pass Intersection | Cornell/Cornelius Pass Intersection | Prioritize near-term TSMO improvements. Intersection improvements (and/or other reasonable replacement improvements) are to be implemented and prioritized as funding allows, following completion of congestion management process documentation. | $31,500,000 | $51,300,000 | $0 | $0 | 2031-2045 | No |
| Roadway (Capital) | Washington County | Washington County | Washington County | Day Rd Overcrossing | 11490 | Boones Ferry Rd | Elligsen Rd | Extend new 4-lane overcrossing over I-5 from Boones Ferry Rd to Elligsen Rd. The project or a portion of the project is outside the designated urban growth boundary. | $65,700,000 | $106,900,000 | $0 | $0 | 2031-2045 | No |
| Roadway (Capital) | Washington County | Washington County | Washington County | East-West Arterial Overcrossing | 11436 | Boones Ferry Rd | East of I-5 | Extend new 4-lane overcrossing over I-5 from Boones Ferry Rd to 65th and Stafford Rd. The project or a portion of the project is outside the designated urban growth boundary. | $56,600,000 | $92,100,000 | $0 | $0 | 2031-2045 | No |
| Roadway (Capital) | Washington County | Washington County | Hillsboro | Evergreen Rd Widening and Bike/Ped Improvements | 10836 | Glencoe Rd | 15th Ave | Widen roadway from three to five lanes to match Evergreen cross section east of NE 15th; sidewalks on UGB side (south) only; include intersection improvements at Evergreen & Glencoe, Jackson School (west), and Jackson School (east) | $19,200,000 | $31,200,000 | $0 | $0 | 2031-2045 | No |
| Roadway (Capital) | Washington County | Washington County | Washington County | Grahams Ferry Road (Helenius to Tonquin) | 11923 | Helenius St | Tonquin Rd | Improve roadway to 3 lanes, includes sidewalks and bike lanes. | $5,600,000 | $9,100,000 | $0 | $0 | 2031-2045 | No |
| Roadway (Capital) | Washington County | Washington County | Washington County | Grahams Ferry Road (Tonquin to Day) | 11924 | Tonquin Rd. | Day Rd. | Improve roadway to 5 lanes, includes sidewalks and bike lanes. | $8,400,000 | $13,700,000 | $0 | $0 | 2031-2045 | No |
| Roadway (Capital) | Washington County | Washington County | Hillsboro | Helvetia Rd Turn Lanes and Bike/Ped Improvements | 11149 | Schaaf Rd | West Union Rd | Widen road to three-lane arterial standard; stripe center turn lane at Schaff and Pubols for southbound left turn lane; complete east side sidewalks to Jacobson; sidewalk on UGB side (east) only; preserve five-lane right-of-way for future growth | $11,700,000 | $19,000,000 | $0 | $0 | 2031-2045 | No |
| Roadway (Capital) | Washington County | Washington County | Washington County | I-5/99W Connector Southern Arterial (ROW and Construction) | 10598 | OR 99W | I-5 | Purchase ROW. Construct 2/3 lane arterial with bike lanes and sidewalks. The project or a portion of the project is outside the designated urban growth boundary. | $196,000,000 | $318,900,000 | $0 | $0 | 2031-2045 | No |
| Roadway (Capital) | Washington County | Washington County | Washington County | I-5/99W Connector Southern Arterial Widening | 11340 | OR 99W | Boones Ferry Rd. | Improve road from three lanes to five lanes to address congestion. The project or a portion of the project is outside the designated urban growth boundary. | $142,800,000 | $232,300,000 | $0 | $0 | 2031-2045 | No |
| Roadway (Capital) | Washington County | Washington County | Washington County | McDaniel Rd sidewalks, bike lanes, turn lanes | 11580 | 119th Ave. | County Line | Add sidewalks, bike lanes, lighting, turn lanes at major intersections. | $31,200,000 | $50,800,000 | $0 | $0 | 2031-2045 | No |
| Roadway (Capital) | Washington County | Washington County | Washington County | Murray/TV Hwy. Intersection | 10557 | Farmington Rd. | TV Hwy. | Intersection improvement at TV Hwy. and Farmington with Murray Blvd. | $37,200,000 | $60,500,000 | $0 | $0 | 2031-2045 | No |
| Roadway (Capital) | Washington County | Washington County | Washington County | Scholls Ferry Rd. Improvements | 10596 | Hwy. 217 | 121st Ave. | Widen to seven lanes with bike lanes and sidewalks. | $29,400,000 | $47,800,000 | $0 | $0 | 2031-2045 | No |
| Roadway (Capital) | Washington County | Washington County | Washington County | Shackelford Rd | 11456 | 185th Ave. | Bridge | Build new 3 lane road with bike/ped facilities, storm drainage, street lighting to serve North Bethany. The project or a portion of the project is outside the designated urban growth boundary. | $17,900,000 | $29,100,000 | $0 | $0 | 2031-2045 | No |
| Roadway (Capital) | Washington County | Washington County | Forest Grove | Thatcher Road Improvement - Phase 2 | 12191 | Purdin Road | Purdin Road | Improve Thatcher Road to arterial design standards. | $10,000,000 | $16,300,000 | $0 | $0 | 2031-2045 | No |
| Roadway (Capital) | Washington County | Washington County | Hillsboro | West Union Rd Widening and Improvements | 11341 | Helvetia Rd | Cornelius Pass Rd | Widen road to three-lane arterial standard from Helvetia to Century and five-lanefrom Century to Cornelius Pass; preserve five-lane right-of-way from Helvetia to Century; include intersection improvements at Helvetia, Century, and Cornelius Pass | $41,700,000 | $67,800,000 | $0 | $0 | 2031-2045 | No |
| Roadway (Capital) | Washington County | Wilsonville | Wilsonville | Java Road Connection and Signal | 11809 | Grahams Ferry Road | Garden Acres Road | Construct new Java Road with buffered bike lanes and sidewalks, disconnect Clutter Street from Grahams Ferry Road, and install traffic signal at Grahams Ferry Road. | $2,100,000 | $3,400,000 | $0 | $0 | 2031-2045 | No |
| Roadway Operations | Washington County | Washington County | Hillsboro | Cornell Rd Safety and Access Management | 10824 | Main St | 17th | Long-term access management and safety improvements; future intersection improvements and accommodations at Grant and Lincoln to be determined | $4,000,000 | $6,500,000 | $0 | $0 | 2031-2045 | No |
| Throughways | Washington County | ODOT | ODOT | I-5/OR 217 Interchange Phase 2 | 11302 | I-5/OR 217 Interchange | N/A | I-5/OR 217 Interchange Phase 2 - southbound OR 217 to southbound I-5 entrance ramp; southbound I-5 exit to Kruse Way loop ramp. Evaluate and implement improvements to address bicycle and pedestrian needs, which will be identified. | $64,000,000 | $105,000,000 | $0 | $0 | 2031-2045 | No |
| Throughways | Washington County | ODOT | ODOT | OR 217 Capacity Improvements | 11582 | US 26 (Sunset Hwy) | I-5 | Construct a 6-lane freeway with aux lanes between entrance and exit ramps and complete interchange reconstruction with ramp and overcrossing improvements per 2000 OR217 Corridor Study and 2005 Metro Highway 217 Corridor Study. Evaluate and implement improvements to address bicycle and pedestrian needs, which will be identified. | $500,000,000 | $814,000,000 | $0 | $0 | 2031-2045 | No |
| Throughways | Washington County | ODOT | ODOT | OR 217 Interchange, Safety, and Operational Improvements | 11978 | US 26 (Sunset Highway) | I-5 | Design and construct improvements to OR 217 between US 26 and I-5 interchange to improve safety, reliability and mobility. Evaluate and implement improvements to address bicycle and pedestrian needs, which will be identified. | $91,000,000 | $148,000,000 | $0 | $0 | 2031-2045 | No |

Exhibit B to Resolution No. 23-5343
2023 Regional Tranportation Plan
Draft Project List

Metro

| RTP Investment Category | County(s) | Primary Owner | Nominating Agency | Project Name | RTP ID | Start Location | End Location | Description | Estimated Cost (in 2023 dollars) | Estimated cost (in YOE dollars) | Amt funding dedicated via legislative action | Amt dedicated funding avail to use before 2024 | Time Period | Financially Constrained |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Throughways | Washington County | ODOT | ODOT | OR 217 Northbound Auxiliary Lane Extension Scholls Ferry to Allen/Denney | 11976 | Scholls Ferry Road | Allen/Denney Interchange | Extend OR217 auxiliary lane from Scholls Ferry to Allen/Denney by filling in the existing auxiliary lane and modifying related ramp connections. Evaluate and implement improvements to address bicycle and pedestrian needs, which will be identified. | $61,000,000 | $99,000,000 | $0 | $0 | 2031-2045 | No |
| Throughways | Washington County | ODOT | Washington County | OR 217/72nd Ave. Interchange Improvements | 10599 | OR 217/72nd Avenue | OR 217/72nd Avenue | Complete interchange reconstruction with additional ramps and bridge structure replacement. | $29,800,000 | $48,500,000 | $0 | $0 | 2031-2045 | No |
| Throughways | Washington County | ODOT | Hillsboro | US 26 Widening - Brookwood to Cornelius Pass | 11393 | Brookwood Pkwy/Helvetia Rd | Cornelius Pass Rd | Widen Sunset Hwy from four to six lanes by adding one general travel lane in each direction; include interchance ramp improvements at Brookwood eastbound and westbound ramps | $48,900,000 | $79,600,000 | $0 | $0 | 2031-2045 | No |
| Transit - Better Bus | Washington County | ODOT | Tigard | ETC: OR 99W Transit Supportive Treatments | 12176 | SW 64th Ave | Durham Road | Support existing high frequency bus service on the Pacific Highway (OR99W) corridor by implementing transit treatments such as bus queue bypass lanes and transit signal priority at key intersections. | $6,000,000 | $9,800,000 | $0 | $0 | 2031-2045 | No |
| Transit - Better Bus | Washington County | ODOT, Tigard | Tigard | ETC: Tigard Transit Access and Signal Priority Improvements | 12012 | City -wide | City-wide | Access to transit and other improvements such as improved stations and station access; possible queue jumps and signal preemption. | $3,800,000 | $6,200,000 | $0 | $0 | 2031-2045 | No |
| Transit - Better Bus | Washington County | TriMet | Washington County | Transit Priority on Frequent Service Routes (Washington County) | 11970 | County-wide | County-wide | Enhanced transit priority spot treatments (queue jumps, bypass and BAT lanes) along planned frequent service routes. | $70,000,000 | $113,900,000 | $0 | $0 | 2031-2045 | No |
| Transit - High Capacity | Washington County | Hillsboro | Hillsboro | HCT: AmberGlen/North Hillsboro Streetcar, Phase 1 | 11278 | Quatama MAX Station | Proposed "Evergreen Transit Center" (at Evergreen & 194th) | Construct high capacity transit from Quatama MAX station through AmberGlen/Tanasbourne Regional Center; provide local match funding to leverage federal funds; also see project 11573. | $106,700,000 | $173,600,000 | $0 | $0 | 2031-2045 | No |
| Transit - High Capacity | Washington County | Hillsboro | Hillsboro | HCT: AmberGlen/North Hillsboro Streetcar, Phase 2 | 11573 | Proposed "Evergreen Transit Center" at Evergreen & 194th | Hillsboro Staduim, Intel Ronler Acres, Orenco Station | Extend high capacity transit from AmberGlen/Tanasbourne Regional Center to Hillsboro stadium, Intel Ronler Acres, and Orenco Station; provide local match funding to leverage federal funds; also see project 11278 | $53,400,000 | $86,900,000 | $0 | $0 | 2031-2045 | No |
| Transit - High Capacity | Washington County | ODOT | Hillsboro | HCT: Sunset Highway High Capacity Transit | 11912 | Sunset Transit Center | Fair Complex/Hillsboro Airport MAX Station | Study and implementation of high capacity transit from Sunset Transit Center to Fair Complex/Hillsboro Airport MAX Station via US 26. | $70,000,000 | $113,900,000 | $0 | $0 | 2031-2045 | No |
| Transit - High Capacity | Washington County | TriMet | TriMet | HCT: Beaverton-Hillsdale Highway Corridor High Capacity Transit | 12290 | Beaverton | Portland | Project development of high capacity transit options and construction and implementation of high capacity transit from Beaverton to Portland on the Beaverton-Hillsdale Highway corridor. | $100,000,000 | $162,700,000 | $0 | $0 | 2031-2045 | No |
| Transit - High Capacity | Washington County | TriMet | Forest Grove | HCT: Forest Grove HCT Extension | 10771 | Hillsboro | Forest Grove | Assess high capacity transit options including BRT connecting Forest Grove with Hillsboro. Identify and evaluate alternatives, prepare preliminary design options and cost estimates, begin initial environmental review for preferred alternative, acquire necessary ROW, construct initial facilities such as transit signal priority and enhanced bus stops. | $42,000,000 | $68,300,000 | $0 | $0 | 2031-2045 | No |
| Transit - High Capacity | Washington County | TriMet | TriMet | HCT: Southwest Corridor: Capital Construction | 11587 | Bridgeport Village, Tualatin | Downtown Portland | Capital construction of High Capacity Transit project between Portland and Tualatin via Tigard. | $3,220,000,000 | $4,000,000,000 | $0 | $0 | 2031-2045 | No |
| Transit - High Capacity | Washington County | TriMet | TriMet | HCT: SW 185th Corridor High Capacity Transit | 12289 | Bethany | Beaverton | Project development of high capacity transit options and construction and implementation of high capacity transit from Bethany to Beaverton on the SW 185th/Farmington corridor. | $100,000,000 | $162,700,000 | $0 | $0 | 2031-2045 | No |
| Transit Capital - Other | Washington County | TriMet | Hillsboro | Hillsboro Central Transit Center Expansion | 12134 | Hillsboro Central TC/SE 3rd Ave | Hillsboro Central TC/SE 4th Ave | Expand Hillsboro Central/SE 3rd Ave Transit Center | $2,500,000 | $4,100,000 | $0 | $0 | 2031-2045 | No |
| Transportation Demand Management | Washington County | Cornelius | Cornelius | Cornelius Park & Ride | 10807 | 10th Ave | 26th Ave | Build park & ride facilities at 10th and 26th Avenue. | $2,500,000 | $4,100,000 | $0 | $0 | 2031-2045 | No |
| Transportation System Management (Technology) | Washington County | ODOT, Beaverton | Beaverton | OR 10: Beaverton-Hillsdale/Farmington Rd (access/signals) | 11894 | Murray Boulevard | Scholls Ferry Road | Combine and or close approximately 100 driveways, and upgrade/add approximately 19 adaptive traffic signals along OR: 10 Beaverton-Hillsdale Highway/Farmington Road. | $4,600,000 | $7,500,000 | $0 | $0 | 2031-2045 | No |
| Transportation System Management (Technology) | Washington County | Tigard | Tigard | Tigard Triangle Adaptive Signals | 12174 | Tigard Triangle | Tigard Triangle | Upgrade signals throughout the Tigard Triangle with adaptive signal coordination technology. | $3,500,000 | $5,700,000 | $0 | $0 | 2031-2045 | No |
| Transportation System Management (Technology) | Washington County | Washington County | Washington County | Washington County ITS/TSMO (Strategic) | 11446 | County-wide | County-wide | Conduct project development, preliminary/system engineering, design, construct, and integrate ITS projects Countywide on key freight, transit, and commuter corridors. | $22,400,000 | $36,400,000 | $0 | $0 | 2031-2045 | No |

Metro

# DRAFT High Capacity Transit Strategy Update

May 2023



**Metro respects civil rights**

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Metro provides services or accommodations upon request to persons with disabilities and people who need an interpreter at public meetings. If you need a sign language interpreter, communication aid or language assistance, call 503-797-1700 or TDD/TTY 503-797-1804 (8 a.m. to 5 p.m. weekdays) 5 business days before the meeting. All Metro meetings are wheelchair accessible. For up-to-date public transportation information, visit TriMet's website at trimet.org.

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

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

**Project web site**: oregonmetro.gov/rtp

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## TABLE OF CONTENTS

Introduction ..... 5

High capacity transit ..... 11

High capacity transit policy framework ..... 15

High capacity transit vision development process ..... 30

High capacity transit corridor investment priorities ..... 35

Implementing the vision ..... 39

Appendices

A Summary of Outreach and Input Regional

B Transit Modes

C Policy Framework Technical Memorandum

D Level 1 Screening

E Level 2 and Readiness Evaluation

F Corridor-level Needs Matrix

## TABLES AND FIGURES

Figure 1. Regional 2040 Growth Concept ..... 6

Figure 2. Update timeline ..... 8

Figure 3. Characteristics of high capacity transit ..... 11

Figure 4. High capacity transit modes ..... 12

Figure 5. Related regional plans and policies ..... 15

Figure 6. Regional transit network policies in relation to the RTP and other Metro plans ..... 16

Figure 7. Estimated Service and Ridership Changes, 2021 ..... 21

Figure 8. Oregon Remote Work Levels ..... 21

Figure 9. People with low incomes in relation to transit service (Forward Together) ..... 22

Figure 10. Before-and-after effects of Burnside Bridge bus-priority improvements ..... 23

Figure 11. HCT opportunities related to 2023 RTP goals ..... 25

Figure 12. Regional transit network concept ..... 27

Figure 13. Spectrum of regional transit modes ..... 29

Figure 14. Regional HCT plan update process ..... 31

Figure 15. Level 2 evaluation corridor scores ..... 33

Table 1. Readiness criteria ..... 34

Table 2. HCT regional priority investment corridors by tier ..... 36
Figure 16. HCT regional vision corridors by tier ..... 38
Figure 17. Overview of transit-supportive elements ..... 40
Figure 18. Small Starts and New Starts project development timelines ..... 50
Figure 19. HCT project development lifecycle ..... 53

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# INTRODUCTION

## Renewed commitment

The Portland metropolitan area is an incredible place. Our region has vibrant communities, neighborhoods with distinctive personalities, and a world-class transit system. The communities of the Portland metropolitan region have worked together over the past decades to create one of the most livable regions of the country and strive to make our region the greatest place to live, work and play.

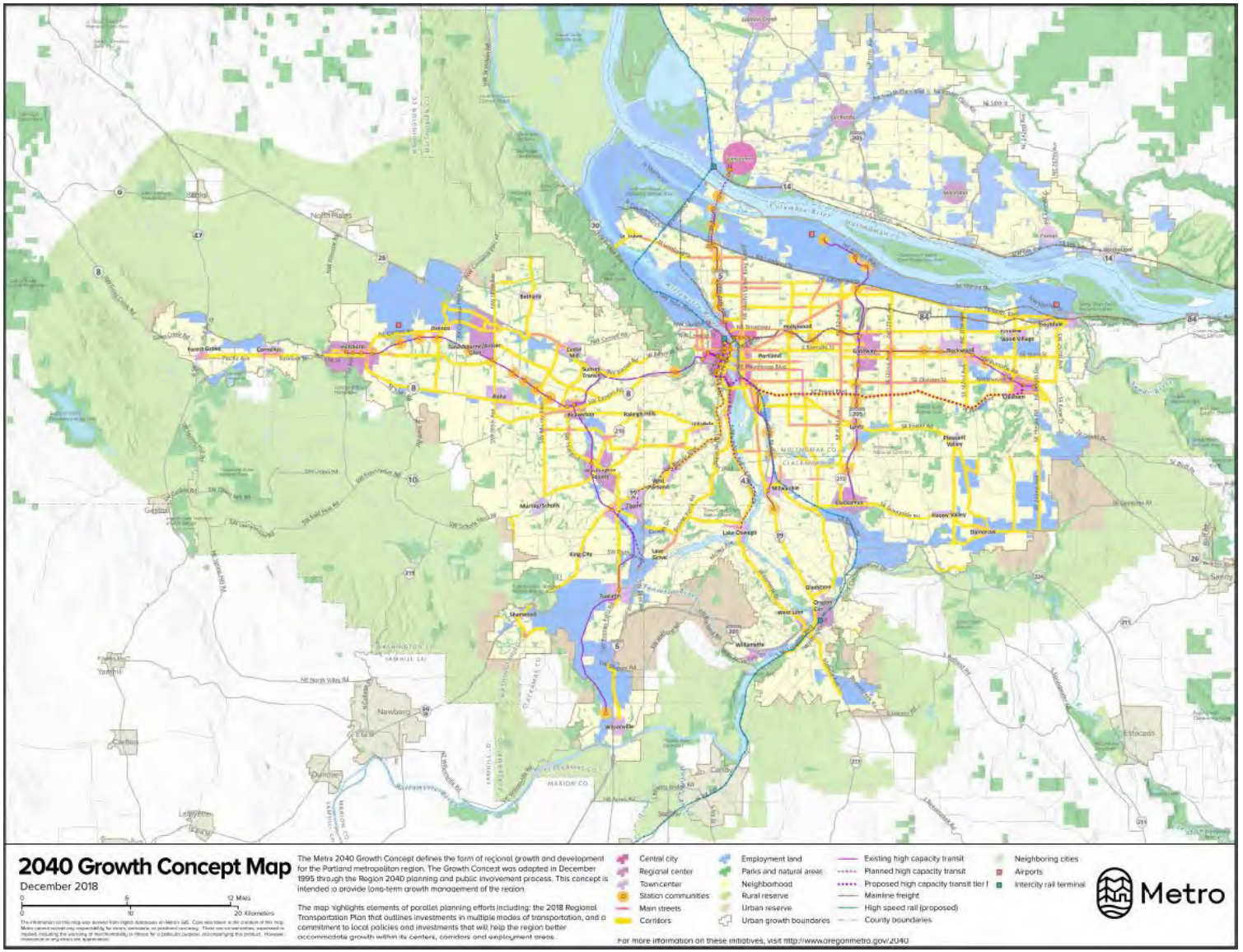
**Rapid bus**

This term refers to rubber-tired HCT modes that include bus rapid transit (BRT) and frequent express (FX)-style HCT services. In general, these services offer the core elements of HCT including exclusive guideways, enhanced amenities, and frequent, branded service. Rapid bus is distinct from "better bus" improvements that focus on spot treatments for speed and reliability.

Since Portland's MAX light rail Blue Line service from Portland to Gresham began in 1986 and the 2040 Growth Strategy was adopted in 1995, high capacity transit (HCT) has served as the backbone of the region's growth and prosperity. Despite periodic downturns in the economy, competition for resources among many regional needs, and most recently a global pandemic, HCT continues to play a vital role in achieving the region's goals. With many investments completed and continued work needed to achieve regional land use, economic, climate and safety goals, the region is doubling down on its commitment to HCT. HCT is a proven tool for achieving thriving, compact communities, furthering equity goals, and connecting people to opportunity every day. **This 2023 HCT strategy update reaffirms our regional commitment to HCT as a cornerstone of community development** and provides an actionable vision and plan for advancing HCT across the region**.** This strategy update recognizes that the region needs to adapt its approach to HCT investments — **rapid bus is a newer approach in this region that presents major opportunities to achieve HCT outcomes in a funding-constrained environment.**

HCT helps the greater Portland region grow in a way that supports healthy, vibrant communities and that preserves farmland and forestland. As envisioned in the 2040 Growth Concept (Figure 1) — the blueprint for how the Portland region grows — HCT plays a key role in connecting people with services, places to shop, work and school. High-quality transit connections also provide viable and affordable alternatives to driving, thus creating better transportation options and making greater Portland more equitable and climate friendly.

**Figure 1. Regional 2040 Growth Concept**



This HCT strategy update is part of the Metro Regional Transportation Plan (RTP), which is being updated in 2023. This strategy update:

- summarizes the regional vision for HCT investment, strategies for moving HCT corridors forward, and a shared policy framework for supporting and implementing HCT
- identifies and prioritizes corridors to envision where a higher quality of transit service would provide the most benefit to the greatest number of people
- provides a roadmap for realizing the vision for HCT investment to guide near- and long-term decision-making related to HCT investments
- takes into account how the region has grown, how communities and their needs have changed, how transit and travel are different, and how the funding landscape has evolved
- establishes a pipeline of corridor investments helping the region to be competitive for federal funding for HCT
- identifies the steps needed to advance corridor investments working in close partnership with local agencies.

This HCT strategy update is not a comprehensive review of the regional transit structure or its management or a complete service analysis of the existing HCT system. Rather, it provides a vision for continued HCT investment that aligns with the RTP and the regional 2040 Growth Concept. Much future work and commitment are needed to advance the investments described in this strategy.

## Project process and timeline

Metro began the HCT strategy update process in the summer of 2022. Figure 2 describes the overall timeline for the project. Metro and TriMet co-led development of this strategy update with significant participation from a working group composed of regional stakeholders: Clackamas, Multnomah, and Washington Counties; Clark County Public Transit Benefit Area Authority (C-TRAN); Oregon Department of Transportation; City of Portland; Portland Streetcar; South Metro Area Regional Transit (SMART); and Southwest Washington Regional Transportation Council.

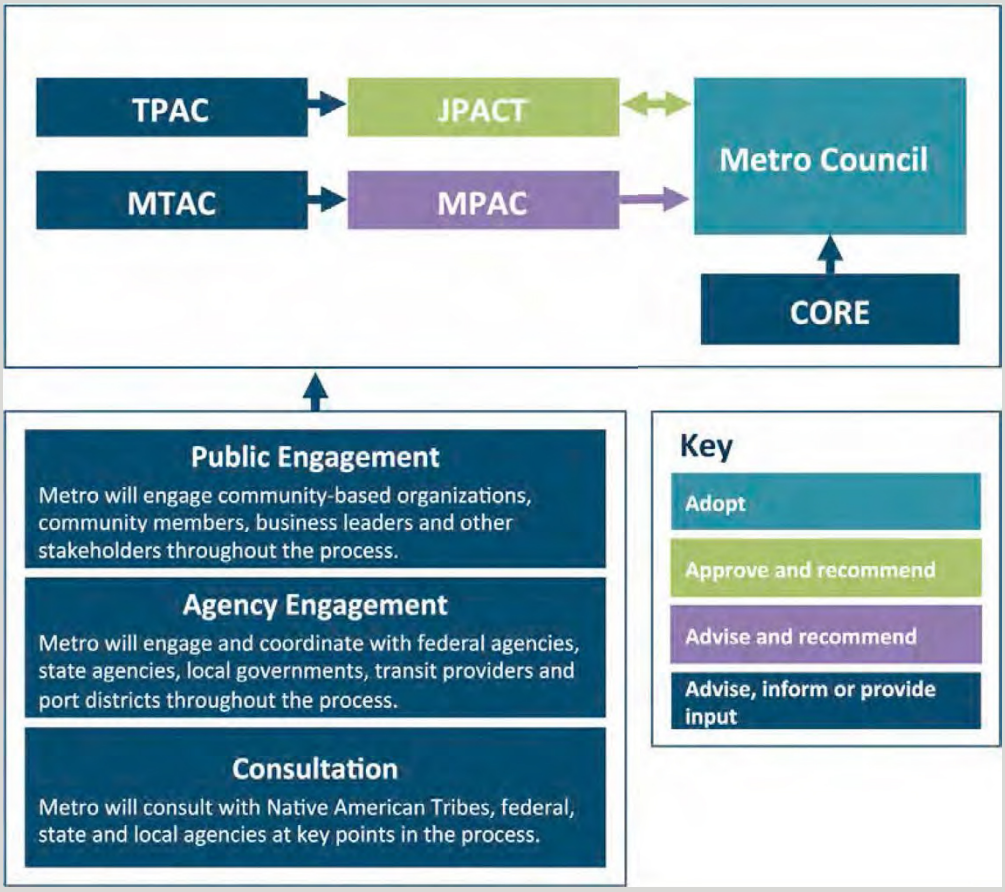
**Figure 2. Update timeline**




This strategy update was informed throughout by public engagement through tools such as online surveys and open houses, presentations and discussions at dozens of local meetings, and community-led events and workshops. Appendix A includes a summary of this outreach and the input provided. Metro committees were also informed by public and agency engagement when providing input and advising at each milestone in the process.

**Decision-making process**

The chart below shows how different groups guided the HCT strategy update process. Ultimately, the Metro Council approves the final 2023 Regional Transportation Plan, which this strategy is a component of.




CORE = Committee on Racial Equity; JPACT = Joint Policy Advisory Committee; MPAC = Metro Policy Advisory Committee; MTAC = Metro Technical Advisory Committee; TPAC = Transportation Policy Alternatives Committee

**Engaging community**

Community input influenced all major milestones for this strategy through the following activities.

Surveys

- RTP)summer MetroQuest survey
- winter storymap survey.

Focus groups and forums

- two joint events: RTP Community Leaders Forum and Westside Multimodal Improvement Study Business Forum
- two meetings with both TriMet's Transit Equity Advisory Committee and Committee on Accessible Transportation
- two meetings with Clackamas County small transit providers
- two agency lessons learned focus groups: Metro/TriMet and C-TRAN
- one small business focus group and one presentation to the Washington County Chamber of Commerce.

Public events

- nine tabling events held at various locations throughout the region
- three community events and activities held by community-based organization partners such as Centro Cultural, The Street Trust and Verde.

Advisory committee meetings

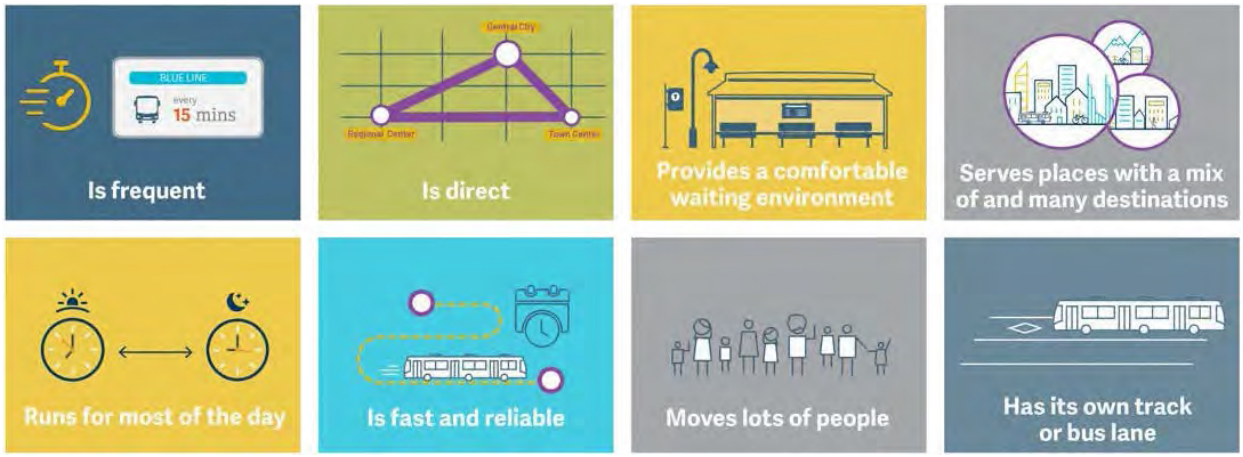
- six meetings with the HCT Working Group
- nineteen meetings with partner jurisdictional staff (Transportation Policy Alternatives Committee; Metro Technical Advisory Committee; Clackamas, East Multnomah, and Washington County Technical Coordinating Committees)
- nineteen meetings with elected officials (Metro Policy Advisory Committee; Joint Policy Advisory Committee; East Multnomah, and Washington County Policy Coordinating Committees).

# HIGH CAPACITY TRANSIT

## Defining high capacity transit

HCT is a type of public transportation that moves a lot of people quickly and often. It provides a higher quality of service with greater benefits to more people with improved convenience and travel time. See Figure 3 for the characteristics of high capacity transit.

**Figure 3. Characteristics of high capacity transit**




### High capacity transit modes

Train-based HCT includes:

- rapid streetcar and streetcar (depending on context)
- light rail transit
- commuter rail and heavy rail.

Rapid bus-based HCT options include:

- bus rapid transit (BRT)
- corridor-based BRT

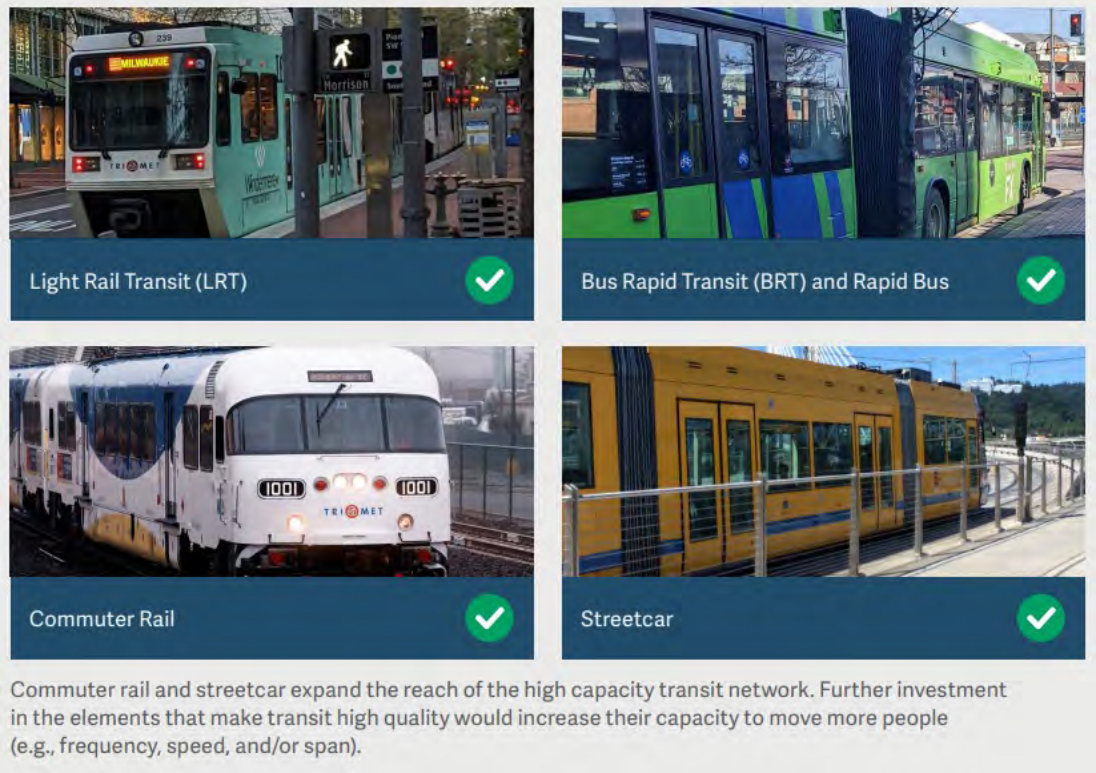
Bus rapid transit is a strategy for serving high-volume corridors with rail-like capacity for a smaller investment. These systems feature distinctive branding, a majority of dedicated bus-only lanes, and passenger amenities such as real-time information systems.

Regardless of mode, HCT investments include:

- some degree of roadway priority
- fast boarding due to off-board payment and multiple-door boarding
- comfortable waiting spaces with real-time information

- limited stops
- improvements to the surrounding streetscape for better pedestrian access.

**Figure 4. High capacity transit modes**




Additionally, this strategy update encompasses other system elements including:

- light rail transit operations improvements
- existing HCT corridor "state of good repair" investments.

While not defined as HCT, TriMet's Better Bus program (also known as enhanced transit corridor investments), as well as investments in operating the regional frequent service bus network are closely related to and support HCT. These investments include elements of HCT such as high frequency service or speed and reliability improvements, but they are not directly addressed by this strategy update. Many frequent transit corridors and better bus corridors are candidates for HCT investments.

**Elements that make a transit investment high capacity**

High capacity transit has both a level of enhanced amenities and transit priority — which work together to move more people more comfortably than other types of regional or local transit — that are implemented as part of a corridor-level capital project. The type or mode varies and can include light rail, commuter rail, rapid streetcar, bus rapid transit or corridor-based rapid bus.

Enhanced amenities are features that improve effciency and enhance the user experience. These include vehicles that are larger and allow boarding from all doors, stations with near level boarding, and frequent service (15 minutes or better). It also refers to amenities such as covered waiting areas, real-time bus or train arrival information, schedules, ticket machines, enhanced lighting, benches, bicycle parking, and even civic art and commercial services. Together, these features make high capacity transit more convenient and comfortable.

Enhanced priority investments are a package of physical features along much or most of a corridor that get people to destinations faster and on time. These include dedicated transit space or lanes in the street, also known as "exclusive guideway." In our region, MAX light rail vehicles operate on tracks with exclusive guideway while rapid buses operate in a mix of dedicated and shared street space. Rapid bus investments provide priority space for buses on the roadway and/or priority at traffc signals to achieve the transit speed and reliability characteristic of high capacity transit. These investments make transit more aractive for current and future riders.

## History of regional high capacity transit planning

In 1974, there was a paradigm shift in how the Portland region addressed growth and approached transportation policy. Following public outcry over the expected cost and the destruction of neighborhoods required for its construction, elected leaders rejected the Mt. Hood Freeway project. Instead, the region set aside plans for 54 new highway projects in favor of a robust network of HCT and developed the 1982 Light Rail System Plan. The region's first light rail line — the MAX Blue Line — opened in 1986 and heralded in this new era in transportation for the region.

After several expansions in the 1990s and early 2000s, including the MAX Red and Yellow Lines, the Regional High Capacity Transit System Plan was developed in 2009 to guide future regional HCT capital investments. The HCT plan provided a framework on where to spend limited transportation dollars: where local jurisdictions had committed to supportive land uses, high-quality pedestrian and bicycle access, management of parking resources, and broad-based financial and political support. As a result, the region has seen the addition of the MAX Green and Orange Lines and will soon see both the MAX Red and Yellow Lines extended through the A Better Red MAX improvements project (under construction) and the Interstate Bridge Replacement Program MAX Yellow Line extension to Vancouver, Washington (planning). At the same time, planning for the new Southwest Corridor MAX line is moving forward.

The 2018 Regional Transit Strategy (an element of the 2018 RTP) refreshed the region's HCT strategy in advance of a major regional funding measure put to the voters in 2020. This funding measure was ultimately not successful, and funds are still needed to support expansion of the transit network. Since that time, greater Portland's first rapid bus project (FX2-Division) opened, and planning began for two additional rapid bus projects: 82nd Avenue and Tualatin Valley Highway. Rapid bus has provided a new opportunity to think differently about what the region's HCT network could look like in the future. It can be more flexible and cost-effective to implement than light rail and has the potential to move projects more quickly through the federal project development process. Further, it is an opportunity to leverage federal funding. The 2021 Bipartisan Infrastructure Law authorized $109 billion for transit infrastructure and made more funding available for Small Starts Capital Investment Grant rapid bus projects.

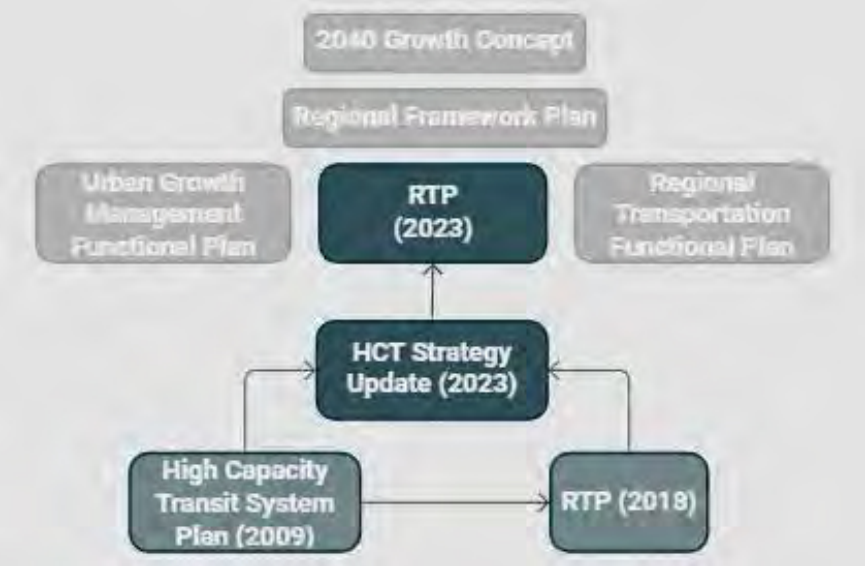
## HIGH CAPACITY TRANSIT POLICY FRAMEWORK

### Role of HCT strategy update within the regional transportation plan process

The Metro 2023 RTP update is the process to refine the region's transportation investment blueprint for the next 20 years and beyond. The RTP process evaluates the available revenues for transportation spending, assesses the region's needs, and presents a list of prioritized projects and programs to achieve the Portland metropolitan region's transportation goals. The RTP recognizes that demand for transportation investments exceeds existing financial capacity; prioritization is necessary to demonstrate fiscal constraint for federal reporting processes and to ensure we take intentional steps in expanding our transportation system.

This HCT strategy update sets the vision and priorities for regional HCT corridors. It falls under the Regional Transit Strategy, which is a part of the RTP that provides the region's overall vision for meeting future transit needs. As shown in Figure 5, the RTP continues to support the 2040 Growth Concept: the region's long-range land use and transportation plan for managing growth. The Regional Framework Plan identifies regional policies to implement the 2040 Growth Concept goals.

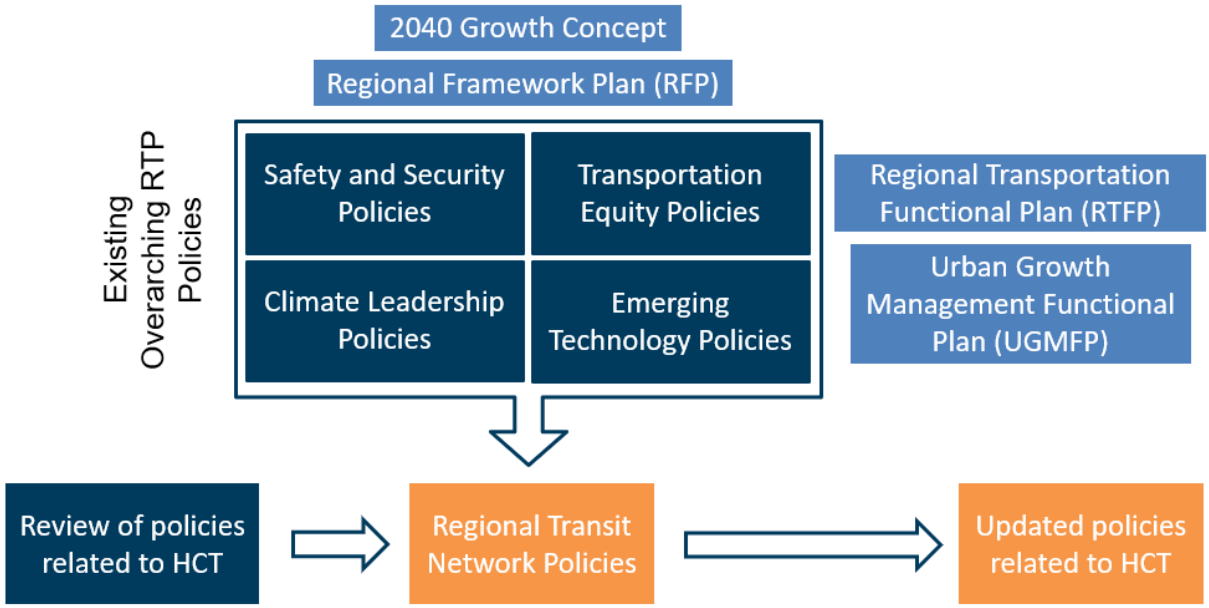
**Figure 5. Related regional plans and policies**




As shown in Figure 6 below, the RTP includes overarching policies that guide the Regional Transit Network Policies.[1] This HCT strategy update recommends updates to these policies; the updates will guide how Metro evaluates transportation projects including identifying and prioritizing investments that will advance the regional HCT network in a fashion that benefits the most people.

[1] Two "functional plans" – the Regional Transportation Functional Plan and the Urban Growth Management Functional Plan – provide additional guidance to local jurisdictions to implement the policies in the RTP.

**Figure 6. Regional transit network policies in relation to the RTP and other Metro plans**




As part of this HCT strategy update, plans and policies from state and federal agencies; transit providers including TriMet, SMART, and C-TRAN; and cities and counties in the region were reviewed to document relevant policies or efforts. Appendix C, Policy Framework, provides additional detail on the local and regional plans that were reviewed and their respective relationships to the update.

**Regional transit strategy**

High capacity transit is one part — a key part, but still one part — of the broader transit strategy. It plays a specific role in moving many people quickly along major travel corridors. The regional transit strategy is implemented by improving transit service, investing in transit infrastructure, collaborating between transit providers and local jurisdictions, and expanding transit-supportive elements.

**Transit service improvements** Local and regional transit service improvements designed to meet current and projected demand in line with local and regional visions and plans.

**Capital investments in transit** New enhanced transit strategies such as signal priority, dedicated lanes or HCT options such as rapid bus, light rail, commuter rail or high speed rail.

**Transit supportive elements** Includes programs, policies, capital investments and incentives such as travel demand management and physical improvements such as sidewalks, crossings and complementary land uses.

**Incorporating community feedback in the policy framework**

**Community stability** Strong support for investments in corridors to maintain housing and business affordability and avoid displacement.

**Safe access to transit** Support for safe and comfortable facilities for walking and biking to transit and for waiting at the transit stop (crosswalks, sidewalks, lighting, bus stop amenities).

**Transit service** Support for more frequent and reliable service. Support for expanding service, particularly to growing areas and town centers in the broader Metro region.

**Broaden access** Better serve community members who are older, who do not speak English, who have mobility challenges or other disabilities, who have health conditions, who are travelling with children, or who are in school.

**Priority corridors** for transportation investments include:

- Multnomah: 82nd Ave., Powell Blvd., 122nd Ave., Downtown Portland
- Clackamas: McLoughlin Blvd., 82nd Ave., Highway 212/Sunrise, Clackamas to Columbia/181st Ave.
- Washington: Tualatin Valley Highway, SW 185th Ave., Burnside/Barnes Road.

**Other related regional work**

Other recent regional studies, planning efforts or work underway informed development of this strategy and include:

- Mobility Corridors Atlas (2014)
- Strategic Plan to Advance Racial Equity, Diversity and Inclusion and Equity Framework (2016)
- Southwest Corridor Equitable Development Strategy (2017) and Locally Preferred Alternative (2018)
- Division Transit Locally Preferred Alternative (2019)
- Designing Livable Streets and Trails Guide (2019)
- Regional Framework for Highway Jurisdictional Transfer (2021)
- Regional Congestion Pricing Study (2021)
- Transportation System Management and Operations Strategy Update (2021)
- Regional Mobility Policy (2019-22)
- Tualatin Valley Highway Corridor Study (2022-23)
- 82nd Avenue Corridor Study (2023)
- Transit-Oriented Development Strategic Plan Update (2022)
- Emerging Transportation Trends Study (2022)
- Climate Smart Strategy Update (2022)

## Challenges/opportunities

This strategy update revisits investment priorities based on new and emerging regional issues, challenges and opportunities including the possibilities presented by rapid bus, the transit priorities identified through recent work by Metro and partners, and the lessons learned from the work of peer regions and in the wake of the COVID-19 pandemic. This strategy update considers and responds to these recent trends through the updated policies and the HCT vision described in later sections.

### What issues were considered in the 2009 plan?

#### *Our Place in the World*

In 2008, Metro developed the document, Our Place in the World, which highlighted global issues that were creating challenges for the Portland metropolitan region at the time.[2] While these challenges were central to the 2009 HCT plan, many are still relevant today and to this strategy update:

- Growth has brought opportunity and prosperity to the region, but it has also Brought growing pains.
- Uncertain energy supplies and the rising price of petroleum products affect transportation project costs and household transportation expenses. Increasing costs will make travel more difficult for those of modest means and make it imperative that our transportation system provides affordable transportation choices across the region.
- Expanded transit service will be necessary to reduce the region's impact on climate change and improve air quality.
- Current sources of transit funding are not enough to support system expansions needed to serve the region's rapidly growing ridership.

#### *System design considerations*

The 2009 HCT plan documented a number of considerations regarding the design of the HCT system, many of which continue to be relevant today.

**Grid versus radial system** The 2009 plan identified corridors that would continue to build out a radial HCT network. New cross-region routes that would create a grid connection between markets may become priorities for the region once the radial system is fully realized and/or markets generate enough riders to justify an HCT investment. Grid systems provide additional person-carrying

[2] Metro, Our Place in the World, October 2008. Pages 23-24 are specific to integrated transportation networks and travel options.

capacity and travel choices but are only feasible if there are enough riders to support parallel lines that are high frequency to minimize transfer time. The FX2-Division line illustrates corridor-based rapid bus as a strategy that can build out the HCT grid.

**Appendix B: Regional Transit Modes** summarizes the characteristics of HCT and other regional transit modes

**Passenger capacity (network density versus coverage)** Transit vehicle capacity and frequency determine person-carrying capacity. Light rail provides a higher passenger capacity per hour of service. The MAX system was developed to fit downtown Portland's 200-foot blocks; this limits the light rail trains to two cars. The 2009 plan identified strategies to increase passenger-carrying capacity including increasing frequency on existing lines, adding new lines serving existing corridors, adding parallel lines with minimum one-mile spacing, and considering a tunnel under downtown that would allow longer trains and support faster travel across the region; the region has continued to study a tunnel solution.

**Branching** As the region expands, branching lines from a common route could be considered to serve multiple end-of-line destinations. This strategy remains applicable, particularly for rapid bus lines.

**Rail interoperability** The potential to build streetcar tracks to accommodate MAX trains in specific segments was identified as a consideration to provide system redundancy. Streetcar design standards typically do not allow MAX trains to operate on streetcar tracks. Streetcar and MAX currently interoperate on the Tilikum Crossing bridge, which is also shared with buses. Shared rail and bus segments can maximize the utility of investments in constrained corridors.

**Vehicle features** Low floors, fare payment at stations or on board, multiple wide doorways, and other "universal design" features streamline boarding and alighting and maximize accessibility. As with the frequent express FX2-Division project, an iconic vehicle can become a symbol of the HCT brand that makes it easier for riders to identify and use.

**Service quality** considers the total customer system experience. HCT includes:

- moderate to full transit priority, i.e., speed and reliability
- very frequent service (every 15 minutes or more often)
- long hours of service on weekdays and weekends
- longer station spacing of one-third to one-half mile or more for fast travel time
- high-quality station access is important since HCT stations are farther apart
- high-quality station amenities including shelters and real-time information.

**Land use and urban form** Mixed land uses concentrated within walking distances of HCT stations are critical to fostering walkable communities and successful HCT performance. High-quality transit service and pedestrian access must be in place to realize a significant drop in per capita vehicle miles traveled that occurs as neighborhoods and regional centers transition from a character of closer to 10 persons and employees per acre to one of 25 to 50 persons per acre — an environment supporting rapid bus and light rail investment.

**Transit system constraints** The 2009 plan identified that the Steel Bridge, the Rose Quarter Transit Center and at-grade light rail crossings increase transit delay.

### What has evolved since the 2009 HCT plan?

Since 2009, the region's awareness and level of urgency has heightened around issues including social equity-related disparities based on people's race and income, housing affordability and displacement, the impacts of climate change and eliminating traffic deaths and serious injuries through the Vision Zero program. The pandemic brought additional transformation around how and where people travel. It has also resulted in more urgent personal safety and health concerns, and has continued to impact how transit is utilized and delivered. This section summarizes takeaways from several recent efforts that analyzed these trends.

**An evolving approach to high capacity transit**

Since the 2009 plan was adopted, the regional funding landscape has changed. Federal funding now requires a much more significant match than in the past — typically, 50% as opposed to 10% in past decades. With few dedicated local funding sources, funding for major HCT investments presents a substantial challenge. Rapid bus and related "rubber-tire" HCT investments can provide all the benefits of HCT, often at a reduced cost compared to other modes. While each HCT corridor will go through a refinement process that examines the most appropriate HCT mode, the region recognizes that rapid bus and similar investments represent a cost-effective path forward for introducing HCT in the face of uncertain funding.

#### *Metro and TriMet Forward Together and Emerging Trends Studies*

In preparation for the 2023 RTP and the Forward Together service plan, Metro and TriMet, respectively, conducted research into current and emerging trends for transportation in the region.[3] Key trends related to HCT that were identified through these efforts are described below.

[3] Metro, Emerging Trends, Executive Summary, October 2022. TriMet, Forward Together, Existing Conditions and Market Analysis Reports, April/May 2022.

**Declining transit ridership and a gradual recovery** Nationally and on TriMet, transit ridership declined by 4% between 2010 and 2019, although ridership began to increase in the year before the COVID-19 pandemic. Between February and April 2020, regional transit ridership dropped by nearly 70%, and TriMet reduced service by 20%. As of early 2023, ridership is recovering and is expected to be at pre-pandemic levels by 2026 supported by the service plan envisioned in Forward Together (see Figure 7).

**Shifts in when and where transit is needed** Peak commute demand has declined since the pandemic as many people continue to work from home (see Figure 8). But not everyone is able to work remotely, and lower-wage workers are less likely to have that option. The pandemic showed that people in lower-income areas continued to ride transit at higher rates.

**Figure 7. Estimated Service and Ridership Changes, 2021**

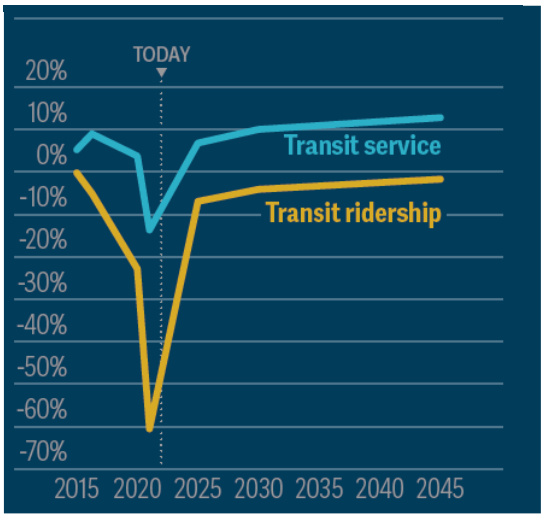
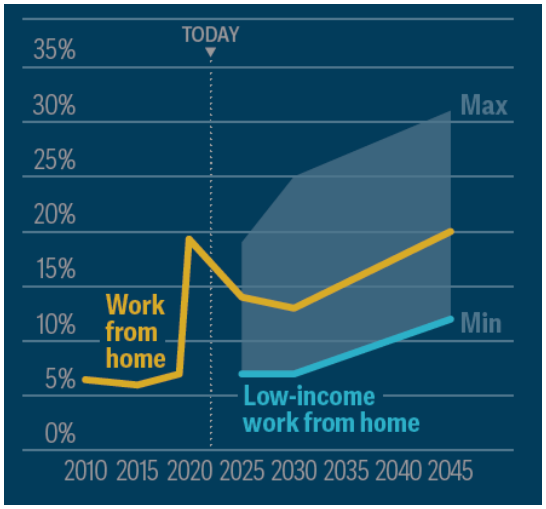



**Figure 8. Oregon Remote Work Levels**



**Disparities in access to jobs and services.** Even before the pandemic, housing costs had pushed lower-income residents and people of color to more affordable outlying areas that tend to be farther from transit and require longer trips to access jobs and services (see Figure 9).

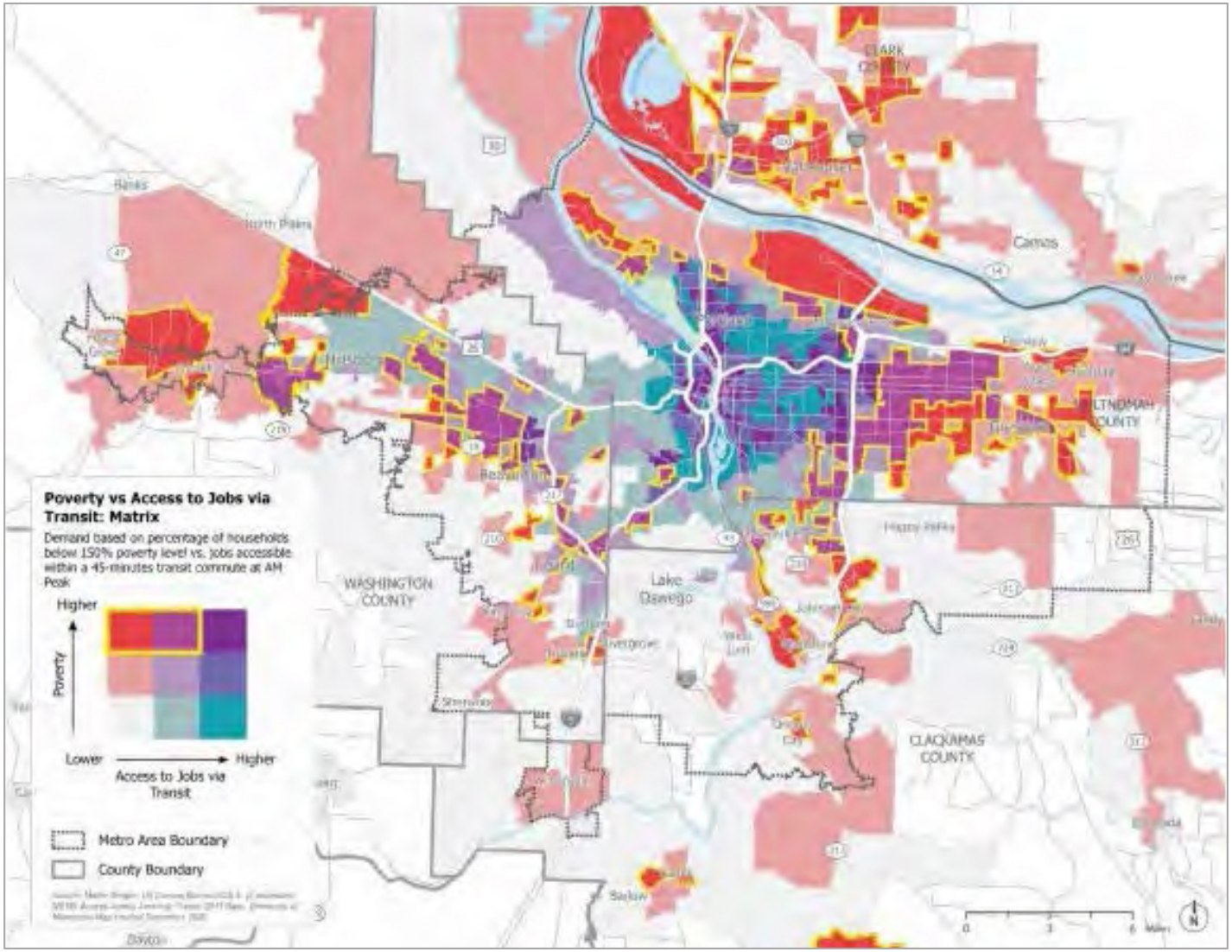



**Figure 9. People with low incomes in relation to transit service (Forward Together[4])**

[4] https://trimet.org/forward/

### Impacts of climate change

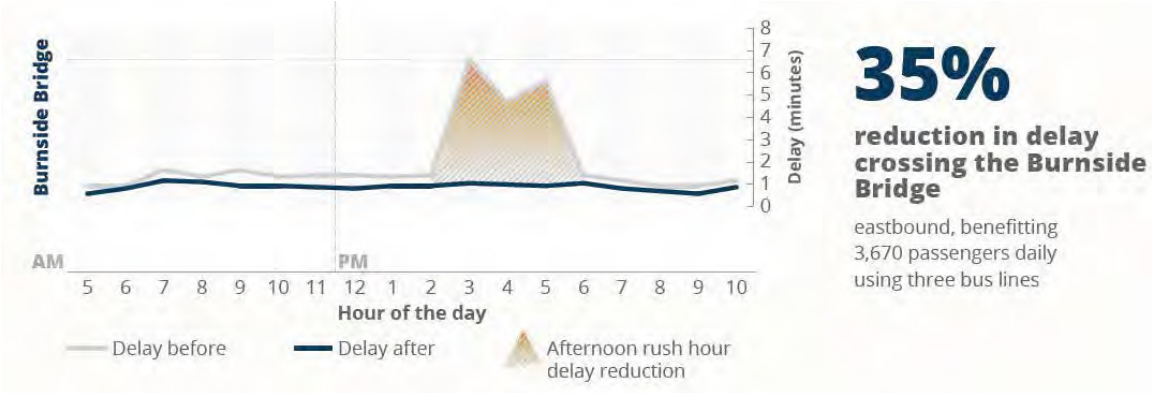
Reducing the impacts of climate change can benefit low-income communities and communities of color who are more likely to live in areas of high flood risk and areas that experience urban heat island effects from a sparse tree canopy.

**Growing and lingering personal safety concerns** Personal safety on transit vehicles is now a top concern of riders. Some potential riders remain concerned about their health and choose not to use transit. The number of people experiencing houselessness has grown, including the numbers of unhoused residents at or near transit stops. Severe injuries and traffic fatalities have also increased in recent years.

Similarly, pedestrian and cyclist safety has declined during and post pandemic. Regional agencies are focused on addressing the root causes, which include an increase in traffic speeding, facility gaps, poor lighting and other issues.

**Improvements to make transit faster, more reliable, and more attractive** TriMet, Metro, the City of Portland (including its Rose Lane Plan) and other jurisdictions have studied hundreds of bus-priority lane and spot improvement projects between 2018 and 2022; more than 50 were implemented. Figure 10 provides an example of the effectiveness of one of these investments: the Burnside Bridge.

**Figure 10. Before-and-after effects of Burnside Bridge bus-priority improvements**




***Safe and Healthy Urban Arterials***

In preparing for the RTP, Metro developed this RTP policy brief describing existing conditions, challenges and policy considerations for urban arterials in the region, which are of high importance for transit.[5] Eight of the 10 highest-ridership TriMet

[5] Metro, Safe and Healthy Urban Arterials Policy Brief, October 2022.

bus routes are on urban arterials that carried 25% of TriMet's ridership in 2020. Takeaways from the report are included below.

- Urban arterials represent 5% of roadway miles but have over 40% of serious and fatal crashes, as well as a disproportionate number of serious bicycle and pedestrian crashes and fatalities.
- Two-thirds of urban arterials are in areas with higher populations of people of color and people with lower incomes; fatal and severe injury crashes disproportionately affect these communities.
- Urban arterials are critical for implementing the regional growth concept since they serve many of the region's regional centers, town centers and station communities where the most housing and job growth will occur.
- Existing zoning, design and safety deficiencies, outdated standards, lack of funding, and complex coordination are among the challenges to addressing needs and creating thriving centers along urban arterials.

The policy brief identified policy, design and funding challenges for the RTP to address in defining a new approach for urban arterials that addresses equity and safety issues. HCT investments identified for urban arterial corridors could be a key mechanism for coordinating improvements on these streets.

**Synthesis of challenges and opportunities to be addressed**

Figure 11 below illustrates the five pillars of the 2023 RTP goals and how they relate to HCT opportunities.

**Figure 11. HCT opportunities related to 2023 RTP goals**




## Equity

- Address transportation system disparities including increasing access to high-quality service, providing faster travel across the region, and improving localized air quality for people of color, people with low incomes, and other under-served communities.
- Consider the importance of trips outside of the peak commute times for people of color and low-income people, who are more likely to hold multiple jobs.
- Employ strategies that minimize displacement of low-income people and community-serving small businesses that do not exacerbate housing affordability.

## Climate

- Make using transit an attractive choice to shift trips that are currently made by single occupancy vehicles. This will reduce VMT, improve air quality, and reduce greenhouse gas emissions.
- Link roadway pricing to opportunities to reduce greenhouse gas emissions and prioritize project funding for corridors along and within congestion pricing areas.
- Prioritize HCT projects to improve local air quality and integrate electrification or other clean fuel strategies to reduce emissions from transit.

## Mobility

- Connect regional and town centers as part of the 2040 Growth Concept. HCT will serve as the backbone of the regional transit system, providing the necessary capacity
- Ensure a safe, welcoming system with high quality infrastructure and service to retain and attract new transit riders and to reverse ridership trends that were compounded by the pandemic.
- Integrate corridors and station areas with active transportation facilities, to make HCT projects accessible and allow more people to fulfill their travel needs by walking and bicycling.
- Consider investments to address MAX system capacity constraints that limit current system speed, affect system resiliency, and preclude future expansion, including over the Steel Bridge, at the Rose Quarter Transit Center, and through downtown Portland.

## Economy

- Prioritize access to in person jobs and essential services, recognizing the potential for fast, reliable service to increase access to economic opportunities for people of color and people with lower incomes.
- Minimize wait times by making efficient and convenient transfer opportunities that will benefit lower-income workers, women, and essential workers who have a greater tendency to make multiple trips
- Employ strategies to accommodate growth while alleviating displacement risk with equitable transit oriented development investments along major corridors that welcome people across all income brackets.

## Safety

- Prioritize personal safety– on board transit vehicles (including continued concern about health risks), at stations, and along streets (including street lighting). Rethink safety interventions, including education, communication, and encouragement to make all people feel safe on transit, and address the threat that people of color may feel regarding transit security personnel.
- Design streets to be safer for all people. HCT projects are an opportunity to partner with local jurisdictions. Fatal and severe injury crashes are disproportionately on urban arterials which often run through communities of color and lower-income communities. All people must feel safe using transit if HCT investments are to have the intended climate and social equity benefits. Race, gender, and age play a role in perceived safety when traveling.

## High capacity transit policy framework updates

High capacity transit is the backbone of both the 2040 Growth Concept and Climate Smart Strategy,[6] as well as the foundation for the transit network in the RTP which is a key tool for implementing both documents. The 2040 Growth Concept sets forth a vision for connecting the central city to regional centers such as Gresham, Clackamas and Hillsboro with fast and reliable HCT; these connections will help greater Portland concentrate development and growth in its centers and corridors.

Based on a review of existing regional, state and federal policies; evaluation of the challenges and opportunities described above; and review of policies in similar regions; this strategy update refined the policy framework to better reflect current and future regional priorities and desired outcomes for HCT. Key considerations included:

- prioritizing social equity in transit investments by emphasizing the importance of high-quality service to make transit work for everyone
- addressing climate change as another key priority for transit investment, recognizing that climate and equity are interrelated challenges for the region
- prioritizing maintenance as key to preserving a resilient and reliable system, and
- more clearly addressing the role of the better bus program as a distinct tool for increasing reliability of the transit system.

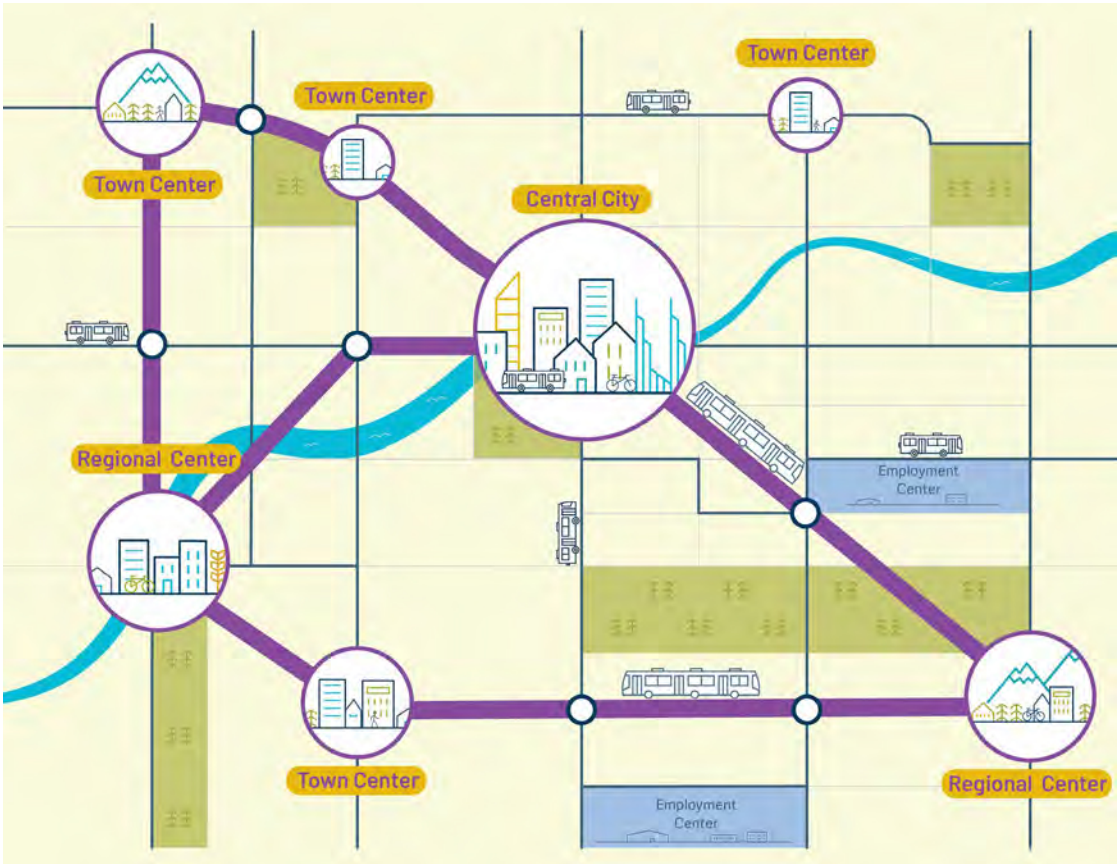
A key element of the policy framework is defining what HCT looks like in greater Portland and the role that it plays in the regional transportation network. This strategy update recharacterized high capacity transit to:

- lead with the *purpose* of HCT, which is to serve as the backbone of the regional transportation (not just transit) network
- expand the *role* of HCT to connecting regional centers and major town centers (see Figure 12)
- integrate *social equity* by emphasizing that HCT should connect people who are marginalized by society (e.g., communities of color), suffer from institutional or structural discrimination or rely on transit (i.e., people of color, limited English proficiency, 18 or under, 65 or over, low-income, differently abled) with high-quality transit
- define the *essential attributes* of high-quality transit as fast, frequent, safe and reliable

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

- emphasize that HCT provides the needed *capacity* to serve the region's highest demand corridors
- specify the *levels of transit priority,* aspiring to operate in exclusive guideway to the extent possible
- specify the *transit modes* that may be considered, which include corridor-based rapid bus such as the FX2-Division line, that may not have majority exclusive guideway.

**Figure 12. Regional transit network concept**



**Defining bus rapid transit**

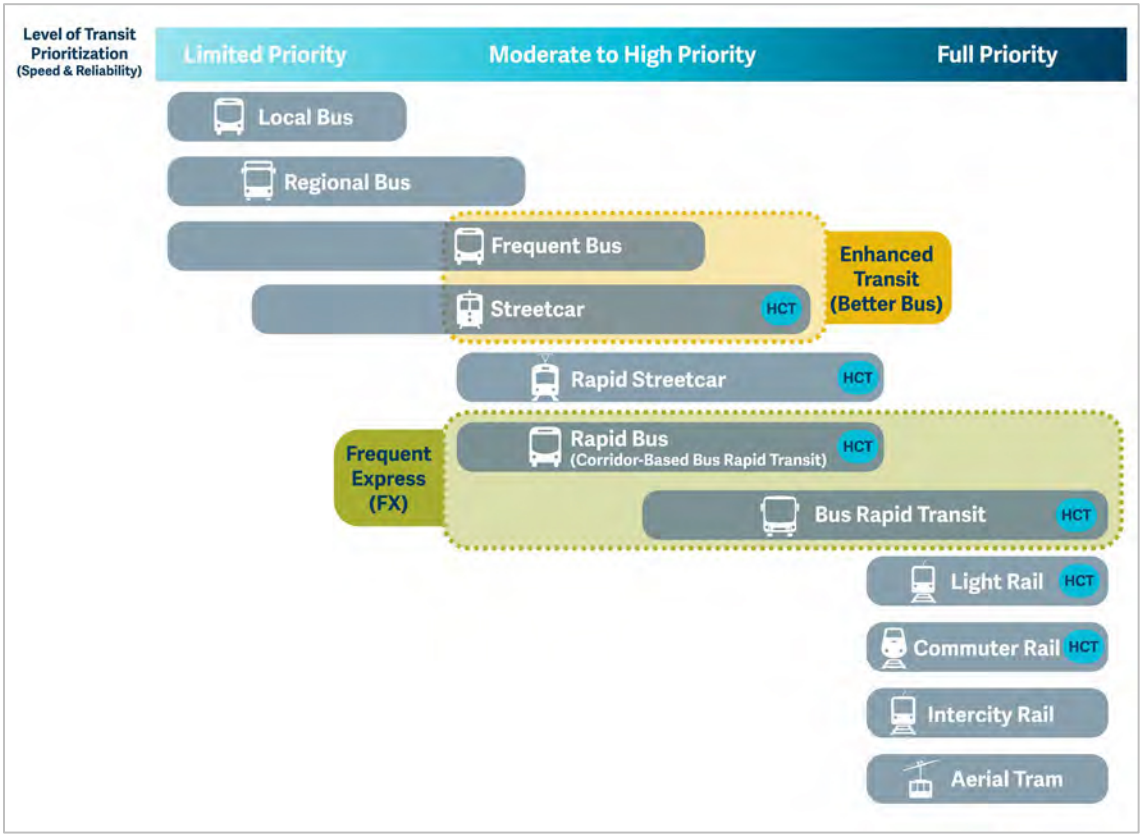
Federal funding has been and will continue to be essential to advancing most HCT corridors. BRT, as defined by the Federal Transit Administration's Capital Investment Grant program, must include:

- more than 50% of the route is in a fixed, separated guideway dedicated for public transportation during peak periods
- defined Americans with Disabilities Act-compliant stations with shelters and route schedules
- solutions for faster travel time at congested intersections
- bi-directional weekday service for at least 14 hours a day arriving at least every 15 minutes all day or 10 minutes at peak and 20 minutes at all other times
- weekend service for at least 10 hours a day arriving at least every 30 minutes all day
- unique branding.

The program also considers projects that are corridor-based BRT. These projects do not have requirements for weekend service, and the corridor does not need to have exclusive guideway. Corridor-based BRT projects must still include the other elements noted above.

Figure 13 below illustrates the modes that are HCT, ranging from light rail or rapid bus (bus rapid transit) with majority exclusive guideway to corridor-based rapid bus with a mix of exclusive and shared right of way (such as the FX2-Division high capacity bus service) to a streetcar mode.

**Figure 13. Spectrum of regional transit modes**




**Better bus: Example of a city-led initiative**

Cities all over Greater Portland can work with TriMet to support shared goals.

The City of Portland developed an Enhanced Transit Toolbox that describes many types of speed and reliability improvements that can be implemented as part of better bus enhancements.

Better bus investments complement HCT by improving the speed and reliability of regional transit and improving access to jobs, services, recreation and other essential destinations in the Metro area. Better bus includes spot treatments that enhance bus speed and reliability, but it does not include the comprehensive corridor investments of HCT. The diagram to the right compares common better bus and frequent express (FX) rapid bus treatments.



## HIGH CAPACITY TRANSIT VISION DEVELOPMENT PROCESS

### High capacity transit vision

The HCT vision is the comprehensive future network of HCT corridors with enhanced amenities and transit priority that work together to move more people, more quickly than other types of regional or local transit. Well-connected and people focused, the vision will create convenient connections between people and jobs, services, commerce and other major destinations (e.g., colleges, hospitals, affordable housing). The vision prioritizes those who depend on transit or lack travel options, particularly communities of color and other marginalized communities.

**Reflecting local and community visions**

Community feedback show strong support for the following corridors. This feedback was essential to refining the HCT vision:

- Lombard/Killingsworth
- Martin Luther King Jr. Blvd.
- Cesar Chavez
- Clackamas to Columbia
- Halsey
- Burnside
- Powell
- Highway 212/Sunnyside
- I-205
- McLoughlin
- WES/Route 76 - Beaverton to Wilsonville
- Highway 26
- 185th Avenue
- Highway 99W

The vision builds on prior work and:

- reflects the vision and goals adopted as part of the 2023 RTP Update process, described in the HCT policy framework section
- carries forward regional goals and investment priorities using the 2018 RTP HCT Readiness and Assessment criteria developed based on those priorities in partnership with regional stakeholders
- connects regional and town centers to support the 2040 Growth Concept
- maintains consistency with the Federal Transit Administration's Capital Investment Grant Program project justification criteria
- reflects the greater Portland region's history of success with the Federal Project Development process (advancing one corridor every 3 years)
- considers investments within the RTP horizon and beyond (thinking toward the next growth concept horizon of 2070)
- contemplates optimal network design (e.g., radial, grid, multihub) and character (e.g., coverage, spacing, intensity).

The vision will take years to achieve, but significant progress has been made in the last 35 years. Some HCT corridors identified are not ready to move forward today; they lack the population density or number of jobs to warrant a major transit investment such as HCT. However, the vision recognizes that these places are where future growth is focused and that as time goes on, they will become viable and important corridors for HCT investment. Other corridors are already clear regional priorities — such as the Southwest Corridor project — where all of the

right ingredients are in place today. The vision combines all of these corridors, representing the full buildout of the region's HCT system.

## Evaluation approach

Metro enacted a two-step process, very similar to the 2018 Regional Transit Strategy process. The first step considered a broad universe of potential future HCT corridors and narrowed to those best aligned with regional goals. The second step focused on readiness, or the ability for a given corridor to move forward in the near versus long term. Once the prioritized short list of corridors was identified, community feedback and discussions with regional stakeholders refined the list of corridors and priorities.

**Core evaluation criteria**

**Mobility** Ridership and travel time

**Land use and market support** Urban form, centers and land use

**People and job density** Cost effectiveness

**Operating and capital project cost per rider** Equity benefit and access to jobs and services

**Environmental benefit** Vehicle miles traveled

The following sections provide a brief summary of the evaluation process; for more details, please see Appendix D, Level 1 Screening, and Appendix E, Readiness Evaluation. The process is illustrated in Figure 14.

**Figure 14. Regional HCT plan update process**

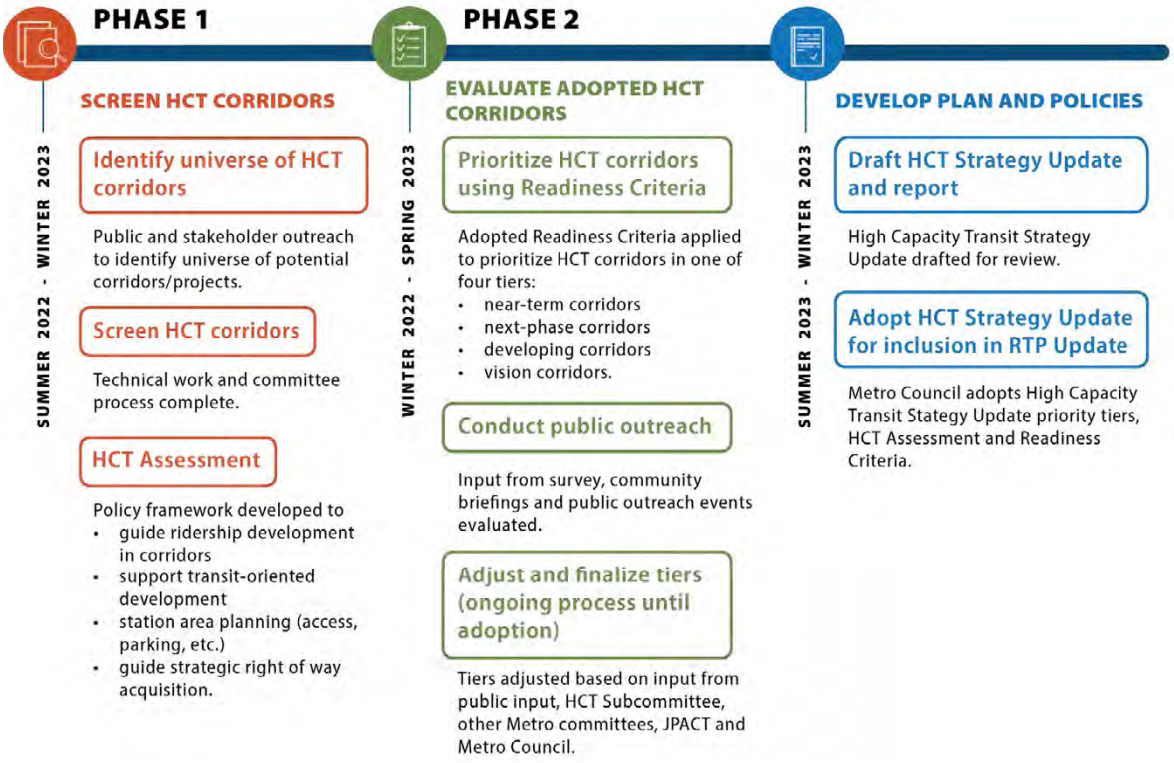
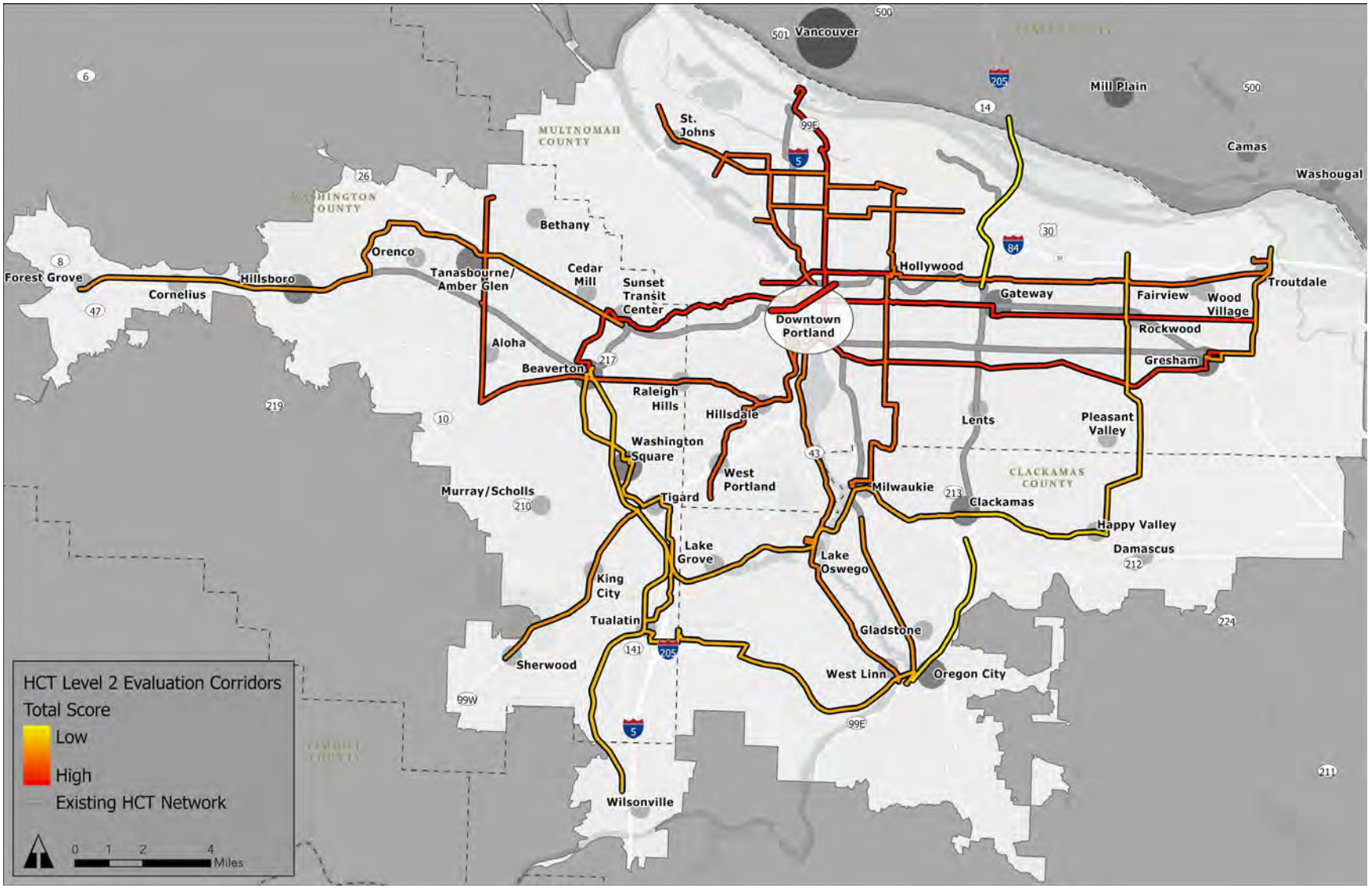


Figure 15 shows the initial scoring from the evaluation which considered the following:

1. Where are more people traveling today and where will they want to travel in the future?
2. What connections link the most people and historically marginalized communities to jobs, essential services and other major destinations?
3. How long does a transit trip in a certain area currently take compared to other travel options? How much could an investment in high capacity transit improve travel?
4. What are the needs and priorities voiced by community members and organizations, businesses, agency partners and elected officials.

The HCT corridors shown are representative; that is, they do not necessarily represent the exact corridor that would advance. Additional work outside of this strategy update is required to define the exact corridor, termini and mode.

**Figure 15. Level 2 evaluation corridor scores**



**Readiness assessment**

To use resources cost-effectively and consistent with regional mobility, equity and environmental priorities, HCT is a tool for connecting centers of activity where a high number of people live, work, and visit. The readiness assessment considered the following factors that are known to contribute to successful HCT corridor implementation and that reflect federal funding priorities:

- very compact urban form (e.g., grid, small blocks) that places destinations and affordable housing options near transit (with limited parking)
- very dense mix of uses and a balance of jobs and housing that create a place where activity occurs at least 18 hours a day
- mix of many and diverse essential services near transit: grocery stores, medical clinics and educational institutions
- well-designed streets and buildings that encourage walking and rolling
- streets with space to accommodate larger buses or trains and that are designed to include elements prioritizing transit
- good street connectivity with safe, direct and convenient access to walk and roll to, from, and beyond transit stops and stations
- local plans, strategies and partnerships that underpin transit-supportive places.

Table 1 shows the readiness criteria used for corridor evaluation.

**Table 1. Readiness criteria**

| Category | Metric |
|---|---|
| Documented Support | Community support<br>Transit-supportive land use<br>Work completed to date |
| Physical Conditions in the Corridor | Physical space<br>Miles of sidewalks within one-half mile of the corridor, normalized<br>Miles of street with bike facility present within one-half mile corridor, normalized |
| Implementation Complexity | Corridor length<br>Freight corridor |

## HIGH CAPACITY TRANSIT CORRIDOR INVESTMENT PRIORITIES

The strategy update prioritizes corridors to create a pipeline for implementation over time. In the past 30 years, Metro and TriMet have taken on a major investment analysis about every 3 years. This number has increased in recent years as four regional corridor planning efforts have been initiated since the 2018 Regional Transit Strategy was adopted, including two rapid bus projects. More corridors could potentially move forward if additional resources are devoted.

### Prioritized investments

This strategy update identifies near- and long-term regional HCT investment priorities. Mode decisions will be made as corridors enter into the FTA alternatives analysis process, but most corridors assume rapid bus as the primary investment mode.

To distinguish near-term regional priorities from corridors that will need time to develop, a simple set of priority tiers was established. Funding is a major constraint in moving corridors forward both because of federal funding timelines and requirements, as well as a lack of local funding to move projects forward. Obtaining funding through the FTA Capital Investment Grants program, whether Small Starts or New Starts funded, takes 7 or 8 years or more from initiation of a federal alternatives analysis to completion of a full funding grant agreement and construction. Additionally, only those HCT corridors that meet strict federal funding criteria are eligible for federal funding. In most cases, lower-tier corridors do not have sufficient land use, population, and employment density in place to be competitive for increased investment in the short term.

Table 2 shows the HCT vision corridors ranked by priority tier. Near-term regional priority corridors (Tier 1) should be advanced first and work on these corridors is already underway. However, no corridor is guaranteed advancement, and every corridor has the opportunity for rapid advancement by meeting the High Capacity Transit Assessment and Readiness Criteria in the 2023 RTP.

**Table 2. HCT regional priority investment corridors by tier**

| Tier | Tier description | Explanation | ID | Corridor |
|---|---|---|---|---|
| 1 | Near-term corridors | Corridors most viable to advance into implementation in next 4 years. | Tier 1 corridors include those with adopted locally preferred alternatives or have active work underway. They were *not* included in the evaluation detailed in the HCT vision development process section above because the region has already identified these corridors as a priority. | C7 | 82nd Ave |
| | | | | C16 | Tualatin Valley Highway |
| | | | | C29 | Southwest Corridor |
| | | | | C30 | Interstate Bridge Replacement |
| | | | | C28 | Montgomery Park Streetcar |
| 2 | Next-phase corridors | Corridors in which implementation may be viable if recommended land use planning and policy actions are implemented. | Tier 2 corridors scored well on Level 2 and Readiness criteria; they are candidates for HCT investment and could be ready to advance toward implementation in the next 5 years. | C14 | Central City Tunnel |
| | | | | C19 | Portland to Gresham via Burnside |
| | | | | C21 | Hayden Island to Downtown Portland via MLK |
| | | | | C23 | Bethany to Beaverton via Farmington/SW 185th |
| | | | | C25 | Beaverton to Portland via Hwy 10 (BH Hwy) |
| | | | | C20 | St. Johns to Milwaukie via Cesar Chavez |
| | | | | C24 | Swan Island to Parkrose |
| 3 | Developing corridors | Corridors in which implementation may be viable if:<br>1. There is additional land use investment; and<br>2. There is a local champion to support corridor development; or<br>3. There is interest in development, but land use and ridership potential are not yet supportive. | Tier 3 corridors were those in which more work would be needed before they become candidates for investment. Some scored well on Level 2 but not on Readiness criteria, which may mean that corridors may not yet have sufficient population density/land use policies in place. Alternatively they could have scored moderately on Level 2 and Readiness criteria. These corridors have a longer-term path to implementation. | C1 | Portland to Gresham in the vicinity of Powell Corridor |
| | | | | C22S | PCC Sylvania to Downtown Portland via Capitol Hwy |
| | | | | C18E | Hollywood to Troutdale |
| | | | | C11 | NW Lovejoy to Hollywood via Broadway/Weidler |
| | | | | C17S | Oregon City to Downtown Portland via Hwy 43 |
| | | | | C5 | Sunset Transit Center to Hillsboro via Hwy 26/ Evergreen |
| | | | | C27 | Park Ave MAX Station to Oregon City in the vicinity of McLoughlin Corridor |
| | | | | C4 | Beaverton - Tigard - Lake Oswego - Milwaukie - Clackamas Town Center |
| | | | | C6 | Beaverton - Tigard - Tualatin - Oregon City |

| Tier | Tier description | Explanation | ID | Corridor |
|---|---|---|---|---|
| 4 | Vision corridors | Corridors in which implementation may be viable when projected land use, policy outcomes and projected ridership is in line with HCT investment. | C2 | Tigard to Sherwood via Hwy 99W Corridor |
| | | Tier 4 corridors are those that scored lower on Level 2 or Readiness criteria. Additional planning work, and increased land use and population density would be needed to support HCT investment. These corridors may be candidates for other types of investments. | C9 | Hillsboro to Forest Grove LRT extension |
| | | | C10 | Gresham to Troutdale LRT extension |
| | | | C15 | Happy Valley to Columbia Corridor via Pleasant Valley |
| | | | C3 | Beaverton to Wilsonville in the vicinity of WES |
| | | | C12 | Clackamas Town Center to Damascus |
| | | | C26 | Clackamas Town Center to Oregon City |
| | | | C8 | Gateway to Clark County in the vicinity of I-205 Corridor |

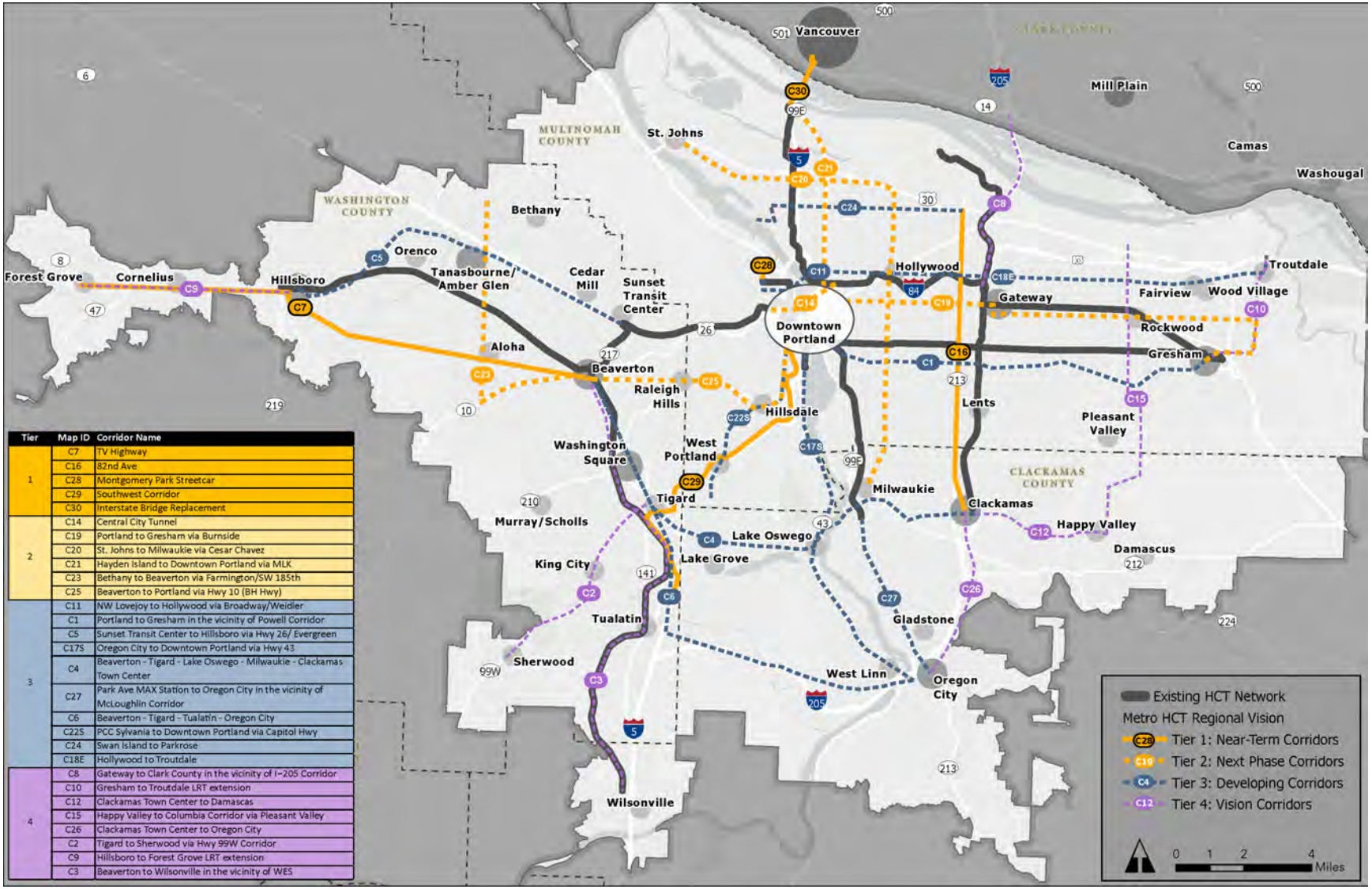
Figure 16 shows the corridors by tier. The corridors shown on this map were used to define and analyze potential HCT investments, but do not necessarily represent the ultimate corridor or termini of any given corridor. Much additional work, described in the next sections of this report, is required to further define and refine these corridors, their HCT modes, and many other components.

**Community priorities**

These vision tiers also reflect community investment priorities which indicated clear need for and interest in high capacity transit solutions for near-term and next-phase corridors for better access to neighborhoods, jobs, and community places. Additional community priorities are focused on making high capacity transit for comfortable to use:

- increasing capacity to reduce crowding
- reducing bus travel and waiting time
- providing lighting, especially at the stop
- installing shelters offering protection from the weather
- ensuring stops are safe to access and comfortable to wait at
- increasing feeling of safety and security on the bus.

**Figure 16. HCT regional vision corridors by tier**




| Tier | Map ID | Corridor Name |
|---|---|---|
| 1 | C7 | TV Highway |
| | C16 | 82nd Ave |
| | C28 | Montgomery Park Streetcar |
| | C29 | Southwest Corridor |
| | C30 | Interstate Bridge Replacement |
| 2 | C14 | Central City Tunnel |
| | C19 | Portland to Gresham via Burnside |
| | C20 | St. Johns to Milwaukie via Cesar Chavez |
| | C21 | Hayden Island to Downtown Portland via MLK |
| | C23 | Bethany to Beaverton via Farmington/SW 185th |
| | C25 | Beaverton to Portland via Hwy 10 (BH Hwy) |
| 3 | C11 | NW Lovejoy to Hollywood via Broadway/Weidler |
| | C1 | Portland to Gresham in the vicinity of Powell Corridor |
| | C5 | Sunset Transit Center to Hillsboro via Hwy 26/ Evergreen |
| | C17S | Oregon City to Downtown Portland via Hwy 43 |
| | C4 | Beaverton - Tigard - Lake Oswego - Milwaukie - Clackamas Town Center |
| | C27 | Park Ave MAX Station to Oregon City in the vicinity of McLoughlin Corridor |
| | C6 | Beaverton - Tigard - Tualatin - Oregon City |
| | C22S | PCC Sylvania to Downtown Portland via Capitol Hwy |
| | C24 | Swan Island to Parkrose |
| | C18E | Hollywood to Troutdale |
| 4 | C8 | Gateway to Clark County in the vicinity of I-205 Corridor |
| | C10 | Gresham to Troutdale LRT extension |
| | C12 | Clackamas Town Center to Damascas |
| | C15 | Happy Valley to Columbia Corridor via Pleasant Valley |
| | C26 | Clackamas Town Center to Oregon City |
| | C2 | Tigard to Sherwood via Hwy 99W Corridor |
| | C3 | Hillsboro to Forest Grove LRT extension |
| | C9 | Beaverton to Wilsonville in the vicinity of WES |

## IMPLEMENTING THE VISION

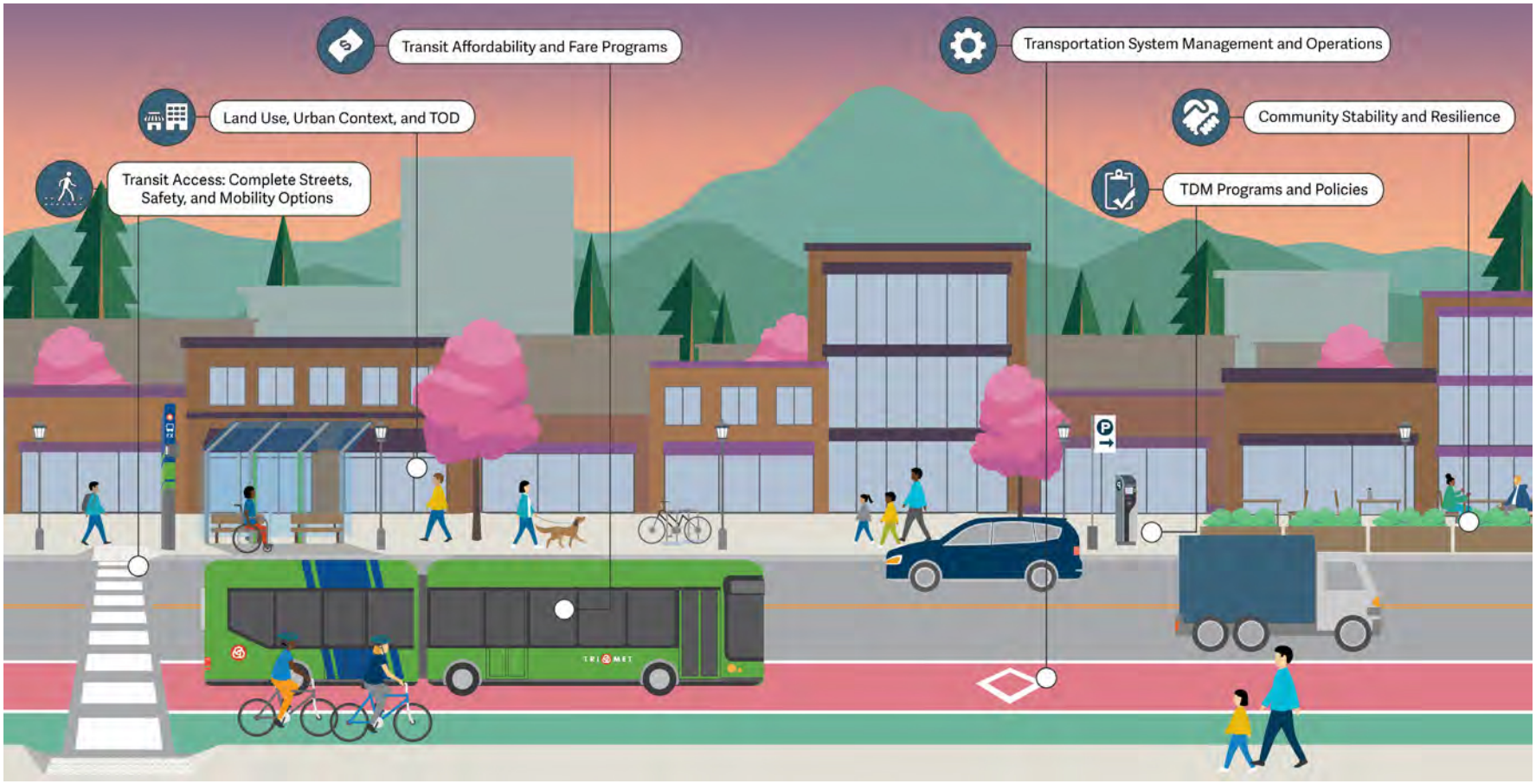
### Supporting high capacity transit development

High capacity transit investments take existing strong transit connections to the next level in accessibility and priority on the roadway and at the signal – while shining a light on the corridor in which it travels to improve safety, access and livability for current and future riders. For transit investments to meet success and be utilized to its fullest potential, other elements and improvements around the transit service and infrastructure are needed. The following general types of transit supportive elements factor into creating an environment that encourages transit ridership while meeting regional objectives around equity and affordability:

- land use, urban context, and transit-oriented development
- community stability and resilience
- complete streets: transit access and safety
- transportation demand management policies and programs
- transportation system management and operations
- transit affordability and fare programs.

Figure 17 presents these transit supportive elements and the strategies that can be considered under each.

**Figure 17. Overview of transit-supportive elements**





| Element | Land Use, Urban Context, and Transit-Oriented Development | Community Stability and Resilience | Transit Access: Complete Streets, Safety, and Mobility Options | Transportation Demand Management Programs and Policies | Transit Affordability and Fare Programs | Transportation System Management and Operations |
|---|---|---|---|---|---|---|
| **Why does it matter?** | Density and mixed uses support high-frequency service and modeshare goals | Strategies to ensure existing residents and and small businesses benefit from HCT investments | Multimodal streets help people get to and from transit safely | Incentivize alternatives to driving, and increase attractiveness and awareness of transit options | Make transit more affordable and accessible to all people | Make transit a competitive alternative to driving |
| **What does it include?** | • Supportive land uses including mixed use developments<br>• Transformation potential through transit-oriented development and higher-density development aligned with 2040 Growth Concept and the community's vision for growth<br>• Supportive planning and policies<br>• Local commitment to corridor investment | • Robust community input and engagement<br>• Equitable development and affordable housing strategies<br>• Local anti-displacement policies and actions<br>• Targeted support for small businesses | • Pedestrian network completion (sidewalks, crossings, accessibility, lighting, etc.)<br>• Bicycle network connections<br>• Transit-supportive street design<br>• Transit stop and station amenities<br>• Mobility hubs<br>• Shared mobility options<br>• First/last mile connections<br>• Shuttles<br>• Bicycle parking and storage | • Parking policies<br>• Education and outreach<br>• Employer benefits programs<br>• Transportation wallet programs<br>• University/school affiliate programs (i.e., student passes, education programs) | • Hop fastpass, e.g., enables fare capping and other discount options<br>• Reduced Fare Programs: Youth, Low-income, Honored Citizen, and Veterans<br>• Free fare grant programs<br>• Employer-sponsored transit discount programs | • Optimize existing transit system operations and performance<br>• Transit-priority treatments<br>• Passenger information technology |
| **When is it done?** | All stages | Pre-Project and Ongoing | All stages | Pre-project and ongoing | Pre-project and ongoing | Pre-project, as part of implementation, and ongoing |
| **Who is responsible?** | • Local jurisdictions<br>• Metro | • Local jurisdictions<br>• Metro<br>• CBOs (i.e., Community-Based Organizations) | • Local jurisdictions<br>• Transit service providers<br>• ODOT<br>• Metro | • Local jurisdictions<br>• Transit service providers<br>• Metro<br>• CBOs<br>• Employers | • Transit service providers<br>• Employers | • Transit service providers<br>• ODOT<br>• Metro |

### The role of community engagement

Community engagement is a core priority of Oregon communities; it is the first goal in Oregon's statewide land use goals. Intentional and authentic community engagement conducted throughout the HCT planning process informs project development and can galvanize lasting community support. Engagement improves projects and outcomes by helping hone the problems addressed by HCT corridor investments, avoiding or mitigating impacts, and identifying how the investment can best meet needs.

Buy-in from residents, employees, and other stakeholders living in and around a transit corridor is crucial, underlying each of the six elements presented above. Community engagement creates opportunities for co-creation, giving both agency staff and residents an equal stake in decision-making — jointly designing, planning, and executing project work. A key component of co-creation is centering events designed and led by residents, including **street design workshops, walk audits,** and **charrettes**. These events cement residents' ownership of the narrative surrounding their communities and the changes they wish to see.

### Land use, urban context, and transit-oriented development

The value of HCT lies in its ability to move large numbers of people at high frequencies. The land uses and development context around station areas are critical to realizing HCT's full potential. Higher density zoning allows for more people to live, work, and play in proximity to transit, while mixed use developments create a variety of destinations for people to access in one place. This makes transit a convenient and attractive option for large numbers of people, effectively reducing the number of trips needed to be taken by car.

There are many considerations when designing transit-supportive land uses and urban contexts, from local community support to government policies.

**Existing conditions and context.** Many communities feel strongly about the character and role of their neighborhood against the wider urban context, especially those who are at risk of displacement. Existing anchor institutions such as major employment centers or regional destinations will also heavily impact ridership potential. Understanding the needs and concerns of existing residents, businesses, and other stakeholders is crucial to project success.

**Future transformation potential as imagined under the 2040 Growth Concept and the community's vision for growth.** Planning solely based on the existing land use and urban context isn't enough, especially when considering the time and cost of developing transit infrastructure. Supportive land use decisions should be visionary in their approach, factoring in the unrealized potential for futher density or growth. Considering the long-term land use vision helps future-

proof HCT investments, ensuring the infrastructure can accommodate future needs, which can save resources in the long term.

**Supportive local planning and policies.** Local and regional jurisdictions can create the legislative space for transit-supportive decisions to be made. The state's Climate Friendly and Equitable Communities amendments to the Transportation Planning Rule require policies such as eliminating parking minimums with new development. Developing station area plans are an early action in corridor development that help tailor local zoning codes and policies to the local context and community-supported vision.

**Commitment to corridor** HCT delivers economic potential to entire corridors, and local jurisdictions should be on-board with the opportunities and impacts that will cascade along the route that transit services will take. This could mean matching local investments, zoning, and redevelopment opportunities to the rights-of-way and urban streetscape throughout the corridor.

#### Community stability and resilience

HCT infrastructure brings new and improved travel options to our region. HCT is an important element of our regional transit system and providing people with access to jobs and other opportunities. However, HCT investments can incentivize redevelopment of property along project corridors and have historically led to land value and rent increases. Taking intentional steps to prevent the displacement of local residents and small businesses, particularly those of lower income backgrounds and historically marginalized communities, is an important part of equitably investing in HCT. Building community resilience to change is a complex and multifaceted process and is not limited to one stage of an HCT project's lifecycle. Many elements should be put in motion during early planning, but require ongoing reassessment and engagement.

**Understanding demographic and market trends.** Trends in demographics and market indicators can identify whether a corridor is currently undergoing gentrification and displacement (residential and commercial), and help jurisdictions evaluate the potential risk for further gentrification and displacement that may accompany proposed transit investments, and prioritize policies and programs to mitigate potential impacts.

**Equitable development and affordable housing strategies.** Creating an equitable development framework that guides all land use and development planning in a project corridor helps a community evaluate its guiding principles to ensure that equity is an ongoing part of the planning and development conversation, and includes affordable housing and anti-displacement strategies. The Southwest Corridor Equitable Development Strategy and Equitable Housing Strategy (see callout below) are recent local examples. Metro's transit-oriented

development program is one resource providing funding to stimulate private development of higher-density, affordable and mixed-use projects near transit.

**Local anti-displacement policies and actions** Cities have policy tools that they can deploy to prepare for potential gentrification and displacement**.** Readiness for HCT includes steps to mitigate that risk through community input, partnerships with local organizations, and allocating funds to support or subsidize projects/programs. Metro is currently scoping an agency-wide, cross-departmental anti-displacement action plan that will also be a resource to regional partners looking to implement local strategies.

**Targeted support for small businesses** As communities change, small businesses benefit from outreach and designated support to ensure they understand the changing market, potential rent changes, and have access to programs that may help them stay in an area. Additionally, support is needed during construction to avoid disrupting local businesses and keep customers coming in the doors.

**Southwest Corridor Equitable Development Strategy and Equitable Housing Strategy**

Thanks to a Federal Transit Administration grant, Metro worked with partners from the community to explore how a proposed light rail and other investments in the Southwest Corridor could support community development and improve the quality of life for people of all incomes and backgrounds. This process built relationships among government and community members, employers, affordable housing providers, business leaders, philanthropic organizations and educational institutions. It established a new group, the Southwest Equity Coalition, and a pilot project grant program to support continued implementation of the strategy. One element nested within the broader effort is the Equitable Housing Strategy. A joint effort between the cities of Portland and Tigard, the strategy laid the groundwork for early actions to prevent displacement, and plan for more housing options and opportunities in the corridor. It also includes actions for building capacity in under-represented communities for advocacy and public involvement — one example being the SW Community Grants Program funding community-based partners to organize and engage low-income tenants related to affordable housing and transit issues.

These innovative tools can be replicated to create more equitable outcomes as greater Portland plans expansions to the HCT network.

**Planning for transit-oriented development**

Both Metro and TriMet are working on updates to transit-oriented development plans.

Metro's Transit-Oriented Development Strategic Plan Update is exploring opportunities for better implementing regional racial equity strategies and furthering climate mitigation and resilience goals, including contracting and workforce, community-based organization development partnerships, inclusionary investment decision-making, urban heat island mitigation design requirements, energy efficiency standards, and parking ratios and other traffic demand management incentives. The plan guides transit-oriented development program activities to acquire land and provide gap funding for nonprofit and for-profit private developers to support the construction of higher density buildings in areas served by frequent service bus, streetcar or light rail. Similarly, Metro's Affordable Housing Bond Program allocated 10% of its funds to a site acquisition program where access to transit was identified as the top desired nearby amenity by community.

TriMet's draft Regional Transit-Oriented Development Plan builds on the guidelines approved by the Board of Directors in May 2020 to provide clarity and structure to the Transit-Oriented Development Program. The plan includes information and guidelines for the inventory, evaluation and prioritization of TriMet sites in the transit-oriented development program. It details how TriMet promotes transit-oriented development across the region. Most importantly, the plan empowers communities and partners to provide feedback regarding where transit-oriented development projects are located, how sites are selected, and how decisions are made. The plan is designed to provide transparency to all elements of TriMet's transit-oriented development work and is focused on creating equitable transit-oriented development projects for everyone.

**Transit access: complete streets, safety, and mobility options**

Most transit trips begin and end with active transportation. The quality of access to transit stops and stations can make a marked difference in the usefulness of transit services. This means investing in the streetscape around transit station areas, completing pedestrian and bicycle networks and to HCT stations, and partnering with mobility service providers to ensure people can safely reach HCT services.

**Multimodal and Complete Streets** Completing the local sidewalk and bicycle facility network, providing wayfinding and street lighting will make it safer for all people to access transit. Promoting disability-friendly transit services means committing to Americans with Disabilities Act-compliant crossings, sidewalks, and curb ramps, as well as transit platforms that offer level boarding onto vehicles. Resources including the National Association of City Transportation Officials Transit Street Design Guide provide guidance on how city streets can be adapted to serve the needs of all people accessing transit facilities. The Oregon Department of Transportation has also developed updated guidance for accommodating all modes on state highways, the Blueprint for Urban Design.

**First and last mile mobility options** Bikeshare, carshare, circulator shuttles, and rideshare are all travel options that can be made available at HCT stations, allowing riders to easily switch between modes and complete the first or last part of their trips. Providing secure bicycle storage encourages bicycle owners to consider riding to and from transit. These travel options and amenities can be integrated with Complete Streets efforts and integrated into mobility hubs — locations where transportation services come together providing options for people to access and comfortably make connections to and from transit.

**Transportation demand management programs and policies**

For many people, driving (alone) is the default means of travel, especially if existing systems and policies incentivize and subsidize driving and parking. Transportation demand management programs seek to shift trips to travel modes such as transit, active transportation (walking and biking), and ridesharing through incentives that make them more attractive and feasible for everyday trips. A lack of knowledge and understanding of transit is a common barrier to transit use, making strategic distribution of transit information and resources an important element of transit success. Transportation demand

**Safe and healthy urban arterials**

Another focus area for the 2023 Regional Transportation Plan update is developing safe and healthy urban arterial roadways. State and local transportation agencies have been working to enhance safety on urban arterials for decades. While these corridors serve an important regional mobility function in connecting centers, they are typically more dangerous due to higher speeds, volumes and more travel lanes than minor arterials and are the most complicated roads to make improvements on because they require a lot of coordination and planning. Successful high capacity transit projects have illustrated the capacity of regional partners to coordinate effectively to complete complex, multimodal corridor projects. The safe and healthy urban arterial policy brief identifies strategic actions that regional partners can take to support developing urban arterials as complete streets and increase access to current and planned transit routes.

**Access to transit study**

An emerging trend in local transit services is using smaller vehicles that range from vans and shuttles to small buses with fixed to flexible routes to fill the gap between traditional bus and rail services, as well as local destinations. In some cases, these services use ride-hailing and other new technologies to provide on-demand micro transit services.

In close coordination with public transit service providers in the region, Metro will explore how these emerging trends improve transit access and convenience, and how they might fit into a broader strategy to fill gaps in transit service that connect people in more suburban areas. This study will make recommendations for consideration in the 2028 RTP update.

management programs come in many different shapes and sizes depending on design and context.

**Employer-based programs** Employers can offer commuter benefits such as subsidized transit passes or bikeshare credit instead of parking permits, which encourages employees to make their regular trips without their cars. Employers are also an important stakeholder to partner with in raising awareness of transit options, and encouraging ridership.

**Municipal and agency policies** Jurisdictions can manage parking supply and parking costs to support the competitiveness of transit. Parking policies that support transit include matching parking pricing to demand, shared parking between uses, unbundling parking from rental and for-sale residential and commercial space, and removing minimum parking requirements for new developments. Transportation wallet programs in the City of Portland are another successful example that incentivizes transit and active transportation use over driving and parking. Establishing parking districts around station areas can be a helpful policy and planning tool to achieve transportation demand management goals.

#### Transit affordability and fare programs

For lower-income people, the cost of transportation can be a substantial if not disproportionate financial burden. Per trip transit fares can be high especially for families and for those making frequent short trips. Part of making HCT accessible lies in establishing fare policy that enable more people to choose transit as a regular option. The following considerations can further help price transit competitively to make it an attractive choice for all riders.

**Student and youth fare programs** The majority of students are not in the workforce, and thus lack substantial regular income. Both TriMet and SMART offer reduced fares for students, including community college students. Portland Public School students can ride TriMet free during the school year and there are free summer programs. Partnering with schools, universities, and other community organizations can help publicize fare programs for young people, and encourage more to ride transit and navigate transit.

**Low-income fare programs** TriMet currently offers an Honored Citizen Fare Card, and people with low incomes can apply to use this fare with proof of income and government-issued ID to be submitted either through an online portal or at a designated enrollment location. While TriMet has taken numerous steps to make transit fares more accessible, barriers may still remain particularly those who lack access to a smartphone or availability during weekday business hours. Exploring partnerships with convenience stores and local retailers could help make low-income fare programs more accessible.

#### Transportation system management and operations

Improvements to the speed and reliability of transit services is one of the most crucial ways to make transit more competitive with driving. Convenience is a key value for many people, and this can be achieved by reducing bus travel times, making transfers more seamless, and providing real time information for people to plan their trips.

**Optimize existing transit network** Many local bus services connect neighborhoods to key corridors, providing a feeder service for HCT. Timing transfers and right-sizing the amount of line duplication will help increase the transit travelshed, optimizing transit coverage and enhancing the rider's experience.

**Transit priority treatments** The Portland Metro region's framework for speed and reliability spot improvements, known as the Better Bus Program, partners with local jurisdictions to make capital investments. Improvements such as transit signal priority, transit-only lanes, queue jumps, and optimizing bus stops can reduce the amount of delay that transit vehicles experience and improve overall travel times.

**Passenger information technology** Real-time passenger information, either presented in a mobile application or on station displays, allow passengers to know when a transit vehicle will arrive. Information is important in helping people make travel decisions, and reduces the uncertainty faced by passengers who are transferring between services.

### Project development and funding

#### Federal funding and eligibility

Federal funding will continue to be an essential component of HCT investment for many corridors in the Portland region. Some rapid bus projects could be delivered sooner and more cost-effectively if new revenues were available. FTA administers several Capital Investment Grants programs including Small Starts, New Starts, and Core Capacity grants. Roughly $2 billion is allocated annually across all FTA Capital Investment Grant programs:

- Small Starts projects must be less than $400 million in total cost and seek less than $150 million in total Small Starts funding
- New Starts projects are greater than $400 million in total cost and are seeking more than $150 million in total funding.

Projects must be commuter (heavy) rail, light rail, streetcar, BRT or corridor-based BRT — the primary difference being that rail and BRT projects with fixed-guideway investments must have more than 50% of the route in dedicated transit lanes or other separated right of way. Corridor-based BRT projects do not need to

have exclusive guideway, but must have other elements. To be eligible investments, projects must:

- involve a "substantial" investment on a single route within a defined corridor
- include defined stations
- include features such as traffic signal priority for buses, off-board fare collection, park and ride facilities, etc.
- have short headways, including a maximum of 15 minute headways all day on weekdays and for BRT only, a maximum 30 minute headways on weekends. Corridor-based rapid bus is not required to operate on weekends
- use a separate and consistent brand identity for the service.

Since 1986, the region has been very successful in obtaining New Starts and Small Starts funding through the FTA 5309 Capital Investment Grants program. Partnerships in the region have resulted in approximately $4.2 billion in transit investments, which includes $2.29 billion from the FTA 5309 Capital Investment Grants program and nearly $500 million from other federal sources. New Starts/Small Starts funding are a key part of the financial plan for major transit capital projects in the region. The FTA Capital Investment Grants program has historically contributed between 50% and 90% of project funding through Full Funding and Small Starts Grant Agreements.

Current assumptions and future projections for the 2023 RTP assume that Capital Investment Grants-eligible projects will pursue approximately 50% of project funding from the FTA 5309 New Starts/Small Starts program. This means that local matching funds must be allocated. Additional federal funding may be allocated to cover project costs through the allocation of financially constrained MPO-directed funding (e.g., Urban Surface Transportation Program, Congestion Mitigation and Air Quality, or Transportation Alternatives Program); however, total federal funding for a project cannot exceed 80% of the total project cost.

The local funding commitment typically includes contributions from state, regional and local projects partners. Contributions are discussed and budgeted during the planning and project development phases and range in type from dedication of right of way, lottery-backed bond proceeds, local improvement districts, general fund contributions and others. Non-federal funding contributions are negotiated project by project and typically consider facility jurisdiction, project needs and benefits and opportunities for partnership.

**Operations Funding**

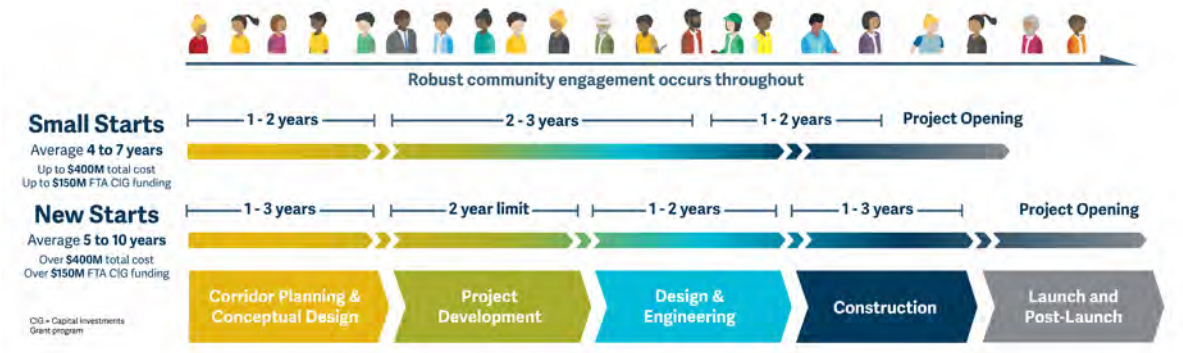
Funding to design and construct HCT corridors is only part of the funding story. Long-term funding is also needed for operations of HCT corridors – ongoing dollars to pay drivers, keep systems maintained, and supported. There are several dedicated sources of funding for transit capital projects, but fewer grant sources for ongoing operations. All HCT corridor projects will need to establish a solid

plan, working with TriMet and others, for long term operations and maintenance of these investments.

**Federal funding process**

Projects follow a stepwise process to obtain New Starts or Small Starts funding (Figure 18). The first major step in the process is submitting a request to formally enter Project Development to the FTA. Prior to making this request, project sponsors typically have completed early planning work in the corridor, have arrived at a locally preferred alternative, and may have started on the environmental review process. The National Environmental Policy Act process is the environmental review, which evaluates the environmental impacts of a project and documents the required mitigations. There is no specific requirement around completing certain activities prior to entering the project development phase.

**Figure 18. Small Starts and New Starts project development timelines**




The project development phase is when substantial design work and the National Environmental Policy Act process are completed, the Small Starts Rating application is submitted, and the funding commitments finalized prior to award of construction funding. Sponsors must show that they have funds available to complete this phase within a reasonable timeframe. FTA also requires submittal of additional information once preliminary design is completed, including a project management plan, refined cost estimates, identification of needed right of way, and completion of value engineering.

Once project sponsors have submitted information to support rating and evaluation of the project, FTA makes recommendations for which projects to fund in the Annual Report on Funding Recommendations. Funding is not guaranteed until Congress and the president have approved the funding requests. Typically, once a project makes it to the annual report, it will receive funding, though it may take several budget cycles to be allocated funding by Congress.

Project development includes:

- locally preferred alternative and RTP adoption, if not completed
- sufficient design and engineering

- National Environmental Policy Act clearance
- project evaluation and rating
- critical third-party agreements
- Requirement that 50% of non Capital Investment Grants funding is committed within 3 years of entering project development
- risk assessment/readiness.

Figure 18 shows a hypothetical timeline for an HCT project that uses federal Capital Investment Grants program funds after completing the process to get to project development. The process can take a minimum of 5 years to complete and typically extends to 7 or more years.

### Moving corridors forward

Figure 19 illustrates the general actions needed to prepare HCT corridors for and advance them through the development process to construction, categorized into five phases. Timelines for each phase will vary depending on project type and complexity.

1. **Pre-project** actions involve improving readiness.
2. **Corridor planning** including determining a preferred alignment and mode, early concept design, and applying to enter into the federal project development process, if applicable.
3. **Project development** includes advancing design, completing environmental review (e.g., National Environmental Policy Act) and securing project funding.
4. **Final design and construction** will result in a completed project.
5. **Post-project** actions may include fostering transit-oriented development, transit network changes, and anti-displacement actions

**Elevating local voices**

HCT investments don't happen without the leadership and engagement of local jurisdictions and partners. Local champions are needed to see projects through, all the way from "good idea" to station construction. Local partners are needed for the long haul, too – projects take years to come to fruition, meaning consistent engagement is key. Local champions and partners are also critical to ensuring transformative HCT invesments maximize benefits to the local community, and to guide approaches to mitigating potential impacts likes displacement.

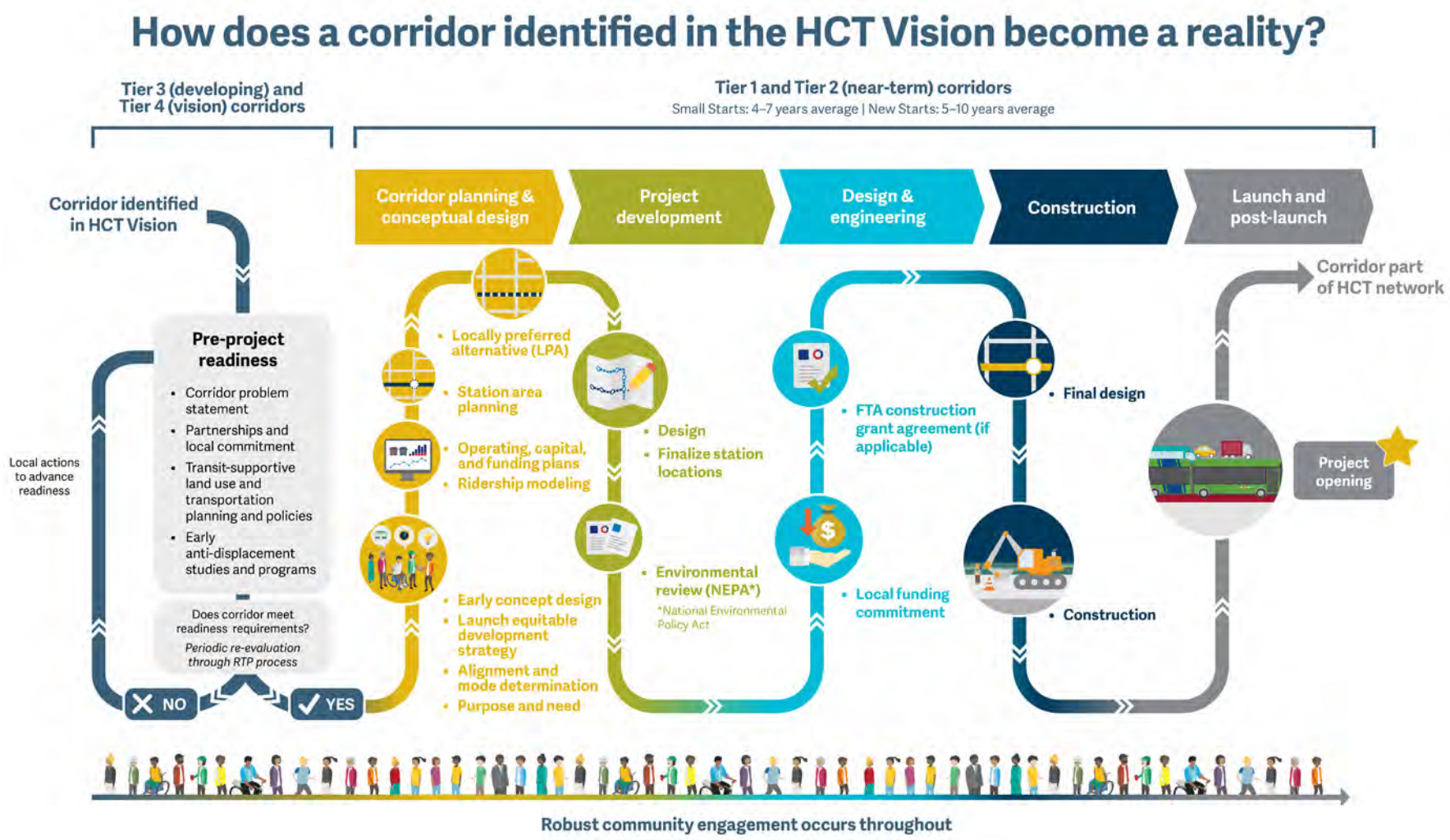
Figure 19 also illustrates conceptually where HCT corridors are in the project development lifecycle based on readiness tier.

**Tier 1** corridors are already in corridor planning and/or early project development actions.

**Tier 2** corridors are generally ready to proceed with HCT corridor studies, although they may be completing some readiness actions.

**Tier 3 and Tier 4** corridors, in general, are not yet ready to proceed. These recommendations focus on actions to increase the readiness of a given corridor including securing commitments from project partners and early land use planning.

**Figure 19. HCT project development lifecycle**



The general recommendations and actions needed to advance corridors based on readiness tier are broken out by 5-year increments below.

Tier 1 and Tier 2 corridors, in general, are ready to proceed with HCT studies and investment; the recommendations for these corridors are centered on concrete actions to further define the corridors, establish project champions and determine funding.

## Recommendations

### Tier 1 corridor advancement, near term

- Complete alternatives analysis and select locally preferred alternatives as appropriate.
- Complete NEPA process.
- Collaborate with local and regional partners, including Metro and TriMet, to determine funding approach.
- Foster continued community support and interest by providing regular updates to communities about the status of HCT investments.
- Collaborate with TriMet and Metro on sequencing of major HCT capital investments to ensure adequate staffing capacity is available to move projects forward.
- Collaborate with TriMet to determine operating funding and staffing needs to support the long-term operations of new HCT investments.
- Develop an equitable engagement and development strategy with key community stakeholders and Metro's Committee on Racial Equity.

### Tier 2 corridor advancement, near term

- Update functional classifications in transportation system plans to be consistent with the RTP design classifications to support implementing the 2040 Growth Concept and planned land uses. Commit to applying urban design standards (Blueprint for Urban Design, National Association of City Transportation Officials, Metro's Designing Livable Streets Guide, approved local standards) on identified corridors in policies and projects. Apply an outcomes and performance-based process that prioritizes safety, transit, walking and bicycling in trade-offs.
- Identify transit corridors in transportation system plans as candidates for HCT investment. Identify constraints or barriers that would need to be addressed to make the corridor "HCT-ready," such as freight designations, traffic volumes, and presence of cycling and walking facilities.
- Revisit land use plans and zoning to align higher-density uses with planned HCT corridors. Also consider development code and regulations that support transit usage, such as parking standards.

- Define corridor problem statement, refinement planning, and conceptual design to better understand the specific needs in the corridor and establish a shared vision with partners. There are usually corridor needs beyond the HCT investment – project partners must coordinate with other corridor planning processes to understand how improvements will be coordinated.
- Assess corridor against HCT Assessment and Readiness Criteria and make any needed adjustments to support Capital Investment Grants competitiveness.
- Begin identifying funding sources and/or commitments and engaging community about corridor transit needs.
- Build a coalition of local and regional stakeholders to support continued work on the corridor, including to support development of an equitable development strategy.

**Tier 2 corridor advancement, medium term**

- Conduct alternatives analysis to develop and vet HCT and related improvements that address the identified problems. Through this process, further define the preferred HCT mode, corridor termini, routing, potential station/stop locations, etc.
- Advance design work in support of alternatives analysis and NEPA.
- Gain further clarity on cost.
- Determine the locally preferred alternative with partners and community.
- Collaborate with Metro, TriMet, and partners to determine the appropriate funding approach. If federal funding is likely, review Capital Investment Grants program criteria and determine areas where the corridor could improve performance with respect to the criteria. This could mean additional changes to development code, adopting policies that encourage development of affordable housing, and others.
- Secure funding and start construction for projects.

Tier 3 and Tier 4 corridors, in general, are not yet ready to proceed. These recommendations focus on actions to increase the readiness of a given corridor.

**Tier 3 corridor advancement, near term**

- Identify transit corridors in transportation system plans and ensure roadway classification design supports transit-supportive elements. Identify constraints or barriers that will need to be addressed to make the corridor HCT-ready, such as freight designations, traffic volumes, and presence of cycling and walking facilities. As land use or comprehensive plan updates occur, consider how they can focus growth in key corridors to support HCT investment (and vice versa). Consider the presence of access to transit improvements and the mix of uses and destinations that are supportive of density thresholds that are

supportive of HCT and federal Capital Investment Grants funding program criteria. Consider how HCT would support the local land use vision.

- Develop corridor problem statements and corridor extents.
- Assess corridor against HCT Assessment and Readiness Criteria and look for opportunities to support readiness.
- Build a coalition of local and regional stakeholders to support continued work on the corridor.
- Invest in anti-displacement and housing stabilization before major transportation investments add displacement pressure.

**Tiers 3 and 4 corridor advancement, ongoing**

- Establish project champions, partnerships and political leadership.
- Create ridership development, land use and transit-oriented development plans for key centers and station areas.
- Assess financial feasibility. Conduct early analysis to understand how the corridor aligns with federal Capital Investment Grants funding program criteria and identify areas where improvement or changes are needed.

**Capital Investment Grants land use criteria**

The Capital Investment Grants program assigns a rating to each project based on multiple criteria, spanning land use to financial performance. In general, a project must achieve an overall "medium" rating to be considered for funding.

Capital Investment Grants funding criteria include specific thresholds for employment and household density that contribute to how well a project scores. Additionally, project sponsors must demonstrate that the investment will create new ridership above and beyond the existing corridor ridership.

**Lessons learned from Division Transit and The Vine**

Fourth Plain in Vancouver, Washington, and Division Transit in Portland, Oregon, are the first rapid bus routes in the region. As the trailblazers, there is much to learn from these projects in looking ahead to building out the rapid bus network.

**While rapid bus is a catalyst for other much needed investments in the corridor** (e.g., sidewalks, housing), there are trade-offs to consider when packaging these investments. To be most successful, these projects should focus on key gaps and mobility needs to be most competitive for federal funding and efficient with local match dollars. Cost capping can be an effective tool for pursuing rapid implementation. Being clear about these trade-offs when identifying an approach is critical at the outset of the process.

**Understand the problems rapid bus is trying to solve** Is it problems with capacity and full buses or with speed and travel time? Knowing that at the outset will help identify the right tools to focus on in the solution in order to set the project up for success.

**Determine what decisions need to be made and who makes those decisions** early on to improve processes and provide greater transparency. Create a funding strategy and address environmental, right-of-way and utility needs earlier than you think you need to. Engage community-trusted stakeholders in decision-making and provide a clear process of two-way communication to influence the process.

**Be context-specific in the approach used and the solutions considered** Rapid bus along Division may look different than rapid bus along Tualatin Valley Highway. Consider opportunities for bus only lanes that can carry more people, more efficiently on a congested corridor. Consider what future transfers might be needed or leveraged.

**Consider how transitioning to electric buses will factor into the needs of the future transit network** and how the network can respond to and create opportunities for more multi-modal trips (e.g., more spaces for mobility devices and bikes on board).

**Plan for a seamless continuity of service during construction** and identify a traffic control plan early on. Be clear with contractors on specifications and how to manage construction to avoid or minimize impacts to communities and businesses. Reach out early and often to communicate any impacts that are expected or do arise.

## Looking forward

The region's multi-decade investment in MAX light rail will continue to be the backbone of the regional transit system, connecting the central city and regional centers. As we look forward to advancing new HCT corridors to serve growing population and employment, while meeting our land use goals, new approaches like rapid bus present major opportunities. Rapid bus provides the benefits of HCT at a cost that is more in line with the current constraints on the regional funding landscape, as well as imparting benefits like lower construction complexity and lower risk of displacement. It provides an opportunity to broaden the network and expand connections to town centers and strengthen connections to regional

centers — allowing us to fill the gap where corridors are indicating a readiness for high capacity transit investment in their ability to further the region's mobility, safety, equity, climate and economy goals. This framework will inform future updates to the region's long-standing 2040 Growth Concept as we look toward continuing to support compact urban development.

However, in all cases, the best HCT mode for all corridors will be developed through robust corridor planning. Different HCT tools are appropriate depending on context; streetcar in urban corridors, light rail extensions to serve new centers, and rapid bus in constrained corridors, are a few examples. All of these approaches will be considered in light of evolving regional goals and other priorities, including the recently adopted statewide Climate Friendly and Equitable Communities rules, to influence what HCT tool is determined to best for the needs of a given corridor.

The strategy update renews our regional commitment to HCT as an essential tool for achieving many regional goals. To realize these investments and all the benefits they bring, the region will need strong partnership, local champions, and engaged communities to ensure HCT maximizes value to everyone in our region.

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

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

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

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Gerritt Rosenthal, District 3
Juan Carlos González, District 4
Mary Nolan, District 5
Duncan Hwang, District 6

**Auditor**
Brian Evans

600 NE Grand Ave.
Portland, OR 97232-2736
503-797-1700

April 2023

# **Appendix A**
# Summary of Outreach and Input

# Public and stakeholder engagement and consultation summary

High Capacity Transit Strategy Update
2023 Regional Transportation Plan

DRAFT April 2023

## TABLE OF CONTENTS

**Introduction** ..... **1**

Engagement Goals ..... 1

**Public Engagement Overview** ..... **2**

**Stakeholders** ..... **2**

Partner Jurisdictional Staff ..... 3

Partner Elected Officials ..... 3

Stakeholder Advisory Committees ..... 3

**Strategies** ..... **4**

**Milestone 1: Framework** ..... **5**

Milestone 1 Feedback Summary ..... 5

Milestone 1 Engagement Activities ..... 7

**Milestone 2: Vision** ..... **8**

Milestone 2 Feedback Summary ..... 8

Milestone 2 Engagement Activities ..... 10

**Milestone 3: Corridor Tiers** ..... **11**

Milestone 3 Feedback Summary ..... 11

Milestone 3 Engagement Activities ..... 14

**Milestone 4: Draft Strategy Update** ..... **15**

Milestone 4 Feedback Summary ..... 15

Milestone 4 Engagement Activities ..... 15

## INTRODUCTION

This report provides a high-level summary of the public and stakeholder engagement and consultation that was conducted to support the High Capacity Transit (HCT) Strategy Update for the 2023 Regional Transportation Plan (RTP). The project team organized or participated in dozens of outreach activities, and the feedback from these activities was used to shape and refine the HCT Strategy Update. This summary lists these outreach activities, outlines the groups of community members, stakeholders, and regional leaders that were involved, and summarizes the salient points of feedback received through the planning process.

HCT is a key element of the 2040 Growth Concept, a long-range plan adopted by the Metro Council in 1995. As a part of the 2023 RTP, the HCT Strategy will identify priority areas for investments that would provide the most benefit to the most people.

Public and stakeholder outreach for the HCT Strategy Update was closely coordinated with the overall planning and engagement for the 2023 RTP process.

Outreach for the HCT Strategy Update was built on a foundation of recent public and stakeholder outreach initiatives, including the 2009 HCT Plan, the 2018 Regional Transit Strategy, and the 2023 RTP Phase 1 scoping conversations, among others. The project team considered this feedback and engagement when deciding how to tailor outreach efforts for this Strategy Update.

### Engagement Goals

HCT engagement goals were the same as those for the broader 2023 RTP planning process, and are as follows:

- Learn about the transportation needs and priorities of communities across greater Portland.
- Reflect the priorities identified through community engagement and prioritize the input provided by communities of color, the disability community and communities with limited English proficiency, in the elements of the 2023 RTP that guide investment decisions.
- Build support for and momentum to achieve community-driven objectives and build public trust in Metro's transportation planning process.
- Strengthen existing and build new partnerships with local, regional, state and federal governments, Tribes, business and community leaders, academic institutions and historically underrepresented communities including Black, Indigenous and people of color, people with disabilities, people with low incomes and people with limited English proficiency, as well as youth and older adults for sustained involvement in decision-making.

The public engagement process was organized by four major milestones, which aligned with the development phases of the HCT Strategy Update. These milestones are described here, and detailed further below:

- **Milestone 1** focused on the policy framework for HCT and reflected on changes since developing the 2018 RTP.
- **Milestone 2** refined the network vision and discussed corridor readiness factors.
- **Milestone 3** reviewed the corridor prioritization, organized by "tiers," and evaluated whether the corridors meet the readiness factors.
- **Milestone 4** will gather feedback on the Draft HCT Strategy.

## PUBLIC ENGAGEMENT OVERVIEW

Feedback through the engagement and consultation process spanned a variety of topics, including general requests for service improvements, suggestions for improving access to transit, and interest in prioritizing specific corridors. However, several overarching themes emerged through the process. These include the desire to:

- **Improve regional HCT connections without routing through downtown Portland.** Demand to travel to the city center has been waning with the reduction in commuter traffic and the growth of other regional centers. Instead, people want to travel between regional centers directly, without passing through downtown Portland.
- **Improve safety and security while accessing and using the transit system.** Responses frequently mentioned concern for personal safety while riding transit, waiting at transit stops, and when traveling on streets and sidewalks to access transit stops.
- **Locate transit corridors and stops convenient for accessing job centers.** Responses affirmed that HCT access to employment opportunities is good for both employers and employees, improving access to talent and jobs.
- **Improve existing transit service.** Faster and more frequent service along existing routes would make transit more attractive to potential riders.
- **Align HCT investments with future tolling.** Feedback suggested HCT could provide an alternative to driving tolled routes, and could be a tool to mitigate traffic diversion.
- **Define clearly what HCT includes and HCT's objectives.** The public may not always understand what "high capacity transit" means or what it includes. A clear definition will help with planning efforts, and understanding its objectives will better frame the priority corridors.

## STAKEHOLDERS

Metro partnered with standing committees throughout the process, including:

**Agency Partners**

- City of Portland
- Clackamas County
- C-TRAN
- Multnomah County
- Oregon Department of Transportation (ODOT)
- Southwest Washington Regional Transportation Council (RTC)
- South Metro Area Regional Transit (SMART)
- TriMet
- Washington County

**Partner Jurisdictional Staff**

- Clackamas Transportation Advisory Committee (CTAC)
- East Multnomah County Transportation Committee Technical Advisory Committee (EMCTC TAC)
- Metro Technical Advisory Committee (MTAC)
- Transportation Policy Advisory Committee (TPAC)
- TriMet Committee on Accessible Transportation (CAT)
- Washington County Coordinating Committee Transportation Advisory Committee (WCCC TAC)

**Partner Elected Officials**

- Clackamas County Coordinating Committee (C-4)
- Washington County Coordinating Committee (WCCC)
- East Multnomah County Transportation Committee (EMCTC)
- Joint Policy Advisory Committee on Transportation (JPACT)
- Metro Policy Advisory Committee (MPAC)

**Stakeholder Advisory Committees**

- Active Transportation Return on Investment (ATROI)
- TriMet's Committee on Accessible Transportation (CAT)
- TriMet's Transit Equity Advisory Committee (TEAC)
  Included representatives from:
  - Africa House
  - Join PDX

- APANO
- Asian Family Center (a project of IRCO)
- Bus Riders Unite!
- Central City Concern
- Centro Cultural
- Clackamas Community College
- Clackamas Workforce Partnership
- Immigrant and Refugee Community Organization (IRCO)
- Latino Network
- Milwaukie High School
- Multnomah County Youth Commission
- Oregon Food Bank
- Portland Community College
- The Street Trust
- TriMet

## STRATEGIES

The project team consulted a broad spectrum of community members through various activities, as listed in Table 1. When practical, outreach for the HCT Strategy Update was integrated with activities for the 2023 RTP, including events, meetings, and surveys. At other times, outreach for the HCT Strategy Update was focused solely on HCT to target feedback related to the HCT vision.

**Table 1. Public and Stakeholder Engagement Overview**

| Activity | Events | |
|---|---|---|
| Online Surveys | 1 | Survey as part of an RTP survey (summer 2022). |
| | 1 | HCT online open house and survey (winter 2022-2023). |
| Focus Groups and Forums | 2 | Meetings with RTP Community Leaders Forum and Westside Multimodal Improvement Study Business Forum (joint events). |
| | 2 | Meetings with Clackamas County Small Transit Providers. |
| | 2 | Meetings with TriMet's CAT. |
| | 2 | Meetings with TriMet's TEAC. |
| | 2 | Agency Lessons Learned Focus Groups (one on Division Transit Project with Metro/TriMet and one on the Vine with C-TRAN). |
| | 1 | Business Focus Group *with representatives from the Gresham Chamber of Commerce, Tigard Chamber of Commerce, and Westside Economic Alliance.* |
| | 1 | Small Business Focus Group with ATROI. |
| | 1 | Meeting with Washington County Chamber of Commerce. |

| Activity | Events |
|---|---|
| Public Tabling Events with TriMet's *Forward Together* | 5 Events in Multnomah County: Rosewood Initiative (2 events), PCC Cascade, St. Philip Neri, and Fairview City Hall. |
| | 2 Events in Clackamas County: CCC Harmony (2 events). |
| | 3 Events in Washington County: Shute Park Library, Washington County Conference Center, and Muslim Educational Trust. |
| Advisory Committee Meetings | 6 HCT Working Group *convened with stakeholders from around the region, including Clackamas County, Multnomah County, Washington County, Portland Bureau of Transportation, TriMet, Portland Streetcar, C-TRAN, Oregon Department of Transportation, Southwest Washington Regional Transportation Council (SW RTC), and Metro.* |
| | 5 Meetings with WCCC. |
| | 4 Meetings with CTAC. |
| | 4 Meetings with EMCTC |
| | 4 Meetings with EMCTC TAC. |
| | 4 Meetings with JPACT. |
| | 4 Meetings with TPAC. |
| | 4 Meetings with WCCC TAC. |
| | 3 Meetings with C-4. |
| | 3 Meetings with Metro Council Work Sessions. |
| | 3 Meetings with MPAC. |
| | 3 Meetings with MTAC. |

## MILESTONE 1: FRAMEWORK

In Milestone 1, the project team introduced the HCT Strategy Update to the public, stakeholders, and leaders in the region. Outreach focused on shaping the HCT policy framework and considering regional transportation changes related to HCT since developing the 2018 RTP. Feedback was used to help shape the HCT policy framework.

### Milestone 1 Feedback Summary

Feedback from Milestone 1 highlighted a desire to strengthen the transit network with HCT connections between regional centers. Suggestions included growing the network to serve areas of expected growth and prioritizing equity areas with BIPOC (Black, Indigenous, and People of Color) communities. Feedback indicated the importance of making HCT accessible to people with mobility impairments and of providing pedestrian and biking connections to HCT stops. Safety and security were mentioned multiple times as a perceived barrier to transit use.

### Access to and from the Transit System

- Stakeholders emphasized how streets, transit stations, and transit vehicles need to be more accessible for people in wheelchairs. Station elevators are often broken, making the station inaccessible to someone using a wheelchair. Improve maintenance with existing elevators and provide ramps instead or to supplement elevators.
- Stakeholders suggested educating the community and Metro employees about disability and accessibility issues.
- Community members expressed concern about the existing biking and pedestrian connections to transit.
- Stakeholders expressed desire to improve transit connections at the ends of transit lines by connecting to other transit providers or to transit hubs.
- Stakeholders suggested improving amenities at transit stops toward the ends of transit lines to make them more comfortable for people who may be waiting a while.

### Environmental Impacts

- Stakeholders and regional leaders were interested in using HCT to help meet the requirements for Climate Friendly Equitable Communities.
- Stakeholders were concerned about transit's negative impacts to air quality and the climate crisis.

### HCT Network

- Regional leaders and stakeholders expressed a desire to connect regional centers without going through downtown Portland.
- Stakeholders suggested growing the transit network to support where people are traveling now and where the region is expected to grow, with a focus on areas zoned for mixed use.
- Stakeholders recommended prioritizing equity areas and areas with BIPOC communities.
- Regional leaders expressed a desire to improve WES Commuter Rail service as an HCT corridor and to extend it to Salem.
- Regional leaders expressed a desire to extend HCT along I-205 to Tigard Triangle, Wilsonville, and Tualatin.
- Regional leaders suggested using bus-on-shoulder (or light rail on ODOT right of way) to make connections on highways. They suggested pursuing funding from the Statewide Transportation Improvement Fund (STIF) and considering how it could align with congestion pricing.
- Stakeholders suggested considering effects from tolling when defining corridors.
- Stakeholders suggested connecting with Clark County.

- Stakeholders suggested creating an express light rail line to downtown Portland.
- Regional leaders mentioned that Powell Boulevard was not an attractive corridor because it had already been studied for HCT and was passed over.

**Planning for HCT Investments**

- Regional leaders recommended using this process to position for FTA funding.
- Stakeholders recommended focusing on outcomes as opposed to a specific mode.
- Stakeholders recommended coordinating with concurrent projects, such as the Westside Multimodal Improvements Study and the Climate Smart Strategy.
- Stakeholders suggested Metro incorporate restorative justice and BIPOC leaders in the planning process.

**Transit Service**

- Regional leaders and the public expressed desire for faster transit service. The public also expressed desire for improved frequency. Survey results revealed that travel time is the primary factor for deciding which transportation mode the public chooses for a given trip.
- Regional leaders suggested improving transit service to destinations as well as improving service in the outer areas of the region.
- Stakeholders expressed a desire for improving night and evening service to help employees get to and from late shifts.
- Stakeholders suggested that this would be a good time to improve transit to entice people back after COVID.
- Feedback was mixed on how to prioritize service improvements. Public comments suggested improving service on existing routes or corridors, while regional leaders emphasized prioritizing new routes where none currently exist.

**Transportation and Safety Concerns**

- Regional leaders and the public expressed concern about safety and security on transit.
- The public also expressed concern about safety and security while walking or biking.
- The public and stakeholders expressed concern about regional traffic congestion.
- Stakeholders suggested improving curb management to help local businesses. They suggested establishing dedicated loading zones and dedicated parking for mobile businesses and local residents.
- Stakeholders expressed frustration about the cost of transit.

## Milestone 1 Engagement Activities

Activities for Milestone 1 were conducted from June through October 2022.

- June 30 – HCT Working Group #1
- July 6 – EMCTC TAC
- July 7 – WCCC TAC
- July 13 – TPAC Intro and Overview
- July 18 – EMCTC
- July 20 – MTAC Intro and Overview
- July 26 – Metro Council Intro and Overview
- August 4 – Presentation to C-4 TAC
- August 10 – ATROI Small Business Study Listening Session
  *A listening session to assess the transportation needs of BIPOC business owners and business leaders as a follow-up to the ATROI Study conducted in the spring of 2021. Seventeen participants attended the two-hour session to share concerns and suggestions regarding accessibility, public transit, and other issues that affect their ability to do business.*
- August 15 – Presentation to WCCC
- August 16 – HCT Working Group #2
- August 18 – JPACT Intro & Overview
- August 24 – MPAC Intro & Overview
- September and October - RTP Public Survey 2
  *An online survey for the RTP open from September 7 through October 17, 2022. Questions in the survey helped inform the HCT Strategy Update, including questions about transportation needs and priority investment. The survey was available in 5 languages (English, Spanish, Vietnamese, Simplified Chinese, and Russian) and collected input from 1,191 participants.*

## MILESTONE 2: VISION

In Milestone 2, the project team shared the draft vision for the HCT Strategy Update. Outreach focused on refining this vision and better understanding what factors make a corridor ready for an HCT investment. Feedback was used to shape the initial tiers of corridors, which were later shared in Milestone 3.

### Milestone 2 Feedback Summary

Stakeholders, the public, and elected officials often had similar ideas for the HCT vision. Many expressed a desire to expand the transit service area, with a particular focus on more connections in Washington and Clackamas counties. People suggested connecting HCT investments to better serve equity populations and target employment hubs. Many were

interested in how HCT investments might relate to future tolling. The vision for HCT generally centered around an expanded network that provided faster trips to job centers while strengthening existing connections.

### Access to and from the Transit System

- The business community and stakeholders from Clackamas County suggested that shuttles could provide first- and last-mile transit connections.
- The business community raised concerns about congestion slowing drivers and creating problems for private shuttles that transport employees to work.

### Economic Considerations

- The business community, stakeholders, and elected officials expressed a desire to locate transit stops near job centers.
- Members of the public and business community mentioned that many people have security concerns on transit, which has led to business losses near the MAX.
- The business community mentioned that transit does not meet the needs of some job fields, such as construction, where workers need to carry tools.
- Stakeholders noted how HCT could act as a lever for future development and potentially aid in reaching the 2040 Growth Concept.
- A stakeholder stated that economic opportunity should be more fully reflected in HCT policies and objectives.

### HCT Network

- Elected officials, stakeholders, and the public asked for stronger north-south connections in Washington County and Clackamas County.
- Elected officials, stakeholders, and the public suggested expanding the transit service area to provide more people with the option to take transit.
- Elected officials wanted HCT corridor investments to be balanced through the three counties in the region.
- Stakeholders are interested in aligning HCT with future tolling.
- Stakeholders expressed interest in investing in HCT connections, including:
    - To Montgomery Park.
    - Along NE MLK Jr. Boulevard.
    - Along NE Halsey Street.
    - WES Commuter Rail.
    - To Lents.
    - Between Hillsboro and Wilsonville.
    - Within East Portland and Gresham.
- The public expressed desire for better connections between rail systems, particularly the Yellow Line and Red Line, and the Green Line and Orange Line.

**Planning for HCT Investments**

- Stakeholders and elected officials emphasized the need to support people with mobility challenges and People of Color in the planning and implementation process.
- Stakeholders emphasized that the HCT definition and objectives should be clear, and that people should know why HCT is needed in a particular corridor.
- Stakeholders mentioned the importance of partnering with cities early to improve collaboration and the quality of the future investment.
- A stakeholder mentioned that it was important to plan for continued transit service during the construction of HCT projects.

**Transit Service**

- The public and stakeholders expressed desire for faster transit speeds and suggested investing in prioritization, such as dedicated lanes, signal priority, bus-on-shoulder, and queue jumping.
- The public and stakeholders were interested in grade separation of transit to provide faster connections, including a tunnel through downtown.
- The public and stakeholders called for further investment in commuter rail.
- The business community and stakeholders raised concerns about insufficient frequency during non-peak hours.
- The business community mentioned interest in having more one- or two-seat rides to reduce transfers and increase ease of access to large campus sites for employees.
- A stakeholder wanted to measure HCT investments to see how they could improve current transit.

## Milestone 2 Engagement Activities

Activities for Milestone 2 were conducted from September 2022 through February 2023.

- September 27 – HCT Working Group #3
- October 4 – EMCTC TAC
- October 6 – WCCC TAC
- October 13 – HCT Working Group #3.5: Vision Workshop
- October 17 – EMCTC
- October 18 – Portland Community College Cascade Tabling
- October 19 – C-4
- October 19 – Rosewood Initiative Tabling
- October 19 – TPAC/MTAC Policy Framework and Vision
- October 20 – Shute Park Library Tabling

- October 24 – Clackamas County
- October 24 – WCCC PC
- October 26 – Clackamas Community College Harmony Tabling
- October 26 – MPAC Policy Framework and Vision
- October 27 – JPACT/Council Policy Framework and Vision Workshop Feedback
- November 8 – TEAC
- November 9 – Division Transit Project Focus Group
- November 10 – The Vine Focus Group
- November 17 – HCT Working Group 3.5 Vision Review Session
- November 30 – Clackamas County Small Transit Providers Meeting
- February 13, 2023 – Business Roundtable

## MILESTONE 3: CORRIDOR TIERS

In Milestone 3, the project team shared the draft prioritization of corridors to the public, stakeholders, and leaders in the region. The prioritization organized HCT corridors in four "tiers," as follows:

- Tier 1: near-term corridors.
- Tier 2: next-phase corridors.
- Tier 3: developing corridors.
- Tier 4: vision corridors.

Feedback was used to refine corridor priorities and finalize tiers.

### Milestone 3 Feedback Summary

Feedback from Milestone 3 was largely centered on corridor prioritization and refining the corridor alignments. Stakeholders and community members also suggested other improvements that would make transit a more viable transportation option, such as improved security, service, and amenities. Public input was largely supportive of the HCT vision, with a majority of survey respondents indicating they would use HCT more often if the vision were implemented.

#### Access to and from the Transit System

- Stakeholders emphasized how transit vehicles need to be more accessible, particularly articulated buses: not all ramps can be deployed for all-door boarding, these buses cannot accommodate courtesy stops during inclement weather, and they have reduced functionality for mobility devices.

- Community members suggested using wheel guides at bus stops to make it easier for buses to stop at a consistent location at the edge of the platform.
- Community members expressed a desire for improved pedestrian connections to transit.
- Stakeholders expressed concerns about sidewalk obstructions from people experiencing houselessness.

**Amenities**

- Community members expressed interest in amenities, such as better lighting, better ticket vending, real-time traveler information, better shelters, and more seating options for single riders.

**Economic Considerations**

- Regional leaders recommended talking to business leaders and thinking about density and jobs.
- Stakeholders recommended focusing on workforce development, especially with young workers who need transit to get from their schools to their jobs.

**Equity**

- Regional leaders expressed a desire for more north-south connections to improve options for underserved community members.
- Stakeholders mentioned that honored citizens can have difficulty finding priority seating.

**HCT Prioritization**

- Regional leaders suggested elevating the priority of certain corridors, especially:
    - OR 99W corridor.
    - WES Commuter Rail corridor.
- Regional leaders and stakeholders expressed support for the Southwest Corridor.
- Regional leaders and community members expressed desire for prioritizing HCT investments in WES Commuter Rail and for HCT improvements along 82nd Avenue.
- Youth community members prioritized locations and routes to improve transit connections, including:
    - Along 82nd Avenue.
    - To Clackamas Town Center.
    - Downtown Portland to Rockwood/Gresham.
    - Along Killingsworth Street.

- Public survey feedback indicated the Central City Tunnel, Interstate Bridge MAX, and Southwest Corridor as the top three HCT priorities for respondents.

**HCT Network**

- Regional leaders, stakeholders, and community members expressed desire for a light rail extension to Forest Grove.
- Regional leaders expressed interest in tolling, and specifically how HCT could align with tolling and expected traffic diversion.
- Regional leaders discussed transit improvements along Sunnyside Road and in Happy Valley.
- Community members expressed interest in improving regional HCT connections. Examples include:
    - A MAX line loop connecting all three counties.
    - Through Milwaukie, Oak Grove, and wider Clackamas.
    - Through Tigard, Tualatin, and Wilsonville.
    - More direct bus connections to Cully and Gresham.
    - Adding an express connection to Forest Grove.
    - Through Milwaukie, Oak Grove, and wider Clackamas.
    - Through Tigard, Tualatin, and Wilsonville.
- Stakeholders expressed interest in improved transit access to recreational facilities, medical facilities, and retirement communities.
- Stakeholders recommended connecting HCT with future housing trends and plans.
- Public survey results indicate strong support for the HCT vision, with 70 percent of respondents stating they would use the HCT network “somewhat” or “much” more often if the network looked like the planned vision.

**Transit Service**

- Regional leaders expressed an interest in other transit modes, such as shuttle service. They mentioned adding a shuttle service on the OR 99E corridor, as an example.
- Community members expressed desire for more frequent transit service and more FX2 buses.
- Stakeholders emphasized not removing regular transit as rapid transit is implemented.
- Stakeholders would like to evaluate how effective the Division Transit project improvements have been.
- Stakeholders expressed concerns with at-grade rail crossings for HCT, which can create reliability issues, and suggested a tunnel or car-free streets to improve HCT speeds.

- Community members expressed an interest in roadway improvements to bus lines to allow buses to more easily share the road with cars.
- Stakeholders suggested limiting MAX stops between Hillsboro and Sunset Transit Center to improve time travels.

**Safety and Security**

- Community members and stakeholders expressed concerns about safety and security. Community members mentioned safety and security is a significant barrier to young people taking transit.
- Community members expressed personal safety concerns eastbound from Hollywood Transit Center.
- Community members encouraged Metro to convene jurisdictions to improve roadway safety.

**Planning for HCT Investments**

- Regional leaders and stakeholders expressed interest in funding and emphasized being grant-ready.
- Stakeholders were interested in the assumptions used for modeling.
- Stakeholders recommended involving the Halsey business community in the small business focus group.
- Community members suggested Metro reach out to Sandy Area Metro (SAM) and the community in Sandy.
- Stakeholders shared concerns about funding transportation infrastructure.

## Milestone 3 Engagement Activities

Activities for Milestone 3 were conducted from November 2022 through February 2023.

- November 16, 2022 – TriMet CAT
- November 23, 2022 – HCT Working Group #4
- December 8, 2022 – TriMet CAT
- January 4, 2023 – EMCTC TAC
- January 5, 2023 – C-4 TAC
- January 5, 2023 – WCCC TAC
- January 9, 2023 – WCCC
- January 10, 2023 – TEAC
- January 11, 2023 – TPAC Workshop
- January 18, 2023 – C-4

- January 18, 2023 – MTAC
- January 18, 2023 – St. Philip Neri Tabling
- January 19, 2023 – Rosewood Initiative Tabling
- January 24, 2023 – Clackamas Community College Harmony Tabling
- January 25, 2023 – Washington Street Conference Center Tabling
- January 26, 2023 – Fairview City Hall Tabling
- January 30, 2023 – Washington County Chamber of Commerce
- January 31, 2023 – Verde Adult Focus Group
- February 2, 2023 – Verde Youth Focus Group
- February 2, 2023 – Business Focus Group
- January through March 2023 – HCT Online Open House and Survey
  *A public online open house and survey specifically for HCT was open from January 17 through March 15, 2023. The online open house shared the HCT vision and priorities. The survey asked participants if they supported the vision and what they would like to prioritize. The online open house was viewed over 800 times and the survey collected 354 responses.*

## MILESTONE 4: DRAFT STRATEGY UPDATE

In Milestone 4, the project team shared the Draft HCT Strategy Update along with the Draft 2023 RTP.

### Milestone 4 Feedback Summary

[PLACEHOLDER FOR FEEDBACK FROM MILESTONE 4]

### Milestone 4 Engagement Activities

[PLACEHOLDER FOR ACTIVITIES FROM MILESTONE 4]

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

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Duncan Hwang, District 6

**Auditor**
Brian Evans

600 NE Grand Ave.
Portland, OR 97232-2736
503-797-1700

# Appendix B
# Regional Transit Modes

| Mode | Aerial Tram | Intercity Rail | Commuter Rail HCT | Light Rail HCT | BRT HCT | Rapid Bus (Corridor-Based BRT) HCT | Rapid Streetcar HCT | Streetcar HCT [4] | Frequent Bus | Regional Bus | Vanpool, Microtransit, etc. |
|---|---|---|---|---|---|---|---|---|---|---|---|
| Level of Transit Prioritization (Speed & Reliability) | Full Priority<br>Fully dedicated space where transit vehicles run/operate that is not shared with general traffic. | Full Priority | Full Priority | Full Priority | High Priority (>50% Exclusive Guideway) | High to Moderate Priority | Full to Majority Priority | Moderate to Low Priority | Moderate to Low Priority (Spot Treatments) | Limited to No Priority | |
| Frequency | Most Frequent < 10 mins | Varies | Frequent (Peak Hours) 15-30 mins | Most Frequent ~ 10 mins | Very Frequent ≤15 mins | Very Frequent ≤15 mins | Very Frequent ≤15 mins | Frequent 15 mins | Frequent 15 mins | Less Frequent (Varies) | Less Frequent (Varies) |
| Market Demand/Activity Density [1] | Serves major activity centers | 35+<br>Connections between cities and regions | 25+<br>Serves medium or higher volume corridors with commute-oriented demand | 50+<br>Serves high volume corridors | 25+<br>Serves medium-high volume corridors | 25+<br>Serves medium-high volume corridors | 25+<br>Serves medium-high volume corridors | 25+<br>Serves dense urban areas | 12.5<br>Serves medium volume corridors | Serves low to medium volume corridors | To be addressed in Metro Access to Transit Study (2024+) |
| Passenger Capacity [2] | | | | | | | | | | | |
| Transit Access Shed | 1/2 Mile | > 1/2 Mile | 1/2 Mile | 1/2 Mile | 1/2 Mile | 1/2 Mile | 1/2 Mile | 1/3 Mile | 1/4 Mile | 1/4 Mile | |
| Stop/Station Amenities | | | | | | | | | | | |
| Capital Cost per Passenger [3] | | | | | | | | | | | |
| Operating Cost per Passenger [3] | | | | | | | | | | | |

1. people per acre
2. based on vehicle capacity and frequency
3. per passenger capacity
4. depending on context

# Appendix C
# Policy Framework Technical Memorandum

# Metro High Capacity Transit Strategy and Regional Transportation Plan Transit Update

# HCT Policy Framework – Regional Transit Network Policy Review

December 2022 - **DRAFT**

Parametrix

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# Table of Contents

**Page**

**Metro HCT Policy Framework - regional Transit network Policy Review ..... 1**
Introduction ..... 1
Plan and Policy Review ..... 3
HCT Definition and Policy Gap Analysis ..... 17

**Appendix A Peer Review Details**

# Table of Figures

**Page**

Figure 1 Regional Transit Network Policies in Relation to the RTP and Other Metro Plans ..... 2
Figure 2 Existing Regional Transit Policies and Relationship to 2023 RTP Outcomes and to HCT ..... 5
Figure 3 Regional, State, Federal Plan Hierarchy and Policy Summary ..... 7
Figure 4 Regional Plan Hierarchy and Policy Summary ..... 11
Figure 5 Selected Peers ..... 13
Figure 6 Regional Transit Network Concept ..... 17
Figure 6 What is High Capacity Transit? ..... 20
Figure 7 Characteristics of High-Capacity Transit ..... 21
Figure 8 Policy Framework Gap Analysis ..... 23

# METRO HCT POLICY FRAMEWORK - REGIONAL TRANSIT NETWORK POLICY REVIEW

## INTRODUCTION




In 2009, Metro adopted the first 30-year Regional High Capacity Transit (HCT) System Plan that guided investments in light rail, commuter rail, bus rapid transit and rapid streetcar in the Portland metropolitan region. The 2009 HCT Plan identified and ranked 16 corridors into four priority tiers using a multi-phase evaluation process and created the System Expansion Policy (SEP) framework for prioritizing future system expansion. The SEP framework is a process agreed to by Metro and local jurisdictions to advance high capacity transit projects as a regional priority. The framework:

- Identifies which corridors should move into the federal project development process
- Establishes a process for other corridors to advance toward development
- Measures a corridor's readiness for investment using targets such as transit supportive land use policies, ridership development plans, community support and financial feasibility.

In 2018 as part of the Regional Transportation Plan (RTP) update, the Regional Transit Strategy (RTS) was also updated and provided the following definition of HCT:

> *Our high capacity transit (HCT) system operates with the majority or all of the service in exclusive guideway. The high capacity transit system is meant to connect to regional centers and carry more transit riders than the local, regional and frequent service transit lines. HCT could include rapid streetcar, corridor-based bus rapid transit, bus rapid transit, light rail or commuter rail.*

The 2018 RTS also revised the SEP with a streamlined set of HCT Assessment and Readiness Criteria and updated the corridors included on the Regional Transit Network map. Finally, the 2018 RTS introduced the Enhanced Transit Concept (ETC), which improves transit speed and reliability on the

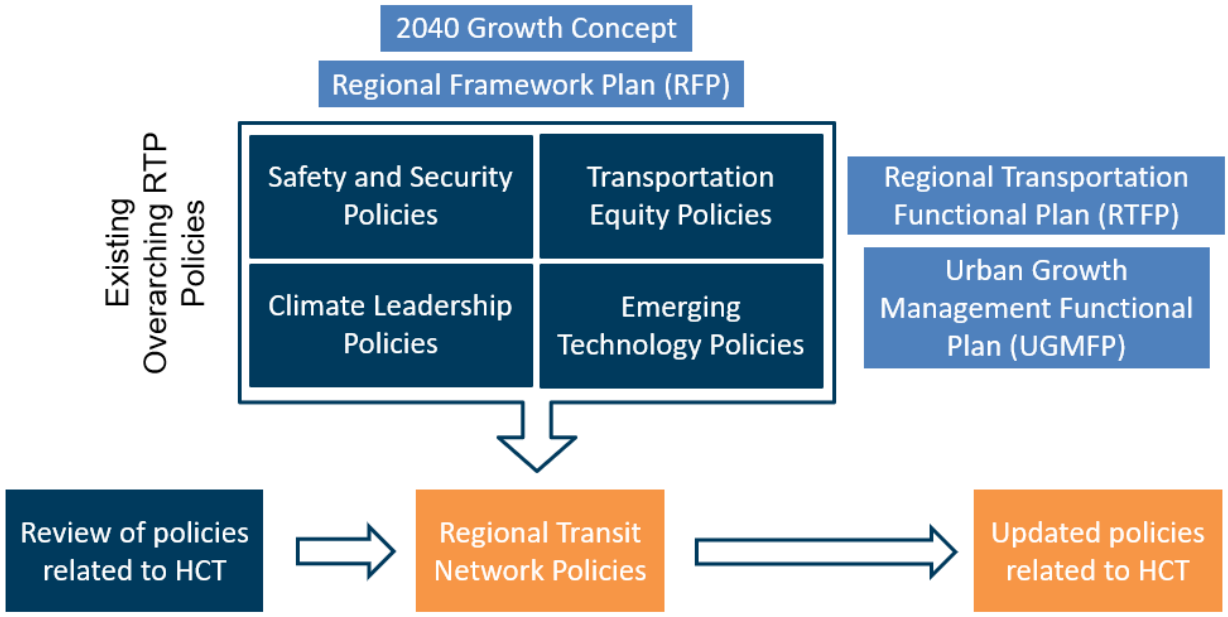
most congested existing and planned frequent service bus or streetcar lines. ETC is now known as "Better Bus."

As part of the 2023 Regional Transportation Plan update, **this HCT Policy Framework memo** provides an important first step in updating the Regional High Capacity Transit Strategy, a component of the Regional Transit Strategy. This memo focuses on a review of local, regional, state and federal policies as they relate to High Capacity Transit and suggests policy updates to reflect the region's current and future priorities and desired outcomes related to Equity, Safety, Climate and Mobility. To provide context and guidance as part of this policy review, this memo also identifies emerging trends impacting HCT and provides key takeaways from peer regions throughout the country. The suggested policy updates at the end of this memo will ultimately inform the evaluation criteria used to prioritize HCT corridors that will be included in the 2023 RTP update.

This memo focuses on reviewing and updating the existing transit-specific policies included in the Regional Transit Network, which will be an element of the 2023 Regional Transportation Plan. The 2023 RTP update continues to support the **2040 Growth Concept**, the region's long-range land use and transportation plan for managing growth, and the **Regional Framework Plan (RFP)** identifies regional policies to implement the 2040 Growth Concept. As part of Metro's code, two functional plans – the **Regional Transportation Functional Plan (RTFP)** and **Urban Growth Management Functional Plan (UGMFP)** – provide additional guidance to local jurisdictions to implement the policies in the RTP.

In addition to the transit-specific policies included as part of the Regional Transit Network, the RTP includes four overarching system policies related to **safety and security**, **transportation equity**, **climate leadership**, and **emerging technologies**. These policies will guide all other policies included in the RTP, including for High Capacity Transit. The relationship of each of the foundational plans that helped frame this policy review is summarized in **Figure 1** below.

**Figure 1 Regional Transit Network Policies in Relation to the RTP and Other Metro Plans**



The HCT Policy Framework memo is organized into the following sections:

- Existing Regional Transit Network Policies
- Regional, State, and Federal plans and policy review
- Local plans and policies related to HCT
- Current issues and trends, identified through regional, state, or federal plans or initiatives
- Long-range plans and policies in peer regions
- Other key issues and trends impacting transit infrastructure and investments

This memo concludes with suggested updates to the definition of HCT and considerations for updating and expanding the eight existing Regional Transit Network policies as they relate to HCT.

# PLAN AND POLICY REVIEW

## Existing Regional Transit Network Policies

This section provides a brief assessment of the existing RTP Regional Transit Network policies. **Figure 2** identifies:

- **A proposed "Headline" for each policy** that succinctly communicates the theme addressed.
- **Each policy's relationship to 2023 RTP priority outcomes**, which include Equity, Safety, Climate, and Mobility.[1]
- **Each policy's relationship to HCT**. The relationships are identified in one of three ways:
  - **Foundational to Role** of HCT in the region and the definition of HCT (Policy 4).
  - **Directs Investments** by directly influencing key evaluation/readiness measure(s) used for HCT decision making.
  - **Influences Outcomes** of HCT system investments.

Examples for how the policies were determined to relate to HCT include:

- Policy 1 can direct HCT investments to address disparities such as travel time for equity priority communities, through the criteria used to prioritize potential HCT projects. Policy 1 can also influence the outcomes of HCT projects through assessing displacement risk and putting into place partnerships and policies to prevent displacement.
- Policy 6 is not identified as directing HCT investments – using existing quality of the pedestrian and bicycling environment to prioritize investments may exclude projects that could help advance improvements. However, Policy 6 can influence HCT outcomes through improvements to walking and biking access around HCT stations in advance of or as part of a project.

[1] Metro, 2023 Regional Transportation Plan Update Work Plan, May 2022

Based on this assessment of existing Regional Transit Network policies, those that are most directly relevant to identifying and prioritizing HCT investments – and thus the focus of this memo – include:

- Policy 1: **System Quality and Equity**
- Policy 2: **Maintenance and Resiliency**
- Policy 3: **Coverage and Frequency**
- Policy 4: **High Capacity Transit**

The following two Regional Transit Network policies influence outcomes but are not foundational to the role of HCT nor direct investments:

- Policy 5: **Intercity and Inter-Regional Transit**
- Policy 6: **Access to Transit**

Finally, the last two policies are important to the overall transit network but are neither foundational to the role of HCT, direct investments, nor influence overall outcomes:

- Policy 7: **Mobility Technology**
- Policy 8: **Affordability**

**Figure 2 Existing Regional Transit Policies and Relationship to 2023 RTP Outcomes and to HCT**

| *Existing* Regional Transit Network Policy (2018 RTP) | *Proposed* Policy Headline(s) | 2023 RTP Outcomes | Relationship to HCT |
|---|---|---|---|
| **Policy 1:** Provide a seamless, integrated, affordable, safe and accessible transit network that serves people equitably, particularly communities of color and other historically marginalized communities, and people who depend on transit or lack travel options. | Service Quality and Equity | ☒ Equity<br>☐ Safety<br>☒ Climate<br>☒ Mobility | ☐ Foundational to Role<br>☒ Directs Investments<br>☒ Influences Outcomes |
| **Policy 2:** Preserve and maintain the region's transit infrastructure in a manner that improves safety, security and resiliency while minimizing life-cycle cost and impact on the environment. | Maintenance and Resiliency | ☐ Equity<br>☒ Safety<br>☒ Climate<br>☐ Mobility | ☐ Foundational to Role<br>☒ Directs Investments<br>☐ Influences Outcomes |
| **Policy 3:** Make transit more reliable and frequent by expanding regional and local frequent service transit and improving local service transit options. | Coverage and Frequency* | ☐ Equity<br>☐ Safety<br>☒ Climate<br>☒ Mobility | ☐ Foundational to Role<br>☒ Directs Investments<br>☒ Influences Outcomes |
| **Policy 4:** Make transit more convenient by expanding high capacity transit; improving transit speed and reliability through the regional enhanced transit concept. | High Capacity Transit | ☐ Equity<br>☐ Safety<br>☒ Climate<br>☒ Mobility | ☒ Foundational to Role<br>☐ Directs Investments<br>☐ Influences Outcomes |
| **Policy 5:** Evaluate and support expanded commuter rail and intercity transit service to neighboring communities and other destinations outside the region. | Intercity / Inter-Regional Transit | ☐ Equity<br>☐ Safety<br>☒ Climate<br>☒ Mobility | ☐ Foundational to Role<br>☐ Directs Investments<br>☒ Influences Outcomes |
| **Policy 6:** Make transit more accessible by improving pedestrian and bicycle access to and bicycle parking at transit stops and stations and using new mobility services to improve connections to high-frequency transit when walking, bicycling or local bus service is not an option. | Access to Transit | ☐ Equity<br>☒ Safety<br>☒ Climate<br>☒ Mobility | ☐ Foundational to Role<br>☐ Directs Investments<br>☒ Influences Outcomes |
| **Policy 7:** Use technology to provide better, more efficient transit service – focusing on meeting the needs of people for whom conventional transit is not an option. | Mobility Technology | ☒ Equity<br>☐ Safety<br>☐ Climate<br>☒ Mobility | ☐ Foundational to Role<br>☐ Directs Investments<br>☐ Influences Outcomes |
| **Policy 8:** Ensure that transit is affordable, especially for people who depend on transit. | Affordability | ☒ Equity<br>☐ Safety<br>☐ Climate<br>☐ Mobility | ☐ Foundational to Role<br>☐ Directs Investments<br>☐ Influences Outcomes |

Note: * A proposed change in policies would create a new policy around reliability

# Regional, State, and Federal Plans and Policies Related to HCT

This section identifies regional and statewide plans relevant to the HCT Policy Framework for the region. Similar to the previous section, each applicable policy in these plans is categorized by the Metro RTP outcomes (Equity, Safety, Climate, and Mobility) and its relationship to high capacity transit (HCT).

Other state or federal plans or initiatives that are relevant to the region's HCT Policy Framework were reviewed but were not included in the plan and policy review table:

- **Regional High Capacity Transit System Plan (2009).** This is the previous HCT plan for the Portland region, which is being updated through this effort, and is assumed to be reflected in more recent documents such as the Regional Transit Strategy (RTS).
- **Climate-Friendly and Equitable Communities (CFEC) Rulemaking (Ongoing)**. Rulemaking by the Department of Land Conservation and Development (DLCD) to strengthen transportation and land use planning for regions including the Portland Metro area; key outcomes including equity, climate, and housing will be addressed in the issues/trends section.
- **USDOT Equity and Justice40 in Transportation Planning**. Federal initiative to address racial equity and climate priorities, including delivering 40% of federal investments to disadvantaged communities; will be addressed in the issues/trends section.

**Figure 3 Regional, State, Federal Plan Hierarchy and Policy Summary**

| Plan | 2023 RTP Outcomes | Relationship to HCT | Considerations for Updating Regional Transit Network Policies (Foundational Considerations Bolded) |
|---|---|---|---|
| **Portland Metro Transportation System Management and Operations Strategy** | ☒ Equity<br>☒ Safety<br>☒ Climate<br>☒ Mobility | ☒ Foundational to Role<br>☒ Directs Investments<br>☒ Influences Outcomes | ▪ Harm reduction<br>▪ Alleviating transportation system disparities<br>▪ **Connecting people to goods, services, and places**<br>▪ **Equitable transit reliability improvements**<br>▪ Transit system resiliency |
| **Portland Metro and ODOT Regional Mobility Policy Update** | ☒ Equity<br>☒ Safety<br>☒ Climate<br>☒ Mobility | ☒ Foundational to Role<br>☒ Directs Investments<br>☒ Influences Outcomes | ▪ Land use and transit decision-making efficiency in movement of people and goods<br>▪ **Seamless, well-connected, low-carbon, convenient, and affordable mode share**<br>▪ **Transit system travel predictability and travel time reasonableness**<br>▪ Safe and comfortable mode share; equitable mobility experiences among Black, Indigenous, and People of Color (BIPOC) communities and people with low incomes, youth, older adults, and people living with disabilities |
| **Portland Metro Regional Freight Strategy** | ☐ Equity<br>☒ Safety<br>☐ Climate<br>☒ Mobility | ☐ Foundational to Role<br>☒ Directs Investments<br>☒ Influences Outcomes | ▪ Coordinating for seamless movement and better access, with less conflict with transit<br>▪ Delay reduction, with increases in reliability and improvements in safety, for reliable transit planning<br>▪ Integrating issues with planning and communicating movement issues<br>▪ Eliminating traffic fatalities and serious injuries caused with other modes |
| **Portland Metro Regional Transportation Safety Strategy** | ☒ Equity<br>☒ Safety<br>☐ Climate<br>☐ Mobility | ☐ Foundational to Role<br>☒ Directs Investments<br>☐ Influences Outcomes | ▪ Achieve Vision Zero goals using transit as a safety mechanism<br>▪ Safety investments to reduce speeds and speeding at high-risk areas, increase security, and reduce crime, with prioritization of vulnerable communities<br>▪ Equitable safety investments to benefit people with higher crash risk, such as vulnerable communities<br>▪ Safety increases across modes through planning, designing, constructing, operating, and maintaining the transit system with focus on speed reduction<br>▪ Avoidance of repeating and/or exacerbating safety issues<br>▪ Consideration of safety as an adequacy metric. |
| **Portland Metro Emerging Technology Strategy** | ☒ Equity<br>☐ Safety<br>☐ Climate<br>☒ Mobility | ☐ Foundational to Role<br>☒ Directs Investments<br>☒ Influences Outcomes | ▪ Accessibility, availability, and affordability of new technologies to progress equity<br>▪ Usage of new technologies to improve transit, providing shared modes regionwide, and supporting transit, biking, and walking<br>▪ Empowering travelers with data for planning, decision-making, and managing transit<br>▪ Advancing public interest by preparing for, learning from, and adapting to new technological developments |

| Plan | 2023 RTP Outcomes | Relationship to HCT | Considerations for Updating Regional Transit Network Policies (Foundational Considerations Bolded) |
|---|---|---|---|
| **Portland Metro Strategic Plan to Advance Racial Equity, Diversity and Inclusion (Racial Equity Framework)** | ☒ Equity<br>☒ Safety<br>☐ Climate<br>☐ Mobility | ☐ Foundational to Role<br>☐ Directs Investments<br>☒ Influences Outcomes | ▪ Engaging communities of color<br>▪ Hiring, training, and promoting a racially diverse workforce<br>▪ Creating safe, welcoming services, programs, and destinations<br>▪ Allocating resources to advance racial equity |
| **Portland Metro Climate Smart Strategy** | ☐ Equity<br>☒ Safety<br>☒ Climate<br>☒ Mobility | ☒ Foundational to Role<br>☒ Directs Investments<br>☐ Influences Outcomes | ▪ **Making transit convenient, accessible, and affordable**<br>▪ Making walking and biking safe and convenient<br>▪ Making streets safe, reliable, and connected<br>▪ Using technology to manage transit<br>▪ Providing information and incentives to increase mode share<br>▪ Securing funding for transit |
| **Portland Metro Regional Active Transportation Plan** | ☒ Equity<br>☒ Safety<br>☒ Climate<br>☒ Mobility | ☐ Foundational to Role<br>☒ Directs Investments<br>☒ Influences Outcomes | ▪ Making walking and biking the most convenient, safe, and preferrable choices for trips less than three miles<br>▪ Developing well-connected regional pedestrian and bicycle routes integrated with transit to prioritize safe, convenient, accessible, comfortable pedestrian and bicycle access for all ages and abilities<br>▪ Ensuring that regional transit and active transportation intersections equitably serve all people<br>▪ Complete the regional active pedestrian and bicycle networks where transit transfers are common<br>▪ Use data and analyses to guide transit and active transportation investments |

| Plan | 2023 RTP Outcomes | Relationship to HCT | Considerations for Updating Regional Transit Network Policies (Foundational Considerations Bolded) |
|---|---|---|---|
| **ODOT Strategic Action Plan 2021-2023** | ☒ Equity<br>☒ Safety<br>☒ Climate<br>☒ Mobility | ☐ Foundational to Role<br>☒ Directs Investments<br>☒ Influences Outcomes | ▪ Supporting equitable operations and policies and establishing an informed and inclusive culture<br>▪ Promoting opportunities through transit investments, such as by working with BIPOC communities, women, and other historically and/or are currently marginalized communities<br>▪ Utilizing the perspectives of people who reside in communities served by Metro and who are likely to be affected by Metro decision-making<br>▪ Investing in the protection of vulnerable communities from environmental hazards<br>▪ Preserving, maintaining, and operating a multimodal transportation system and achieving a cleaner environment<br>▪ Ensuring the safety of transit riders and operators<br>▪ Providing greater transit access and broader range of mobility options while addressing climate change<br>▪ Investing in transit as a mechanism to manage and reduce congestion<br>▪ Enhancing multimodal options<br>▪ Implementing road usage charging to ensure revenue to maintain and improve the transit system and manage congestion |
| **ODOT Climate Action Plan 2021-2026** | ☐ Equity<br>☒ Safety<br>☒ Climate<br>☒ Mobility | ☐ Foundational to Role<br>☒ Directs Investments<br>☒ Influences Outcomes | ▪ Integrating climate change and emissions reductions considerations in policy and investment frameworks<br>▪ Providing transit options to manage demand and reduce congestion<br>▪ Transitioning to an efficient transit fleet, supporting adoption of alternative fuels<br>▪ Maintaining and operating transit and recovering from climate impacts by using sustainable funding<br>▪ Increasing efficiency through investments in safety, and operations practices<br>▪ Utilizing sustainable products and fuels<br>▪ Reducing energy consumption, and reducing Metro's carbon footprint |

# Local Plans and Policies Related to HCT

In addition to reviewing regional, state, and federal plans and policies, relevant plans from or related to Metro area cities and/or counties were reviewed at a high level to document any policies that should be considered as part of the HCT Policy Framework. As shown in **Figure 4**, these plans included local transportation system plans (TSPs), comprehensive plans, or transit development/master plans (TDPs/TMPs), or HCT-specific plans, including the Clark County/CTRAN High Capacity Transit System Plan.

Specific plans that have recently been completed (or are currently underway) that relate to HCT and/or ETC include:

- Clackamas County completed its TDP in 2021.
- Washington County is conducting a Transit Study (completion anticipated in 2023), which will integrate the County's recent TDPs and shuttle planning study.
- The City of Portland developed the Rose Lane Vision in 2020 and the Enhanced Transit Corridors Plan in 2018, which are advancing projects to provide bus and streetcar lines with additional transit priority and help achieve the City's climate and transportation justice goals.
- TriMet is conducting the Forward Together Comprehensive Service Analysis, which will recommend a revised bus network concept to reflect shifts in ridership and travel demand that have occurred since the COVID-19 pandemic. TriMet also completed an Express and Limited Stop Bus Study (2021) to identify where these services could improve ridership and access to jobs, including for equity priority populations. These studies will shape the agency's FY2023 Service Plan.
- TriMet is also completing its first FX (Frequent Express) line in the Division Street corridor; Metro, TriMet, and the City of Portland are working on planning for the 82nd Avenue corridor; and TriMet is leading the Tualatin Valley (TV) Highway BRT Study, connecting Beaverton, Hillsboro, and Forest Grove, where TriMet's Line 57 operates today.
- The Southwest Corridor project, connecting downtown Portland with SW Portland, Tigard and Tualatin, has a Locally Preferred Alternative and Record of Decision from the FTA.
- Metro and TriMet are continuing the ETC program, now known as Better Bus, to improve transit speed and reliability across the region. Where the previous implementation of this program focused on the most congested locations on the system with the highest ridership, the next phase will look at other locations across the region to improve bus operations.

Outside of the TriMet service district:

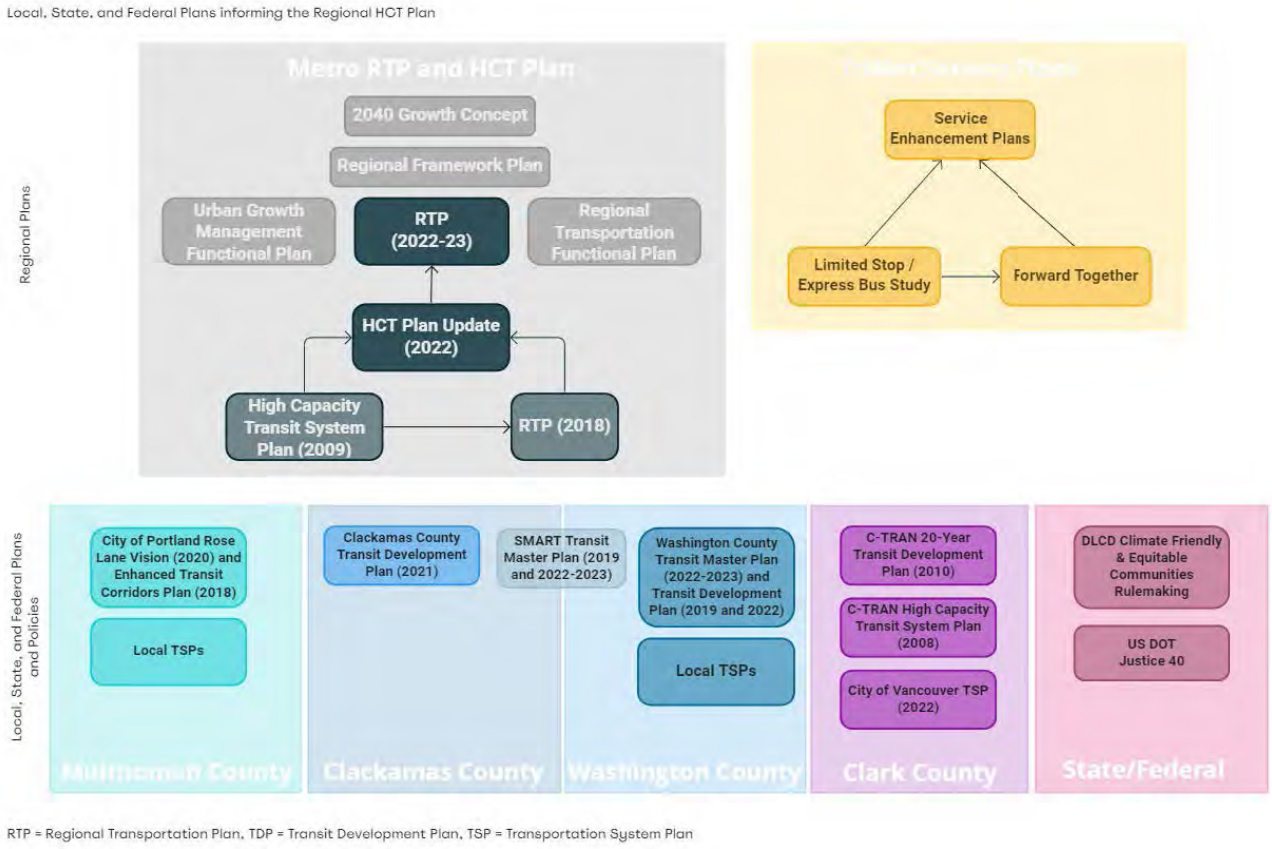
- The Interstate Bridge Replacement's Locally Preferred Alternative recommends a MAX Yellow Line extension from Expo Center across the Interstate Bridge to Evergreen in Vancouver, connecting to C-TRAN's Vine Bus Rapid Transit system.
- The City of Wilsonville (SMART) is updating its TMP (completion anticipated in 2023).

- The Clark County (C-TRAN) High Capacity Transit System Plan was completed in 2008; a TSP update for the City of Vancouver, which includes Enhanced Transit Corridors, is underway (completion anticipated in late 2022).
- C-TRAN has also completed development of several BRT corridors in recent years and others are in the planning stages.

As noted above, the Department of Land Conservation and Development (DLCD) has been conducting Climate-Friendly and Equitable Communities (CFEC) rulemaking, filed on August 22, 2022, to help local governments revise plans to reduce greenhouse gas emissions. Similarly, the US DOT has undertaken the Justice 40 initiative with a goal of delivering 40% of the overall benefits of federal investments in climate and clean energy, including sustainable transportation, to disadvantaged communities.

In addition to informing the HCT policy framework, these plans and studies can also be consulted to validate the universe of potential HCT projects considered in the HCT Plan update as well as inform criteria used in the evaluation.

**Figure 4 Regional Plan Hierarchy and Policy Summary**



# Review of Plans and Policies from Peer Regions or other Agencies

This section includes a high-level review of long-range planning documents from peer regions. The purpose of the peer review is to inform the HCT Policy Framework, but key findings from the peer review could also be utilized in other dimensions of the HCT Plan and/or RTP updates, such as the development of corridor evaluation criteria.

## Peer Identification

Key criteria for selecting the peer regions or agencies included:

- Preference for plans/policies developed after 2020 that address current issues and trends such as recovery from the COVID-19 pandemic.
- Identify high capacity transit in their goals and policies.
- Include/address multiple HCT modes (e.g., rail and bus).
- Potential HCT lessons learned related to RTP investment priorities (safety, equity, climate and mobility).
- Geographic distribution.

Thirteen regions were identified in **Figure 5** below (See also **Figure A-1 in Appendix A** for more detail). These were narrowed to seven for high-level consideration and the project team then focused on four peers for more detailed review.

**Figure 5 Selected Peers**

| Region | Agency | Document | Year Published | HCT Modes |
|---|---|---|---|---|
| Seattle | Puget Sound Regional Council (PSRC), and/or Sound Transit (ST) | Regional Transportation Plan (2022-2050) | 2021 | Link and RapidRide |
| | King County Metro | Metro Connects Long-Range Plan | | |
| San Francisco | Metropolitan Transportation Commission (MTC) and/or SFMTA/ConnectSF | Plan Bay Area 2050 | 2021 | BART, LRT (e.g., Muni Metro), BRT and RapidBus (e.g., Muni Rapid) |
| Los Angeles | LA County MTA (Metro) | Long Range Transportation Plan | 2020 | BRT and LRT |
| Minneapolis-St. Paul | Metropolitan Council | Transportation Policy Plan | 2020 | LRT and BRT |
| Austin | Capital Area MPO (CAMPO) | 2045 Transportation Plan (and Regional Transit Study) | 2020 | LRT MetroRail) and BRT (MetroRapid) |
| Boston | Metropolitan Area Planning Council (MAPC), Massachusetts Bay Transportation Authority (MBTA), The Greater Boston BRT Study Group | MetroCommon 2050 \| Better Rapid Transit for Greater Boston \| Focus40 | 2015-2021 | BRT (Silver Line and additional prioritized corridors) and LRT and Heavy Rail (Commuter Rail, Blue, Green, Orange, and Red Lines) |
| Philadelphia | Delaware Valley Regional Planning Commission | Connections 2050 \| StoryMap \| Policy Manual \| Process and Analysis Manual \| Major Regional Projects | 2021 | BRT, Streetcar, LRT, Heavy Rail, High-Speed Rail |
| | City of Philadelphia, Southeastern Pennsylvania Transportation Authority | The Philadelphia Transit Plan | | |

# Summary of Common Themes and Key Takeaways

Common themes and notable examples from the peer review are summarized below, organized by the four RTP priority outcomes. Examples include cases where policy shifts had a clear impact of prioritization criteria and plan outcomes.

- **Equity considerations for vulnerable communities and transit riders**
  - All peer regions have goals or objectives regarding the transit needs of women, people of color, people with low incomes, or people experiencing houselessness.
  - Direct feedback from community groups representing vulnerable populations (such as the Equity Cabinet for King County Metro) was critical in identifying specific policy areas to address in plan updates.
  - Many regions are also addressing affordability, such as through implementation of a means-based fare for low-income transit riders in the Boston region, funded with legislative support for consistent funding for operations.
  - All regions address how equity can be achieved by transit investments for priority communities, such as how communities access transit and destinations via transit.
  - In the City of San Francisco's ConnectSF program, the pandemic refocused investment priorities on serving essential trips citywide, including through quick-build capital improvements to maximize scarce resources. Model-based criteria used to prioritize investments (including access to jobs and services, ridership, cost-effectiveness, and travel time) looked at both equity priority communities and at low-income households earning below 200% of the federal poverty level, in addition to overall performance citywide.
- **State of good repair and safety / HCT system maintenance and reliability**
  - All regions seek to achieve safety goals in terms of how people wait for, access, or experience transit, some with a focus on Vision Zero targets systemwide.
  - 6 of 7 regions emphasize the need for transit infrastructure maintenance, preservation, reliability, or lifecycle expansion.
  - Prioritizing equity outcomes in the greater Philadelphia region included universal design and user experience, such as implementation of full ADA access, all-door boarding, safer and cleaner services, and better amenities at stops and for passengers.
- **System-level climate goals or objectives**
  - All regions specify climate goals or objectives that are part of other climate-related goals, such as stewardship or safety. Five regions prioritize a net-zero emissions transit fleet, such as procuring battery-electric buses and implementation of associated charging infrastructure, with a policy goal to achieve procuring 100% renewable electricity.

  - All regions prioritize VMT reduction goals, with Los Angeles and Philadelphia introducing concepts for VMT fees to generate revenue for transit investments and lower the dependence on the federal gas tax.
  - The urgency of addressing climate change was an impetus and key message around prioritizing transit improvements and related programs and initiatives, to attract additional trips to transit and other sustainable modes. For example, greater Boston has a goal to achieve a net-zero carbon region, which has an objective that all land travel is by carbon-free modes, such as walking, biking, and electrified public transit

- **Quality of service and mobility improvements for bus or rail**
  - All regions are pursuing bus or rail expansions or infrastructure improvements; for example, Seattle, Los Angeles, Boston, and greater Philadelphia have specific HCT and ETC enhancement goals, such as increasing the capacity of the transit fleet for new and existing services, expanding the HCT network to meet and respond to changing needs, or adding bus lanes and other features to speed up service and eliminate delay.
  - All regions emphasize the importance of transit and transportation system integration to expand travel choices and mode share; enhance local and regional transit connectivity; or improve transit frequencies, operations, or safety.

# Peer Review Details

Please see **Appendix A** for additional peer review details.

# Additional Key Issues and Trends

In addition to exploring how peer regions have structured their long-range transportation plans focused on HCT, it is important to note that several recent issues and trends have emerged over the past five years that are directly impacting local, state, and federal transportation policies. Metro and TriMet have recently summarized some of these issues and trends in separate but related memos: Metro Emerging Trends and TriMet Forward Together Emerging Trends. In addition, very recent policies related to climate change and the economy continue to shape how regions will adapt their transportation policies in the coming years.

The following is a summary of these issues and trends that were considered when conducting the HCT Policy Framework analysis:

- Transit service and ridership declines, including the decrease in peak commute demand
- Inequities and social justice
- Sustained reliance or preference for remote work
- Continued expansion of e-commerce
- Continued advancements in vehicle electrification (EVs and e-bikes)
- Issues with personal safety, especially for BIPOC riders
- Increases in severe and fatal crashes
- Increases in recreational cycling
- Challenges associated with agency recovery and innovation
- Continued gentrification and affordability issues, including people experiencing houselessness
- Inflation and increases in fuel prices
- Staffing shortages across many industries, including transit

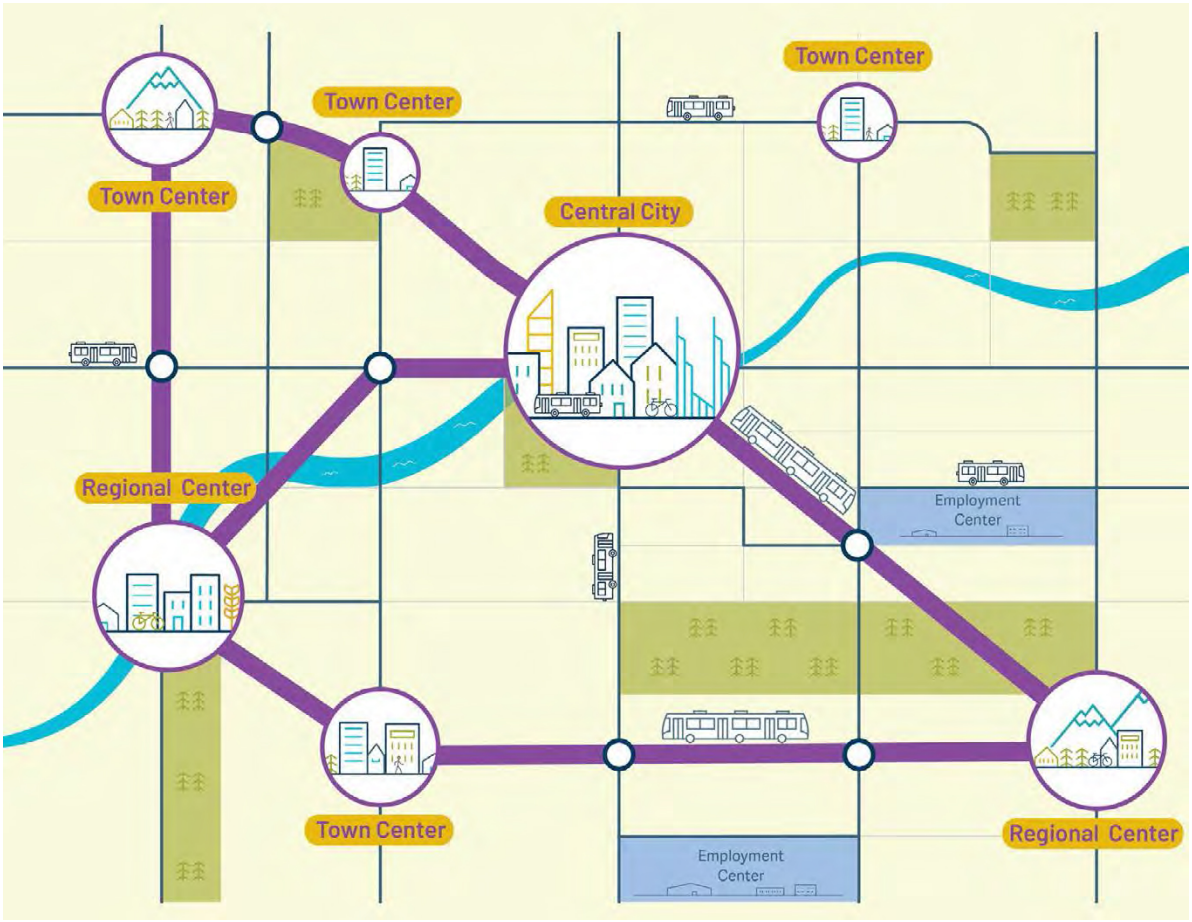
# HCT DEFINITION AND POLICY GAP ANALYSIS

The HCT Policy Framework Analysis concludes with considerations for how High Capacity Transit is defined in our region as well as considerations for updating the eight Regional Transit Network policies. This analysis considers not only the review of local, regional, state, and federal policies, but also key findings from the peer regions, as discussed above.

## High Capacity Transit Definition Considerations

The 2040 Growth Concept sets forth a vision for connecting the central city to regional centers like Gresham, Clackamas, and Hillsboro with fast and reliable high capacity transit (HCT), helping the region concentrate development and growth in its centers and corridors. High capacity transit carries high volumes of passengers quickly and efficiently, and serves a regional travel market with relatively long trip lengths to provide a viable alternative to the automobile in terms of convenience and travel time.

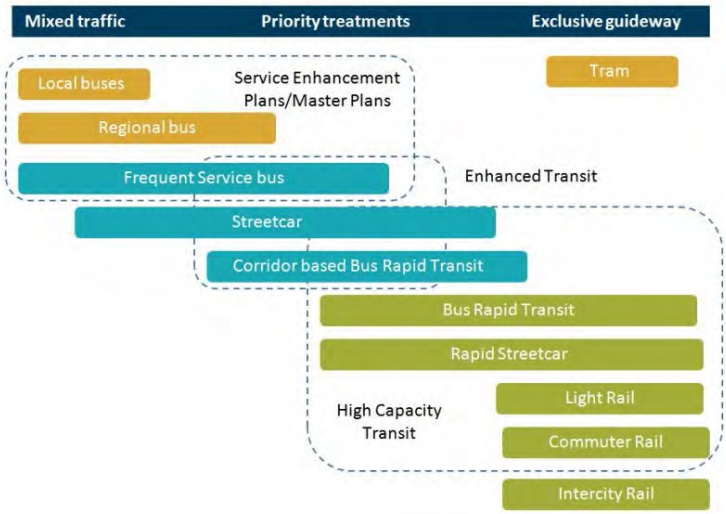
**Figure 6 Regional Transit Network Concept**



High capacity transit is defined in multiple places in the 2018 Regional Transportation Plan, including in the System Policies chapter (pages 3-77, 3-88), in Glossary of Terms (page G-4), and in the multiple sections of the separate Regional Transit Strategy. While there are minor differences in how HCT is defined, the following introductory paragraph is perhaps the most direct at defining HCT (from page 4-10 of the Regional Transit Strategy):

> **"Our high capacity transit (HCT) system operates with the majority or all of the service in exclusive guideway. The high capacity transit system is meant to connect to regional centers and carry more transit riders than the local, regional and frequent service transit lines. HCT could include rapid streetcar, corridor-based bus rapid transit, bus rapid transit, light rail or commuter rail."**

As illustrated in the following graphic (from page 4-6 of the Regional Transit Strategy), there is also some overlap between Enhanced Transit and HCT, where some streetcar or corridor-based Bus Rapid Transit applications could be considered either High Capacity Transit or Enhanced Transit. Other modes, including Commuter Rail, Light Rail, Rapid Streetcar and Bus Rapid Transit are exclusively defined as HCT. It is important to note that the term "corridor-based Bus Rapid Transit" is not fully defined in the 2018 RTP.




To clarify how we define High Capacity Transit, the following considerations are offered for this update of the High Capacity Transit Strategy:

- Consider leading with the *purpose* of HCT in the regional transit network, and to integrate equity into the definition by emphasizing that it connects *people* to regional centers
- Consider stating that HCT is *high-quality transit* (i.e., fast, frequent, safe, and reliable) before its physical attributes (operating with the majority or all of the service in exclusive guideway)

The first half of the HCT definition in **blue** could be updated as follows:

> **"The high capacity transit system is meant to serve as the backbone of the transportation network, connect people to**

> **regional centers *and major town centers* with high-quality service (fast, frequent, safe and reliable), and carry more transit riders more comfortably than the local, regional and frequent service transit lines. HCT operates in exclusive guideway, to the greatest extent possible, and could include light rail, commuter rail, rapid streetcar, streetcar, bus rapid transit, and corridor-based bus rapid transit"**

The last half of the definition in **green** emphasizes that HCT provides the needed capacity to serve the region's highest demand corridors with a variety of modes and levels of transit priority, ranging from light rail or BRT with "majority exclusive guideway" to corridor-based BRT or streetcar modes that have a mix of exclusive and shared right of way (such as the FX2-Division high capacity bus service).

## Enhanced Transit Concept (ETC) / Better Bus

Another important part of defining High Capacity Transit and reviewing the Regional Transit Network policies related to HCT is clarifying the role of the Enhanced Transit Concept (ETC), now known as Better Bus. ETC was introduced in the 2018 Regional Transit Strategy and is defined as follows (from page 4-9 of the RTS):

> ***The purpose of ETC is to improve transit speed and reliability on our most congested existing and planned frequent service bus or streetcar lines.***

The RTP Glossary further clarifies that:

- "Enhanced transit is a set of street design, signal, and other improvements that improve transit capacity, reliability and travel time along major Frequent Service bus lines…" (RTS page G-9)
- "…Enhanced Transit encompasses a range of investments comprised of capital and operational treatments of moderate cost. It can be deployed relatively quickly in comparison to larger transit capital projects, such as building light rail." (RTS page G-9)

While no changes to how ETC is defined are suggested, several policy considerations are provided to strengthen and clarify the role of ETC in the Regional Transit System.

## Transit Mode Characteristics and Relationships to Land Use

The graphic below identifies the transit modes that are part of the regional transit system, including their general service quality characteristics, and the land use density that is typically appropriate to warrant a capital investment in building a HCT project. The graphic identifies the characteristics of regional transit modes (both HCT and other modes serving the region) and shows which modes fall into the high-capacity transit category. It includes:

- **Transit Modes:**
  - HCT Modes: Commuter Rail, Light Rail, BRT, Corridor-Based BRT (e.g., RapidBus), Rapid Streetcar, and Streetcar; Streetcar may be considered HCT depending on the context
  - Non-HCT Bus Modes: Frequent Bus, Regional Bus
  - Other modes:
    - Aerial Tram, Intercity Rail
    - Vanpool, microtransit, etc. are included as potential modes to be considered in the future Metro Access to Transit Study.
- **Transit Characteristics:**
  - Level of Transit Prioritization (e.g., Speed & Reliability), Frequency, Market Demand, Passenger Capacity, Transit Access Shed, Stop/Station Amenities, Capital Cost (per passenger), Operating Cost (per passenger)

The following graphic illustrates the essential characteristics of high-capacity transit that work together to provide high-quality connections around the region, consistent with the HCT definition and vision.

**Figure 6 What is High Capacity Transit?**

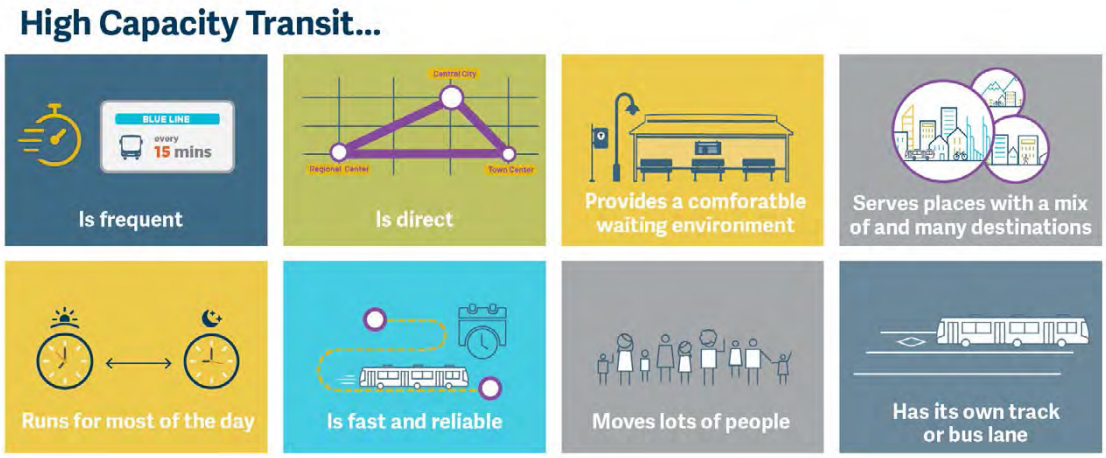
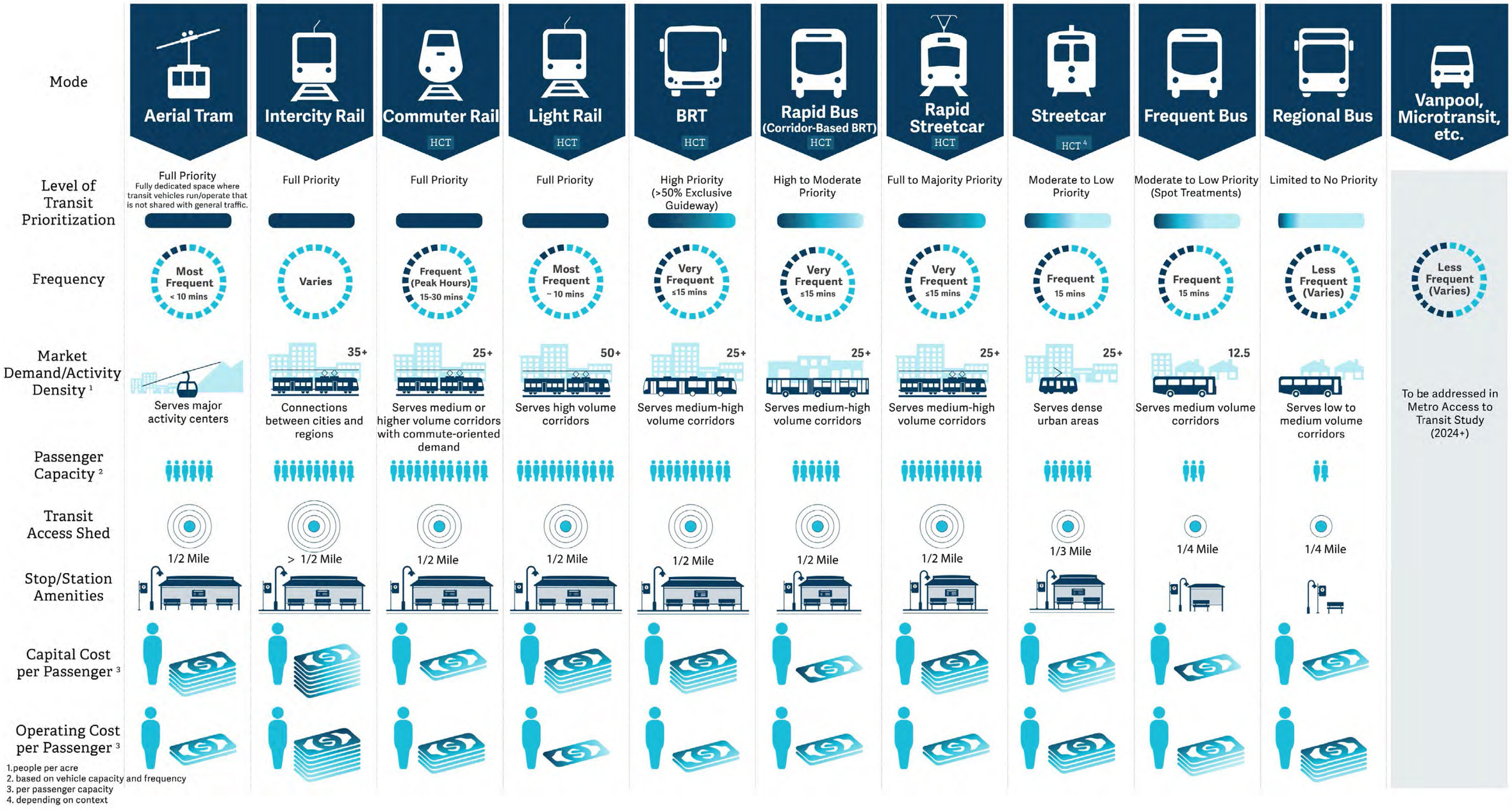


**Figure 7 Characteristics of High-Capacity Transit**




1.people per acre
2. based on vehicle capacity and frequency
3. per passenger capacity
4. depending on context

# Regional Transit Network Policy Considerations

Based on the review of local, regional, state, and federal plans and policies, as well as the peer review and overview of key issues and trends, several areas have emerged as a focus of the Regional Transit Network policy updates:

- **System Quality and Equity.** Equity has long been a priority in making transportation planning decisions in the region and was one of the overarching policies included in the 2018 RTP. The 2023 RTP includes equity as one of the four desired outcomes and all network policies will be updated to further strengthen equity as a regional priority. The importance of dignified, high-quality service should also be emphasized to make transit work for everyone. As such, **Policy 1: Service Quality** is updated and clarified; **Policy 2: Equity** is updated and separated into a new policy.
- **Climate change.** While climate leadership is one of the overarching policies from the 2018 RTP, and one of the desired outcomes for the 2023 RTP update, there are no specific Regional Transit Network policies focused exclusively on sustainability and the environment. A new policy (**Policy 3: Climate Change**) is proposed focusing on how the Regional Transit Network should address climate change.
- **Maintenance and Resiliency.** Reliability is integrated into **Policy 4: Maintenance and Resiliency** to better integrate it as a key outcome of a system that is preserved and maintained in a state of good repair.
- **HCT and ETC.** The current **Policy 4: High Capacity Transit** (renumbered to Policy 5) includes both HCT and ETC in a single policy. To strengthen and clarify the role of both HCT and ETC in the regional transit network, creating **Policy 7: Reliable and Enhanced Transit** addresses the separate role of ETC as a tool for increasing reliability of the transit system.
- **Clear policy headlines.** All of the suggested modifications to the Regional Transit Network policies focus on a primary theme, so simple headlines are offered for each.

**Figure 8** below lists each of the 2018 Regional Transit Network policies and provides suggested updates to the policies most related to high capacity transit.

**Figure 8 Policy Framework Gap Analysis**

| Existing # | Revised # | Proposed Headline | Existing Policy Text | Gaps / Considerations Addressed | Updated Policy Text Considerations |
|---|---|---|---|---|---|
| 1 | 1 | **System Quality** | *Provide a seamless, integrated, affordable, safe and accessible transit network that serves people equitably, particularly communities of color and other historically marginalized communities, and people who depend on transit or lack travel options.* | ▪ Separated existing Policy 1 into two policies<br>▪ Aligned with overarching Transportation Equity Policy 3<br>▪ Integrated quality of service into policy language | Provide a high-quality, safe, and accessible system that makes transit a convenient and comfortable transportation choice for everyone to use. |
| | 2 | **Equity** | | | Ensure that the regional transit network equitably prioritizes service to those who rely on transit or lack travel options; makes service, amenities, and access safe and secure; improves quality of life (e.g., air quality); and proactively supports stability of vulnerable communities, particularly communities of color and other historically marginalized communities.[2] |
| N/A | 3 | **Climate Change** | *N/A* | ▪ Strengthen policies to focus on transit's role in addressing climate change | Prioritize our investments to create a transit system that encourages people to ride transit rather than drive alone and to support transitioning to a clean fleet that aspires for net zero GhG emissions, enabling us to meet our state, regional, and local climate goals. |
| 2 | 4 | **Maintenance and Resiliency** | *Preserve and maintain the region's transit infrastructure in a manner that improves safety, security and resiliency while minimizing life-cycle cost and impact on the environment.* | ▪ Incorporated reliability into State of Good Repair | Preserve and maintain the region's transit infrastructure in a manner that improves safety, reliability, and resiliency while minimizing life-cycle cost and impact on the environment. |

[2] Historically marginalized communities are areas with high concentrations (compared to regional average) of people of color, people with low-incomes, people with limited English proficiency, older adults and/or young people.

| Existing # | Revised # | Proposed Headline | Existing Policy Text | Gaps / Considerations Addressed | Updated Policy Text Considerations |
|---|---|---|---|---|---|
| **4** | **5** | **High Capacity Transit** | *Make transit more convenient by expanding high capacity transit; improving transit speed and reliability through the regional enhanced transit concept.* | ▪ Align with equity and climate outcomes and HCT definition<br>▪ Reframe "convenient" around equity<br>▪ Revise description of capacity | Complete and strengthen a well-connected high capacity transit network to serve as the backbone of the transportation system. Corridors should generally be spaced at least one half-mile to one mile or more apart and serve mobility corridors with the highest travel demand. High capacity transit prioritizes transit speed and reliability to connect regional centers with the Central City, link regional centers with each other, and link regional centers to major town centers.[3] |
| **3** | **6** | **Coverage and Frequency** | *Make transit more reliable and frequent by expanding regional and local frequent service transit and improving local service transit options.* | ▪ Moved reliability and the Enhanced Transit Concept to a new policy (see Policy 7) | Complete a well-connected network of local and regional transit on most arterial streets – prioritizing expanding all-day frequent service along mobility corridors and main streets linking town centers to each other and neighborhoods to centers. |
| **3 and 4** | **7** | **Reliability** | *See Policy #4* | ▪ Created a separate policy focused on reliability that clarifies the role of ETC in the regional transit network | Through the Better Bus program, prioritize capital and traffic operational treatments identified in the Enhanced Transit Toolbox in key locations or corridors to improve transit speed and reliability for frequent service. |
| **5** | **8** | **Intercity / Inter-Regional Transit** | *Evaluate and support expanded commuter rail and intercity transit service to neighboring communities and other destinations outside the region.* | ▪ No proposed changes | |

[3] The regional "mobility corridor" concept refers to a network of integrated transportation corridors that moves people and goods between and within subareas of the region. These transportation corridors influence the development and function of the land uses they serve and are defined by the major centers set forth in the Region 2040 Growth Concept. High capacity transit, along with frequent bus service and pedestrian/bicycle connections to transit, play an important role in moving people in these corridors. (2018 Regional Transportation Plan, Section 3.4.1)

| Existing # | Revised # | Proposed Headline | Existing Policy Text | Gaps / Considerations Addressed | Updated Policy Text Considerations |
|---|---|---|---|---|---|
| **6** | **9** | **Access to Transit** | *Make transit more accessible by improving pedestrian and bicycle access to and bicycle parking at transit stops and stations and using new mobility services to improve connections to high-frequency transit when walking, bicycling or local bus service is not an option.* | ▪ No proposed changes | |
| **7** | **10** | **Mobility Technology** | *Use technology to provide better, more efficient transit service – focusing on meeting the needs of people for whom conventional transit is not an option.* | ▪ No proposed changes | |
| **8** | **11** | **Affordability** | *Ensure that transit is affordable, especially for people who depend on transit.* | ▪ No proposed changes | |

Notes:

Green – proposed update or addition

# Appendix D
## Level 1 Screening

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# DRAFT TECHNICAL MEMORANDUM

| | |
|---|---|
| DATE: | August 23, 2022; Revised August 31, 2022 ; Revised September 7, 2022; Revised October 10, 2022 |
| TO: | Ally Holmqvist, Metro |
| FROM: | Eddie Montejo, Parametrix<br>Ryan Farncomb, Parametrix<br>Kelly Betteridge, Parametrix<br>Sam Erickson, Parametrix<br>Oren Eshel, Nelson/Nygaard |
| SUBJECT: | Revised Corridor Evaluation Criteria |
| CC: | Project file |
| PROJECT NAME: | Metro High Capacity Transit (HCT) Strategy Update |

## 1 INTRODUCTION

The High Capacity Transit (HCT) System Strategy Update (HCT Update) project is reviewing and updating the region's HCT network vision. The original HCT Plan was developed in 2009 and has been updated several times since then, with the most recent review of HCT corridors occurring in 2018 as part of the Regional Transit Strategy. This memorandum documents the existing regional HCT corridor vision and proposes potential additional corridors for inclusion. The project team proposes evaluation criteria for screening candidate HCT corridors for inclusion in the regional HCT system vision as well as results of the initial screening.

### 1.1 Defining High Capacity Transit

For purposes of this project, "high capacity transit (HCT)" refers to the following modes and/or services:

- Bus Rapid Transit (BRT)
- Rapid Streetcar
- Light Rail Transit (LRT)
- Commuter Rail/Heavy Rail

Additionally, the HCT Update encompasses other high capacity or enhanced system elements including:

- Enhanced Transit Corridor (ETC) and "better bus" enhancements that enhance bus speed and reliability
- Frequent Service fixed route bus investments
- LRT operating improvements
- Other existing HCT corridor "state of good repair" investments

DRAFT

## 2 HCT CORRIDOR NETWORK UPDATE

The region's HCT system vision was established in 2009 in the original HCT System Plan. HCT corridor investments were identified and prioritized based on their readiness to proceed. This framework was updated as part of the 2018 Regional Transit Strategy. The HCT corridor investments identified in 2009 and updated in 2018 form the initial baseline of corridors that are considered as part of the 2023 HCT Strategy Update. The Strategy Update effort will retain corridors previously advanced, but will

- Update the "readiness" evaluation of each (see separate memorandum on readiness evaluation),
- Remove corridors from the Vision that have been constructed or are currently advancing, and
- Consider new corridors for inclusion in the Vision.

The project team then developed a comprehensive "universe" of potential HCT corridors that included the 2009 and 2018 corridors, as well as corridors identified as part of the T2020 regional ballot initiative. Finally, the universe of potential corridors also includes those proposed for future frequent bus service in the 2018 Regional Transit Strategy Vision. Frequent Service corridors operate at service levels of "15 minutes of better" much of the day and experience high transit travel demand. Frequent Service corridors represent natural corridors for considering HCT investments. Figure 1 shows TriMet's current Frequent Service network.

Figure 1. TriMet Frequent Service Network

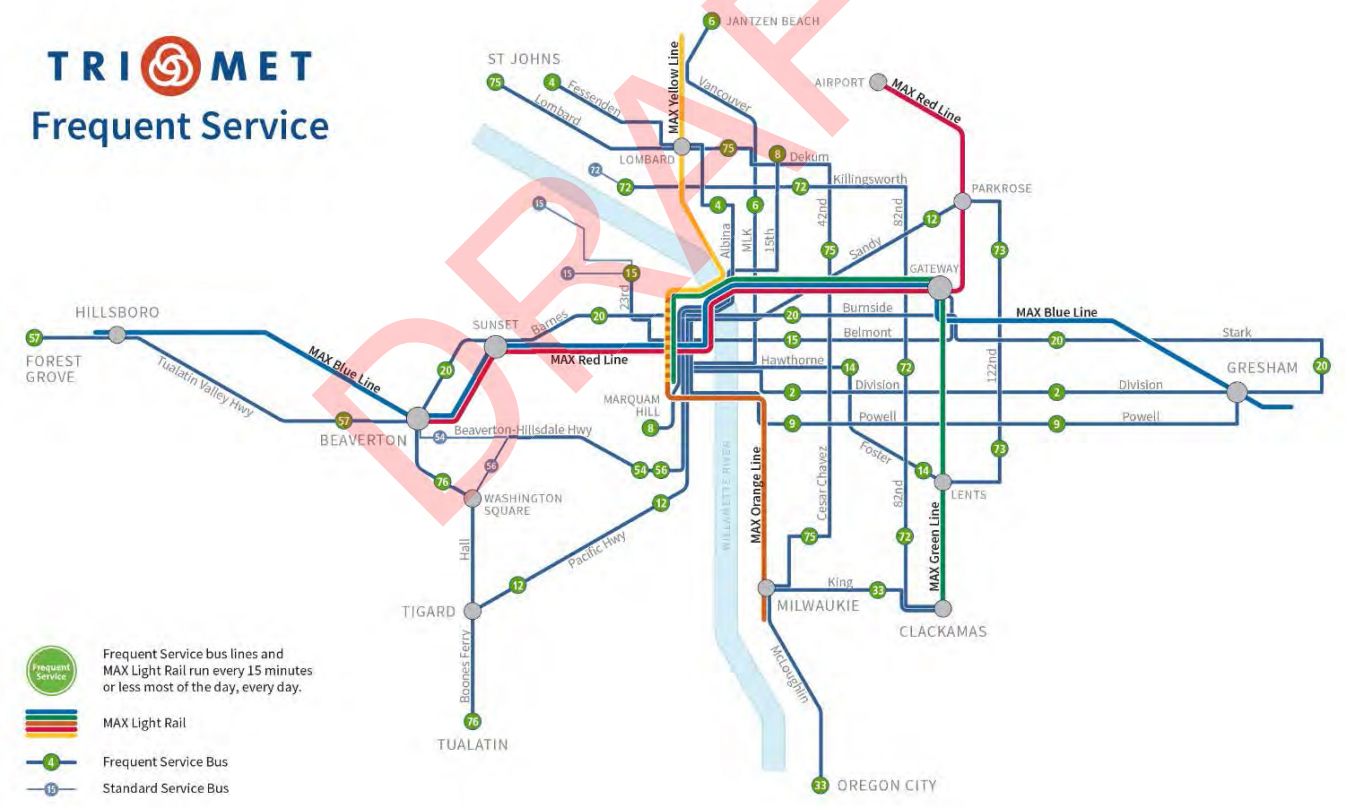
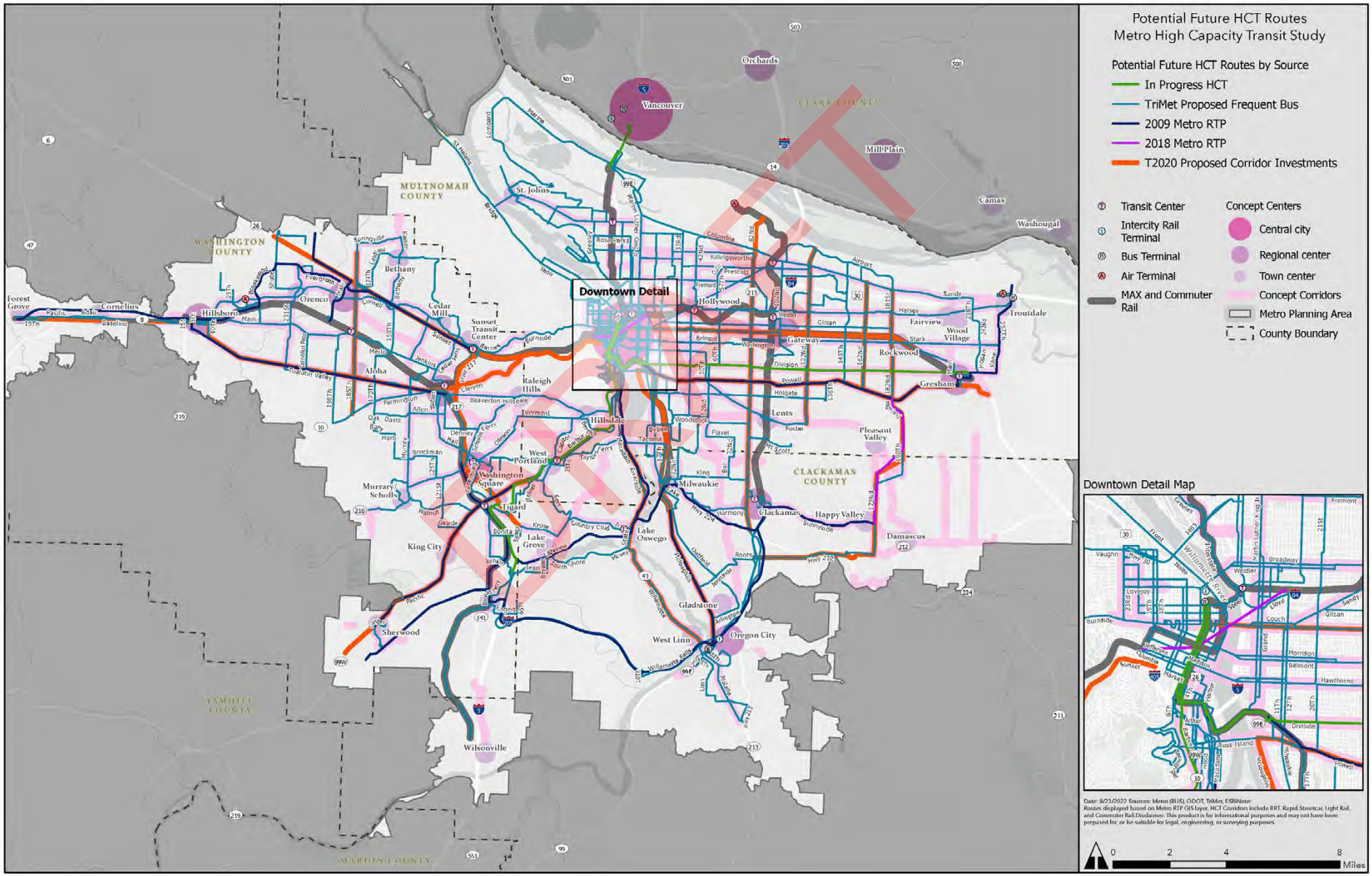



Figure 2 shows all potential HCT candidate corridors in the region. The corridors included in this figure represent the first draft of the HCT network vision that will be evaluated through the process described in this memorandum. In addition to the corridors shown in Figure 2, the project team will apply a standalone "big moves" analysis to identify additional corridors that should be considered for advancement.

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Figure 2. HCT Network - "Universe" of Corridors



# 3 APPROACH TO CORRIDOR EVALUATION

## 3.1 Draft Policy Framework

The corridor evaluation builds upon work completed to date for the Regional Transportation Plan (RTP) 2023 Update, which developed a draft updated policy framework based on a review of existing regional transit network policy as well as peer agency policies to identify gaps and priorities for HCT now and in the future. Building from this work, the corridor screening and evaluation criteria were developed to reflect the updated 2023 RTP policy framework to ensure that the analysis reflects current and future regional priorities and desired outcomes for HCT. Some of the key policy areas and drivers influencing the development of screening and evaluation criteria include focus on:

- **Developing specific policies to address equity and climate.** The screening and evaluation criteria evaluate corridor-level impacts to equity and climate based on the RTP draft policy framework. These equity and climate criteria will be used to prioritize investments in the HCT plan.
- **Connecting regional centers.** As part of the 2040 Metro Growth Concept, current RTP network policy focuses on HCT with a majority or all of the service in exclusive guideway connecting Regional Centers and City Centers. With the additional consideration of corridor-based HCT that includes many of the same elements, but without the majority exclusive guideway, an expansion of the network policy was proposed to connect Regional Town Centers to Regional Centers and the Central City. In that case, the evaluation criteria include a policy screen to ensure HCT investments connect Regional Town Centers to Regional Centers and the Central City.
- **Higher capacities.** The RTP currently defines HCT as carrying more transit riders than local, regional, and frequent transit lines. The screening and evaluation criteria consider a range of ridership and operational factors to identify corridors with the highest potential for needing greater transit capacity.
- **Frequency and reliability.** The draft policy framework is also focused on improving access to the regional network by making local transit more frequent, faster, and more reliable through the Enhanced Transit Concept (ETC). Although Enhanced Transit or "better bus" improvements may not always qualify as corridor-based HCT investments, ETC investments supports complimentary investments to HCT by improving access to regional transit, jobs, services, parks, and other essential destinations in the Metro area.

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## 3.2 Two-Phase Corridor Evaluation Process

The HCT Plan update will replicate the two-phase analysis process done in the 2018 HCT Plan. Level 1 refers to a corridor screening process, which applies criteria to sort and organize the initial universe of potential HCT corridors. As a first step, the screening process is intended to refine the universe of potential HCT corridors by identifying the lowest-performing corridors. The remaining corridors will then be evaluated using the Level 2 criteria and readiness evaluation. The Level 2 criteria and readiness evaluation will prioritize corridors into "tiers" based on the technical analysis and corridor readiness criteria. The following subsections summarize the draft Level 1 criteria; Level 2 screening and readiness criteria are documented separately.

### 3.2.1 Level 1 Corridor Screening Criteria

The Level 1 Corridor Screening Criteria is intended as a broad analysis step for sorting and screening out potential HCT corridors based on key evaluation criteria. The Level 1 analysis intentionally uses few criteria to home in on the most important characteristics for successful HCT corridors according to the draft policy framework The Level

1 Screening also includes a "Policy Screen" that refers toqualitative determinations about where to invest in future HCT based on feedback from the Project Management team and Working Group. For example, the Policy Screen pulls out corridors that are already substantially underway (i.e., advanced design or environmental work underway) such as the I-5 Interstate Bridge Replacement Program and Division Transit Project. Table 1 below summarizes the proposed Level 1 Screening Criteria.

Table 1. HCT Level 1 Corridor Screening Criteria

| Criteria | Approach to measurement | Data Source/Notes | Methodology |
|---|---|---|---|
| **Existing Ridership** | • Average Daily Boardings by Route (2019)[1] | • TriMet ridership data<br>• Meets HCT Plan (2018) Core Criteria<br>• Only applied to existing routes | • Assess TriMet Average Daily Boardings by TriMet Route IDs<br>• Aggregate route-level boardings and classify using 20th percentile breaks |
| **Future Ridership** | • 2040 Person Productions + Attractions of TAZs within ½ mile of corridors<br>• Average 2040 Person Productions + Attractions of TAZs within ½ mile of corridors[2] | • Metro Travel Model<br>• Meets HCT Plan (2018) Core Criteria<br>• Applied to existing and proposed routes<br>• Person trips account for all modes<br>• Productions + Attractions is a proxy measure for total activity | • Select TAZ boundaries within ½ mile of corridors as baseline geography for calculation<br>• Sum existing 2040 Person Productions and 2040 Person Attractions for selected TAZs as a proxy for total future activity for corridors;<br>• Calcualate the average of the sum of 2040 Person Productions and Attraction by TAZ to account for shorter corridors<br>• Aggregate route-level future productions and attractings using 20th percentile breaks |
| **Equity** | • Metro Equity Focus Areas (EFAs) – EFAs within ½ mile of corridors | • Metro RTP Update (2022)<br>• Meets HCT Plan (2018) Core Criteria<br>• Metro Equity Focus Areas are measured at the Census Tract Level | • Select Census Tracts within ½ mile of potential HCT corridors<br>• Identify Metro Equity Focus Areas (EFAs) within ½ mile of potential HCT corridors<br>• Aggregate route-level EFAs based on 20th percentiles |

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[1] The Level 1 Corridor Screen will screen existing routes and planned/proposed routes separately to account for the fact that planned/proposed routes do not yet have ridership. Existing average weekday corridor ridership (2019) was only factored into the scoring for existing routes.

[2] Summing the *total* productions and attraction of all TAZs within a ½ mile of corridors accounts for longer corridors with higher potential demand for trips along the length of the route. Using the *average* of the sum of productions and attractions by TAZ within a ½ mile of corridors accounts for shorter corridors that may have concentrated activity but lower total person trips.

| Criteria | Approach to measurement | Data Source/Notes | Methodology |
|---|---|---|---|
| **Policy Screen (Qualitative)** | • *Supports Metro Regional Concept:* Connects at least one (1) Town Center to a Regional Center/Central City.<br>• *Remove Duplicity:* Remove corridors where HCT improvements are already planned such as Interstate Bridge Replacement Program and Southwest Corridor.<br>• Remove C-TRAN routes, tram, and existing streetcar. Remove Division Transit since revenue service will start soon. | • Policy screens are conditional checks to qualify potential HCT routes from the starting universe of corridors. | • Qualitative assessment. Corridors are not scored based on the policy screen, but some candidate corridors will be eliminated based on the application of this criterion. |

The "Big Moves" analysis complements the approach for screening candidate HCT corridors (HCT Screening) for inclusion in the regional HCT system vision. The HCT Screening process analyzed existing and planned frequent service corridors as well as corridors identified through the original HCT Plan in 2009. However, since the screening is primarily based on corridors aligned with the existing TriMet service network, it may not identify travel "desire lines" where the existing transit network does not provide a convenient connection that people would choose for their trip. Applying another lens allows for assessing additional connections that may not have been identified through the screening process:

- where current and future travel demand are strong and
- where the current transit system does not provide a high quality connection.

This approach is documented in a separate memorandum.

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# Appendix E
# Level 2 and Readiness Evaluation

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# TECHNICAL MEMORANDUM

| | |
|---|---|
| DATE: | November 17, 2022 |
| TO: | Ally Holmqvist, Metro |
| FROM: | Ryan Farncomb, Kirsten Pennington (KLP Consulting), Oren Eshel (Nelson\Nygaard) |
| SUBJECT: | Approach to assessing HCT corridor readiness, modes, and tiering |
| CC: | Metro High Capacity Transit (HCT) Strategy Update |

This memorandum documents the proposed approach to determining high capacity transit (HCT) corridor "readiness," corridor ranking, and discussion of factors that will influence future mode choice in each corridor. Metro will use this assessment to shape the HCT Strategy update, including identifying which corridors are priorities for implementation. The approach in this memo builds on the evaluations conducted previously for the 2009 and 2018 iterations of the HCT Strategy.

## CORRIDOR READINESS EVALUATION

The prior *Revised Corridor Evaluation Memorandum* describes the overall approach to identifying the preliminary vision of possible HCT corridors and evaluating them through a two-step process. Corridors that emerge from this "Levell 1" screening, including previously identified corridors from 2009 and 2018 HCT system planning work that have not yet advanced, will be evaluated with this Level 2 screening. The Level 1 evaluation identified the preliminary HCT vision corridors that are subject to furtherscreening and evaluation. Corridors with existing regional commitments – such as Southwest Corridor LRT, 82nd Avenue, and the Interstate Bridge Project, will not be evaluated further and are assumed to be included in the final vision as "Tier 1" corridors (see Corridor Ranking section below).

This memo describes the Level 2 screening which focuses on corridor "readiness;" meaning, whether the right conditions are in place to support advancing a given corridor for HCT investment. The Level 2 criteria are shown in Table 1. Attachment A shows an example evaluation using these criteria. These criteria are refined based on the 2018 evaluation and include criteria related to climate and equity, among other RTP policy priorities, and federal funding. The project team added these criteriato reflect regional policy priorities.

The federal funding criteria are based on the Federal Transit Administration's (FTA) Capital Investment Grants (CIG) program. This program is the most substantial non-local source for HCT funding in the Portland-Vancouver region and has funded many HCT investments, including much of the existing LRT system. Because of the outsize influence this program has on funding viability, the Level 2 screening criteria were revised to reflect the CIG program's criteria, thereby helping to ensure readiness of project corridors.

Table 1. Level 2 Corridor Evaluation Criteria

| Criteria | Measure | Data Source/Notes | Methodology |
|---|---|---|---|
| Transit Travel Time Benefit | Ratio of personal vehicle travel time to transit travel time | HCT Plan (2018) Core Criteria<br>Meets Section 5309 Capital Investments Grants (CIG) Small Starts Program "Mobility Improvements" | The team will compare the average travel time at 3:00 PM on a typical weekday for personal vehicles versus transit; the higher this ratio, the greater the opportunity to improve transit travel times. |

| Criteria | Measure | Data Source/Notes | Methodology |
|---|---|---|---|
| | | Travel model data | |
| Productivity + Cost Effectiveness | Existing boardings per revenue hour in a given corridor<br>Capital Cost per Rider (range to account for modal options) | HCT Plan (2018) Core Criteria<br>Input to 5309 Capital Investments Grants (CIG) Program "Cost Effectiveness" measure | Boardings per revenue hour will be calculated based on 2019 and modeled 2040 boardings and transit revenue hours.<br>Capital cost per rider will be presented as a range, based on average per-mile costs for two HCT modes (LRT and BRT). |
| Environmental Benefit | Change in GHG emissions associated with HCT investment in a given corridor. | "Reduction in emissions" meets HCT Plan (2018) Core Criteria<br>VMT used as key performance measure in Metro 2021 TSMO Strategy | Using established transit elasticities, estimate the change in ridership that is likely occur in a given corridor by investing in HCT and the corresponding change in auto VMT that would be expected. Convert this change in VMT to GHG emissions using an average fleet emissions factor for year 2030. |
| Equity Benefit | Access to employment – Essential Jobs and Essential Services by Census Block within ½ mile of corridors<br>Relative proportion of historically marginalized populations in each corridor, based on Metro's Focus Areas | TriMet and Metro Essential Destinations data.<br>Remix Online Tool for Existing Routes<br>Consider specific impact to in-person jobs in the region (data from TriMet *Forward Together* project) | The team will rely on data from TriMet's Forward Together program. Forward Together included location analysis of in-person jobs in the Metro region. The team will assess the relative number of in-person jobs within ½ mile of corridors using 20th percentiles.<br>The relative proportion of historically marginalized populations within ½ mile of each corridor will be reported. |
| Land Use Supportiveness and Market Potential | 2040 Population Density by TAZ within ½ mile of corridors<br>2040 Employment Density by TAZ within ½ mile of corridors<br>Presence of higher education institutions, multi-family and affordable housing | Metro Travel Model<br>HCT Plan (2018) Core Criteria "Land Use Supportiveness and Market Potential"<br>Meets Section 5309 Capital Investments Grants (CIG) Small Starts Program "Land Use" and "Economic Development" criteria | Using existing 2040 Metro travel model data, the team will develop population densities within ½ mile of each corridor and rank by 20th percentiles. The project team will also provide for purposes of comparison the average density within 1/2 mile of (1) the average existing frequent service bus line and (2) average light rail line.<br>The same approach will be applied for total employment within ½ mile of the corridors.<br>The presence of multi-family and affordable housing, and higher education institutions will be applied as an additional land use check. |

### Jurisdictional Readiness Evaluation

After screening the corridor with the quantitative criteria, the project team will conduct a "jurisdictional readiness" evaluation to provide additional context. This next evaluation will be conducted on those corridors that score highly on the quantitative evaluation. This evaluation will be qualitative and based on the following factors:

- **Documented community support**, as determined by inclusion of a given corridor in local plans, supportive language in local Comprehensive Plans, etc.
- **Political support,** as determined by an identified jurisdictional "champion" for a given corridor. HCT corridors require strong political support and usually a local agency(s) that is strongly supportive of the project and that will maintain that support over the longterm.
- **Transit-supportive local policies**, such as those encouraging multifamily housing, minimum land use densities, mixed uses, affordable housing, employment, and other areas.
- **Local anti-displacement strategies or policies**
- **Identified local funding** for implementation (either as match or as a locally-funded project).
- **Physical conditions in the corridor,** looking at the likely availability of ROW broadly within a given HCT corridor or the need for mobility solutions that could require additional ROW within a high travel and constrained corridor; known environmental constraints, and presence of sidewalks and cycling facilities. Corridors with major physical constraints would score lower relative to this criterion. However, a major influx of funding could influence the readiness of corridors with major physical constraints.
- **Assessment of work conducted to-date,** meaning, the level and amount of planning, design, environmental, or other work that has been completed to define and advance the HCT investment in a given corridor.

## CORRIDOR RANKING

After both evaluation steps have been completed, the project team will conduct an initial sort of corridors into one of four tiers based on their performance. These tiers are based on the original 2009 HCT System Plan Report:

- **Tier 1 – Regional Priority Corridors**: these include corridors with an adopted Locally Preferred Alternative (LPA) under the National Environmental Policy Act (NEPA), or those where determination of the LPA is already underway (such as 82nd Avenue). These corridors are likely to score well with respect to the Federal Transit Administration's (FTA) Capital Investment Grant (CIG) program. These corridors already have regional consensus and so were not evaluated with the Level 2/readiness criteria described above.
- **Tier 2 – Emerging Regional Priority Corridors**: Tier 2 includes corridors that score highest based on the quantitative and qualitative assessment where additional policy or planning actions may elevate the corridor to advance within the next five years. With steps taken to advance regional discussion on these corridors and/or some changes in the corridor itself, Tier 2 corridors may score well with respect to the Federal Transit Administration's (FTA) Capital Investment Grant (CIG) program.
- **Tier 3 – Developing Corridors**: corridors that scored in the middle relative to others based on the quantitative evaluation and where the qualitative assessment shows multiple issues or needs that must be addressed, or where land use or employment and population density is marginal for HCT investment. These corridors likely require more time before advancing.
- **Tier 4 – Future Corridors**: these corridors score lowest on the quantitative and qualitative evaluation and lack policy or land use conditions that warrant near-term HCT investments.

**Funding considerations will be an important "lens" applied to the initial tiering that emerges from this assessment.** Available funding is fundamental to the number of corridors the region is able to advance in the

near-term and as such is an important final screen on the initial tiering. The project team will also conduct a final "policy check" to ensure the corridors that emerge from the analysis align with the HCT policy framework and the intended regional outcomes. The final funding and policy check reviews are qualitative in nature; limited modifications, additions, removals, or changes in assigned Tier may result.

Finally, the project team will describe conditions that are likely to influence future discussions on the appropriate HCT mode for each corridor. A specific mode may not be assigned to corridors, given that further study and evaluation is required to determine the appropriate mode in each corridor, as well as the final corridor routing, as part of further studies outside of this process. The team will review the following factors that contribute toward mode selection, including:

- Existing corridor ridership.
- The personal vehicle to transit travel time ratio, determined for each corridor previously (Table 1). The greater this ratio, the greater the need for corridor investment in transit priority or other interventions (e.g., stop consolidation) to improve travel times.
- Existing roadway capacity and available right-of-way: this qualitative assessment will look at the likely availability of ROW broadly within a given HCT corridor or the need for mobility solutions that could require additional ROW within a high travel and constrained corridor. This assessment aims to understand the relative difficulty of implementing HCT.

These criteria will be used to determine if they likely require <50% priority or >50% priority.

However, the project team will assign a **representative corridor and mode** for purposes of modeling corridors only to understand the high-level impacts of HCT investments on regional transit ridership and mode split. The project team will determine these representative modes based on ridership and connections to the existing HCT system. Future corridor refinement studies will make alignment and mode determinations.

## AREAS SUBJECT TO FURTHER REFINEMENT

This evaluation will result in high-level information useful for confirming the vision for HCT and ranking corridors based on readiness to advance. However, identifying and tiering corridors is the first step toward advancing HCT. Detailed study and public involvement is required to advance corridors through the various phases of project development, design, construction, and implementation. An **important early step** in advancing corridors is a detailed look at alignments, potential termini, and segmentation to further define the corridor and project; it may be that only part of a corridor is ready to proceed, or that segmenting a given corridor is the preferred approach to move forward. Additional work that would occur outside of the HCT Strategy Update process and would define elements of the project further includes:

- Mode and vehicle type
- Exact alignment and termini
- Level of transit priority needed
- Station locations
- Roadway design
- Pedestrian and bicycle facilities
- Integration with the broader transportation system, including first/last mile considerations, park and rides, traffic impacts, etc.

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# DRAFT TECHNICAL MEMORANDUM

DATE: November 17, 2022

TO: Ally Holmqvist, Metro
Metro HCT Strategy Update PMT

FROM: Chad Tinsley, Parametrix
Ryan Farncomb, Parametrix
Kelly Betteridge, Parametrix
Oren Eshel, Nelson/Nygaard
Tomoko Delatorre, Nelson/Nygaard
Paul Lutey, Nelson/Nygaard

SUBJECT: HCT Corridor Analysis Approach to Identify "Big Moves"

CC: Project file

PROJECT NAME: Metro High Capacity Transit (HCT) Strategy Update

## 1 INTRODUCTION

This memo describes an approach to identify "Big Moves" as part of the corridor identification and screening process for the High Capacity Transit (HCT) System Strategy Update (HCT Update) project. This analysis would complement the Level 1 screening to identify candidate HCT corridors (HCT Screening) for inclusion in the regional HCT system vision, as described in previous memos. The HCT "Level 1" Screening process analyzed existing and planned frequent service corridors as well as corridors identified through the original HCT Plan in 2009 to help identify the universe of corridors to consider in the HCT Evaluation. However, since the screening is primarily based on corridors aligned with the existing TriMet service network, it may not identify travel "desire lines" where the existing transit network does not provide a convenient connection that people would choose for their trip. The project team is proposing an approach to help confirm needs identified through the screening process and assess additional connections that may not have been identified through the screening process:

1. Where current and future travel demand are strong
2. Where the current transit system does not provide a connection or a high quality connection

Connections with strong demand and lower-quality transit may be high priorities to evaluate for HCT, or other types of transit service (HCT may not be the most suitable mode for all areas). This analysis could confirm the need for corridors already identified through the screening process as well as suggest additional connections that should be evaluated as part of the HCT Strategy Update. Connections with strong demand and a low-quality transit connection could suggest additional corridors to evaluate for HCT. HCT projects could also be identified to strengthen existing parts of the HCT system that are only of moderate quality.

# 2 "BIG MOVES" CORRIDOR IDENTIFICATION APPROACH

## 2.1 Travel Demand Analysis Zones

Analysis zones were developed based on the following approach:

- Start with Metro Concept Analysis Center (2040) geographies
- Include City of Portland Town Center designations, based on the City of Portland Centers GIS layer and/or the map in Chapter 3 of the Comprehensive Plan (page 30): Belmont-Hawthorne-Division, Interstate/Killingsworth, Midway, and Northwest District
- Select Transportation Analysis Zones (TAZs) overlapping with the above geographies
- Identify additional TAZs as either additions to the above geographies or as additional geographies, including:
  - Major institutions (major hospitals, universities, etc.), such as OHSU.
  - Major employment areas, based on Longitudinal Household Employment Dynamics (LEHD) data and Metro model 2040 projections, using a threshold of 4,000 jobs in a TAZ and grouping adjacent TAZs with employment at or close to the threshold.
- Portland Central City Zones were disaggregated as follows for initial analysis, given the high concentration of trips, but could be reaggregated at a later stage of the processor for representation purposes.
  - Downtown – South, Central, and North
  - West of Downtown (west of I-405, north of Burnside)
  - Northwest Portland – Northwest District (corresponding to the City of Portland Town Center), Outer Northwest, and Northwest Industrial area
  - South Waterfront (with the OHSU Marquam Hill Campus as a separate geography)
  - Central Eastside – South and North
  - Rose Quarter/Albina West
  - Lloyd District
  - Albina East

**Figure 1** shows the analysis zones.

## 2.2 Travel Demand

Travel demand data was aggregated to the above centers-based travel demand zone structure. The data was normalized using the area of the zones to account for the varying geographic size (and density of travel demand) of each area.

The primary travel demand measure used was future travel demand from the Metro model:

- Future (2040) Person Trips, both directions, Total and Normalized for area of the zone (per square mile)

Secondary travel demand measures were used to provide an understanding of more recent changes to travel demand, including effects of the pandemic.

- Fall 2021 person trips from Replica data,[1] both directions, Total and Normalized for area of the zone (per square mile), including trips by people earning less than 200% of the federal poverty level and estimate transit person trips
- Fall 2019 person trips for comparison with current (baseline) person trips from the Metro model

Travel demand measures were classified into five categories.

## 2.3 Service Quality

For purposes of this analysis, travel time was used as a proxy for service quality. Transit travel time was compared to auto travel times to understand the relative convenience of making a particular trip by transit versus driving.

- A representative point was selected for each analysis zone. If existing high capacity transit service was present, a HCT station was selected so that access time to/from destinations was not considered in evaluating how well a geography is generally served by the HCT system.
- Google Maps was used (via an automated query) to determine: 1. Auto travel time and 2. Transit travel time for each zone-to-zone connection. A trip time of 3 pm on a weekday (Wednesday) was specified. Analysis was run in both directions and the highest ratio used
- A ratio of the transit travel time to the auto travel time was calculated. A ratio of 2.0 would mean that a transit trip takes twice as long as a trip made by driving.

The transit to auto travel time ratio was classified into five categories using the following breakpoints:

- Up to 1.1 (Transit competitive with auto)
- > 1.1 to 1.5
- > 1.5 to 2.4
- 2.5 to 3.9
- 4.0 or more (Transit takes significantly longer than driving)

[1] Replica is an activity-based transportation model in which travel demand is derived from people's daily activity patterns, including de-identified mobile location and demographic data sources.

Figure 1 Map of Analysis Zones

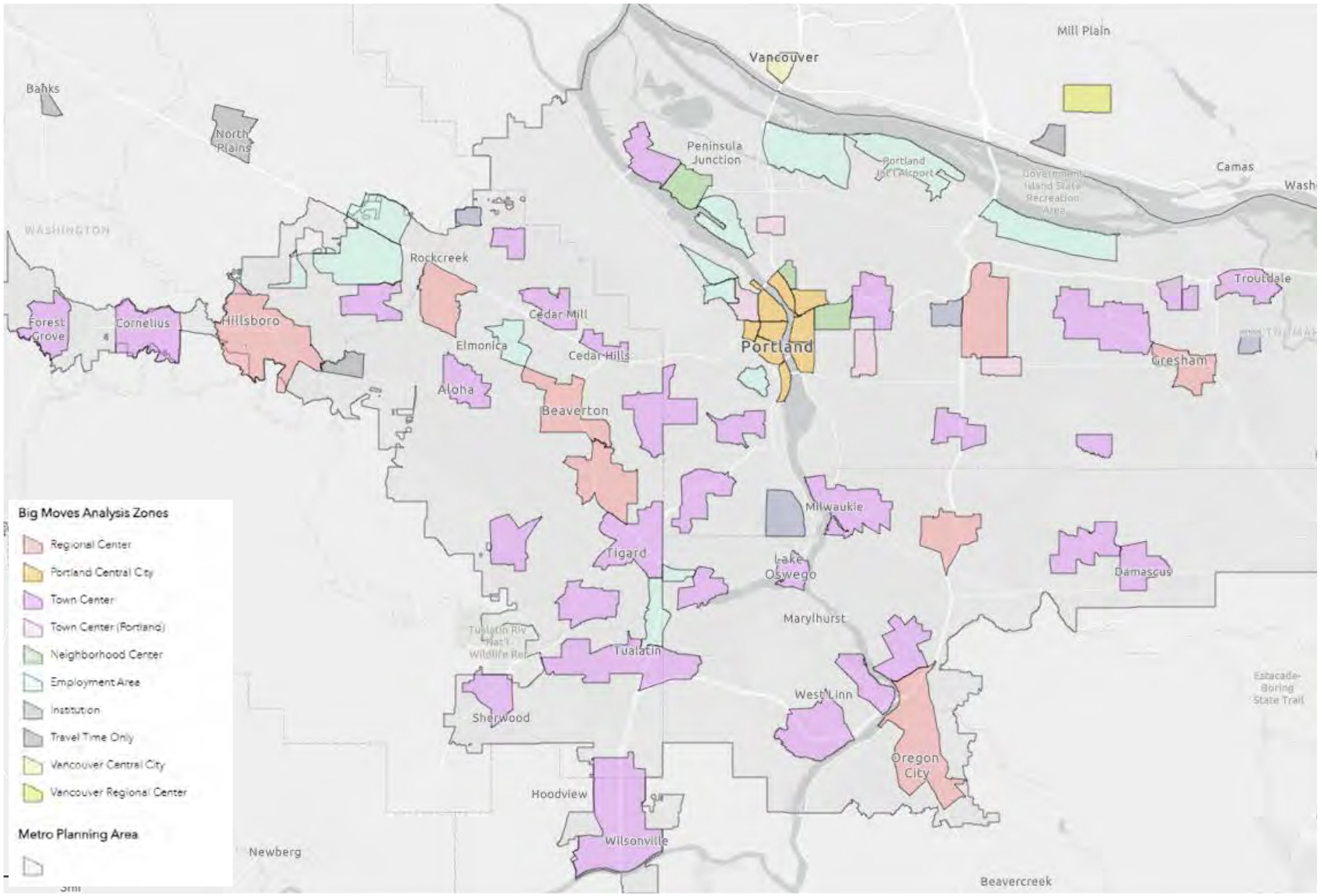
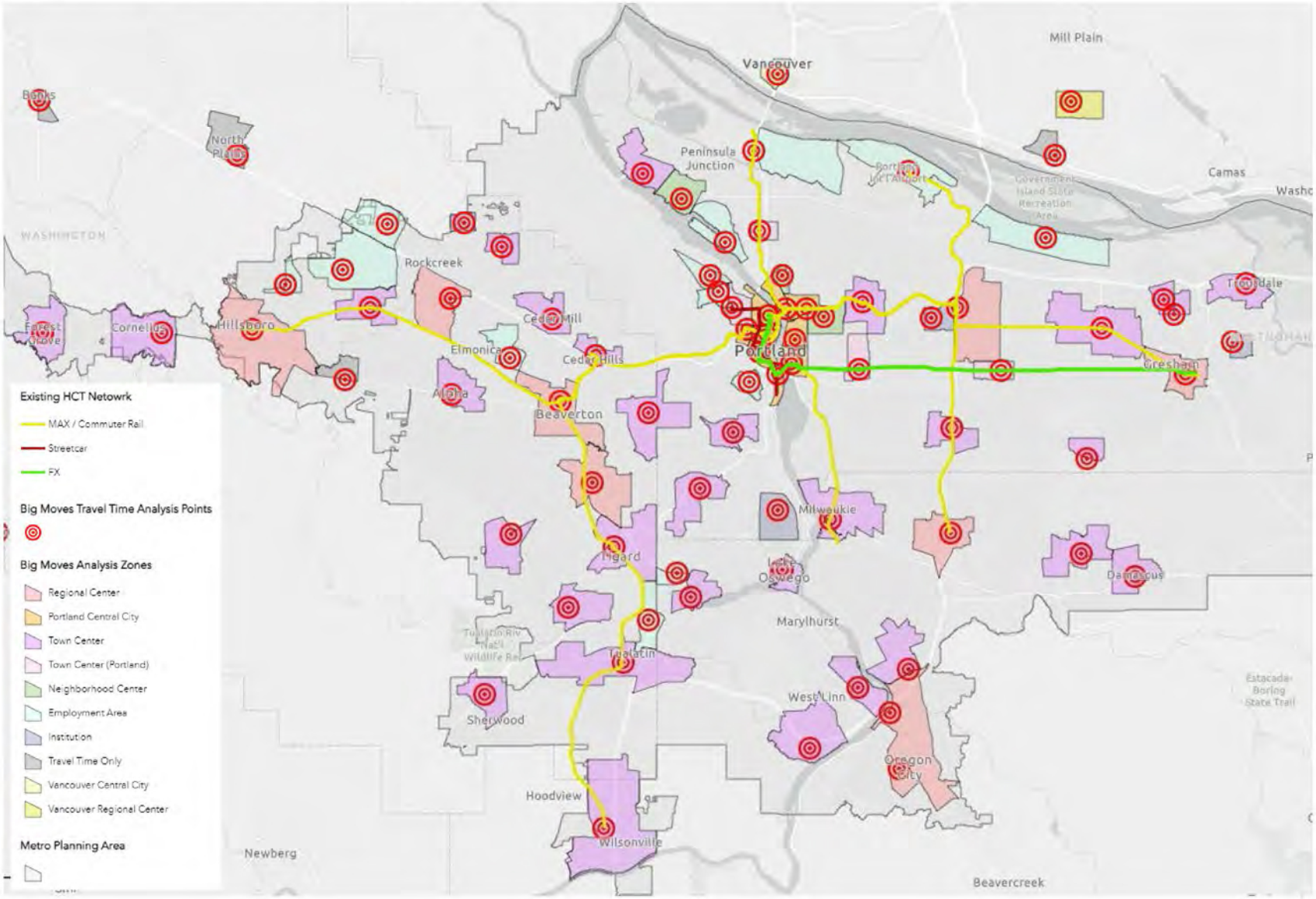


**Figure 2** **Map of Analysis Zones, Travel Time Analysis Points, and Existing HCT Network**



# 3 ANALYSIS RESULTS

## 3.1 Analysis Results

The analysis was utilized as a tool to further explore and understand possible additional connections identified through the Level 1 Screening analysis and identify additional connections to consider in the next phases of the evaluation (e.g., Level 2 and Readiness Evaluation). **Figure 3** illustrates travel demand and the transit to auto travel time ratios for a representative set of connections between regional and town centers, including the additional employment and major activity centers included in the analysis. Line color illustrates the travel time ratio. Line weight illustrates travel demand. Travel demand in this schematic representation reflects only the demand between the specific centers connected, not the total travel demand between multiple centers that might utilize a particular connection (aggregating that demand was beyond the scope of this analysis). This analysis also did not consider demand outside of these centers.

- Connections shown in dark or lighter blue have a transit travel time that is competitive with driving. These include many parts of the existing light rail network, such as:
  - Between Gresham, Gateway, Hollywood, and Lloyd District
  - Between Clackamas and Gateway
  - Between Downtown Portland, Beaverton, and Hillsboro

  They also include some centers connected by bus links today.
- Connections shown in yellow, orange, and red range from moderately less competitive by transit to significantly longer.

The regional high capacity transit system is intended to be the backbone of the transit system. As such, this analysis focuses on longer-distance connections between regional centers, major town centers, and central cities with the highest travel demand and person capacity needs, that have gaps in service quality identified through this analysis. Focusing on these types of connections, this analysis identified the potential to improve transit travel times for corridors such as the following:

- Between multiple town and regional centers in a generally southeast to northwest arc through the Hwy 217 corridor between south and north/northwest Washington County, including connections from southwest Clackamas County. Since WES commuter rail operates between Wilsonville, Tualatin, Tigard, and Beaverton, but only during AM and PM peak hours, there is a gap in HCT service quality.
- The Tualatin Valley (TV) Highway corridor, between Beaverton, Hillsboro, Cornelius, and Forest Grove. There is an active planning project in this corridor (TV Hwy BRT).
- The Beaverton-Hillsdale (BH) Highway corridor, between Beaverton, Raleigh Hills and Hillsdale
- The Hwy 99W corridor, including Tigard, Tualatin, and Southwest Portland
- In South Clackamas County, between Oregon City and Clackamas Town Center (CTC) as well as along the Hwy 99E and Hwy 43 corridors, and between CTC and both Milwaukie and Happy Valley
- Town centers in East Multnomah County, including Troutdale, Fairview, and Wood Village, both east-west and north-south
- Across the Columbia River to/from Clark County

- Between St. Johns and various parts of Multnomah County

Figure 4 summarizes the connections identified above, along with existing HCT in these corridors, existing HCT priorities that were identified (in the 2009 HCT Plan/RTP or 2018 RTP), and active HCT planning efforts.

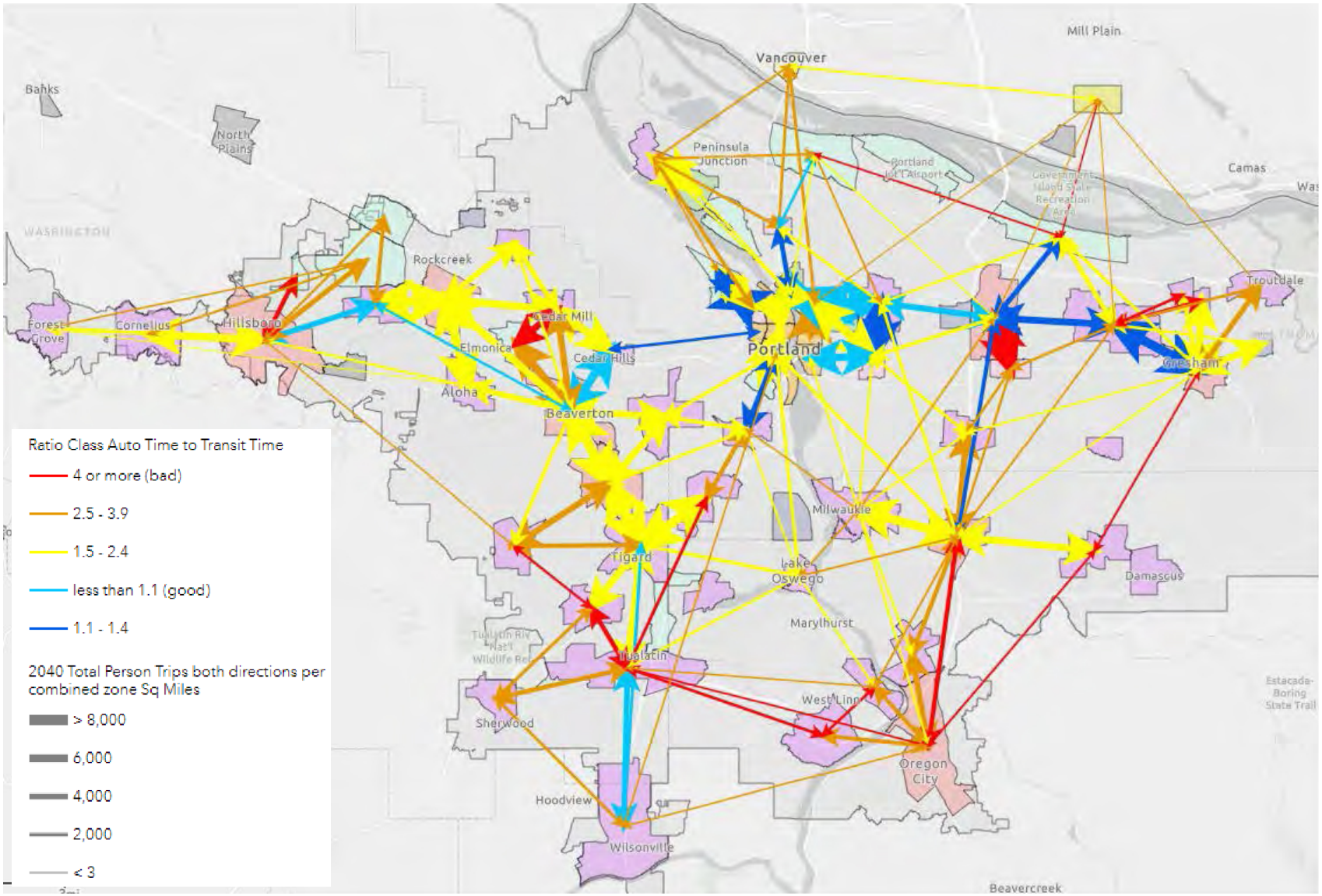
The analysis also highlights additional connections that are shorter in length or affect smaller or more isolated town centers. Examples of these types of gaps include:

- Employment areas north of Hillsboro, including along Evergreen Pkwy and Cornelius Pass Road.
- Town Centers in Washington County that are not along major travel corridors, such as Bethany, Murray/Scholls, and Sherwood.
- Columbia Corridor Employment Area in Multnomah County
- Between Midway and Gateway

However, these connections may bebetter addressed through other transit investments, such as frequent service fixed route, Better Bus enhancements,or enhanced connections to existing HCT service,and/or first and last mile improvements. These connections are likely outside the primary focus of the HCT system in con necting regional and major town centers and creating the backbone of the transit network.

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Figure 3 Illustration of Travel Demand and Travel Time Ratio for Regional Zone-to-Zone Connections



## 3.2 Summary of Potential System Gaps and Previous/Active HCT Planning

Figure 4 Summary of Identified Major HCT Service Quality Gaps and Previous/Active HCT Planning

| Major Travel Corridor / Connections | Counties | Existing HCT | Previously Identified HCT Priorities | Active HCT Planning |
|---|---|---|---|---|
| **OR 217 Corridor (SW Clackamas Cty and SE Washington County – N/NW Washington County)** | Washington, Clackamas | WES Commuter Rail (Peak Hours Only) | • Upgrades to WES, Wilsonville-Beaverton<br>• Clackamas Town Center to Washington Square<br>• Oregon City to Washington Square | - |
| **TV Hwy Corridor** | Washington | - | • TV Hwy BRT | TV Hwy BRT Study |
| **US 26 Corridor (Sunset TC – Hillsboro)** | Washington | - | • US 26 Corridor, Sunset TC – Hillsboro | - |
| **BH Hwy Corridor** | Washington, Multnomah | - | • 2010 Mobility Corridors Atlas | - |
| **Hwy 99W / I-5 Corridor** | Washington, Clackamas, Multnomah | | • Southwest Corridor LRT<br>• Sherwood – King City – Tigard | Southwest Corridor LRT Project |
| **Hwy 43 Corridor** | Clackamas, Multnomah | | • Lake Owego – Portland (Rapid Streetcar) | - |
| **Hwy 99E Corridor** | Clackamas | MAX Orange Line (north of Park Ave) | • Milwaukie – Oregon City (Extension) | - |
| **I-205 Corridor** | Clackamas | | • CTC – Oregon City – Washington Square | - |
| **Hwy 224/Sunnyside Road Corridor** | Clackamas | - | • CTC- Milwaukie – Washington Square<br>• CTC – Happy Valley | - |
| **East Multnomah County (Troutdale / Fairview / Wood Village)** | Multnomah | MAX Blue Line (south of identified communities) | • LRT Extension, Gresham – Troutdale | - |
| **St. Johns** | Multnomah | - | • 2010 Mobility Corridors Atlas | - |
| **I-5 (Interstate Bridge)** | Multnomah, Clark | - | • Interstate Bridge | Interstate Bridge Replacement Project |
| **I-205 Corridor** | Multnomah, Clark | - | • 2010 Mobility Corridors Atlas | - |

## 3.3 Portland Central City Analysis Results

Although the focus of this analysis is trips around the region, regional transit trips are affected by service quality through downtown Portland. Figure 5 illustrates travel demand and the transit to auto travel time ratios for a representative set of connections within the Portland Central City. Although the transit is relatively time competitive for some trips, HCT system speed into and through the Central City is slow, which affects travel time competitiveness both for transit trips into downtown and for transit trips that cross the region through downtown Portland. Figure 6 summarizes these connections along with existing HCT lines, existing HCT priorities that have been identified (in the 2009 HCT Plan/RTP or 2018 RTP), and active HCT planning efforts.

Figure 5 Illustration of Travel Demand and Travel Time Ratio for Portland Central City

Figure 6 Summary of Identified Major HCT Service Quality Gaps and Previous/Active HCT Planning – Portland Central City

| Major Travel Corridor / Connections | Counties | Existing HCT | Previously Identified HCT Priorities | Active HCT Planning |
|---|---|---|---|---|
| **MAX into downtown and through Portland Central City** | Multnomah | MAX | • Central City Tunnel Study | |
| **Central Eastside (north-south and between Downtown)** | Multnomah | Streetcar | • 2010 Mobility Corridors Atlas | - |
| **Northwest Portland and parts of Downtown** | Multnomah | Streetcar | • 2010 Mobility Corridors Atlas | - |

## 3.4 Next Steps

This analysis provides additional information about the potential HCT connections identified in the Level 1 HCT Screening and helps identify additional gaps in regional transit connections and/or service quality (travel time). This analysis was used to shape the set of HCT corridors that will be considered in the Readiness step of the HCT Evaluation.

# 12/8/22 Revised DRAFT Level 2 and Readiness Assessment Addendum

The following provides more details on the analysis conducted as part of the Level 2/Readiness Assessment for the HCT Strategy Update. This addendum is subject to revision as the evaluation approach and results are refined based on agency and stakeholder feedback.

## Level 2 Evaluation

| Metric | Approach |
|---|---|
| Transit-Auto Travel Time Ratio | Results represent the estimated ratio of transit travel time to personal car travel time in a given corridor. This ratio is calculated using Google Maps travel times during the same hour for all corridors (trip departing at approximately 3:00 PM on a Wednesday), average of both directions, including transfer time (if applicable).<br><br>Corridors were scored relative to each other based on quartiles. |
| Productivity and Cost Effectiveness | • **Boardings per revenue hour:** calculated based on 2019 fall quarter average ridership and revenue hours on TriMet lines associated with each corridor. For those corridors where no transit line exists today, the team used the following assumptions:<br>  ○ Corridor 14, Central City Tunnel: productivity estimated using combined MAX Red and Blue line boardings and revenue hours. This project would affect corridor-wide travel times, and therefore the team used the corridor-wide ridership for this factor.<br>  ○ Corridor 8, Parkrose to Clark County: the team was not able to develop a ridership estimate for this route.<br>• **Capital cost per rider:** this metric was estimated similarly to how it would be estimated as part of the FTA CIG program evaluation. It represents the *annualized federal capital cost per rider*. Because the HCT Strategy Update is not going to assign a specific mode to most corridors, the team developed a range of capital cost estimates based on BRT and LRT costs to feed into this metric. A low and high capital cost was generated for each corridor as follows:<br>  ○ Low: using the per-mile capital cost for the Division BRT project, multiplied by the representative corridor length to yield a total corridor cost.<br>  ○ High: using the per-mile capital cost for the SW Corridor LRT project, multiplied by the representative corridor length to yield a total corridor cost.<br>To align with CIG criteria, the cost was then annualized based on an average annualization factor of 30 years and 50 years for the low-end and high-end, respectively. These factors represent the average lifespan of all of the capital elements of a representative BRT and LRT project; some elements have shorter life spans (e.g., vehicles) while others have longer life spans (e.g., |

| Metric | Approach |
|---|---|
| | trackway). Finally, the project team assumed that each corridor would receive 50% federal funding, such that effectively half of the capital cost for each corridor contributes to the federalized share. This annualized federal cost share was then divided by the number of annual riders on transit in each corridor, based on 2019 ridership data. Exceptions to the above methodology include:<br>○ Corridor 14- Central City Tunnel: assumed a single capital cost based on the capital cost developed as part of Metro's Central City Transit Capacity Analysis project (2019).<br>○ Corridor 18W- Montgomery Park to Hollywood: this corridor is assumed to be "streetcar." The project team used the per-mile cost of the eastside streetcar project (from 2011), inflated using the construction cost index to 2022 dollars.<br>○ Corridor 6- Beaverton to Oregon City: no existing service on this line. Used the estimate of new riders that was modeled as part of the TriMet Express and Limited Stop Study (2020) for this corridor.<br>○ Corridors 3, 9, 10, 27 were assigned LRT as representative mode based on prior planning (2009 HCT Strategy) for purposes of scoring capital cost. |
| Environmental Benefit | **GHG reduction benefit:** the methodology uses an assumed change in transit headways and research on transit elasticities to result in an estimated change in ridership based on implementing HCT, a corresponding reduction in VMT based on this increase in ridership, and in turn a reduction in GHG emissions on an annual basis in metric tons. No ridership modeling was conducted for this assessment, so the team used headway elasticities to generate a high-level estimate of change in ridership from implementing HCT in each corridor. Research shows that headway improvements are responsible for a substantial share of the ridership impact of HCT; however, the project team recognizes that this does not account for the other elements of BRT (such as improved stations, etc.) that also contribute to ridership increases. Additional assumptions for the GHG calculation are as follows:<br>• Used existing weekday transit ridership, average trip length, and average headways for each corridor based on 2019 TriMet data<br>• Assumed that corridors improved to an average of 12-minute headways all day, based on Division Transit headways.<br>• Headway elasticity is estimated at 0.5 per Victoria Transport Policy Institute (VTPI), meaning every 10% improvement in headway results in a 5% increase in ridership. For some corridors, an estimate of future ridership already exists (e.g., Central City Tunnel) and was used in place of the headway elasticity method.<br>• The assumed increase in ridership was multiplied by the average transit trip length to generate an average increase in transit person miles travelled (PMT).<br>• The increased transit PMT was assumed to result in a corresponding decrease in personal vehicle VMT; however, this VMT change was discounted by 50% to account for induced demand (based on research findings). When people |

| Metric | Approach |
|---|---|
| | shift to transit from driving, some increase in driving occurs as a result of newly freed up roadway space.<br>• The reduction in VMT was then converted to a reduction in GHG, based on the average fleet efficiency (23 miles per gallon) and average GHG content of gasoline (9 kg/gallon) in 2020 to yield an annual reduction in GHG emissions. |
| Equity Benefit | • **Key destinations within a ½ mile of each corridor**: this metric looks at the average number of key destinations within ½ mile of each corridor. Key destinations include city halls, community centers, hospitals, libraries, and schools. The total was normalized using corridor length.<br>• **Share of marginalized populations within ½ mile of each corridor:** this metric uses Metro equity focus areas based on Census tracts to report the percentage of the population that are marginalized populations in each corridor. Equity focus areas are Census tracts that represent communities where the rate of Black, Indigenous, or People of Color (BIPOC), people with limited English proficiency (LEP), or people with low income (LI) is greater than the regional average. Additionally, the density (persons per acre) of one or more of these populations must be double the regional average. |
| Land Use Supportiveness | • **Population density:** population density, per square mile, within ½ mile of each corridor based on 2040 projections from the Metro model by TAZ. Corridors with a population density above 7,000 persons per square mile are considered most supportive of HCT.<br>• **Employment density:** number of jobs, per square mile, within ½ mile of corridor based on 2040 projections from the Metro model by TAZ.<br>• **Number of affordable housing units:** number of units, per linear mile of corridor, within ½ mile of each corridor.<br>• **Presence of higher education:** scored based on the presence of one or more higher education institutions within ½ mile of each corridor. |

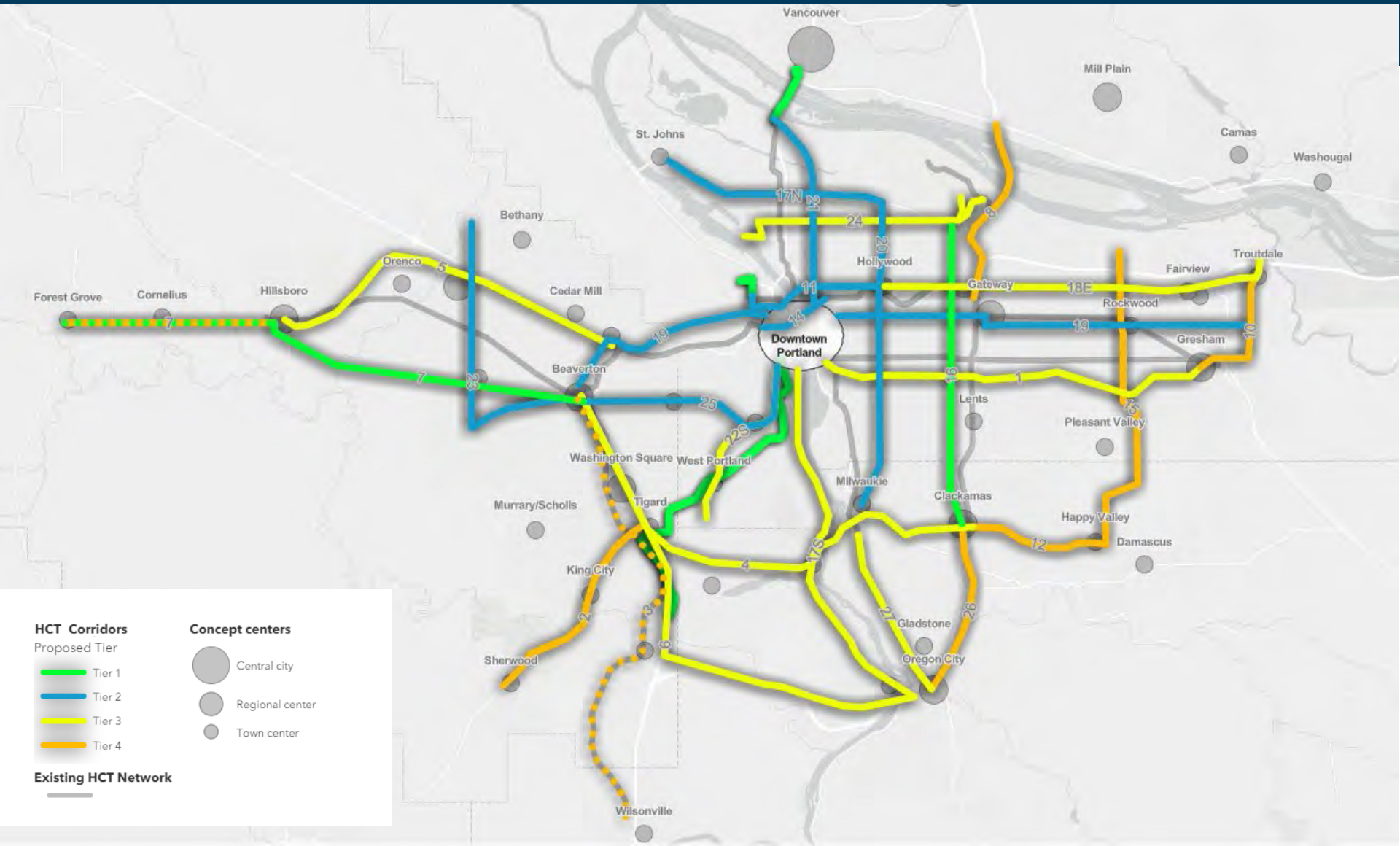
## Readiness Criteria

| Metric | Approach |
|---|---|
| Documented Support | • **Community support:** this was scored based on whether HCT or similar investment capital project is identified in local TSPs or related documents.<br>• **Local champion/local funding:** *this criterion requires further discussion and is not scored at this time.*<br>• **Transit-Supportive Policies:** this criterion looks at local jurisdiction policies that support HCT and align with the types of policies identified through the CIG program:<br>  ○ Local jurisdiction anti-displacement policies<br>  ○ Local jurisdiction policies that align with CIG funding criteria, including transit-supportive population and employment policies, housing policies, etc. |

| | |
|---|---|
| | • **Work completed to-date:** scored based on whether local jurisdictions and partners have performed work to advance a given corridor, beyond inclusion in long-range plans. This may include additional studies, projects, investments, or recent planning work supportive of advancing a given corridor.<br>• **Tolling:** *this measure requires further discussion and is not scored at this time. The intent of this measure is to identify HCT corridors that overlap with tolling corridors.* |
| Physical Conditions in the Corridor | • **"Physical space":** the project team determined the share of each representative corridor that is less than or equal to three lanes or greater than three lanes (four or more lanes), in addition to the share of the corridor that is railroad ROW. This criterion provides a high level understanding of how constrained a given corridor is; corridors that are predominantly along roads that are less than three lanes would likely require greater capital investments and/or ROW acquisition in order to achieve transit priority lanes or separate guideways, and in turn, may have more complex planning and design processes that require more time. Corridors that are predominantly along roads that are four or more lanes wide potentially have more opportunity to re-purpose existing roadway space for transit priority lanes/separate guideways, and in turn, may require less complex planning and design processes to advance.<br>• **Miles of sidewalks and miles of bicycle facility within ½ mile of each corridor:** these metrics look at the density of the existing cycling and walking networks as a way of understanding the robustness of the first-/last-mile network in each corridor. These metrics are normalized by the length of each corridor. Corridors were scored based on whether they are higher or lower than the median across all corridors. |
| Implementation Complexity | • **Length of corridor:** based on TriMet experience, lengthier HCT corridors become more complex and take more time to implement. Shorter corridors were assigned a higher score.<br>• **Freight corridor**: this criterion assigns a score based on whether a corridor is a designated freight corridor or not. Corridors having a freight designation are scored lower, the need maintain freight mobility can present obstacles to developing HCT. |


Mobility
Productivity and Cost Effectiveness
Environmental Benefit
Equity Benefit
Land Use Supportiveness and Market Potential
Documented Support
Physical Conditions in the Corridor
Implementation Complexity
Map ID
Potential Project and Representative Corridor
Transit Travel Time to Car Travel Time Ratio
Boardings per Revenue Hour
Capital Cost per Rider
GHG Reduction Benefit, Annual CO2e
Key Destinations within 1/2 Mile, Normalized
Share of Marginalized Populations within ½ Mile
Population Density
Employment Density
Number of Affordable Housing Units, Normalized
Presence of Higher Education
Level 2 Evaluation Total Score
Community Support
Transit Supportive Land Use Policies
Work completed to-date
Physical Space
Miles of Sidewalks within 1/2 mile of Corridor, Normalized
Miles of street with Bike Facility Present within 1/2 mile of Corridor, Normalized
Corridor Length
Freight Corridor
Readiness Total Score
Total Score
Proposed Tier
Geography / Jurisdiction
11 NW Lovejoy to Hollywood via Broadway/Weidler 2 Portland/Multnomah
14 Central City Tunnel 2 Portland/Regional
19 Beaverton - Portland - Gresham via Burnside 2 Washington/Portland/Multnomah
21 Hayden Island - Downtown Portland via MLK 2 Portland
23 Bethany to Beaverton via Farmington/SW 185th 2 Washington
25 Beaverton to Portland via Hwy 10 (BH Hwy) 2 Washington/Multnomah
22N St Johns - Downtown Portland via Vancouver/Williams, Rosa Parks 2 Portland
20 St. Johns - Milwaukie via Cesar Chavez 2 Portland
1 Portland to Gresham in the vicinity of Powell Corridor 3 Multnomah
22S PCC Sylvania to Downtown Portland via Capitol Hwy 3 Portland
5 Sunset Transit Center to Hillsboro via Hwy 26/ Evergreen 3 Washington
24 Swan Island to Parkrose 3 Portland
17S Oregon City to Downtown Portland via Hwy 43 3 Clackamas/Multnomah
18E Hollywood to Troutdale 3 Portland/Multnomah
27 Park Ave MAX Station to Oregon City via the McLoughlin Corridor 3 Clackamas
6 Beaverton - Tigard - Tualatin - Oregon City 3 Clackamas/Washington
4 Beaverton - Tigard - Lake Oswego - Milwaukie - Clackamas Town Center 3 Clackamas/Washington
9 Hillsboro to Forest Grove 4 Washington
10 Gresham to Troutdale 4 Multnomah
2 Tigard to Sherwood via Hwy 99W Corridor 4 Washington
3 Beaverton to Wilsonville in the vicinity of WES 4 Washington
15 Happy Valley to Columbia Corridor via Pleasant Valley 4 Multnomah/Clackamas
12 Clackamas Town Center to Damascas 4 Clackamas
26 Clackamas Town Center to Oregon City 4 Clackamas
8 Gateway to Clark County in the vicinity of I-205 Corridor 4 Multnomah/Clark
Legend
High
Low

# Corridor Tiers



# **Appendix F**
# Corridor-level Needs Matrix

In development, forthcoming...

**STAFF REPORT**

IN CONSIDERATION OF RESOLUTION NO. 23-5343, FOR THE PURPOSE OF RELEASING THE DRAFT 2023 REGIONAL TRANSPORTATION PLAN (RTP) AND PROJECT LIST FOR PUBLIC REVIEW AND POLICY DISCUSSION

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Date: June 15, 2023

Department: Planning, Development & Research

Prepared by:
Kim Ellis, RTP Project Manager
Kim.ellis@oregonmetro.gov

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**ISSUE STATEMENT**

A major update to the Regional Transportation Plan (RTP) is underway and must be completed by Dec. 6, 2023 when the current plan expires.

The RTP is the state- and federally-required long-range transportation plan for the greater Portland region. The RTP is the blueprint for transportation in our region and a key tool for implementing the region's 2040 Growth Concept and Climate Smart Strategy. Together, these plans will help ensure that greater Portland thrives by connecting people to their jobs, families, schools and other important destinations and by allowing business and industry to create jobs and move goods to market.




**Draft 2023 RTP Goals developed by JPACT and Metro Council with input from MPAC and Metro's Committee on Racial Equity (CORE)**

We are at pivotal moment. The greater Portland region continues to grow and change. The most recent census data shows our region continues to grow more diverse. By 2045 more than 2 million people are expected to be living within the metropolitan planning boundary for the RTP – about one-half million more people than today.

The greater Portland region is facing urgent global and regional challenges, and the future is uncertain. The impacts of climate change, generations of systemic racism, economic inequities and the pandemic have made clear the need for action. Systemic inequities mean that communities have not equally benefited from public policy and investments, and our changing climate and the pandemic has exacerbated many disparities that Black, Indigenous and people of color (BIPOC) communities, people with low income, women and other marginalized populations already experience. Safety, housing affordability, homelessness, and public health and economic disparities have been intensified by the global pandemic.

Approval of Resolution No. 23-5343 by the Joint Policy Advisory Committee on Transportation (JPACT) and the Metro Council approves releasing the draft 2023 RTP, draft project list and draft High Capacity Transit Strategy for public review and policy discussion.

## ACTION REQUESTED

Approve Resolution No. 23-5343 as recommended by the Joint Policy Advisory Committee on Transportation (JPACT) on June 15, 2023.

## POLICY OPTIONS FOR CONSIDERATION

1. Recommend approval of Resolution No. 23-5343 as recommended by JPACT.
2. Recommend approval of Resolution No. 23-5343 with changes.
3. Do not recommend approval of Resolution No. 23-5343, and refer back to JPACT.

## RECOMMENDED ACTION

Metro Council approval of Resolution No. 23-5343 is recommended.

## ANTICIPATED EFFECTS

On June 29, Metro Council will be requested to take action on JPACT's recommendation on release of the draft plan and project list for public review. The comment period is planned for July 10 to August 25, 2023.

The 45-day public comment period provides an opportunity for local, regional, state and federal agencies and special districts, federally recognized tribes, business and community leaders, the public and policymakers to provide additional feedback on before the draft 2023 RTP and project list, and the draft 2023 High Capacity Transit Strategy are finalized for consideration by MPAC, JPACT and Metro Council. The comment period will include an online survey, online comment form, technical and policy advisory committee discussions, a public hearing on July 27, 2023 and individual consultation meetings with tribes, joint consultation of federal, state, regional and resource agencies and other opportunities for feedback. Comments may be submitted to Metro via online, email, letters, phone or online or in person at the public hearing.

In early fall, following the public comment period, staff will compile public comments received and work with the Transportation Policy Alternatives Committee (TPAC) and the Metro Technical Advisory Committee (MTAC) to make recommendations for revisions to the draft plan in early fall as part of the final adoption process for the 2023 RTP. TPAC and MTAC will be asked to identify remaining policy issues to be discussed by MPAC, JPACT and the Metro Council prior to adoption of the 2023 RTP and HCT Strategy. The 2023 RTP will be adopted by Ordinance as a land use action to meet federal and state requirements. The HCT Strategy will be adopted by Resolution.

MTAC and TPAC will be requested to make final recommendations to MPAC and JPACT, in October and November, respectively. MPAC and JPACT will be requested to make final recommendations to the Metro Council in October and November, respectively. The Metro Council is anticipated to consider final action on 2023 RTP, project list and the HCT Strategy on November 30, 2023.

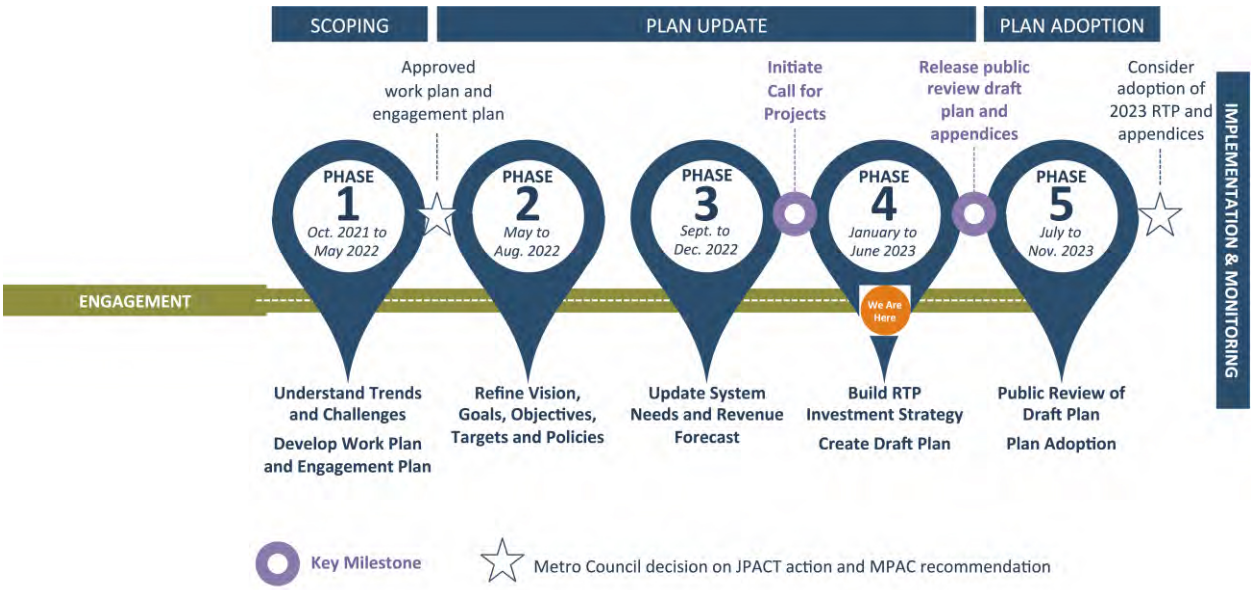
## STRATEGIC CONTEXT & FRAMING COUNCIL DISCUSSION

Metro is the regional government responsible for regional land use and transportation planning under state law and the federally designated metropolitan planning organization (MPO) for the Portland metropolitan area. Metro is the only regional government agency in

the U.S. whose governing body is directly elected by voters. Metro is governed by a council president elected region-wide and six councilors elected by district. The Metro Council provides leadership from a regional perspective, focusing on issues that cross local boundaries and require collaborative solutions. As the federally designated MPO, Metro is responsible for leading and coordinating updates to the Regional Transportation Plan (RTP) every five years. Metro is also responsible for developing a regional transportation system plan (TSP), consistent with the Regional Framework Plan, statewide planning goals, the Oregon Transportation Planning Rule (TPR), the Metropolitan Greenhouse Gas Reduction Targets Rule, the Oregon Transportation Plan (OTP), and by extension state modal plans. As a result, the RTP serves as both the Federal metropolitan transportation plan and the regional TSP for the region.

The timeline for the RTP update is shown in **Figure 1**.

**Figure 1. Timeline for the 2023 RTP Update**




During the past year, Metro has extensively engaged with policymakers, jurisdictional staff, federally recognized tribes, transportation agencies, community-based organizations and business groups, businesses, and members of the public to update the region's vision, goals and policies for the transportation system and understand the region's transportation trends[1], needs[2 and 3], and priorities for investment.

[1] The emerging transportation trends research summary is available at: https://www.oregonmetro.gov/sites/default/files/2022/10/12/Metro-Emerging-Trends-summary-final_1.pdf

[2] Factsheets summarizing the regional transportation needs assessment are available at: https://www.oregonmetro.gov/sites/default/files/2022/11/29/2023-RTP-Needs-Assessment-fact-sheets.pdf

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

This engagement also shaped the Call for Projects held from January 6 to February 17, 2023 and subsequent engagement of the public and a technical analysis of the projects submitted by jurisdictional partners, development of the 2023 HCT Strategy, and identification of future regional planning activities recommended following adoption of the 2023 RTP.

**Public engagement and outreach activities on the draft project list and investment priorities continued from March through May 2023**, and are documented in **Attachment 1**. Activities included:

- **Community partnerships (through November 2023).** Metro partnered with seven community-based organizations: Centro Cultural, Community Cycling Center, Next Up, OPAL, The Street Trust, Unite Oregon and Verde. These community partners engaged people of color, youth and other marginalized communities in Clackamas, Multnomah and Washington counties, with a focus on engaging people at the intersection of multiple communities who have been underrepresented in decision-making processes. Organizations primarily engaged community members in the draft project list and the High Capacity Transit Strategy. Feedback received through these partnership is included in Phase 4 Engagement Report in Attachment 1 and summarized in this staff report.
- **In-language community forums:** Metro worked with community engagement liaisons to hold four in-person culturally specific forums in Chinese, Vietnamese, Spanish and Russian languages that included participants from all three counties. These are communities who are typically underrepresented in online survey feedback. The forums focused on receiving feedback on similar questions to those in the online survey including near-term investment priorities. The forums also provided opportunities to hear community members' experiences traveling around the region and their ideas for improving the system. Feedback received at these forums is included in Phase 4 Engagement Report in Attachment 1 and summarized in this staff report.
- **Online interactive public survey (April 3 – May 1, 2023).** A third interactive public survey for the 2023 RTP provided an opportunity for the public at-large to provide feedback on the RTP goal areas and the draft project list. The survey was promoted through Metro's email lists, website, social media and project partners. More than 880 people responded to the survey. Feedback received through the survey is included in Phase 4 Engagement Report in Attachment 1.
- **Community Leaders Forum (April 13, 2023).** Metro convened community leaders forum in early April will focus on the draft RTP project list and outcomes of the high level assessment of the draft project list. Feedback received at the forum is included in Phase 4 Engagement Report in Attachment 1 and summarized in this staff report.
- **Consultation meetings with Tribes and Federal, State and regional agencies (multiple dates in April, May and June 2023)**. Metro consulted with Tribes, in coordination with Metro's Tribal Liaison, resource agencies, and with Federal, State regulatory agencies to share process information and review the draft RTP goals and policies, project list and the technical analysis completed to date, including methods

and data sources. Metro also reviewed the updates made to the draft 2023 RTP responding to the feedback and information provided by Tribes and consulting agencies during the scoping phase in 2022. Feedback received at the forum is included in Phase 4 Engagement Report in Attachment 1.

- **Business Leaders Forum (May 25, 2023). Metro partnered with the Portland Business Alliance to convene** businesses and business organizations from across the region to discuss the draft RTP, the draft High Capacity Transit Strategy and Regional Freight Delay and Goods Movement Study. Feedback received at the forum is included in Phase 4 Engagement Report in Attachment 1.

**Common themes heard during the most recent engagement activities follows:**

**Safety is the top priority across community input.**

- Concerns about safety included both personal safety and traffic safety. These concerns overlap for transit riders and people walking and biking, where there is not good lighting, sidewalks or places to wait for transit.
- Participants cited harassment, unpredictable, unsafe, racist and sometimes violent behavior on transit and at transit stops.
- Community members described feeling scared to bike, not having safe sidewalks to walk on.

**Climate and equitable transportation are also important outcomes to focus on in the near-term.**

- Community members expressed concerns about the impacts of added vehicle capacity on greenhouse gas emissions.
- Community members cited transit, active transportation and carpooling as climate strategies.
- Concerns about affordable transportation are a top concern related to equity, as well as equitable access to the transportation system. Affordability concerns are related to transit fares, future tolling and the cost of vehicles, and in particular electric vehicles.
- Displacement continues to also be a concern, particularly as community members consider how they could be impacted by investments in their areas.

**Investments in biking and walking, transit and roads and bridges are top priorities.**

- **Transit**: Community members identified a need for both investment in transit capital and operations. Improvements in frequency and reliability were reoccurring themes.
- **Investments in biking and walking**: Community members identified investments in transit stops, such as lighting, shelters and bathrooms, as priority investments. Community members across many engagement activities discussed the need for better access to transit. Barriers along sidewalks for people with disabilities who need to access transit were also cited.
- **Roads and bridges**: comments include a desire for more local connections.

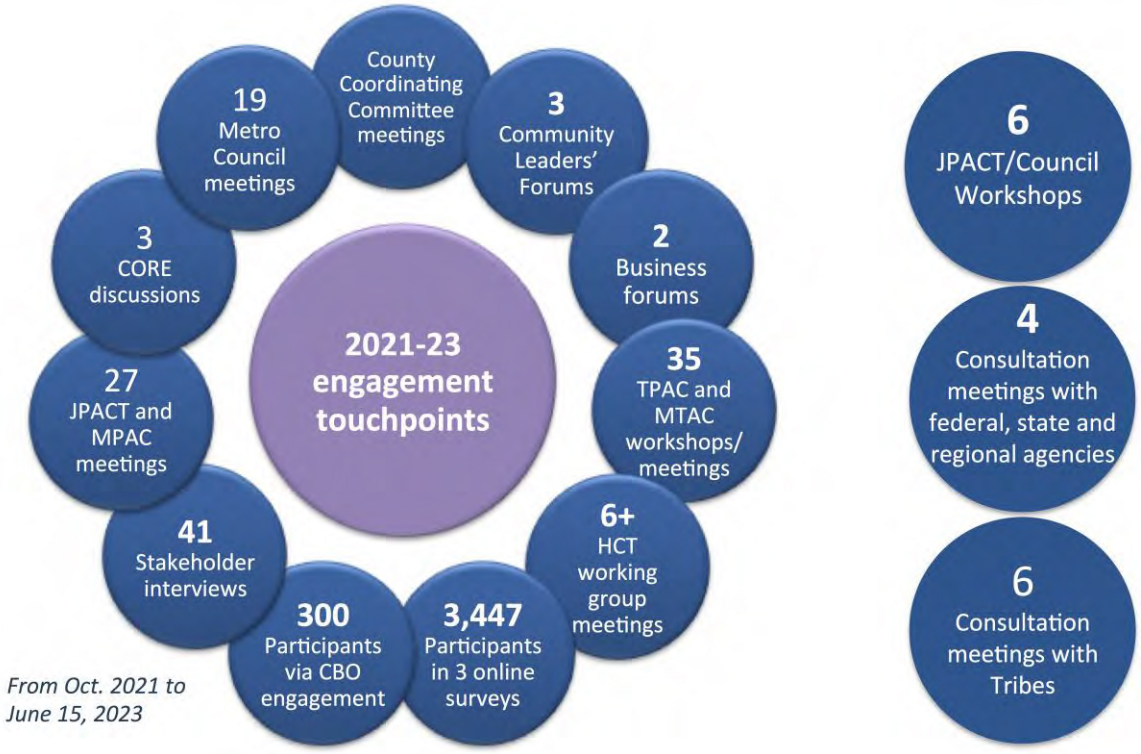
**Maintenance is a top community priority**.

- Specifically maintaining road surfaces (fixing potholes) and transit maintenance, are important investments for community members.

In addition to community engagement, Metro staff provided briefings and presentations to regional advisory committees, including Metro's Committee on Racial Equity (CORE), TPAC, MTAC, JPACT, MPAC and county-level coordinating committees (policy and staff).

**Figure 2** illustrates the range of engagement and outreach activities in support of the RTP update.

**Figure 2. Summary of key touch points from Oct. 2021 to June 15, 2023**




Summary reports of all engagement activities are available on the project website at: https://www.oregonmetro.gov/public-projects/2023-regional-transportation-plan/engagement.

**Summary of 6/2/22 TPAC Discussion and Recommendation on Resolution No. 23-5343**

At the June 2, 2023, TPAC meeting, TPAC voted that JPACT recommend approval of Resolution No. 23-5343, releasing the draft 2023 RTP, the draft project list and the draft HCT Strategy for public review and policy discussion. During the committee's discussion, members acknowledged that while some chapters of the draft plan were not yet finalized for TPAC review, they supported moving forward to the public review process. TPAC

recommended one amendment to Resolution No. 23-5343 to acknowledge the projects submitted by jurisdictions reflect priorities identified through adopted local Transportation System Plans and other locally adopted plans within revenues expected to be available within the regionally-coordinated financially constrained revenue forecast, and provide eligibility for strategic state and federal funding opportunities.

TPAC community members raised concerns about the priorities in the draft RTP project list, commenting that they do not adequately reflect investment priorities identified by marginalized communities through the extensive engagement conducted to date. A community member commented that the projects reflect government priorities, but not fully community priorities. It was noted people have often been excluded from decision-making processes that identified the projects in the first place.

TPAC considered but did not support a proposed amendment by the Oregon Department of Transportation (ODOT) to remove Section 3.3.3.2 from Chapter 3 (policies regulating the addition of roadway capacity to the motor vehicle network) of the public review draft 2023 RTP, pending further discussion. While several members had questions and also supported more discussion, the amendment failed. Metro staff have scheduled five meetings with ODOT staff in June and July on this topic, and will schedule time for additional TPAC discussion of the policies regulating the addition of roadway capacity to the motor vehicle network in Section 3.3.3.2 of Chapter 3 during the public comment period. Outcomes recommended from these discussions will be brought forward to TPAC, JPACT and the Metro Council following the public comment period for discussion.

**ANALYSIS/INFORMATION**

**Known Opposition.** None known. There is broad support for updating the RTP to better address urgent global and regional challenges and variations of disparities and needs across the region and gaps in investment and funding.

**How is this related to Metro's Strategic Plan?** The RTP update is guided by the Metro Council's Strategic Plan to Advance Racial Equity, Diversity and Inclusion and supporting Metro Racial Equity Framework and the Planning and Development Department Strategy for Achieving Racial Equity using a targeted universalism[4] approach. This will ensure that people situated in different positions in society because of institutionalized racism can access the same opportunities.

**How does this advance Metro's racial equity goals?** The RTP advances equitable outcomes by eliminating disparities as a priority policy outcome. The project team has been partnering with Metro's DEI team to apply Metro's Racial Equity Framework throughout the planning, data collection and analysis and engagement process. The 2023 RTP engagement seeks to advance Goal A and Goal B of Metro's Strategic Plan to Advance Racial Equity, Diversity and Inclusion—to convene and support regional partners to advance racial equity and meaningfully engage communities of color. In addition, Metro

[4] Targeted universalism means setting universal goals and pursuing those goals with targeted processes that are catered to the needs of each group.

contracted with community-based organizations to conduct culturally specific, equitable engagement, advancing Goals D and E of the strategic plan.

**How does this advance Metro's climate action goals?** The RTP is a key tool for implementing 2040 Growth Plan, adopted in 1995, and the Climate Smart Strategy, adopted in 2014 and approved by the Land Conservation and Development Commission (LCDC) in 2015. The strategy was incorporated into the RTP in 2018. This RTP update is an opportunity to update the strategy and consider how the plan's policies and investments can be recalibrated to accelerate reducing greenhouse gas emissions and support implementation of the Governor's Executive Order 20-04 on Climate Change and the Statewide Transportation (STS) Strategy for Reducing Greenhouse Gas Emissions. The update is also addressing new statewide requirements adopted through the LCDC Climate Friendly Equitable Rulemaking process.

**Explicit list of stakeholder groups and individuals who have been involved in policy development.** Since 2021, the project team has engaged the following communities, groups, public agencies and individuals in the update, including:

- **Community leaders and community-based organizations** working with marginalized and underrepresented communities[5], health and equity interests, environmental protection, affordable housing, transportation, and social, climate and environmental justice. Engagement included individual interviews, community leader forums, community forums held in Chinese, Vietnamese, Spanish and Russian languages, community partnerships with seven community-based organizations: Centro Cultural, Community Cycling Center, Next Up, OPAL, The Street Trust, Unite Oregon and Verde, and a series of community events were held in partnership with TriMet and community organizations including Portland Community College Cascade, Rosewood Initiative, Centro Cultural and Slavic Family to inform development of the draft 2023 High Capacity Transit Strategy, a component of the 2023 RTP update.
- **Business, economic development and freight groups**, including business owners and business leaders of color, Greater Portland Inc., large and small employers, freight shippers, business organizations, associations and chambers of commerce. A business forum was held in August 2022 for business owners and business leaders of color throughout the region to share their transportation-related needs and experiences.
- **Tribes** with interest in the greater Portland region through consultation meetings supported by Metro's Tribal Affairs program.
- **Local jurisdiction staff and elected officials representing counties and cities in the region** (through county coordinating committees, TPAC/MTAC workshops and regional technical and policy advisory committees).
- **Special districts**, including TriMet, SMART, C-TRAN, the Port of Portland and the Port of Vancouver (through TPAC, MTAC, JPACT and MPAC briefings and consultation activities).

[5] Marginalized and underrepresented communities include Black, Indigenous and communities of color, federally-recognized tribes, immigrants, people with low income, people who speak limited English, youth, older adults and people experiencing a disability.

- **Southwest Washington Regional Transportation Council (SW RTC) and other Clark County governments** (through Regional Transportation Advisory Committee (RTAC), SW RTC, TPAC, JPACT and MPAC briefings).
- **State agencies**, including the Oregon Department of Transportation, the Oregon Transportation Commission (OTC), the Oregon Department of Land Conservation and Development (DLCD), the Oregon Land Conservation and Development Commission (LCDC), and the Oregon Department of Environmental Quality (DEQ) (through TPAC, MTAC, JPACT and MPAC briefings and consultation activities).
- **Federal agencies**, including the Federal Highway Administration, Federal Transit Administration and the U.S. Environmental Protection Agency (through TPAC and consultation activities).

**Legal Antecedents.** Several federal, state and regional laws and actions relate to this action, including:

Federal laws and actions include:

- 23 U.S. Code 134: Metropolitan Transportation Planning.
- 23 U.S.C. 150: National goals and performance management measures.
- 23 CFR 450 and 771: USDOT rules that govern updates to RTPs.
- Clean Air Act [42 U.S.C. 7401 and 23 U.S.C. 109(j)], as amended.
- US EPA transportation conformity rules (40 CFR, parts 51 and 93).
- Moving Ahead for Progress in the 21st Century Act (MAP-21), signed into law in 2012.
- Fixing America's Surface Transportation Act (FAST Act), signed into law in 2015.
- Infrastructure Investment and Jobs Act (IIJA), signed into law in 2020.

State laws and actions include:

- Statewide planning goals
- Oregon Transportation Planning Rules (OAR Chapter 660, Division 12)
- Oregon Transportation Plan and implementing modal plans, including the Oregon Highway Plan
- Oregon Clean Air Act State Implementation Plan (SIP)
- Oregon Metropolitan Greenhouse Gas Reduction Targets Rules (OAR Chapter 660, Division 44)
- Governor's Executive Order 20-04 on Climate Change, signed in March 2020.

Metro Council actions include:

- Ordinance No. 14-1346B (For the Purpose of Adopting the Climate Smart Communities Strategy and Amending the Regional Framework Plan to Comply with State Law), adopted by the Metro Council on December 18, 2014.
- Resolution No. 16-4708 (For the Purpose of Approving the Strategic Plan to Advance Racial Equity, Diversity and Inclusion), adopted by the Metro Council on June 23, 2016.
- Ordinance No. 18-1421 (For the Purpose of Amending the 2014 Regional Transportation Plan to Comply with Federal and State Law and Amending the Regional Framework Plan), adopted by the Metro Council on Dec. 6, 2018.

- Ordinance No. 21-1457 (For the Purpose of Adopting the Distribution of the Population and Employment Growth to Year 2045 to Local Governments in the Region Consistent with the Forecast Adopted by Ordinance No. 18-1427 in Fulfillment of Metro's Population Coordination Responsibility under ORS 195.036), adopted by the Metro Council in February 2021.
- Resolution No. 22-5255 (For the Purpose of Adopting the Work Plan and Engagement Plan for the 2023 Regional Transportation Plan Update), adopted by the Metro Council on May 5, 2022.

**ATTACHMENTS**
**Attachment 1.** Phase 4 Public Engagement Summaries

**Exhibit A to Resolution No. 23-5343:** Working draft of the 2023 Regional Transportation Plan (RTP). This draft is subject to copy edits, technical corrections and minor updates as it finalized for public review. Chapter 5 and 6 will be available on July 10.

**Exhibit B to Resolution No. 23-5343:** DRAFT 2023 RTP Project List (June 20, 2023)

**Exhibit C to Resolution No. 23-5343:** DRAFT 2023 High Capacity Transit Strategy

2023 Regional Transportation Plan

# Summaries of public engagement and agency consultation in Spring 2023

*The following reports and summaries include input on the draft 2023 Regional Transportation Plan (RTP) received by Metro in Spring 2023. This input includes consultations with agencies and input from the public. The feedback will inform Metro and agency partners as the draft RTP is refined this summer in preparation for an adoption draft plan this fall.*

The following summaries are enclosed:

1. **Preliminary summary of community input on investment priorities**
2. **Community based organization engagement summaries**
3. **Community leaders' forum #3**
4. **2023 RTP online survey #3 draft summary**
   - Note: Results of project priorities collected through the survey map are listed on page 28 of the survey summary
   - Note: Comments on individual projects sorted by sponsoring agency are included in *Table 18: Project List Comments*, starting on page 106 of the survey summary.
5. **Language specific forums draft summary**
6. **Regional transportation business forum summary**
7. **Summaries of consultation meetings with federal, state, regional and resource agencies**

2023 Regional Transportation Plan

# Community input on investment priorities – Preliminary summary

*In early 2023, agencies submitted draft lists of priority investments for the 2023 Regional Transportation Plan (RTP). Metro asked the public to weigh in on how the draft investment list aligns with regional priorities and community needs. This document includes themes from this input as of June 5.* ***This is a summary will continue to be updated as more input is received.***

## Overview

Through in-person and virtual events and online surveys in March and April 2023, community members shared their experiences traveling around the greater Portland and their priorities for investments in the region's transportation system. This input can help inform the refinement of the draft 2023 RTP project list. This engagement is also building awareness about the importance of regional transportation planning and ongoing opportunities to be involved in transportation decisions.

Community members were asked to consider the long-term future of greater Portland, and to provide feedback on priorities the region should focus on in the near term (next five to 10 years). This summary is organized by input on outcomes and investment categories.

Key takeaways:

- Safety is the top priority across community input.
- Equitable transportation and climate are also important outcomes to focus on in the near-term.
- Maintaining the transportation system is the most important near term investment.
- Investments in roads and bridges, biking and walking and transit are also important.

**In early spring 2023, more than 1,200 people from across the region weighed in on transportation investment priorities.**

**Online public survey (April 3 – May 1, 2023**): 861 respondents.

**Community Leaders' Forum (April 13):** Representatives from 11 community based, environmental and transportation related organizations participated.

**Cultural and language specific forums (April 15):** In-person sessions co-hosted by Metro and community engagement liaisons involved 50 community members from across the region in Spanish, Chinese, Russian and Vietnamese.

**Community Based Organization engagement (ongoing)**: Centro Cultural, Community Cycling Center, Next Up, OPAL, The Street Trust, Unite Oregon and Verde have engaged people of color, youth and people with disabilities across greater Portland. This summary includes input from engagement hosted by Centro Cultural, Next Up, OPAL, the Street Trust, Verde and Unite Oregon that reached about 350 people. Input specific to High Capacity Transit (HCT) been informing the HCT strategy. Some CBO's will continue to engage community through the summer.

## Outcomes: Focus on safety.

Safety is the top priority for community participants. Safety concerns were the prominent theme that emerged from community members' discussions about transportation priorities. In the survey and at several community events, community participants ranked the draft 2023 RTP goals to indicate which are most important for the next 5 to 10 years (see Table 1).

Concerns about safety included both personal safety and traffic safety. These concerns overlap for transit riders and people walking and biking, where there is not good lighting, sidewalks or places to wait for transit. Participants cited harassments, unpredictable, unsafe and sometimes violent behavior on transit and at transit stops.

**"There are places where there are no sidewalks and sometimes bikes are in the actual car lanes which makes me fear for their safety."** –*Unite Oregon participant*

Community Leaders' Forum participants voiced concern that emphasis on large projects in the RTP assessment and in conversations could take away from a focus on the smaller-scale safety infrastructure projects that are deeply needed in many of the that the communities that the CBO's serve.

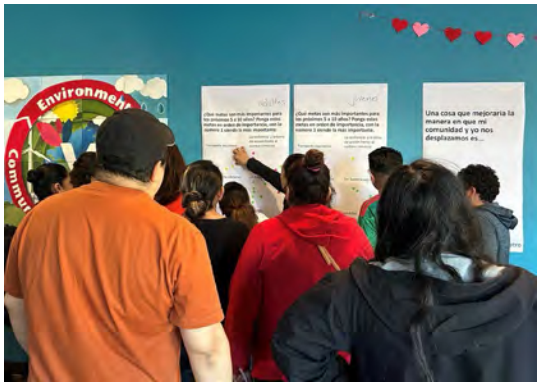


**Photo: Verde forum participants**

**Table 1: Ranking of most important near-term goals (1= most important, 5= least important)**

| RTP Goals | In-language forums | Verde forum | Online survey |
|---|---|---|---|
| Safe system | 1 | 1 | 1 |
| Thriving Economy | 2 | -- | 5 |
| Equitable Transportation | 3 | 3 | 4 |
| Climate Action and Resilience | 5 | 2 | 2 |
| Mobility Options | 4 | -- | 3 |

**"My 13-year-old use to take TriMet to school. I don't feel safe with him riding the bus anymore so I changed my works schedule so I can drive him." –** *Verde participant***.**

Unite Oregon interview participants expressed the need for more security/safety employees (not police officers) on TriMet facilities.

"**Being a woman and a visible Muslim makes it hard and unsafe. I have been harassed several times. We cannot control other people. I appreciate there are security officers on MAX, though.**" –*Unite Oregon participant.*

**"I would feel safer with increased frequency of [transit] line service so that I spend less time exposed on the streets, better light at bus stops. Street [design] and finding ways to increase ridership would make me feel safer."** – *OPAL participant*

## Outcomes: Equitable transportation and climate are also priorities.

Climate and equity are also priority goals for community members. Online survey respondents and participants at community based organization events indicated that these goals are important near term priorities. However, climate action and resilience were ranked lower across all the in-language focus groups.

Climate was a focus at the Community Leaders' Forum. Participants commented that the investment categories and the project list assessment need to be more nuanced. Specifically, roadway repair needs to be considered differently than roadway expansion and climate action and resilience should be assessed separately. Investments in reducing climate pollution can be very different from investments in emergency routes that support resilience.

Conversations about equitable transportation included discuss of affordable and accessible transportation. Participants at Centro Cultural's focus groups identified the importance of affordable and accessible transit as well as safe places to bike, walk and carpooling in meeting climate goals and protecting the environment. Affordability was also a priority at the Community Leaders' Forum and leaders voiced concerns related to transit fares and tolling.

**"Include carpooling services, HOV lanes and affordable public transportation."** – *Centro Cultural participant*

## Investments: maintenance.

Across communities, people prioritize investment in maintenance. Comments about maintenance spanned transit, roadways and sidewalks. Although people prioritized taking care the existing system, it was not a focus of conversation.

**Table 2: Ranking of top 3 near-term priority investment categories**

| Investment category | In-language forums | Verde forum | Online survey |
|---|---|---|---|
| Maintenance | 1 | 2 | 1 |
| Biking and walking | 3 | | 3 |
| Roads and bridges | 2 | 3 | |
| Transit capital | | | 2 |
| Transit service and operations | | 1 | |
| Throughways | | | |
| Freight access | | | |

**Potholes in different places along the roadway and uneven sidewalks were the two most highlighted concerns**. – *Unite Oregon interview summary*

**"A short term focus should include fixing potholes and pavement surfaces, as well as fixing sidewalks and making sure that bus/light rail vehicles receive the maintenance needed and are replaced when they are no longer in good condition**." – *Centro Cultural participant*

## Investments: roads and bridges, biking and walking and transit are also priorities.

**Roads and bridges**
Community members included HOV lanes, improved sidewalks and crosswalks, seismic investments and generally improved roads as investments they would like to see in roads and bridged.

**Improve roads that are close to schools; for example Hillsboro High School needs to urgently improve access."** – *Centro Cultural participant*

Community participants also cited concerns about congestion and the time it takes to get where they want to go.

**Transit**
Community members identified a need for both investment in transit capital and operations. Improvements in frequency and reliability were reoccurring themes.

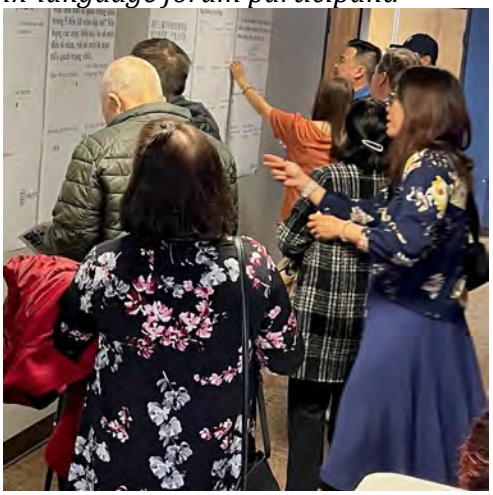
Frequency of bus service was the top priority for transit improvements among OPAL participants (64 participants), followed by cost of service and accessibility.

"**Waiting time for bus on weekend takes too long. Can frequency be as good as weekday? People work on weekends too. They have to wake up so early to make time to take transit**." – *Vietnamese in-language forum participant.*

Community members investments in transit stops, such as lighting, shelters and bathrooms, as priority investments. Barriers along sidewalks for people with disabilities who need to access transit were also cited.

**Biking and walking**
Sidewalks and lighting were the most frequently mentioned types of investment related to biking and walking. Community members also discussed not feeling safe on bike facilities where they were close to vehicle traffic.

"**Where there are no sidewalks, people are forced to drive."** - *Russian in-language forum participant.*


Photo: In-language forum participants

## Next steps

As Metro continues to receive community feedback provided by community based organizations, a deeper analysis of the online public survey and other engagements, staff will continue sharing this input with partnering agencies and decision makers.

2023 Regional Transportation Plan

# Community based organization engagement reports

*Metro partnered with seven community-based organizations: Centro Cultural, Community Cycling Center, Next Up, OPAL, The Street Trust, Unite Oregon and Verde. These community partners have focused on engaging people across the region who hold identities at the intersection of multiple underrepresented communities.*

Through partnerships community based organizations Metro aims to elevate the voices of underrepresented communities in the 2023 Regional Transportation plan process while also more broadly increasing the capacity of communities to engage in transportation planning and policy decisions. Some of the community conversations have been focused on the High Capacity Transit Strategy. The input received through these conversations has been considered and incorporated, as feasible, into the draft High Capacity Strategy. Other conversations have focused on community needs and investment priorities and can help to inform the refinement of the draft 2023 Regional Transportation Plan.

Some organizations will continue to engage community members through the 2023 Regional Transportation Plan public comment period. Enclosed are the summaries of the community based organization-led engagement that has been completed to date. This includes:

- Centro Cultural focus groups (2): 40 participants
- Next Up listening sessions (2): 39 participants
- OPAL: online survey and listening sessions (2): 141 participants
- The Street Trust listening sessions (4): 63 participants
- Unite Oregon listening session: 21 participants
- Verde focus groups (2): 29 participants

**Metro Regional Transportation Plan and High Capacity Transit Strategy**
Focus Group #1
March 4th, 2023

**Facilitators:**

- Mariana Valenzuela Director of Community Partnerships, Centro Cultural.
- Janet Silva Villanueva, Project Coordinator, Centro Cultural.

**Participants**:

- Centro Cultural.
- Washington County community members.

**Focus Group Participants:**

- Celerina Rojas
- Maria Guadalupe Lozano Figueroa
- Maria de la Luz Nino
- Maria Guadalupe Sanchez
- Dario Ramirez
- Milka Mendez
- Bertha Morales
- Martha Yanes
- Sergio Garcia
- Luis Martinez
- Alfredo Martinez
- Beatriz Ozuna
- Karla Yanes
- Manuel Cabrera

**Materials:**

- Plan de transporte regional 2023.pptx
- High-Capacity-Transit-Corridor Investment Priorities Factsheet

**Meeting Purpose:**

The purpose of this community focus group was to gather community input related to current transportation priorities, needs and challenges. During the workshop individuals were provided information on what the different project phases consist of and the definition of what a corridor is alongside a project map. This information will serve to guide decision-makers during the planning process for the 2023 Regional Transportation Plan.

Participants were informed that Metro is working in the Portland metropolitan area to expand safe and reliable transportation options for people and goods. This plan identifies urgent and long-term transportation needs, the investments needed to meet those needs, and the financing that the region expects to have available in the next 20 years. Individuals were also informed that the plan is updated every five years taking into account the opinions of community members, business and community leaders and governments.

**Rundown of the agenda:**

- Welcome
- Icebreaker/Introductions
- Project Description
- Levels of Investment
- Discussion Questions 1,2,3
- Antee Questions and Comments
- Thank you for assisting

**Meeting Notes:**

**Icebreaker: Tell me what your name is and what type of transportation you use?**

*Attendee:* My name is Celerina Rojas. I typically drive but I take the bus when I go to Portland.

*Attendee:* Maria Guadalupe Estrdada I drive but I have daughters who use the bus fortunately and I say fortunately because when they used to drive they would get lost on the road all the time. I like this because they get to know different routes and explore without worrying about getting lost.

*Attendee:* Rosalva, I take the bus because I don't drive, I guess this helps our environment.

*Attendee:* Maria Pino, I drive and use the bus. I think everything new is good to make sure everyone gets to places in a timely manner; for example traffic from Forest Grove to Hillsboro is bad and there needs to be something done to change this.

*Attendee:* Guadalupe Sanchez I drive but I use public transportation when I go to Portland because I save gas, avoid getting lost and it is less stressful than when I'm driving.

*Attendee:* Beatriz, I drive and use the bus sometimes. I have to drive all the time to leave my kids at school and sometimes it's frustrating because traffic has been getting bad. Although traffic has been getting bad I still prefer to drive because waiting for the bus is bad as it takes so long. I feel bad that they have to wait so long for public transportation because the weather is not adequate most of the time.

*Attendee:* Dario, I'd like to thank god for being here, I drive if it's needed to but I mainly use public transportation whether that is the max or the bus.

*Attendee:* Milka, for the type of job I have I do drive. Part of my job is guiding families on how to use public transit and that is when I realize what is needed and what needs to be modified in our cities. I think I will start using the bus a lot more because it's been harder for me to see while I'm driving, especially at night.

*Attendee:* Bertha, I used to use the bus a lot before, back then we didn't have a max but now I use it when I go to Portland because I don't like driving there. Like Milka says, I think I'm also going to start using public transportation too due to it being hard for me to see at night now.

*Attendee:* Karla, I used public transportation before but I drive now. I think it is really important for all of us to be here and have these types of discussion groups.

*Attendee:* Martha, I use public transportation on a daily basis; I use both the max and the bus. I have given my opinion on what changes need to be made but I feel like sometimes we have to keep up with whatever comes up because at this point it's a necessity to use public transportation for those of us that don't drive.

*Attendee:* Sergio, I agree with everyone. I like the idea of the corridor from Hillsboro to Forest Grove because people can transport in a healthier way through biking or walking but I agree that we need to start making changes to make people in the community have a sense of safety.

*Attendee:* Alfaro Martinez, I usually drive. I don't use public transportation as much.

*Attendee:* Luis Martinez, I drive but I have family that uses public transportation and was not aware of others experiences so I'm here to learn.

*Attendee:* Manuel Cabrera, I don't drive, I use public transportation.

Mariana went over the first 5 slides of the presentation and made sure that people understood what a corridor is and what the Rapid Transportation Project entails. She proceeded to describe the High capacity transit vision & corridor investment priorities. The following conversations surged after the explanation of every investment priorities and discussion questions on slides 8-10.

**Description of the overall project and explanation of level one investment priorities**

*Attendee:* Theoretically, if we add max services to forest grove will prices go up? Can we try to put the max over in that area? I think it is highly important to consider this because Forest Groves have been growing dramatically.

*Attendee:* The high capacity transit vision is important to discuss as a community, as low income individuals that live in these areas because rent is a lot lower compared to developed areas although we need these services, we fear that living costs and food prices will go up once this happens and this should not be a fear.

*Attendee:* I moved here from Chicago in 2010 and never knew about all the public services available. I used to work all the way to Tualatin and there were hardly any other buses so I had to get off from one bus and walk along the route and then take another bus. Before I would fear to miss the bus and my life was sad. I identify with our youth now, I remember how I used to struggle and hope some of these people that have a lot more services due to the current expansion know about them and don't suffer like I did.

*Attendee:* If these necessities are given to forest grove and Cornelius there will be a lot of our people that looked for refuge there and if the services are given to them then the process will go up and those zone will go missing= displacement because they will move to other rural areas that are more affordable this will only be affordable for individuals that are homeowners and have their own businesses because rent will continue to go up and this will be on a developers standpoint

*Attendee:* That's the problem of displacement which we call gentrification. We try to help people who are within the underserved population, but instead of helping them we end up hurting them.

*Attendee:* I attended a workshop hosted by Unite Oregon and someone mentioned that changes are sometimes good but some are bad mostly bad because rent increases, for example if a new corporation opens then prices will go up and only people that work for this corporation will have a living wage but people who don't have that wage will not be able to afford living expenses.

*Mariana*: Myself and Janet are part of the SWEC executive committee and I want to say that we work hard on protecting people who live in these areas so they can continue to be accessible.

*Attendee:* All of this new development is important but I think it is hard to keep sustainable affordable rent because you can't force a private property owner to maintain certain prices in their rent. I know there is a law that a certain rent percentage can't be increased, but this is still not protective at all.

*Attendee:* All of these price increases that come with new development, especially ren is something concerning for our elderly community, how is this ok?

*Attendee:* I want to comment on Forest Grove because I know there has been a lot of changes, it has grown drastically with small businesses and it's hard to see but things have been going up slowly. I was telling my husband we started paying $700 for rent and now we pay $900 so it's kind of hard to want something better for everyone. Where are all these good things taking us and how are they benefiting us? People live in rural areas where things are less expensive. There's people in rural areas of Forest Grove that don't have acess to public transportation but

prefer this because it is a lot cheaper. I'm thinking about all of these families that have to move on the outskirts of town to be able to afford a living.

*Attendee:* New development affects our mental health dramatically because prices go up and most of us are forced to live with families due to not wanting to pay too much.

**Level 2:**

No comments

**Level 3:**

No comment

**Level 4**

No comment

**Set of discussion questions #1**

- Where do you think the region should prioritize investments in High Capacity Transit? Check the lines that are most important to you and your community.
- Are there things on Tier 3 or 4 that you think should be a higher priority?
- Are there bus routes and areas that surprise you that aren't on the map?
- Comment on what is important about the areas you think are high priority for better transit

*Attendee:* I see that connecting Forest Grove with Hillsboro is considered level 4 but why is this a level 4 when this should be a level 1? This is highly important to start prioritizing, it is ridiculous that it is on level 4 when it's clear that there is a need in Cornelius and Forest Grove because they have drastically grown.

*Attendee:* Could it be possible that we can have a single lane just for buses?

*Attendee:* People are really mad that Hillsboro to Forest Grove are a level 4 specially because we have Pacific University in Forest Grove and most individuals that go to school or work there need that resource.

*Attendee:* There are people that could have their own car but they prefer to take public transit no matter how long it takes to come by because this is better for the environment.

*Attendee:* It is important to teach our youth how to safely use public transportation in order to make sure our environment does not suffer in the future.

*Attendee:* If there are going to be new corridors in Portland, there needs to be bike lanes for these youth that can't drive. There needs to be greater focus on making bike lanes more accessible and safe as well.

*Attendee:* We have a country with resources invested wrongfully, because if I had all the resources to use public transportation I would by all means do so. How can our government do better to make this available?

*Attendee:* Level 2 is in a 5 year span, but how is it possible that level 4 is after 5 years if traffic is already so bad in this area? There needs to be a closer look at traffic and services. Decision makers need to adapt accordingly based on culture and empower using bicycles. If we don't make the right changes now the future is going to be horrible. A Lot of people moved here 10 years ago for employment that was a lot better compared to other states, but the downside to this is that prices went up drastically so imagine what will happen now with all future development. What are the plans to make sure our economy does not hurt us in such a drastic way?

*Attendee:* 8 years ago around the Aloha/Beaverton area we used to see deer by TV Highway but now I don't see them anymore, that is damage we are doing to our environment with new development.

*Attendee:* I have seen a lot of construction, especially apartments so this means that more people are going to start moving here. This affects our mental health because the necessity and high demand are getting bad.

*Attendee:* I'm surprised and super mad that this area is not being taken into consideration as it should because we have a fast developing area from Hillsboro to Forest Grove.

*Attendee:* My son who is 14 years old asks me if he can go to the store around the corner, but I don't feel so safe to do so now. I would be ok with him going to the store by himself before, but this is due to a lack of safety in our city. There needs to be a focus on making sure that safety is a priority before any further development.

*Attendee:* I have seen a lot of kids in my area that walk to schools or that parents take them walking to school due to a lack of funds from the school district and the city. Can we do something to also help them? Can we have shuttles that go to schools that are far from bus stops?

*Attendee:* Things are hard because there is a lack of drivers in the school district and the mile requirements to be able to be picked up by a bus. In Forest Grove High School this is horrible because there is no public transportation that goes all the way there; this is hard for youth to get to school. I understand that there is employment but not enough people, but we need to make youth our priority because they are our future.

*Attendee:* Maybe this is not so much about the school district but also on how metro and the state can help?

*Attendee:* Are sidewalks included in this planification? There needs to be a priority on this because most of the time there are no sidewalks in areas where schools are located, this is a safety concern.

**Set of discussion questions #2**

- Do you or your family use public transportation now?
- Are there things that could make it easier to access or use the existing public transportation? (A few examples: sidewalks could be improved, closer bus stops, better bus stops with a cover and lighting.)
- Are there things that prevent you from using public transportation?

*Attendee:* It surprises me that Gaston is part of Washington County and has not been taken into consideration when planification happens. There are families that move to Gaston due to how inexpensive it is but it is hard for them to get to places as public transportation is non-existent there.

*Attendee:* There is a shuttle bus that goes to Gaston which is part of metro regional as well as GroveLink that goes to Forest Grove High School.

*Attendee:* I like to use the GroveLink line but it needs more focus, because it goes to Forest Grove High School and it is highly important as it is a resource for students.

*Attendee:* I also think GroveLink is good, but the schedule is super bad. We need to make sure that it matches the school schedule.

*Attendee:* At first I didn't know what the GroveLink was, but I got a brochure on GroveLinks service from Centro Cultural because last time my car stopped working and needed a new alternative to get around town. I told the person there that it was hard for me to communicate with the driver to ask for the schedule due to the language barrier, they made sure I understood

the brochure they gave me. I have seen a lot more people use it now! There needs to be more awareness that this service exists and how to properly use it.

*Attendee:* Although GroveLink is an option, I feel like it is useless sometimes, because it runs when people don't need it and when people need it during peak hours it doesn't even come by. This service needs to review the scheduled service times.

**Set of discussion questions #3**
When there are big new transit investments, like a new Max line or a new bigger and faster bus, there are other types of investments as well; new transit stations and/or parks, trails, as well as better walking and biking routes to the city.

- As you think about the proposed transit you see on the map, what other types of investments will help people use new and better public transportation?

*Attendee:* First of all I would like for there to be public restrooms at bus stops because sometimes people need to use the restroom as a basic human need and there's nowhere to do so.

*Attendee:* There needs to be better lighting.

*Attendee:* Metro Regional Government and TriMet need to make sure that there are adequate garbage disposals at bus stops, this is the biggest priority in my opinion.

*Attendee:* It's bad that some bus stops don't have a covered area and this is what pushes people away from using public transportation in some instances when the weather is bad; they would rather stay home.

*Attendee:* I would like to see murals at transit centers and bus stops to represent our culture.

*Attendee:* I would like to see safer lanes for bicycles. I'm really scared of the area between Winco Foods and Coastal Farm & Ranch, because it's hard to see at night. I'm also concerned for people that need to cross over to get to the bus stop, because it is an area with high amounts of traffic and there is nothing to protect pedestrians. I want to let my daughters bike but I won't due to the lack of road safety.

*Mariana:* ODOT is in charge of that area from Hillsboro to Cornelius that's why some things take longer to go into effect.

*Attendee:* I think there needs to be more adequate training for bus drivers because I heard someone on an occasion ask the bus driver of line 78 if they could use the ticket they used for the max for the bus and the bus driver said he wasn't sure about it.

*Attendee:* The area more concerning is 19th and Hawthorne in Forest Grove, because it needs a lot of lighting. This area is bad and dark at night.

**Comments on Handouts:**

- We should put Cornelius and Forest Grove on level 1, because these zones are extremely important.
- Level 1 needs more public transportation because this area is of major importance and need; it is lacking that component at the moment.
- Level 4 is of major importance to me.
- I was really surprised to see that the Forest Grove area is considered level 4
- What is considered to be level 4, should instead be 1 or 2. There are a lot of people in this area that need to get from one city to another : there should be a focus on adding bike lanes, corridors where we can walk and more sidewalks for kids that walk to school.
- There needs to be more adequate training for bus drivers, because it looks like they lack proper knowledge on fare tickets.
- I think that Forest Grove and Cornelius areas should be placed on level 1.
- I think there should be a focus on constructing a bus lane on the road.
- Level 4 needs to be changed to level 1.
- There should be access for the community to be able to rent bikes in Hillsboro and Forest Grove.
- The area from Hillsboro to Cornelius and Forest Grove has been growing dramatically and should be on level 1.
- Bus stops should be more secure, this can be done by having a more adequate schedule, making sure bus stops have a covered area, having more light and making sure they are clean.
- The less important areas are being considered to be resolved in the next 5 years, they are leaving the most important areas for after 5 years.
- Areas near schools need to be improved in order to get there in a safe manner.
- Public transportation needs to make sure that the drivers hired are trained to be more respectful and kind. Services also need to be more frequent and there needs to be more lighting at bus stops.
- I would like a connection between schools and the Metro. Perhaps Metro can provide a bus line for students who do not have access to public transportation due to distance. We need to prioritize individuals that don't drive and make sure they are able to take their kids to their appointments and school when it is raining.
- We must prioritize Cornelius and Forest Grove; They should be on level 1 of planning, because it is very important to have the connection between these two cities.
- I use public transportation to go to portland. There needs to be more focus on making sure that bus stops are easy to get to and that there are not a lot of homeless people near them like we often see.
- Access to public transportation needs to be accessible to underserved areas.
- There are a lot of areas with not enough light which makes it hard to see pedestrians.
- The area with the green line needs more public transportation because it seems like it is abandoned due to a lack of public transportation.

- There needs to be public restrooms, there needs to be better lighting at bus stops, as well as covered areas in order to protect ourselves from harsh weather conditions.
- TriMet needs to make sure to have drivers that are patient with the elderly. Not only do they need to be more patient, but they also have to have training on how to respect individuals from other cultures that don't speak english.
- There is a high need for sidewalks and bike lanes on TV Highway.

## Facilitators:

- Ally Holmqvist, Senior Transportation Planner, Metro Government Administration
- Molly Cooney-Mesker, RTP Engagement Specialist, Metro Government Administration
- Mariana Valenzuela, Director of Community Partnerships, Centro Cultural
- Janet Silva Villanueva, Project Coordinator, Centro Cultural

## Rundown of the agenda:

- Welcome
- Project Overview and timeline
- Time for questions
- Break: Refreshments/Food
- Poster Mark-up
- Open discussion
- Event Wrap-up

## Focus Group Participants:

- Milka Mendez
- Alvaro Gomez
- Antonio Lopez
- Martha Yanez
- Agustina Vazquez
- Regino Rodriguez
- Blanca Morales
- Emily Morales
- Lorenza Ortiz
- Delfino Villanueva
- Adan Eneguiz
- Marianela Contreras
- Eulalia Murillo
- Aure Aguilar Paredes
- Ignacia Mercado
- Laura Garrido
- Maria Estrada
- Brenda Alonso
- Celerina Rojas
- Margarita Castellanos
- Daniel Eneguiz
- Isaac Ramirez
- Cossett Toledo
- Rosemary Morales
- Silvia Mendez
- Susan Villanueva

Total Participants: 26

## Materials:

- 2023 RTP projects community presentation- Spanish.ppt
- Types of transportation projects sheet
- 2023 RTP Fact Sheet
- Types of transportation investment priorities map
- Goal priorities map

## Meeting Purpose:

The purpose of this community forum was to include community members within Washington County that don't know about the 2023 Regional Transportation Planning. Oftentimes individuals within the Latinx community tend to be excluded from strategy planning and

outreach due to the language barrier-most of them only speak Spanish. Individuals tend to get excluded from these important developmental discussion groups due to the lack of knowledge. Centro Cultural has been making efforts to reduce this barrier and include Latinx community members within Washington County during important decisions. A community forum on the 2023 Regional Transportation Plan was presented by Ally Holmqvist, Senior Transportation Planner for Metro Government Administration at Centro Cultural. The presentation was given in English and translated to Spanish by Centro Cultural's Director of Community Partnerships, Mariana Valenzuela.

The goals for forum takeaways was for attendees to understand the draft vision and goals for 2023 RTP, what Metro is, who Metro serves and get to know Metro Council members. It is important that community members understand the types of projects that are included in each of the investments areas and that everyone in the greater Portland region will have safe, reliable, affordable, efficient and climate friendly travel options that allow people to choose to drive less and support equitable, resilient, healthy and economically vibrant communities and regions.

## Poster Notes:

Which goals are most important for the next 5 to 10 years? Rank these goals from one to five, with one being most important.

**Equitable Transportation**

*Sticky Note:* There needs to be more security in public transportation.

*Sticky Note:* There needs to be more traffic lights in areas that are high in traffic, there also needs to be more emphasis on creating more pedestrian crosswalks. I also think that in order for transportation to be equitable and safe, the bus and max need to have a more consecutive schedule.

**Climate action and Resilience**

*Sticky Note:* I think it is necessary to have an emergency fund.

*Sticky Note:* Long term expansion needs to include car pooling services (HOV lanes) and affordable public transportation.

**Thriving economy**

*Sticky Note:* Making sure that public transportation has a better schedule on the weekends.

**Safe system**

*Sticky Note:* These services are needed from Beaverton to Aloha over SW Farmington; from 172nd to 198th. There needs to be priorities when building areas for pedestrians and bike lanes. Not only is this area lacking pedestrian safety areas, but also lighting and security to cross the street to go to the park.

*Sticky Note:* There needs to be more street signs.

*Sticky Note:* Making sure that the community has access to first AID kits and AED kits.

*Sticky Note:* Short term focuses need to include priority on making sure that public areas are well illuminated and that bus stations are safe. Although this development is necessary, natural areas need to be left alone.

*Sticky Note:* The priorities for me in the short term are Transit capital, Faster and more reliable buses and transit stops with features such as lighting, safety buttons, or ways to communicate in an emergency.

*Sticky Note:* There needs to be heated covered areas and seats in public transportation services; people have kids and groceries to take home during varying weather conditions. Bright lights by stop signs are also needed.

*Sticky Note:* The priorities for short term development need to include transit stops/stations with features such as lighting, but more importantly implementing a safety communication device and cameras in case of emergencies.

**Mobility options**

*Sticky Note:* Increase bus coverage.

*Sticky Note:* There needs to be more buses and high speed trains like the max, as well as protective barriers for bikers and more pedestrian crossings with flashing lights.

*Sticky Note:* Sidewalks and roads need to be more accessible to everyone.

*Sticky Note:* Street designs need to be inclusive; they need to have elements such as ramps for individuals with canes, as well as pedestrian crosswalks and more bike lanes.

**Projects fall into different investment categories. Pick your top three priorities:**

**Walking and biking**

*Sticky Note:* Runaways and sidewalks on main roads

*Sticky Note:* Preserve green places and reduce garbage

*Sticky Note:* Walking and biking is one of my top priorities.

*Sticky Note:* Leave and respect green areas

**Transit capital**

*Sticky Note:* Short term. 10806, 12131, 11245.

*Sticky Note:* Short term. 11589,11440,10846.

*Sticky Note:* Short term. 10806.

*Sticky Note:* In my opinion the most important thing is to get the max to run in Forest Grove.

*Sticky Note:* Expand bus service to more places.

**Roads and Bridges**

*Sticky Note:* Short term 11661, 11380, 10802, 11918.

*Sticky Note:* Improve ramps and crosswalks.

*Sticky Note:* Let there be more sidewalks for the people.

*Sticky Note:* Designated areas for bicycles, as well as more traffic lights.

*Sticky Note:* There needs to be more sidewalks in Forest Grove.

*Sticky Note:* There needs to be more roads and bridges.

*Sticky Note:* Seismic preparations in highways, bridges and transit systems.

*Sticky Note:* Expansions on existing roads and future planning.

*Sticky Note:* Create HOV lanes.

*Sticky Note:* Work on access roads to the cities of Forest Grove and Cornelius.

**Throughways**

*Sticky Note:* Bus stops and transit stations with features such as lighting, coverage and restrooms.

*Sticky Note:* Improve the roads

*Sticky Note:* Maintenance of crosswalks.

*Sticky Note:* Improve roads that are close to schools for example Hillsboro High School needs to urgently improve access.

*Sticky Note:* More lighting in the streets for the safety of our community.

*Sticky Note:* I want to see the max in Forest Grove.

**Freight access**

*Sticky Note:* Plan out strategies to improve merchandise deliveries.

*Sticky Note:* I want to be able to see sidewalks and bicycle lanes on some areas of I-5, as well as light rail.

*Sticky Note:* Establish a lane on express roads specifically for freight transport.

**Information and technology**

*Sticky Note:* Affordable transportation pass programs for students, older adults and low income riders. It would be great to see these services at more camp school programs, cultural centers, and community centers.

*Sticky Note:* Carpooling lanes may reduce usage but does not seem like a priority over building/maintaining roads and walkways.

*Sticky Note:* New streets and freeway flyovers that support local commuting.

*Sticky note:* Vehicles with zero emissions.

*Sticky Note:* There needs to be programs and financial incentives to reduce vehicle trips.

**Transit service and operations**

*Sticky Note:* Traffic maintenance, public restrooms are needed in bus areas.

*Sticky Note:* Bus services need to be expanded in order to make sure they come to more places, not only expansion of services but making sure these services are consecutive.

*Sticky Note:* Expand the affordability for public transportation tickets for youth that are in camp programs and programs beyond school.

*Sticky Note:* We need faster and more reliable buses, as well as transit stops and stations with features such as lighting, benches, covers and bathrooms.

*Sticky Note:* I want there to be priority in having restrooms at bus stops, as well as a light rail.

**Transit maintenance**

*Sticky Note:* More police officers, because there are drivers that don't respect pedestrians and bicyclists.

*Sticky Note:* Maintenance on roads that have access to merchandise.

*Sticky Note:* There needs to be more sidewalks and bike lanes.

*Sticky Note:* There needs to be maintenance on Highway 26.

*Sticky Note:* There needs to be road maintenance and making sure that the max is clean.

*Sticky Note:* The main priority should be pedestrian safety. There needs to be focus on making sure that sidewalks are in good conditions to walk on.

*Sticky Note:* Modernize streets and restaurants. Improve cleanliness on buses. Improve and expand security routes of schools and control the speed of cars.

**Road and bridge maintenance**

*Sticky Note:* There needs to be maintenance in roads and bridges, as well as widening the roads.

*Sticky Note:* There needs to be more development in Washington County and better road maintenance.

*Sticky Note:* There needs to be maintenance on the roads for people that use the sidewalk and bike. Broken sidewalks and crossing lanes need to be fixed.

*Sticky Note:* Amplification of max lanes to Forest Grove.

*Sticky Note:* A short term focus should include fixing potholes and pavement surfaces, as well as fixing sidewalks and making sure that bus/light rail vehicles receive the maintenance needed and are replaced when they are no longer in good condition.

*Sticky Note:* Public transportation needs to have better maintenance and more bus lanes.

*Sticky Note:* New streets and highway overpasses that support local travel.

## Forum Discussions/Questions:

*Participant:* All of these projects are exciting, are we going to be part of deciding which project we want or have you already decided?

- *Ally:* We have not decided yet, this is a draft list and taking input on how we want to make changes until 5.

*Participant:* I like to see all the percentages designated to Washington county but when you guys are working on the roads are you working hand in hand with school districts?

- *Ally:* Yes we work hand in hand with the school district

*Participant:* I want to make a comment Mariana, I have been at community workshops for this development and had not realized how big this project is, until right now that I saw that sheet with so many projects that we had no idea were included. I'm so glad we have this opportunity to be here and voice our opinion. I always wondered how we got money for this type of development, but now things are more clear to me and it is good that federal money is being used for a good cause.

*Participant:* I'm glad to see that there are some youth here because they are able to see how this is going to impact the future and they won't blame us because they have an opportunity to voice their opinion.

*Participant:* Everyone sees all of these projects and visualizes the needs around us. What I learned today is that although the Metro Regional Government has these workshops, there's other ongoing projects within the city that we are not aware of and people need to start demanding change now and not later. It is good to know which projects Metro Regional Government is responsible for and which ones belong to the city/state. It is good to know where to go to have these conversations in order to advocate for our community.

*Participant:* I also want to make a personal opinion. I think that it is important that some youth are here; hopefully they have some consciousness and use public transportation a lot more in the future to better our climate change because it is going to get worse in the long run if we encourage everyone to learn how to drive rather than learning how to use public transportation. I hope people that drive now have some consciousness and don't pollute our environment too much by taking the bus whenever they can; I'm trying to advocate for public transportation in order to reduce the carbon footprint.

*Participant:* In what way can the community be aware of these projects to be more involved? How do we make sure that city planners and individuals with authority don't make decisions without our opinion but solely based on bureaucracy and supremacy. I have spoken to people that work in the area but never get an answer

- *Ally:* We will be working on this project for a year and after that it goes to the cities, It is up to the cities and counties to continue on after they receive the funding; They have their own planning projects. Most of them are on their websites and it is available in Spanish

## Forum Takeaways

Community members were unaware of the magnitude of the current developmental projects that Metro is in charge of, as well as how the drafting process looks like. The main concerns for the Rapid Transportation Plan were safety, inclusion and awareness. Individuals want to make sure that this plan includes pedestrians and bikers in a manner that optimizes their safety as well as awareness of the current resources and nature that could be harmed during this development.

Attachment 1 to Staff Report to
Resolution No. 23-5343

APR 2023

NEXT UP



# REGIONAL TRANSPORTATION PLAN

## LISTENING SESSIONS REPORT

# NEXT UP




## Our mission

Next Up amplifies the **voice and leadership of diverse young people** to achieve a more just and equitable Oregon.

## The impact of our work in Oregon

We create opportunities for young people ages 13-35, centering Black, Indigenous, youth of color and intersectional youth, to build their individual and collective power. Since 2002, our work has scaffolded a wave of young people who are leading the charge to dismantle oppressive systems and institutions so that our communities can thrive.

## Impact Snapshot

**600+**

**alumni of our youth leadership cohorts**

**7**

**unique leadership and internship programs**

**40%**

**Oregon youth voter turnout in 2022, compared to 27% nationwide**

NEXT UP



## LISTENING SESSIONS SUMMARY

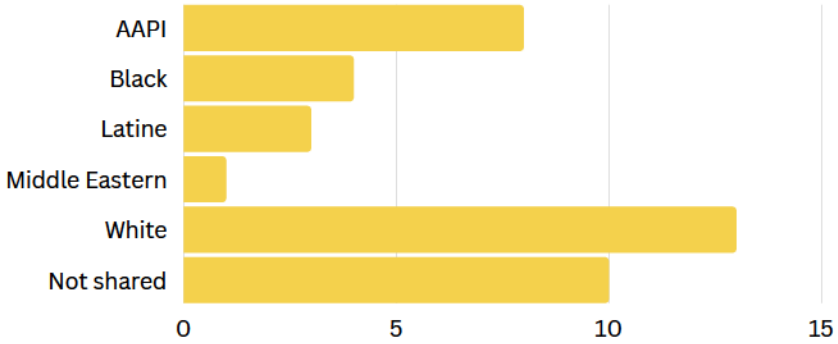
**2**
LISTENING SESSIONS

**39**
TOTAL PARTICIPANTS

**22**
MEDIAN AGE

**28**
AVERAGE AGE

RACE/ETHNICITY




## GOALS

- Provide community members with the foundation to understand how the Regional Transportation process works
- Lay out the values that Metro has set in the RTP Process
- Explore the projects that would be funded through the Regional Transportation Plan
- Guide community members in a discussion of their lived experiences interacting with our current forms of transportation and sharing feedback on the RTP values, and potential projects

## TOP THEMES



"Active transit is important to me because it **promotes climate resiliency** in our projects and maintains a **sustainable future** for transportation."

**PARTICIPANT**

"'The Historical Context of Racist Planning,' documents the **lack of investments in parts of our city from a racist perspective** on why we are currently in a position where **parts of our city has better infrastructure than others**."

**PARTICIPANT**

"I'd like to see some sort of **public repository for the history of neighborhoods and transportation** – the why and how of transportation and neighborhood design."

**PARTICIPANT**

# REFLECTIONS ON ACCESS

**ACCESSIBILITY FOR YOUTH WHO ARE THE MOST IMPACTED AND THAT ARE BLACK, INDIGENOUS, BROWN, DISABLED, LOW-INCOME, IMMIGRANT, AND QUEER AND TRANS**

## 01

**"Safe and accessible routes to school and for those who rely on mobility devices to get to transportation."**

## 02

"The equity of accessibility seems like an afterthought or a 'nice to have,' but it's really a 'need to have' because access for folks who have limited mobility is used and good for all. **Budgeting for accessibility should be a priority."**

## 03

"Maybe better road signage, **as in signs that more clearly direct people through common routes in Portland**. When driving on the highways here, we have to make many quick decisions before choosing an exit."

## 04

"There's a service for people who can't get around (folks who can't walk). Folks could get picked up. Would like to see that get expanded. **When you have to get somewhere and you have to plan ahead, it's hard**. We need to improve a Metro-supported Uber. Let's think outside the box."

## 05

"Abolishing zoning laws that segregate residential and commercial areas, so that **people can easily walk to get goods and services instead of having to use cars.** People wouldn't even need to use buses or trains much!"

## 06

"More **non-invasive transit close to natural spaces.** I hate that places like Oxbow aren't more accessible by public transportation."

# REFLECTIONS ON COST

## REMOVE COST BARRIERS FOR ALL TRANSIT RIDERS

**01**

**"Free TriMet and free transit for all."**

**02**

“It seems like there’s going to **be growing inequity for people who don’t have the money to buy an electric car.** Use this plan to push agencies to convert faster, but the worry is that if it’s not done equitably, then that cost will be pushed to the most vulnerable people.”

**03**

"Some barriers would be limited transportation options in suburban and rural areas, **lack of affordable and accessible public transportation.**"

**04**

"I believe citizens of the Metro area **need to know that when something is not done right or is too costly etc, projects and programs and contractors will be held accountable in a public way** and that solutions be discussed & acted on publicly."

**05**

"Tolling is necessary to hold people who drive cars accountable – **the cost of that infrastructure maintenance**."

**06**

"Freeway tolling should **fund fareless transit,** creating a better travel experience for all."



NEXT UP

# REFLECTIONS ON SAFETY

## SUPPORT COMMUNITY WELLBEING WITHOUT MORE POLICING

**01**

"There should be a **stronger 'barrier' or division of where riders are and where non riders are.** Because the space is so open, I think that may play into unsafe situations. When you're at a MAX station, you can't tell who's a rider and who's not. In other cities, you have a paid area."

**02**

"With the backlash on public health measures, there are people who don't care to **protect others' health.** Maybe there aren't very many of them, but it can be uncomfortable."

**03**

"I have not used public transportation that much in the past year because of **safety concerns: worry about anti-asian sentiment** as well as the number of people who seem possibly violent on public transit."

**04**

"Cleaner buses with **better heating and ventilation.** Improving and enforcing covid precautions – and other communicable and contagious infections."

**05**

"I used public transportation prior to the pandemic, but I switched to driving because of **anti-Asian sentiment. It doesn't feel very safe in the MAX stations because of the lack of personnel.** There are still other sicknesses. I still don't feel very safe using public transportation, although I would like to."

**06**

"Separate bike lanes like they have in the Netherlands, which have grass between bikes and cars."

07

"**Waiting for a long time in dark areas,** places where there's no hard stop, just a sign, no lighting. That's how it is in my area in SW Portland. To get there there are no sidewalks."

08

"It would be good to unpack **the goals around climate. Public safety is an issue. Roads that are not maintained by the city or by anyone else.** I have to use private roads that are wrecked. Basic road maintenance."

09

"I live in SW and we don't have **transportation access that is safe for kids and people with mobility devices.** Our sidewalks are limited to the library area in Hillsdale. "

10

**"When I hear about dangerous biking experiences, it scares me from biking. Interested in carpooling, but it takes more planning."**

11

"I'd love to be able to bike, but **I don't feel safe biking in most of East Portland,** even with new bike lanes. Cars drive so fast, even around bike lanes. I have seen fatal accidents...investments in Gresham, and things seem safer."

12

"I would like to be able to bike AND bus to shopping and recreation. **Segregated lanes for bicycles and better, safer, lighted stops for bus commuters** would help immensely. Walking is also not easy, particularly in the suburbs. Stroads, like Hwy 8, prevent walking.

# LOOKING FORWARD

"Are there opportunities to work on the transportation issues **in my neighborhood**?"

"Oftentimes I will learn about a project **too late to get involved** in the preliminary engagement process."

"Make projects have **community planning** sessions. Find ways to get the community involved, maybe through public art. Community gets excited about art."

"I want to **hear back** what happens with this feedback – if it makes its way into the plan directly."

NEXT UP

@nextuporegon
info@nextuporegon.org
www.nextuporegon.org

NEXT UP



## LISTENING SESSIONS SUMMARY

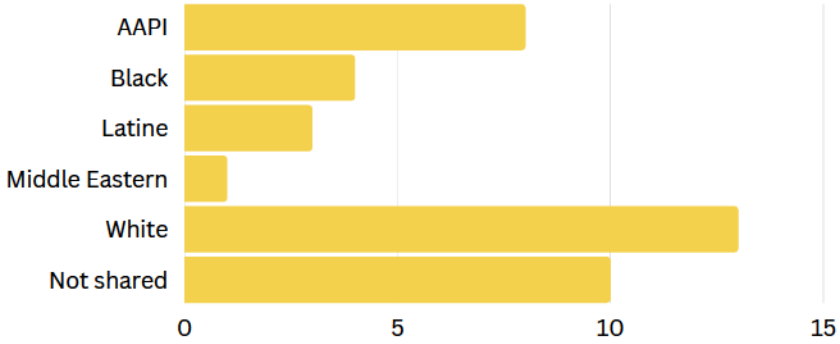
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## GOALS

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## TOP THEMES



Attachment 1 to Staff Report to
Resolution No. 23-5343



# THE STREET TRUST

# LISTENING SESSION REPORT

## REGIONAL TRANSPORTATION PLAN

SPRING 2023



# THE STREET TRUST



**The Street Trust is a membership advocacy organization representing street users across Greater Portland. We work to address unsafe and incomplete public streets that threaten lives and livelihoods. The Street Trust wins policy changes and investments that save lives, reduce barriers, and expand opportunities to the people and neighborhoods our current transportation system neglects.**

# THE REGIONAL TRANSPORTATION PLAN BACKGROUND

## METRO

**The Regional Transportation Plan (RTP), managed by Metro, guides public investment for all forms of travel including driving, taking transit, biking and walking, and the movement of goods and services through the Portland metropolitan region. In 2018, Metro updated the RTP, emphasizing strategies of high-capacity transit, increased safety, enhancing freight and goods movement, advancing transportation technology, and strengthening pedestrian and bicycle policies.**

**Metro updates the plan every five years with input from various community members and leaders, businesses, and governments. By December 2023, Metro will complete the updated RTP, which will guide investment decisions for the next several decades. In the meantime, Metro has worked to include local community members, listening to their transportation needs, via public forums, public comment periods, and listening sessions.**

## OUR PURPOSE

**Through federal funding, Metro has asked local community based organizations and advocates to engage with different communities across the region. The Street Trust deployed $30,000 of this funding to uplift the voices and experiences of historically and contemporarily marginalized groups in the area. These groups included BIPOC residents, people living on low-incomes, LGBTQIA2S+ residents, older/younger residents, people experiencing disabilities, immigrants, and refugees. Whereas these communities have previously been excluded from conversations around transportation and its impact, we look to change the narrative and engage in meaningful dialogue.**

**The Street Trust community engagement took the form of 5 listening sessions, which were carried out between April and June of 2023. We sought to understand their mobility vision, needs, and priorities - what is and isn't working in their day-to-day experiences. This document summarizes the information gathered in these sessions in order to elevate the stories of local community members.**

# OUR PROCESS

**Between April and June 2023, The Street Trust conducted 4 listening sessions across Multnomah County, Washington County, and Clackamas County. The 5th session was rescheduled at the request of the cohost.**

## 1. Portland State University

**BIPOC undergraduate Engineering Majors at Portland State University.**

## 2. Immigrant and Refugee Community Organization

**Afghan immigrants connected with the Immigrant and Refugee Community Organization (IRCO)'s Greater Middle East Center (GMEC).**

## 3. ACHIEVE Coalition

**Action Communities for Health, Innovation and Environmental Change (ACHIEVE) Coalition. A group of multi-sectoral partners who have a collective vision of ending health inequities in chronic diseases for African-Americans and African immigrants/refugees in Multnomah County.**

## 4. Clackamas Community College

**Students from Clackamas Community College participating in a Fare Relief Program.**

## 5. TriMet's Committee on Accessible Transportation*

**TriMet's Committee on Accessible Transportation (CAT) is a community advisory body representing persons with disabilities and seniors.**

***TriMet CAT listening session is being rescheduled.**

## Overview of the Listening Session Process

- **Sessions lasted between an hour and an hour and a half.**
- **Sessions began with a fifteen-minute presentation about the Regional Transportation Plan, its influence and importance in the region.**
- **With the remaining time, The Street Trust asked participants a series of informal interview-style questions about their daily commute, experience with different modes of transportation, interpretation of Metro's draft goals, and their thoughts on funding distribution.**
- **In the final ten minutes of the session, participants were asked to fill out a survey rating their experience with different modes of transportation. Findings are included below.**
- **Each participant was compensated for their time and input during the session.**

# DEMOGRAPHICS

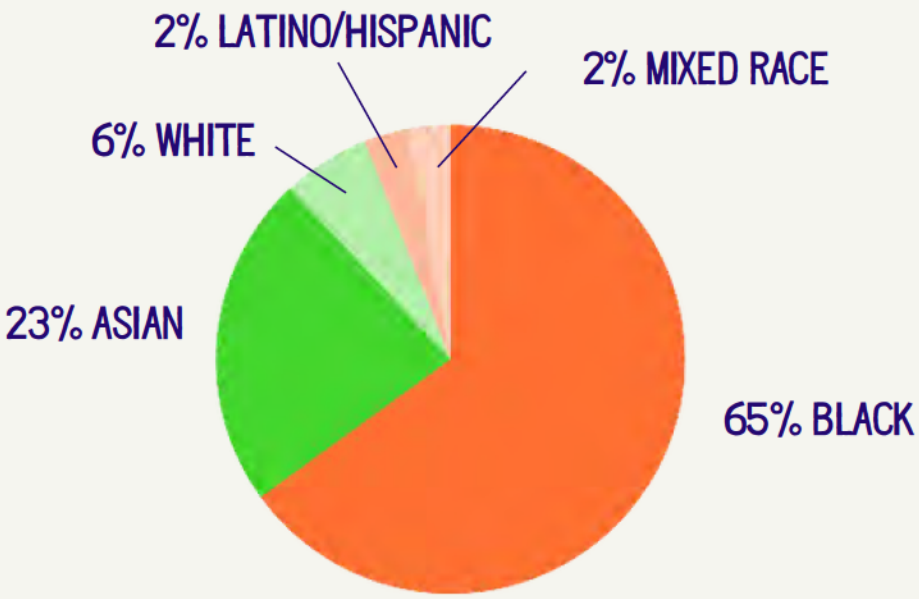
**Between April and June 2023, The Street Trust conducted 4 listening sessions across Multnomah County, Washington County, and Clackamas County.**

**63**
TOTAL PARTICIPANTS

**16**
ZIP CODES

**3**
COUNTIES

## RACE/ETHNICITY




## AGE

PARTICIPANTS RANGED FROM 16 TO 45.
AVERAGE AGE OF 30 YEARS OLD.

## ANNUAL INCOME

LESS THAN $15,000: 17%
$15,001 - $30,000: 44%
$30,001 - $45,000: 17%
$45,001 - $60,000: 9%
PREFER NOT TO ANSWER: 13%

# SUMMARY

**Metro has identified six key goals to be applied to the RTP. Of these goals, listening session participants aligned most closely with three: Equitable Transportation, Safe System, and Mobility Options**

**Equitable Transportation** - Enhancing transportation investment in marginalized communities.

**Climate Action and Resilience** - Reducing greenhouse gas emissions and air quality impacts.

**Thriving Economy** - Improving the region's economic health through transportation.

**Safe System** - Reducing the amount of death and serious injuries of users in the transportation.

**Mobility Options** - Providing a broader range of affordable and reliable transportation options.

**These three priority goals will set the foundation for the following findings, as they were topic areas most frequently discussed during the listening sessions.**

# EQUITABLE TRANSPORTATION

Participants described equity as both a process and an outcome. They emphasized that an equitable transportation system is one where an individual's identity, such as race or socioeconomic status, does not impact their transportation experience. Such a system should provide equal access and opportunities for all individuals, regardless of their background. The conversation also highlighted the intersectionality of equity and race, acknowledging that communities of color often experience higher rates of traffic violence and face geographic and income-related barriers to transportation. Conversations also noted the role policymakers have in prioritizing equitable transportation and allocating funding accordingly.

## WHAT DOES EQUITABLE TRANSPORTATION MEAN TO YOU?

**“Equitable transportation to me is an even distribution of affordable and reliable transportation to meet the needs of all community members.”**
**-Participant**

**Accommodation for “all abilities. Intersectional analysis is needed because Black & brown people are more likely to have disabilities, "disability needs" are not a separate box from "racial equity.'"**
**-Participant**

**“We have prioritized transportation for people with financial resources to get downtown. Most people with lower incomes live their lives outside the downtown corridor. Where do average people and those without cars need to go, and how well is the transportation system set up to accommodate that?”**
**-Participant**

**“In terms of equity, security is asking for certain people’s fare because of what they might look like. There is bigger fish to fry than fare. Focus on people’s safety.”**
**-Participant**

**"People that have lower incomes, they often use transit, they rely on transit a lot. Transit capital should be for covered waiting areas, or signalized crossings near these areas, so that people are able to feel safe. These things are important, I feel.”**
**-Participant**

**“For me, equitable transportation, no matter your socio-economic status, where you live, its all the same and equal. Just being inclusive with everyone. You can get from point A to point B without worrying a lot.”**
**-Participant**

# SAFE SYSTEM

Safety was emphasized as a crucial component of transportation. Discussion focused on feelings of unsafety around transit stations and bus stops due to poor lighting and distance from their home. Several participants also expressed feeling unsafe on public transportation, specifically the MAX, which was a deterrent from them using the mode. Frequent transit users also noted the lack of cleanliness around MAX stations. Bike users expressed a need for clear bike lanes, as they are sometimes being used for houseless encampments. Participants expressed a need for increased infrastructure for pedestrian, bike, and transit users, specifically improving lighting around transit stations, making clearly identified bike lanes, and increasing transit access closer to housing developments.

**“I live in East Portland in the Parkrose area and the lack of sidewalks out here makes walking difficult and unsafe. Kids have to walk in the street to get to school. There's also really poor lighting on busy streets.”**
**-Participant**

**“It seems you need to have a safe system first, so people who have a choice will choose active and local transportation options and not just hop into a car.”**
**-Participant**

**“I’ve had a knife pulled on me and my friends. People doing drugs on the bus and yelling and screaming. I think safety is the big thing.”**
**-Participant**

**“One of the biggest concerns we have, I should be seen walking with my kid on the sidewalk just as much as we see a car. So yeah, and being able to develop the infrastructure for walking. I mean, all road users should have the same access to the road, as much as cars.”**
**-Participant**

# MOBILITY OPTIONS

Participants expressed the importance of having the ability to choose one's mode of transportation. They advocated for diverse and accessible transportation options that cater to different preferences and needs. Participants frequently highlighted the dominance of infrastructure for automobiles in the region. As a whole, participants expressed interest in increased transit capacity and access. For the majority of vehicle users, the convenience and efficiency of commuting by car was the largest deterrent to using another mode of transportation.

## WHAT ADDITIONAL TRANSIT MOBILITY WOULD BENEFIT YOU?

**“Transportation that goes 24 hours and all throughout the day. At night time there should be more safety and security throughout the night. Also, more transit near the new housing developments.”**
**-Participant**

**“It can be kind of difficult, given the traffic on US-26, coming back, and just having to specifically go back to my residence, park my car, then go to a MAX stop. Rather than just taking one mode. It's the transfer that's kind of the limiting factor for me with my schedule.”**
**-Participant**

**“Accessibility for me is just being able to choose my mode of transportation. If going somewhere is just roads, then, yeah, I'm gonna take a car, right. But if I'm able to take something else, and it might be more economical for me then sure, I'll take it.”**
**-Participant**

**“I think about this as being inclusive about not only cars but also different types of transportation.”**
**-Participant**

# ON METRO SPENDING

Participants viewed the distribution of Metro's capital spending. Several participants redrew their ideal project spending.

## $25.3B
## CAPITAL PROJECT SPENDING

Participant 1



16% Walking + Biking
33% Transit Capital
17% Roads + Bridges
20% Throughways
10% I-5 IBR Program
2% Freight Access
2% Info + Technology

Participant 2



27% Walking + Biking
18% Transit Capital
18% Roads + Bridges
4% Throughways
3% I-5 IBR Program
3% Freight Access
27% Info + Technology

**"What worries me is that, if so little is spent on walking and biking, if you don't transform that particular infrastructure, then how do you expect people to use it? The state and city is going to continue to grow. And we're spending so much on roads and bridges and things. It's great to upkeep that, but how are we going to divert people to the other modes if the infrastructure isn't up to their standards?"**
-Participant

"I think, walking, biking and transit should be given at least 30%. I agree, because the upkeep of roadways is important, you don't want to have too many potholes, because that's a safety issue."
-Participant

"It's definitely skewed towards kind of [sic] vehicles."
-Participant

**"In other places, they like walking, different types of transportation. With America, their cars are part of the culture."**
-Participant

# CLOSING

**The listening sessions provided valuable insights into the transportation needs and priorities of the community members involved. Recommendations include enhancing transportation investment in marginalized communities, reducing greenhouse gas emissions and air quality impacts, improving safety measures, providing a broader range of affordable and reliable transportation options, and developing inclusive and accessible infrastructure.**

**To address these findings, policymakers must prioritize equitable transportation and allocate funding accordingly. Investments should focus on improving safety measures, such as improving lighting around transit stations and ensuring clear bike lanes, while also expanding transit access closer to multi-family housing developments. The dominance of infrastructure for vehicles in the region needs to be rebalanced by investing in other modes of transportation and improving their accessibility.**

**Overall, this report underscores the importance of actively involving historically marginalized communities in transportation planning processes and decision-making. By listening to their voices and addressing their concerns, we can work towards a transportation system that is equitable, safe, and provides diverse mobility options for all residents. The insights gathered from these listening sessions should be considered in the update of the Regional Transportation Plan, as they reflect the needs and priorities of the communities that have been traditionally neglected in transportation discussions.**

**Moving forward, it is crucial to continue engaging these communities, conducting further research, and incorporating the perspectives of diverse stakeholders to ensure that transportation policies and investments reflect the values of equity, safety, and accessibility for all residents in the Portland metropolitan region.**

2023 Regional Transportation Plan

# Community input on investment priorities – Preliminary summary

*In early 2023, agencies submitted draft lists of priority investments for the 2023 Regional Transportation Plan (RTP). Metro asked the public to weigh in on how the draft investment list aligns with regional priorities and community needs. This document includes themes from this input as of June 5.* ***This is a summary will continue to be updated as more input is received.***

## Overview

Through in-person and virtual events and online surveys in March and April 2023, community members shared their experiences traveling around the greater Portland and their priorities for investments in the region's transportation system. This input can help inform the refinement of the draft 2023 RTP project list. This engagement is also building awareness about the importance of regional transportation planning and ongoing opportunities to be involved in transportation decisions.

Community members were asked to consider the long-term future of greater Portland, and to provide feedback on priorities the region should focus on in the near term (next five to 10 years). This summary is organized by input on outcomes and investment categories.

Key takeaways:

- Safety is the top priority across community input.
- Equitable transportation and climate are also important outcomes to focus on in the near-term.
- Maintaining the transportation system is the most important near term investment.
- Investments in roads and bridges, biking and walking and transit are also important.

**In early spring 2023, more than 1,200 people from across the region weighed in on transportation investment priorities.**

**Online public survey (April 3 – May 1, 2023**): 861 respondents.

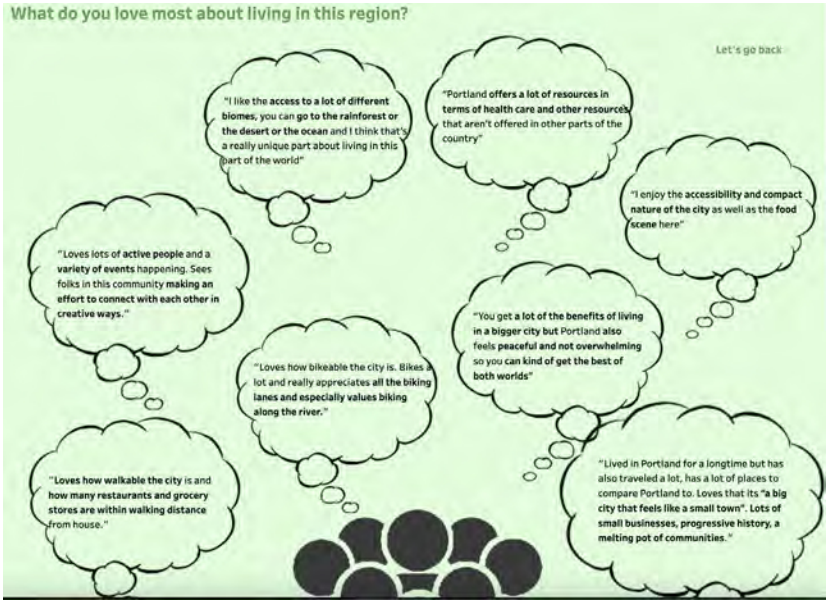
**Community Leaders' Forum (April 13):** Representatives from 11 community based, environmental and transportation related organizations participated.

**Cultural and language specific forums (April 15):** In-person sessions co-hosted by Metro and community engagement liaisons involved 50 community members from across the region in Spanish, Chinese, Russian and Vietnamese.

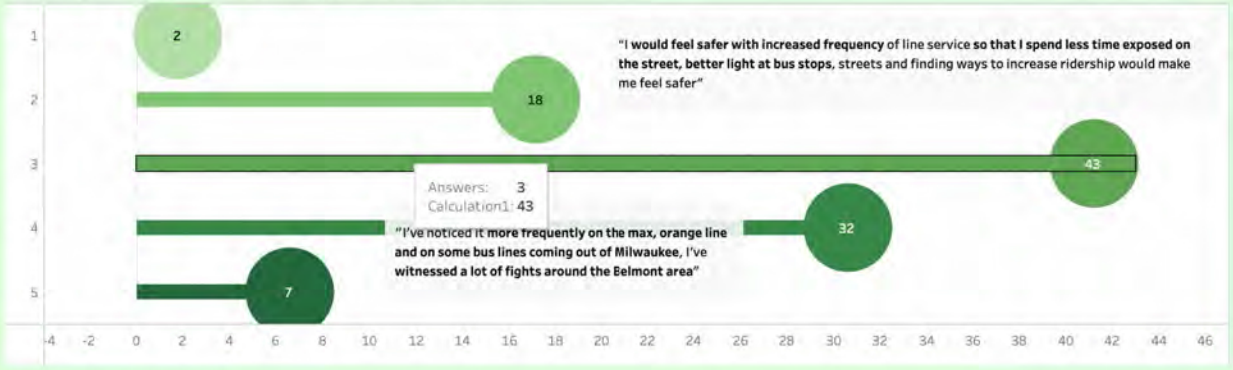
**Community Based Organization engagement (ongoing)**: Centro Cultural, Community Cycling Center, Next Up, OPAL, The Street Trust, Unite Oregon and Verde have engaged people of color, youth and people with disabilities across greater Portland. This summary includes input from engagement hosted by Centro Cultural, Next Up, OPAL, the Street Trust, Verde and Unite Oregon that reached about 350 people. Input specific to High Capacity Transit (HCT) been informing the HCT strategy. Some CBO's will continue to engage community through the summer.

OPAL Engagement Report: 2023 Regional Transportation Plan
Links include dynamic engagement reports

| RTP Community Engagement | | | |
|---|---|---|---|
| Engagement Tactic | Number of Participants | Data | Notes |
| Transportation Needs Survey | 105 responses over 1 week | First Survey responses<br><br>Second Survey responses | Two copies of the survey were posted. The first survey did not include a CAPTCHA so was flooded with bot responses. Data was cleaned, please only reference highlighted green responses in the "first survey responses" document. All other responses were identified as fake.<br><br>$20 visa gift card sent to all respondents. |
| Listening Session 1 | 36 total participants over 2 listening sessions | Recording linked | Virtual, $100 gift card provided for full 2 hour participation |
| Listening Session 2 | See above | Recording linked | Virtual, see above |

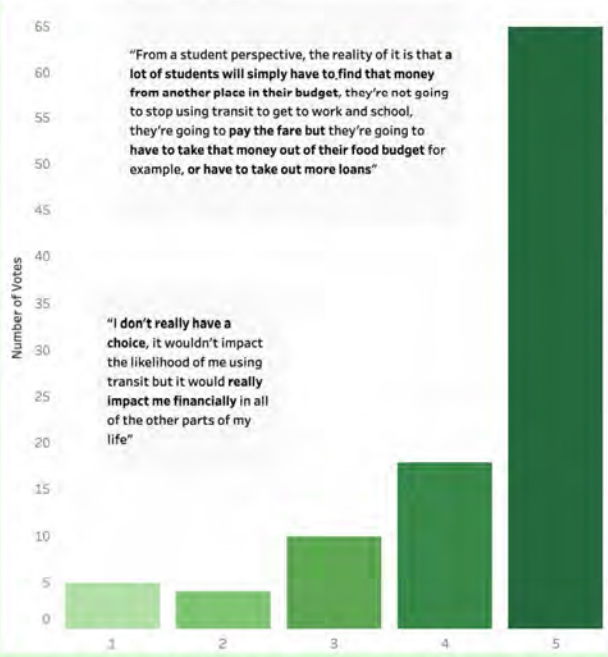


## Do you generally feel safe when you use transportation?



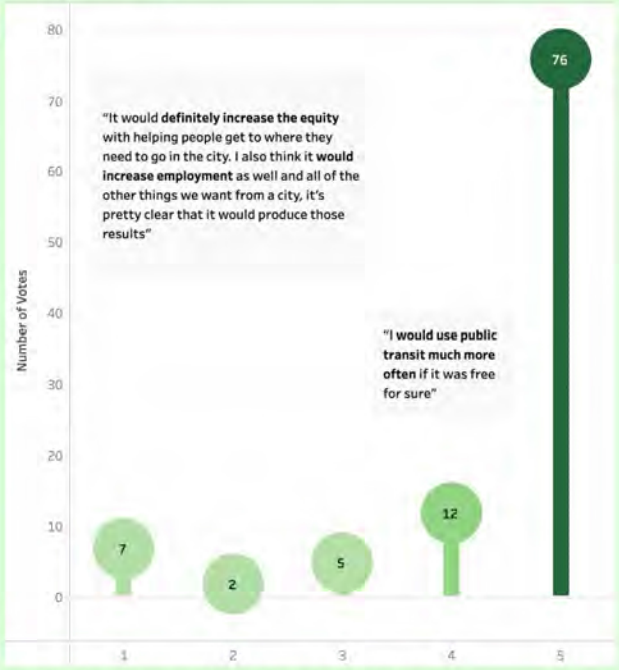

1:Never feel safe; 5: Always feel safe

## TriMet considering fare increase, How do you feel that would impact accessibility & equity on transit?




1: Would not impact at all; 5: Dramatically decrease accessibility & equity

## If system was completly fareless, Would you use public transport more?

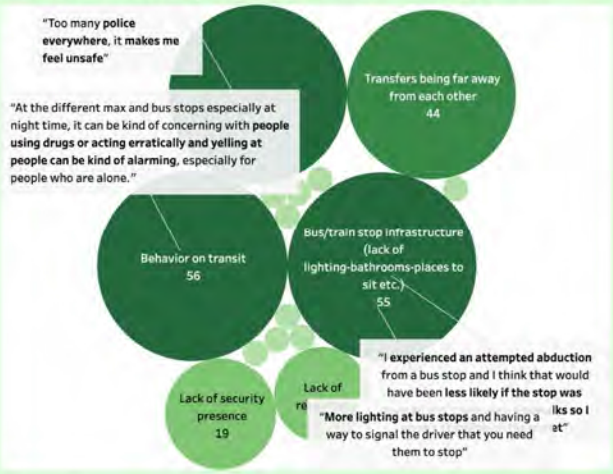



1: Would use it the same amount; 5: would be able to use the system more

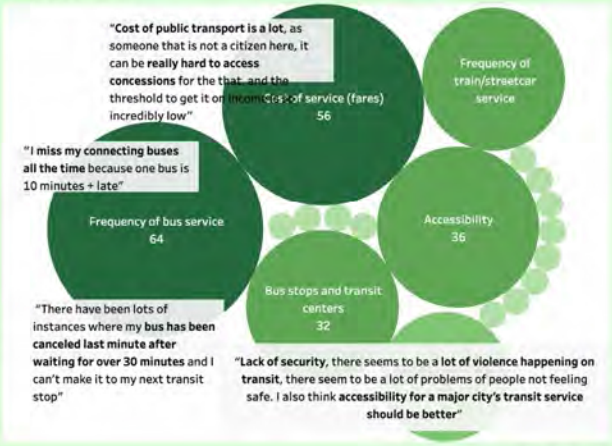
OPAL Dashboard 3 by Jignasu Vekariya

## Transportation Survey

### What contributes to you feeling unsafe when using transit?



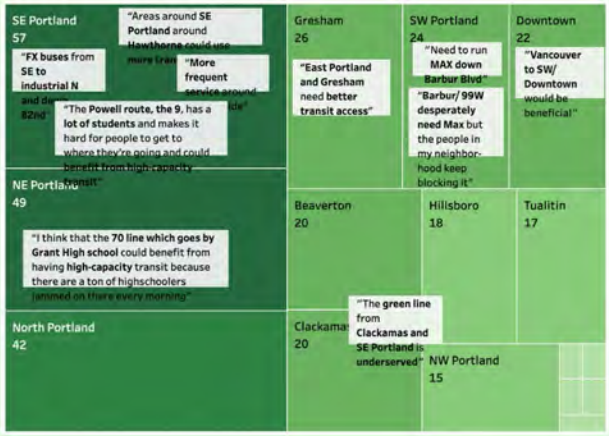

### Which aspects of public transport do you think needs improvement?



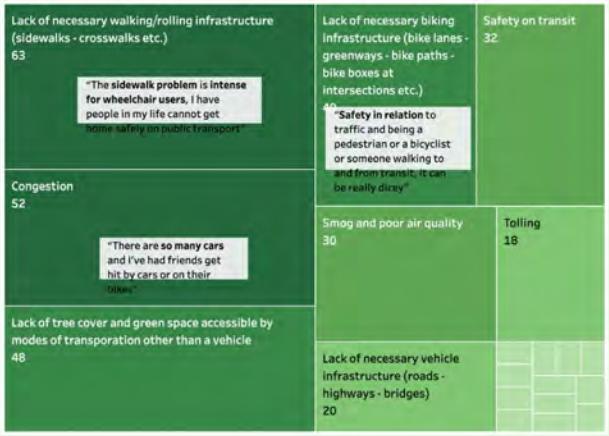

OPAL Dashboard 2 by Jignasu Vekariya

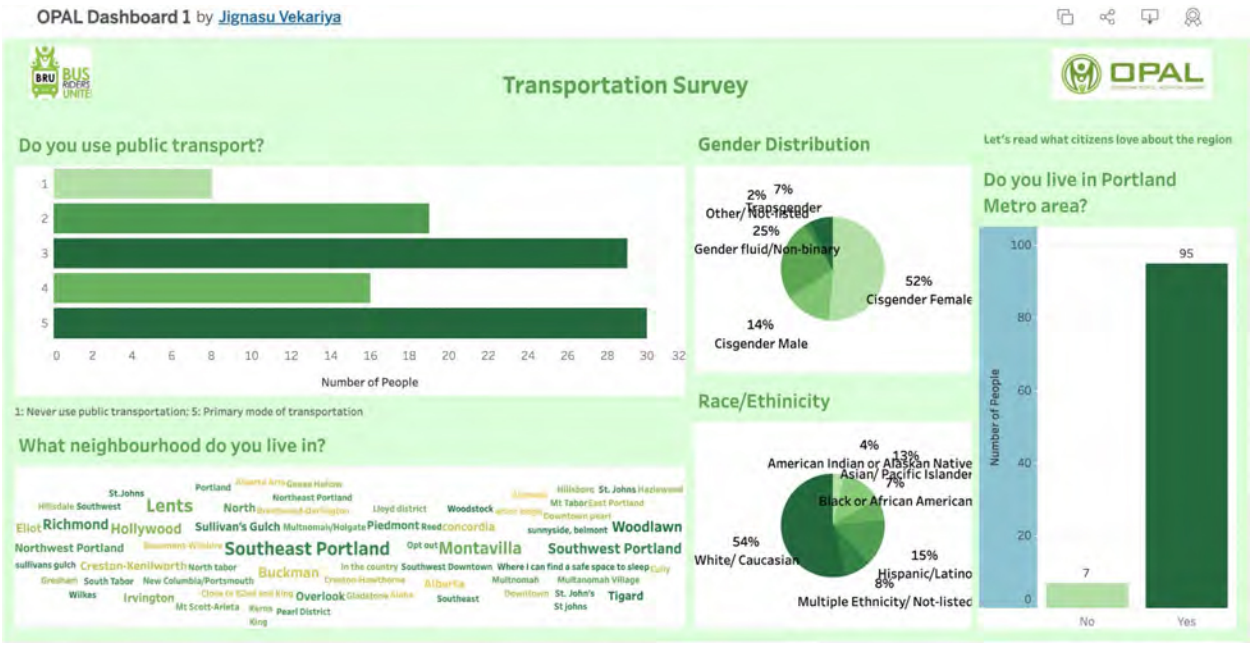
## Transportation Survey

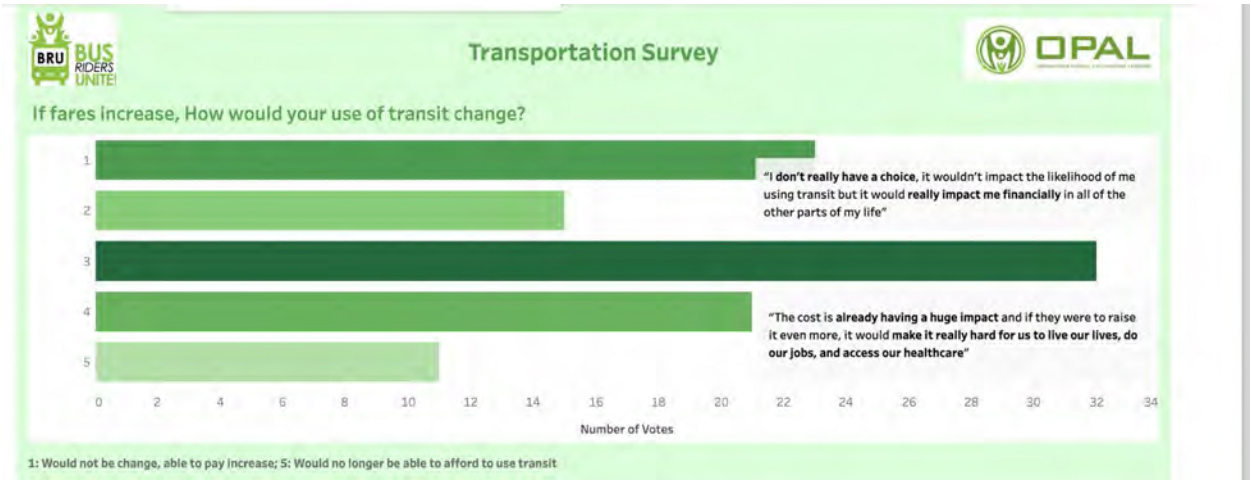
### What area of town do you think transit service needs to be improve?




### What do you think are the biggest issues impacting our community related to transportation?




OPAL Dashboard 1 by Jignasu Vekariya
Transportation Survey
OPAL
Do you use public transport?
Number of People
1: Never use public transportation; 5: Primary mode of transportation
What neighbourhood do you live in?
Lents
Hollywood
Richmond
Sullivan's Gulch
Southeast Portland
Montavilla
Southwest Portland
Woodlawn
Buckman
Overlook
Tigard
Irvington
Gender Distribution
2%
7%
25%
52%
14%
Other/ Not-listed
Transgender
Gender fluid/Non-binary
Cisgender Female
Cisgender Male
Race/Ethinicity
4%
13%
7%
15%
8%
54%
American Indian or Alaskan Native
Asian/ Pacific Islander
Black or African American
Hispanic/Latino
Multiple Ethnicity/ Not-listed
White/ Caucasian
Let's read what citizens love about the region
Do you live in Portland Metro area?
Number of People
95
7
No
Yes


Transportation Survey
OPAL
If fares increase, How would your use of transit change?
"I don't really have a choice, it wouldn't impact the likelihood of me using transit but it would really impact me financially in all of the other parts of my life"
"The cost is already having a huge impact and if they were to raise it even more, it would make it really hard for us to live our lives, do our jobs, and access our healthcare"
Number of Votes
1: Would not be change, able to pay increase; 5: Would no longer be able to afford to use transit

# Community Engagement Report

## 2023 Regional Transportation Plan (Phase 3)

Prepared by

**Unite Oregon**

Submitted to

**Metro Regional Government**

**March 2023**

**Executive Summary**

Phase 3 of the Regional Transportation Plan (RTP) focuses on updating regional transportation needs and revenue forecasts to guide updating the Plan's project and program priorities. The goal of Phase 3 is to collect feedback from community members about the needs and priorities as well as gaps in investments related to transportation improvement projects.

Equitable access to transit, biking and walking connections, and streets and highways where traffic flows is critical to allow the low-income black, indigenous, and people of color (BIPOC) immigrants and refugee communities that Unite Oregon serves to reach everyday places. Additionally, past TOD projects in North and Northeast Portland have resulted in involuntary residential and business displacement of BIPOC communities, Unite Oregon has been working tirelessly to address the impact associated with these major infrastructure investments to give all residents an opportunity to live and thrive.

Unite Oregon is partnering with Metro to conduct community engagement in the Southwest and TV Highway Corridors to inform these priorities. We interviewed 21 community members in both regions as part of the community engagement activities for Phase 3. Of the total participants, 81% identify as BIPOC, while 19% identify as White/Caucasian. Ten participants provided feedback about their transportation-related experiences in the Southwest Corridor and the other 11 shared information about their experiences in the TV Highway Corridor. About 91% of the interviewees in the TV Highway Corridor mentioned that they live and recreate in the area, while 63.6% and 54.5% said they work and worship in the corridor, respectively. In the Southwest Corridor, 80.0% of the interviewees reported that they recreate in the corridor; although some of them do not live there they usually visit family and friends.

Unite Oregon's interview had two sections informed by four priority areas related to transportation improvement projects including safety and wellbeing, accessibility, commute/travel time, and project information & implementation. Common themes were identified across the four different priority areas. A number of issues overlapped with needs highlighted in multiple priority areas, including improvement of sidewalks and crosswalks to make them safe and reliable, and accessible and safe areas for folks using wheelchairs who are currently forced to use bike lanes instead of uneven sidewalks. The community-identified needs, priorities, and investment gaps are described in detail throughout this report.

## Background

The Regional Transportation Plan (RTP) is the blueprint that guides investments for all forms of travel including driving, taking transit, biking and walking, and the movement of goods and services throughout the greater Portland area. The Plan was last updated in 2018 and it's due for an update by the end of this year.

Unite Oregon has been engaged in the RTP update process generally because having equitable access to transit, biking and walking connections, and streets and highways where traffic flows is essential to allow the communities we serve, particularly low-income black, indigenous, and people of color (BIPOC) immigrants and refugees, to reach everyday places.

More specifically, Unite Oregon convenes two community-centered coalitions of residents and community-based organizations focusing on Transit-Oriented Development (TOD). These are the Southwest Corridor Equity Coalition (SWEC) and the TV Highway Equity Coalition (TEC). Both coalitions are supported by Metro and work in collaboration with local governments.

While SWEC advocates for equitable development of a Light Rail Transit (LRT) extension along the Southwest Corridor[1], TEC considers the development of a Bus Rapid Transit (BRT) along the TV Highway Corridor[2]. We work with our partners to ensure everyone in our communities has access to the benefits of these opportunities.

Concurrently, given the fact that past TOD projects in North and Northeast Portland have resulted in involuntary residential and business displacement of BIPOC communities, we have been working tirelessly to address the impact associated with these major infrastructure investments to give all residents an opportunity to live and thrive.

## Community Engagement: Goals and Process

Following the completion of Phase 1 (Scoping) and Phase 2 (Data and Policy Analysis) of the RTP update process, Phase 3 is focused on updating regional transportation needs and revenue forecast to guide updating the Plan's project and program priorities. Unite Oregon partnered with Metro to conduct community engagement in the Southwest and TV Highway Corridors to inform these priorities.

[1]The Southwest Corridor comprises multiple jurisdictions and many different neighborhoods, extending from South Downtown Portland along Barbur Boulevard to Downtown Tigard and further south along I-5 to Bridgeport Village.
[2]The TV Highway (Oregon Route 8) is an important regional and county urban arterial that supports the movement of goods and people through Beaverton, Aloha, Hillsboro, Cornelius and Forest Grove in Washington County.

Our team designed a semi-structured interview process to talk with community members in both regions, Southwest Corridor and TV Highway Corridor. This interview has two sections informed by four priority areas related to transportation improvement projects including safety and wellbeing, accessibility, commute/travel time, and project information & implementation.

The first section asks participants to rate a series of statements on a 5-point scale from 1 (low) to 5 (high). Depending upon their rating, they are then asked follow-up questions to gain more insights on their response. The second section asks about people's view of the specific anticipated TOD projects: LRT in the Southwest Corridor and BRT in the TV Highway Corridor. Appendix A presents the full list of interview questions.

A total of 21 community members in both regions were interviewed. Interview participants had a wide range of experiences using transit services, driving, biking and walking along the two corridors. Some participants also provided insights on their experiences with transportation related projects and activities in other parts of the region.

**The discussions at the several meetings of the Southwest Corridor Equity Coalition and the TV Highway Equity Coalition uncovered a number of concerning issues that would negatively impact the communities living in both areas if clear and thoughtful equity measures were not considered when implementing TOD projects. These concerns include early investment in expanding and preserving affordable housing; providing co-located services, especially for healthcare and education; support for small business owners before, during, and after project construction; safety and accessibility improvements; in addition to service reliability.**

**Findings and Discussion**

Out of the 21 participants, 10 provided feedback about their transportation-related experiences in the Southwest Corridor and the other 11 shared information about their experiences in the TV Highway Corridor. Table 1 shows a summary of the demographic information of interview participants, who were asked to choose from a list of options and also had the chance to self-describe their ethnicity, if preferred. About 43% of participants (n=9) chose to self-describe as they did not feel the direct options provided fairly described their ethnicity. The other ethnicities identified by interviewees are Scandinavian & Keltic (n=1), Taiwanese American (n=1), Somali Americans (n=3), Mexican Indigenous (n=1), and Indian (n=1), and multiracial (2).

The interview also asked about the connection of participants to the two targeted areas. Figure 1 shows that about 91% of the interviewees in the TV Highway Corridor mentioned that they live and recreate in the area, while 63.6% and 54.5% said they work and worship in the corridor, respectively. In the Southwest Corridor, 80.0% of the interviewees reported that they recreate in the corridor; although some of them do not live there they usually visit family and friends.

**Table 1: Participants demographic information**

| Description | Total (n=21) | | Region 1[a] (n=10) | | Region 2[b] (n=11) | |
|---|---|---|---|---|---|---|
| | n | % | n | % | n | % |
| **Ethnicity** | | | | | | |
| Black/African American | 3 | 14.3% | 1 | 10.0% | 2 | 18.2% |
| LatinX | 3 | 14.3% | 0 | 0.0% | 3 | 27.3% |
| Middle Eastern/North African | 2 | 9.5% | 2 | 20.0% | 0 | 0.0% |
| White/Caucasian | 4 | 19.0% | 1 | 10.0% | 3 | 27.3% |
| Prefer to self-describe | 9 | 42.9% | 6 | 60.0% | 3 | 27.3% |
| **Gender** | | | | | | |
| Woman | 13 | 61.9% | 7 | 70.0% | 6 | 54.5% |
| Man | 5 | 23.8% | 3 | 30.0% | 2 | 18.2% |
| Non-Binary | 2 | 9.5% | 0 | 0.0% | 2 | 18.2% |
| prefer to self-describe | 1 | 4.8% | 0 | 0.0% | 1 | 9.1% |
| **Residential Status** | | | | | | |
| U.S. born citizen | 11 | 52.4% | 4 | 40.0% | 7 | 63.6% |
| U.S. citizen by naturalization | 4 | 19.0% | 1 | 10.0% | 3 | 27.3% |
| Immigrant | 1 | 4.8% | 0 | 0.0% | 1 | 9.1% |
| Prefer to self-describe | 4 | 19.0% | 4 | 40.0% | 0 | 0.0% |
| Prefer not to share | 1 | 4.8% | 1 | 10.0% | 0 | 0.0% |

a Region 1 = Southwest Corridor
b Region 2 = TV Highway Corridor

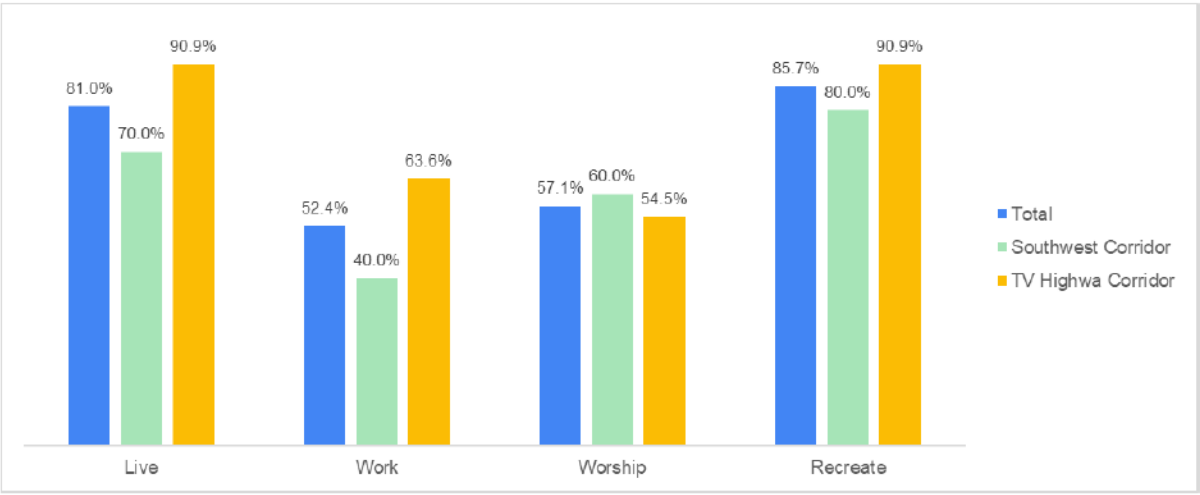



Figure 1: Participants connection to the corridors

## Interview Findings

As explained above in the Community Engagement: Goals and Process Section, the interviews consisted of two parts, the first of which asked about four priority areas related to transportation improvement projects and the second focused on the impacts of two Transit-Oriented Development projects, one in each corridor. The following sections present a summary of the interview findings, in addition to a brief discussion of the patterns that were identified. Appendix B outlines specific locations/projects that interview participants mentioned.

### Section 1: Transportation-Related Priorities

This section provides a series of statements that participants were asked to rate from 1 (low) to 5 (high) based on their personal views. Table 2 presents all these statements and the ratings given by the participants in both regions; the Southwest Corridor and the TV Highway Corridor. Depending on their rating, a series of follow up questions were asked to get a better understanding of people's experiences.

#### Priority 1: Safety & Wellbeing

Public Transit Services: When asked about how safe they feel using public transportation services, 70.0% and 72.7% of the participants provided low ratings (3 or below) for their experiences in the Southwest Corridor and TV Highway Corridor, respectively. Interviewees mentioned a range of reasons related to safety traveling to and from stops and also while riding on the bus/train.

Lack of safe and reliable sidewalks and crosswalks, unsheltered and unlit bus stops, walking around homeless tents, fear of reckless drivers and those who exceed speed limits, and the fact that bus stops are far from residential areas are some of the main elements that make people unsafe reaching to and from transit facilities.

On the other hand, interview participants expressed the need for more security/safety employees (not police officers) on TriMet facilities. Cleanliness was another issue that several people identified. Other participants mentioned that they repeatedly experienced harassment on public transit due to their race or appearance which reflects their religious affiliation.

Driving, Biking, and Walking: Participants rated three statements about their experiences driving, biking, and walking along the two corridors. For driving, more people in the Southwest Corridor (70.0%) provided high ratings (4 or 5)

**Participants said**:

- TV Highway was built for cars and other vehicles; not for cyclists, pedestrians, and those with mobility needs.
- We need to implement more security on all public transportation. Not only for the riders but the conductors as well.
- Being a woman and a visible Muslim makes it hard and unsafe. I have been harassed several times. We cannot control other people. I appreciate there are security officers on MAX, though.
- I don't feel safe because people drive too fast and the bus stops are sometimes far away from people's homes.

**Table 2: Participants ratings of transportation-related priorities in both regions (percentages)**

| Statement | Rating (1=low, 5=high) scale (n=21) | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| | Region 1[a] (n=10) | | | | | Region 2[b] (n=11) | | | | |
| | 1 | 2 | 3 | 4 | 5 | 1 | 2 | 3 | 4 | 5 |
| **Safety and wellbeing** | | | | | | | | | | |
| I feel safe using public transportation services | 0% | 50% | 20% | 20% | 10% | 9% | 18% | 45% | 9% | 18% |
| I feel safe driving along the Corridor | 0% | 10% | 20% | 50% | 20% | 18% | 18% | 27% | 27% | 9% |
| I feel safe biking along the Corridor | 40% | 20% | 40% | 0% | 0% | 45% | 36% | 18% | 0% | 0% |
| I feel safe walking along the Corridor | 40% | 10% | 0% | 40% | 10% | 27% | 45% | 18% | 9% | 0% |
| Traffic signs, road conditions, and speed limits are effectively designed to offer a safe experience for commuters and pedestrians | 20% | 20% | 20% | 40% | 0% | 27% | 27% | 36% | 9% | 0% |
| **Accessibility** | | | | | | | | | | |
| I have easy access to public transportation to reach everyday places | 0% | 20% | 10% | 40% | 30% | 0% | 27% | 18% | 36% | 18% |
| Sidewalks and crosswalks are available and conveniently placed along the corridor | 30% | 10% | 30% | 20% | 10% | 64% | 18% | 18% | 0% | 0% |
| Public transportation services are suitable for people who have mobility/physical disabilities | 10% | 30% | 40% | 10% | 10% | 36% | 18% | 36% | 9% | 0% |
| **Commute/Travel Time** | | | | | | | | | | |
| I spend a reasonable time commuting to work, school, or to catch an important appointment | 20% | 40% | 10% | 10% | 20% | 9% | 18% | 27% | 18% | 27% |
| Using public transport takes less or the same amount of time compared to driving my own vehicle to get to everyday places | 60% | 20% | 10% | 10% | 0% | 45% | 0% | 36% | 18% | 0% |
| **Project Development & Implementation** | | | | | | | | | | |
| I receive timely information about the planned transportation improvement projects | 40% | 30% | 0% | 20% | 10% | 64% | 18% | 9% | 9% | 0% |
| Transportation projects address the needs of the diverse communities along the corridor | 30% | 20% | 30% | 20% | 0% | 27% | 45% | 27% | 0% | 0% |

a Region 1 = Southwest Corridor
b Region 2 = TV Highway Corridor

compared to those who drive along the TV Highway Corridor (36.4%). This is due to the fact that TV Highway is considered one of the most dangerous highways in the region. Several deadly accidents were reported in the past months.

With respect to biking safety none of the participants in both regions provided a high rating. People either don't bike themselves, due to safety concerns, or they have been observing several safety concerns for people who bike along the corridors. These concerns include bike lanes being narrow and close to the cars on the road, road conditions force bikers to ride on roadway or sidewalks, and drivers do not respect bikers or signage that protects pedestrians.

Speaking about safety walking along the corridors, 50.0% of interview participants in the Southwest Corridor provided high ratings compared to only 9.1% in the TV Highway Corridor. This is again attributed to how dangerous TV Highway is regardless of the mode of mobility used to get to everyday places.

Traffic Signs, Road Conditions, and Speed Limits: Most of the participants (90.9%) in the TV Highway Corridor offered low ratings to the statement "Traffic signs, road conditions, and speed limits are effectively designed to offer a safe experience for commuters and pedestrians," while the percentage of low ratings was 60.0% in the Southwest Corridor. Potholes in different places along the roadway and uneven sidewalks were the two most highlighted concerns.

Two of the interviewees who use wheelchairs mentioned that sometimes they are forced to use bike lanes instead of uneven sidewalks, and this puts them in a critical dangerous situation. Other participants mentioned that many transportation-related infrastructure changes are done after people are hurt, and that must not be the case. From a driver's and rider's perspective, participants listed commuting at night as a less preferable option due to lack of lighting.

**Priority 2: Accessibility**

Easy Access to Public Transportation: The first of the three statements that interview participants were asked to rate was about their experience accessing public transit to get to everyday places. In the Southwest Corridor, 70.0% of the interviewees provided high ratings (4 or 5) compared to 54.5% in the TV Highway Corridor. Some of the issues that were

**Participants said**:

- There are places where there are no sidewalks and sometimes bikes are in the actual car lanes which makes me fear for their safety.
- Being visible to cars is really important, I was hit by a car while walking along the TV Highway.
- Congestion is a big issue, especially on narrow roads. Traffic can build up very easily and makes it difficult for drivers.
- My son walks 3 quarters of a mile going and coming back from school. The bus stop on Barbur Blvd. is far from our house.
- During snow storms, we need better transit options, and more attention to clearing off the roads for cars on busy highways.
- We need lighting on the roads and better road signs with reflective paints to glow in the dark.

> Interviewees mentioned that lack of paved sidewalks and safe crosswalks makes them feel unsafe walking in both regions.

common in both regions, but more emphasized in the TV Highway Corridor, are the distance people need to walk to reach a bus stop, transfers from line to line or between buses and trains, rush hour congestion and lack of "bus only" lanes.

Sidewalks and Crosswalks: All participants in the TV Highway Corridor offered low ratings to the statement "Sidewalks and crosswalks are available and conveniently placed along the corridor," with 63.6% giving the lowest rating. For the SW Corridor, 70.0% of all interviewees provided low ratings (3 or below). In both regions, and specifically for TV Highway, crosswalks are not available where pedestrians need them; people have to walk long distances to be able to cross the road, and this gets worse when sidewalks are not available or are in bad shape.

Transit Services for People with Mobility issues: Only 9.1% of the participants in the TV Highway Corridor indicated that Public transportation services are suitable for people who have mobility/physical disabilities, compared to 30.0% of participants in the Southwest Corridor. Big ledges on sidewalks can become an obstacle for those who may struggle with mobility, especially when bus ramps could not be lowered for people to board the bus.

Another concern mentioned by participants is the time it takes to lower the ramp and then the driver needs to help passengers to put a strap on the wheelchair (2-3 minutes). This needs to be faster. Oftentimes, people on wheelchairs have to miss the bus and wait for the next one either during rush hours when they cannot access the area designated for them or when the ramp/elevator is not working. Participants also reported that, occasionally, some riders are not helpful to give a place to people with disabilities.

**Priority 3: Commute Time**

Reasonable Time Commuting: Only 30.0% of the participants in the Southwest Corridor and 45.5% in the TV Highway Corridor offered high ratings to the statement "I spend a reasonable time commuting to work, school, or to catch an important appointment." The main causes identified for the delays are heavy traffic jams, especially during rush hours; frequent accidents, especially along TV Highway; time needed to reach bus stops, many of which have already been removed; in addition to bus delays/MAX shutdowns in snow days.

**Participants said**:

- A lot of left turns need to have a green turn signal, not only yellow flashing.
- Using transit services takes significantly more time than driving; that's why I bought a car. It's also cheaper to use my own car than ride buses every day.
- Bus stops need to be on sidewalks that are accessible, it is hard to get off the bus if you are using a wheelchair and there is no even sidewalk.
- My mosque is 5 minutes by car. I have to take the MAX to Beaverton Transit Center to take bus 57 down to 169th. This takes 35 minutes each way, if I make the connection right away.
- A 30-minute drive sometimes takes 2 hours.

Barbur Crossroads is in the top 10% of dangerous roadways listed in the statewide Safety Priority Index System, and although ODOT has been working on improvements, participants felt that much more is needed to make the area safer.

**Participants said**:

- I live in Southwest Portland and work in Southeast. It takes me too long to commute and I am often late to work.
- Instead of removing bus stops, we need more buses that run more frequently added to the route.
- I would be more open to using public transit if things changed.
- Before I got involved in Unite Oregon's leadership development cohort, I hardly ever came across information about transportation projects.
- It's kind of a shame to have the Barbur Transit Center sitting while it can be redeveloped to better benefit the community.
- After the failure of the 2020 bond measure, Barbur Boulevard improvements got kicked way back.
- I would implore the government agencies to look at cities that have good transit systems to see what positive things they are doing.

Instead of removing bus stops to attempt reducing commute time, the community wants to see more frequent bus services. Other needs highlighted by interviewees include ensuring elevators/ramps are working all the time and also providing security in stations and on board transit facilities because many people, including those with mobility challenges, prefer not to ride in crowded buses to avoid harassment. Also, creating "bus only" lanes will enhance safety and shorten trip time for riders.

Time Spent Driving Vs. Using Public Transportation: The majority of interview participants (90.0% in the Southwest Corridor and 81.8% in the TV Highway Corridor) did not agree with the sentence saying that "using public transport takes less or the same amount of time compared to driving my own vehicle to get to everyday places." However, participants indicated that using MAX services could be more effective in certain situations like going to Downtown Portland which saves time and effort finding parking if they were to drive their own vehicles.

**Priority 4: Project Information & Implementation**

Timely Updates on Plans: Most participants in both regions (70.0% in the Southwest Corridor and 90.9% in the TV Highway Corridor) indicated that they don't receive timely information about planned transportation improvement projects. Even those who offered high ratings for this statement explained that they became informed after joining the leadership development programs offered by Unite Oregon and other community-based organizations within the Southwest Corridor Equity Coalition (SWEC) and the TV Highway Equity Coalition (TEC).

Other participants indicated that even when information is available, it is not easily accessible to the public and the way they get updates about these projects is through thorough research and active communications with TriMet and local government agencies. People don't have time to look for information, and the government needs to find better ways to reach them including working with nonprofits and culturally specific organizations to spread the word out to the diverse community in different languages, and those who may not be online or using smartphones.

*"If they can send a voting pamphlet to registered voters' homes, they can send information to us directly as well."*

Projects to Address Community Needs: All participants in the TV Highway Corridor and 80.0% of interviewees in the Southwest Corridor did not feel that transportation improvement projects address the needs of the diverse communities along the corridor. For example, a participant mentioned that TriMet ignored community inputs and listened to manufacturers recommendations when they designed the FX line. This resulted in aisles that are also too narrow, making it difficult for wheelchair users to move on the bus.

Another participant questioned the need to build an island and add plants starting on SE Cypress St. continuing onto SE 32nd Ave., indicating that making the roads safer is a higher priority than making them look pretty. In the Southwest Corridor participants were frustrated that the proposed improvements on SW Taylors Ferry Rd. were not funded by Metro's Regional Flexible Fund Allocation (RFFA). Also, interviewees consider it a shame that Barbur Transit Center has not been redeveloped despite many calls from the community to build affordable housing and/or establish a multicultural hub.

**Other Priorities**:
Sustainability, environmental consciousness, service affordability for all riders, hygiene on TriMet facilities, training for conductors on becoming culturally competent to address the needs of riders effectively in addition to providing them with special driving skills to keep them, the riders, and other users of the road safe.

**Section 2: Transit-Oriented Development Projects**

This section aimed to get participants feedback on two mega transportation infrastructure projects in the two targeted geographies. Participants were asked the same questions about each of the projects. For the Southwest Corridor, the focus was on the anticipated Light Rail MAX line from Downtown Portland and extending along the Barbur Boulevard corridor to Downtown Tigard and further south along I-5 to Bridgeport Village. In the TV Highway Corridor, the questions were about the Bus Rapid Transit (BRT) which is currently being studied to improve bus line #57.

Excitement for the Project: All interview participants indicated that they are excited to hear about both projects, especially as they see that community-based organizations are leading community-centered planning processes in partnership with Metro and TriMet. Several participants mentioned that they would be more interested in using public transportation services if those projects were implemented in an equitable and inclusive way. Then, roads will be less congested with cars, riders will benefit from shortened commute time and less stress about safety and accessibility.

**Participants said**:

- Without careful planning, the planned MAX line in SW Portland will strike low-income households who live or own businesses in the area.
- Oregon does not have the best housing system and this could make more people houseless. It will be too late to think about it after the project is implemented
- Metro and TriMet need to work with nonprofits to engage the community in TOD projects.

However, some participants in the TV Highway Corridor were not sure about how they felt about the BRT project since planning efforts are still underway, but they were hopeful that community inputs will be used in the design and implementation phases.

Concerns about the Project: The biggest concern all interviewees mentioned was the risk of residential and business displacement, which would be more critical in the Southwest Corridor. Some participants were skeptical as to how much can be done, especially in the TV Highway Corridor as the train tracks are in close proximity to the roadway and everything that comes along will have to be negotiated with the railroad companies. Another concern was about lack of engagement efforts with the larger community, except for some activities championed by nonprofits. The need to design new transit services to better serve people with mobility issues was also voiced by participants.

Equitable Project Implementation: Given the concerns highlighted above, the first suggestion provided by participants to make these projects equitable and provide benefits to all members of the community was to strengthen community resilience through early investments in preserving and expanding affordable housing and commercial spaces in both corridors. People need to receive timely information about the projects and be involved in decision making around critical issues that would impact historically underserved communities. Adhering to equity will also advance the local economy and offer more jobs and better career paths to low-income residents.

**Conclusion**

This report presents the findings from 21 interviews conducted by Unite Oregon staff with community members in the Southwest Corridor and the TV Highway Corridor as part of the community engagement activities for Phase 3 of the Regional Transportation Plan update process. The goal was to get feedback from community members about the needs and priorities as well as gaps in investments related to transportation improvement projects. Table 3 summarizes the identified need/gaps.

Common themes were identified in four different priority areas namely, safety and wellbeing, accessibility, commute time and information about projects design and construction. However, it was found that a number of the issues mentioned by interview participants in one priority area overlap with needs highlighted in other priority areas. For example, building and improving sidewalks and crosswalks responds to accessibility needs while at the same time advances safety for everyone using the roads.

Participants also shared their thoughts on the benefits and concerns associated with two transit-oriented development projects, one in each of the targeted geographies: The Light Tails extension project in the Southwest Corridor and the Bus Rapid Transit project in the TV Highway Corridor. These conversations will be continued as we implement Phase 4 of the community engagement plan to get feedback from the community about specific transportation projects, which Metro will then use to update regional project and program priorities.

**Table 3: Summary of the identified needs, priorities, and investment gaps**

| | |
|---|---|
| **Safety and Wellbeing**<br><br>• Need for improvement of sidewalks and crosswalks to make them safe and reliable.<br>• Repair many potholes in different places along the roadway and uneven sidewalks.<br>• Providing shelters and lighting for many bus stops.<br>• Providing security employees (not police officers) in stations and on board transit.<br>• Cultural competency training for conductors and improving their driving skills to keep riders and other users of the road safe.<br>• Safe and accessible areas for folks using wheelchairs, who are currently forced to use bike lanes instead of uneven sidewalks<br>• Repairing/expanding bike lanes to ensure bicyclists are not forced to use the roadway<br>• Addressing safety issues related to reckless driving behaviors.<br>• Taking a proactive approach to infrastructure issues rather than making changes after people are hurt or killed.<br>• Hygiene products such as hand sanitizer in TriMet facilities. | **Accessibility**<br><br>• More bus stops that are close to residential areas.<br>• More bus services running at more frequent regular intervals.<br>• More sidewalks and crosswalks that are conveniently placed along the corridors to prevent people from having to walk long distances to be able to cross the road.<br>• Improvement of sidewalks and crosswalks to make them accessible and reliable.<br>• Repairing potholes along the roadway and uneven sidewalks.<br>• Service affordability for all riders.<br>• Ensuring elevators/ramps are working all the time for folks with disabilities.<br>• Design new transit services to better serve people with mobility issues. |
| **Commute Time**<br><br>• Creating more “bus only” lanes and more frequent bus services to enhance safety and shorten trip time for riders.<br>• Rush hours congestion and lack of “bus only” lanes results in buses being delayed and commute times being long.<br>• Need more accessible stops. Transfers from line to line or between buses and trains takes a very long time.<br>• Contributions to long commute times: heavy traffic jams, especially during rush hours; frequent accidents, especially along TV Highway; time needed to reach bus stops, many of which have already been removed; in addition to bus delays/MAX shutdowns in snow days. | **Project Information & Implementation**<br><br>• Providing timely & accessible information (in multiple languages) about planned transportation projects.<br>• Providing information in a multitude of ways for folks who do not have access to wifi or smartphones.<br>• Involving historically-underserved people in decision-making around critical issues that would impact them.<br>• Working with nonprofits and culturally specific organizations to spread the word out to diverse communities.<br>• Inter-agency collaboration to address community needs effectively.<br>• Learning from other cities that have good transit systems.<br>• Ensuring sustainability and environmental conscious practices. |

## Appendix A: Interview Guide & Questions

**Background:** Every five years, Metro brings together the communities of greater Portland to update the Regional Transportation Plan (RTP). The RTP is the blueprint that guides investments for all forms of travel—driving, taking transit, biking and walking—and the movement of goods and services throughout greater Portland. For a project to receive Federal funding it must be in the RTP. The plan was last updated in 2018.

**Purpose:** In collaboration with Metro, Unite Oregon is working to engage community members who are most impacted by transportation projects to identify gaps in investments and define the process for updating the RTP project and program priorities by the end of 2023.

**Process:** Our team plans to conduct one-hour interviews with 20 individuals who represent the diverse communities that live, work, worship and recreate in the Southwest Corridor[1] or TV Highway Corridor[2]. Information gathered from interviews will be kept confidential. When reporting themes from the interviews, no person or organization's name will be associated with any results. Interview participants can request to receive a summary report of this process.

After the interview, participants will receive $100 stipends to compensate for their time and contributions to the RTP update process.

**Interview Questions:** This interview has two (2) sections informed by a number of priority areas related to transportation improvement projects. First, you will be asked to rate a series of statements on a 5-point scale from 1 (low) to 5 (high). Depending upon your rating, you'll then be asked a follow-up question to gain insight on your response. Second, you will be asked a few questions about your view of specific projects as well as your personal travel patterns.

**Section #1**: The following table lays out four (4) priority areas, rating statements, in addition to follow-up questions:

[1]The Southwest Corridor comprises multiple jurisdictions and many different neighborhoods, extending from South Downtown Portland along Barbur Boulevard to Downtown Tigard and further south along I-5 to Bridgeport Village.
[2]The TV Highway (Oregon Route 8) is an important regional and county urban arterial that supports the movement of goods and people through Beaverton, Aloha, Hillsboro, Cornelius and Forest Grove in Washington County.

| Priority Areas | Rating Statements<br>5-point scale (1=low to 5=high) | Follow-up Questions<br>If low rating |
|---|---|---|
| Safety & wellbeing | I feel safe using public transportation services<br><br>I feel safe driving, biking, walking along the Southwest Corridor<br><br>Traffic signs, road conditions, and speed limits are effectively designed to offer a safe experience for commuters and pedestrians | What needs to happen to make these services safer for you and your community?<br><br>What aspects of your transportation experience make you feel less safe? i.e., other drivers, lighting at night, etc.<br><br>How can your experience be improved and who should be responsible for that? |
| Accessibility | I have easy access to public transportation to reach everyday places<br><br>Sidewalks and crosswalks are available and conveniently placed along the corridor<br><br>Public transportation services are suitable for people who have mobility/physical disabilities | What are the top 1-3 challenges you face trying to access public transportation?<br><br>What areas along the corridor require better sidewalks/crosswalks?<br><br>How can those services be improved to give all riders a better experience? |
| Commute/travel time | I spend a reasonable time commuting to work, school, or to catch an important appointment<br><br>Using public transport takes less or the same amount of time compared to driving my own vehicle to get to everyday places | Where and at what times do you see most time wasted while traveling along the corridor? i.e., many stops, slow traffic<br><br>How can transit services be improved to become more reliable? Would you be more open to using transit if that happened? |
| Project development & implementation | I receive timely information about the planned transportation improvement projects<br><br>Transportation improvement projects address the needs of the diverse communities along the corridor | What barriers are keeping you less informed about these projects? Who is responsible to fix that?<br><br>What are some projects that you feel were not needed or could have been implemented differently? |

**Section #2**: The following questions aim to capture more details about your personal opinion and experiences regarding transportation priorities/needs in your community.

1) In addition to the priority areas highlighted in Section #1, what other priority areas can you identify? the Other priority areas?

2) Metro and its partners are exploring the development of a Light Rail MAX extension project along the Southwest Corridor, which is expected to be associated with other improvements in the area.

    - What excites you about this project?
    - What aspects of the project and/or the impacts associated with it may be concerning to you and your community?
    - In your opinion, how would implementing this project in an equitable way benefit all residents and riders along the corridor?

3) [Optional] Would you be willing to share the following information when we report your answers? This helps Metro better understand certain characteristics of the communities benefiting from/impacted by the plan (no name or contact information will be reported)

    - Ethnicity
    - Gender
    - Residential Status

4) Please provide any additional information you would like to share. You could also reach out with questions/comments via email until March 31, 2023.

    - Learn more about Unite Oregon on our website.
    - For more information on how to join our programs, please contact our team:
        - Mohanad Alnajjar mohanad@uniteoregon.org
        - Juan Moreno juan@uniteoregon.org
        - Myell Thompson myell@uniteoregon.org

## Appendix B: Locations Mentioned By Interview Participants

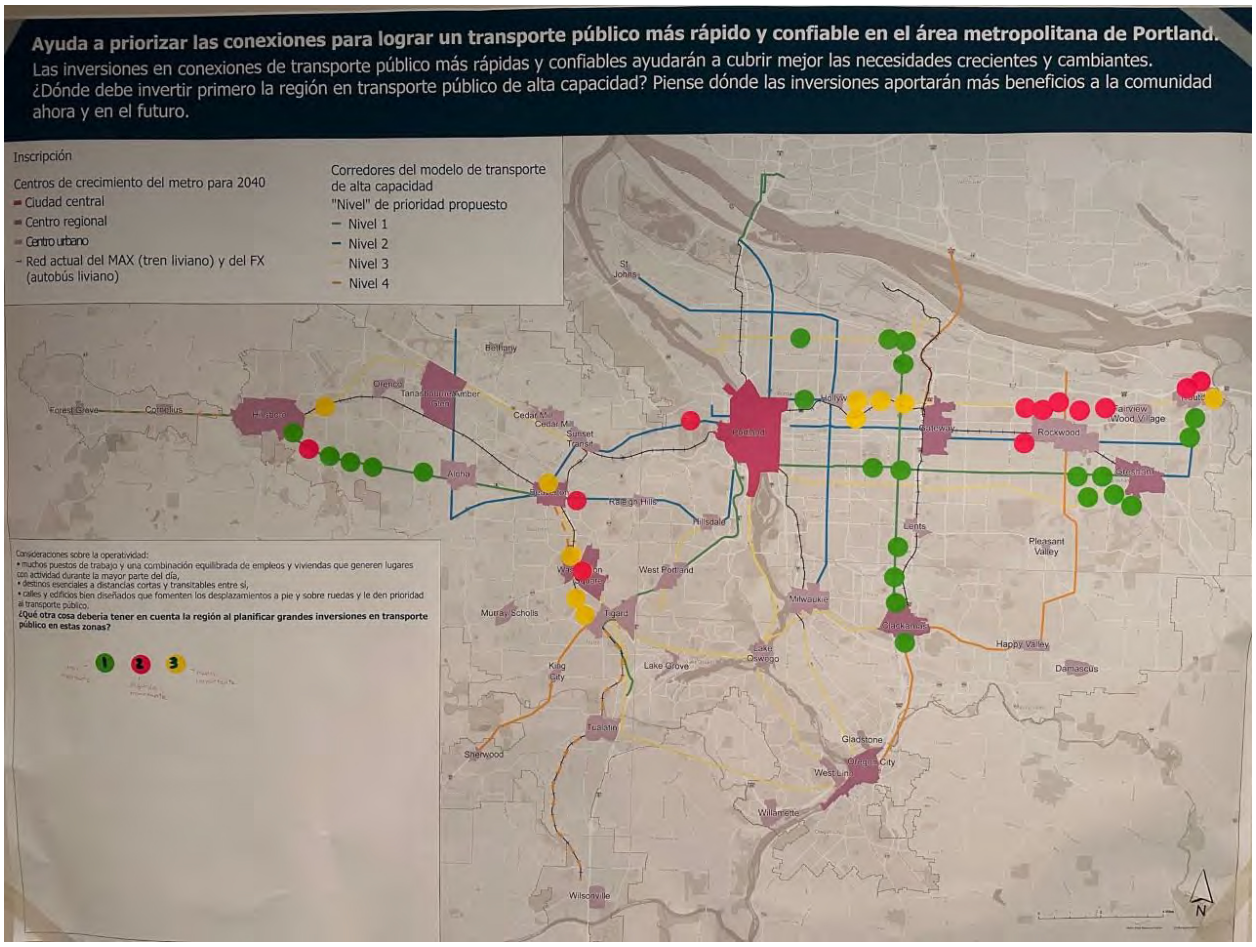
| Location | Need |
|---|---|
| N 29th Avenue (Cornelius) – SW Dennis Avenue (Hillsboro Winco) | Sidewalks and better lighting needed on both sides. Was mentioned by several interviewees |
| SW 170th Avenue (Aloha) – SW Murray Boulevard (Beaverton) | Needs better lighting |
| SE Cornelius Pass Road (Hillsboro) – SW 185th Avenue (Aloha) | Need for sidewalks and better lighting on both sides |
| SE 30th Avenue (Hillsboro) – SE Cornelius Pass Road (Hillsboro) | Needs better lighting and sidewalks on the southern side of TV Highway |
| SE TV Highway & SE 44th Ave | Crosswalk needs more safety measures |
| SE Brookwood Avenue – TV Highway intersection | Unsafe, interviewee was hit here many years ago before some infrastructure changes |
| 10th avenue (Hillsboro) – Beaverton TC, and SW Murray Blvd. – Highway 217 or beginning of Beaverton-Hillsdale Highway | TV Highway Traffic hotspots |
| Barbur Crossroads | Dangerous intersection for all road users. Although it may be difficult to restructure the road, there needs to be a plan to improve safety and accessibility |
| SW Taylors Ferry Rd. | Despite advocacy by community groups, a proposed project to improve sidewalks and safety was not funded |
| Capitol Highway in the Southwest Corridor | Recent sidewalk improvements are useless and won't serve the community. It's near the freeway ramp so, even if it had a bench, nobody would sit in it |
| Bus stop near Casey Eye Institute on S Bond Ave | Once you get off the bus, there is no sidewalk and it's usually muddy and dangerous for people to walk |
| Homestead Drive – Williger Boulevard | There is no lighting along the road and certain areas have no clear signs which makes it dangerous causing head-on collisions |
| Barbur Transit Center | It's frustrating the TriMet and ODOT are not listening to the community when we ask to use this space to build affordable housing and/or create a multicultural center |

# Adult Focus Group

Meeting Date: 1.31.23
Language: Spanish
Number of participants: 17

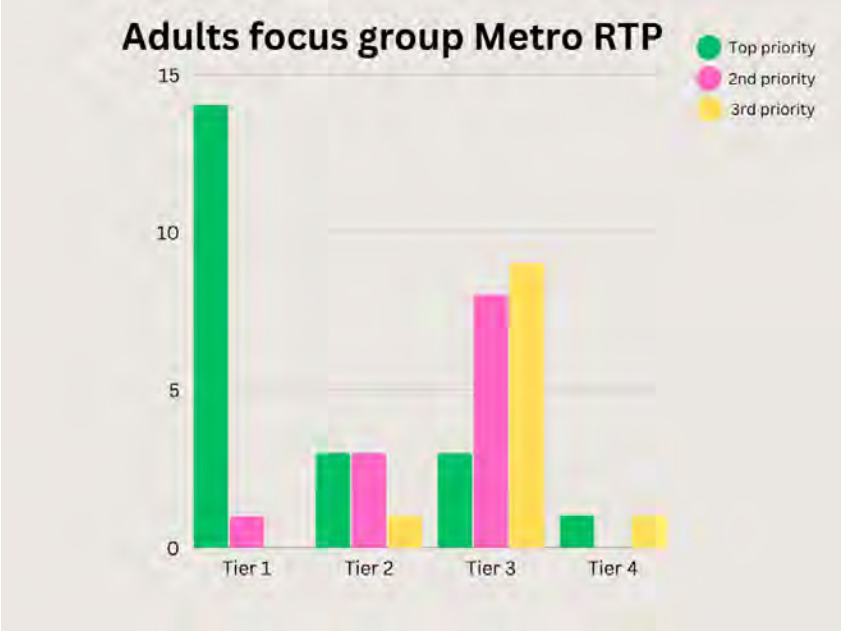
**Map activity (segments):**

Each participant had 3 stickers*
green = highest priority
yellow = second priority
pink = lowest priority




*Several participants used two green stickers to mark two top priorities.

**Map Activity Bar Chart (tiers):**




**Individual Feedback:**

| | |
|---|---|
| Rogelia | we need a bus FX on 82nd, Tier1: for more comfort and safety |
| Lizet | FX 82nd, Tier1: better community and safety, Tier 2: safety and reliability |
| Ana B | FX on 82nd, Tier1: Better community and safety, Tier 4 Avoid traffic |
| Flor | FX on 82nd, Tier1: - Better community and safety, Tier 3 - I would use it to take my children to swimming and it would be faster for my errands/shopping. |
| Andres | FX on 82nd, Tier 4 to avoid traffic |
| Wendy | Prioritize Killingsworth to downtown Portland, Killingsworth to Troutdale |
| Hilda | Prioritize Killingsworth to Beaverton |
| Lupe | 72 Bus: Stores, frequently go to the hospital 8, most frequent transportation. 72 Max WS. Green Blue Line. Bus 72, more frequent |
| Teresa | Tier 3: 17S Portland to Oregon City, 18 E Hollywood to Troutdale, 5 Hwy 26 Sunset TC to Hillsboro<br>Easier to visit my family |
| Rosa Isela | Tier 3: 17S Portland to Oregon CIty, 18E Hollywood to Troutdale, 5 Hwy 26 Sunset TC to Hillsboro |

| | |
|---|---|
| | Mexican Stores |
| Alma | Tier 3: Cover from NE to Gresham near Powell and Troutdale and they're direct routes. Safety/security at the bus stops and inside the bus. |
| Marlene | Tier 2 - Because it's a busier area and there are more community members who use public transportation. At the same time it would reduce traffic for people who use cars on the freeway and encourage the use of the MAX/bus more.<br>They avoid contamination by encouraging the community to use the bus/MAX. |

**Priorities/Concerns**

- Well, I want there to be more safety/security on the bus and for it to be cleaner
- On the corner of where I live, when it's raining there is no shelter. Lighting because it's dark.
- They're on the corner and get wet. The stops on Fairview and Sandy, where the packing companies are, are dangerous and there is no lighting. There's a lot of parks.
- At some stops, in dangerous areas, there needs to be safety/security
- We need transportation that goes from Cully to Downtown Providence Park. Safety/security at the bus stops and inside the bus, all day. Bus drivers to be more polite to people of all races and be so polite as to wait for people, who can not run to catch the bus, to get on board.

**Personal Stories:**

- Security/safety to avoid kidnappings. My daughter was waiting for bus 15, the one from 82nd to Powell. Between two cars they wanted to follow her because no one was there. It was two cars of black  people, 82nd and Burnside, where the MAX passes through, we need security.
- On a Sunday she was waiting for the bus and a woman attempted to hit her. The person that tried to hit her was drugged. She felt that this person was rude. In English, the person told her to go back to her country.

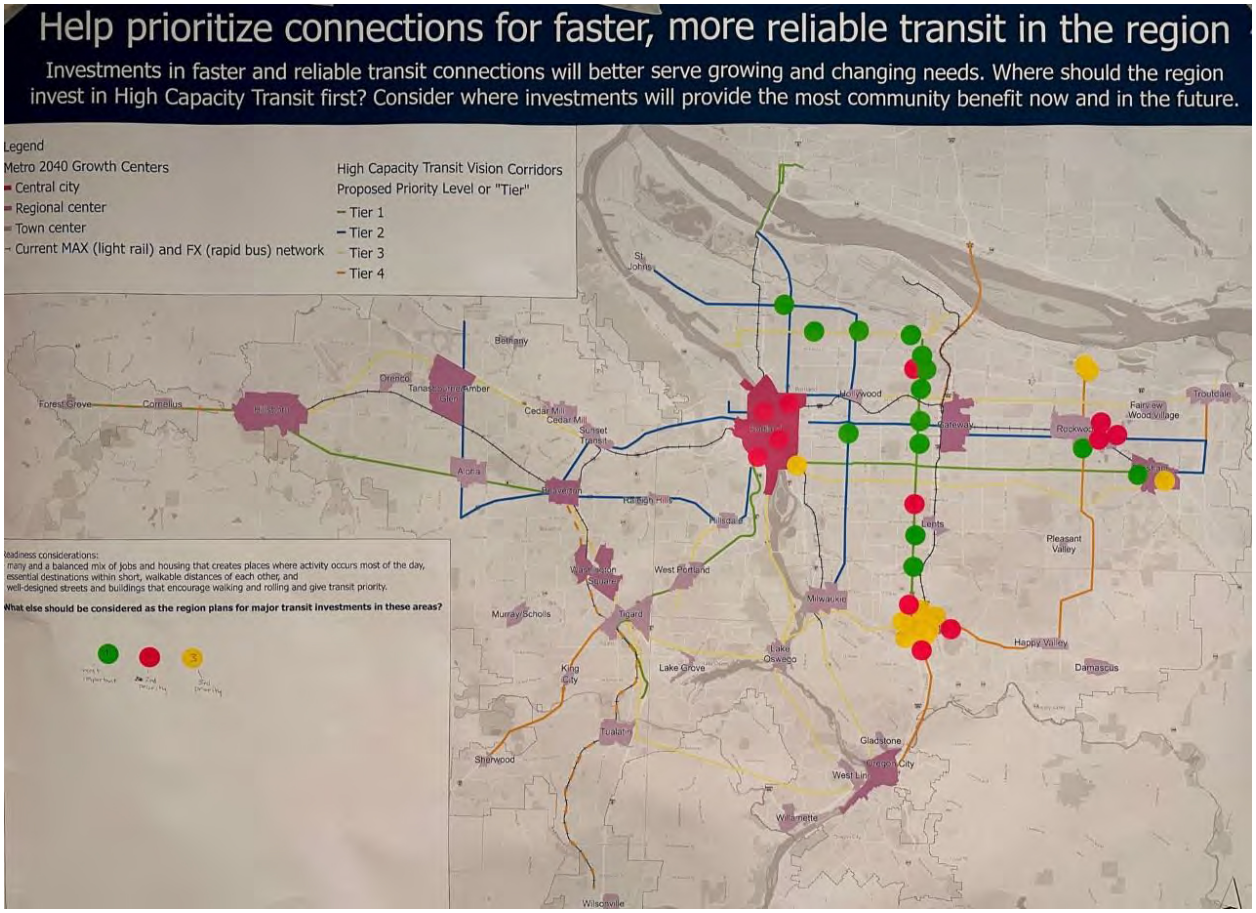
**Key Take-aways:**

Many participants were interested in an FX bus on 82nd, more direct buses running from Cully to downtown, and transportation to/from the Gresham area. Safety and security (reduced waiting time, more lighting, better shelters) were among the highest concerns for adults.

# Youth Focus Group

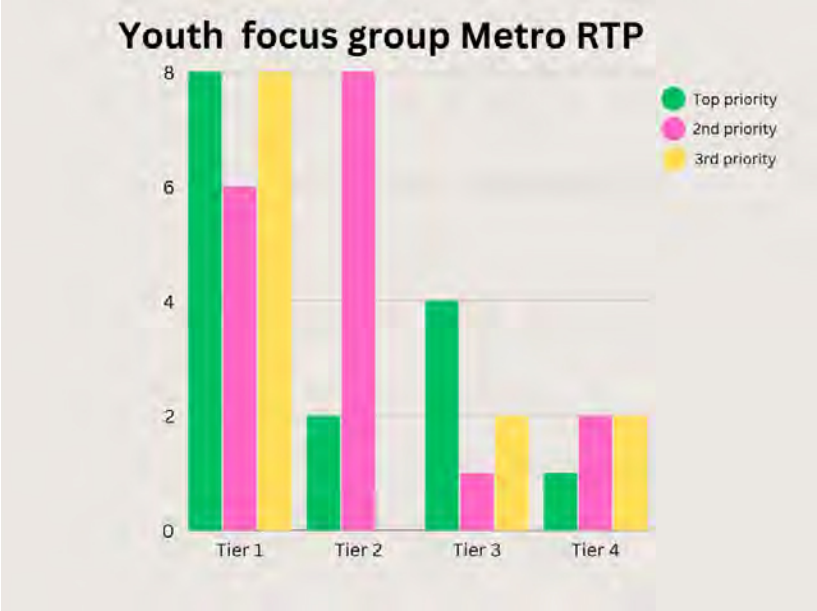
Meeting Date: 2.2.23
Language: English/Spanish
Number of participants: 16

**Map activity (segments):**




green = highest priority
yellow = second priority
pink = lowest priority

**Map Activity Bar Chart (tiers):**




**Key take-aways and summary:**

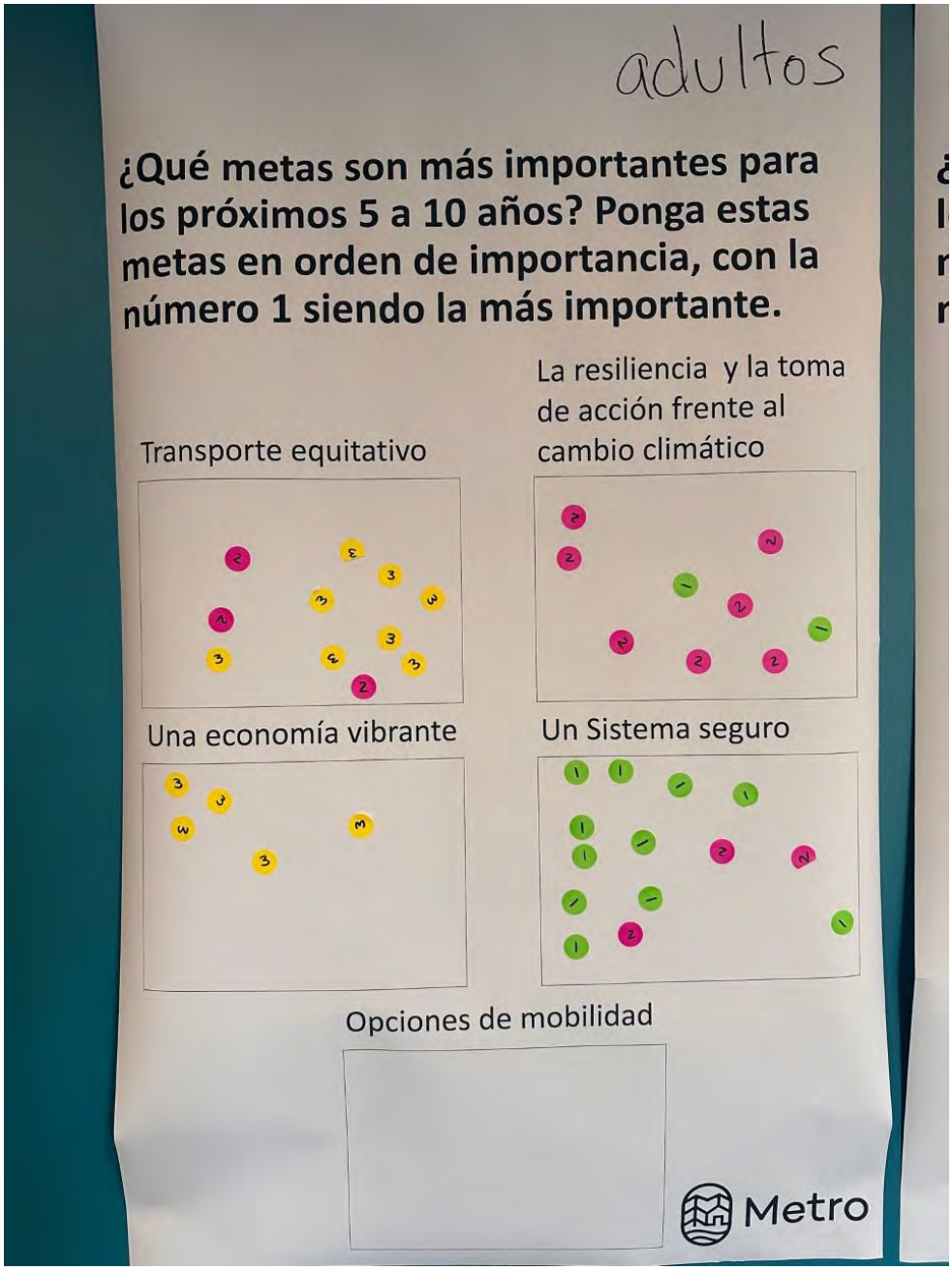
Highest priority for youth is 82nd Ave. (school, family), followed by routes leading to the Clackamas Town Center mall (shopping, recreation). Other priorities include routes between downtown Portland and the Rockwood/Gresham area, as well as lines that travel along NE Killingsworth (family, friends, other).

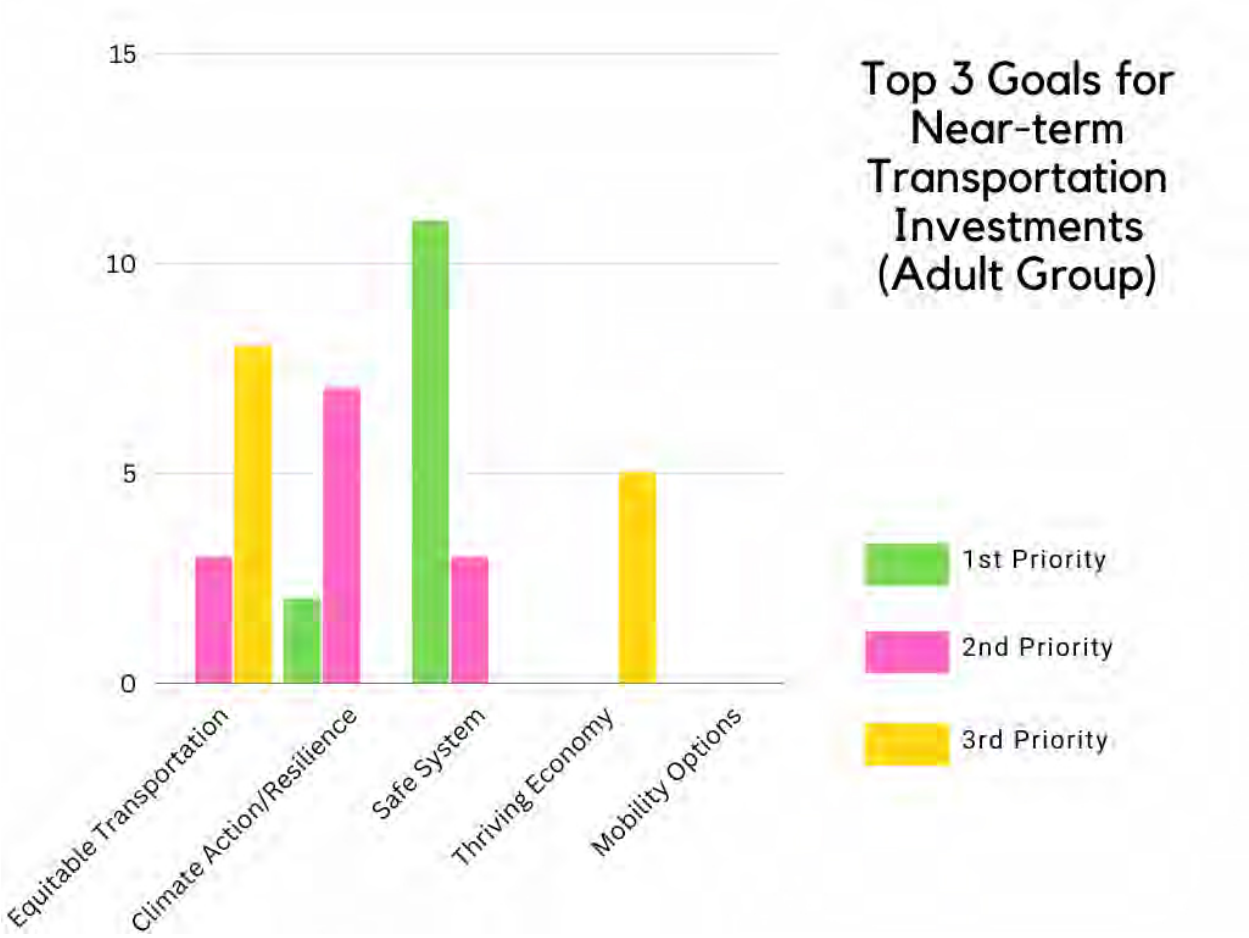
Top priorities were around the need for increased capacity on 82nd as many buses are crowded after school and youth often need to wait for a few buses to pass before they can get on one. Safety and security on buses was a main concern for youth participants, including some concerns around the houseless population. Safety issues posed a significant barrier to youth taking public transportation in the first place.

Meeting Dates: 4/19/23 and 4/25/23
Participants: 13 adults, 7 youth

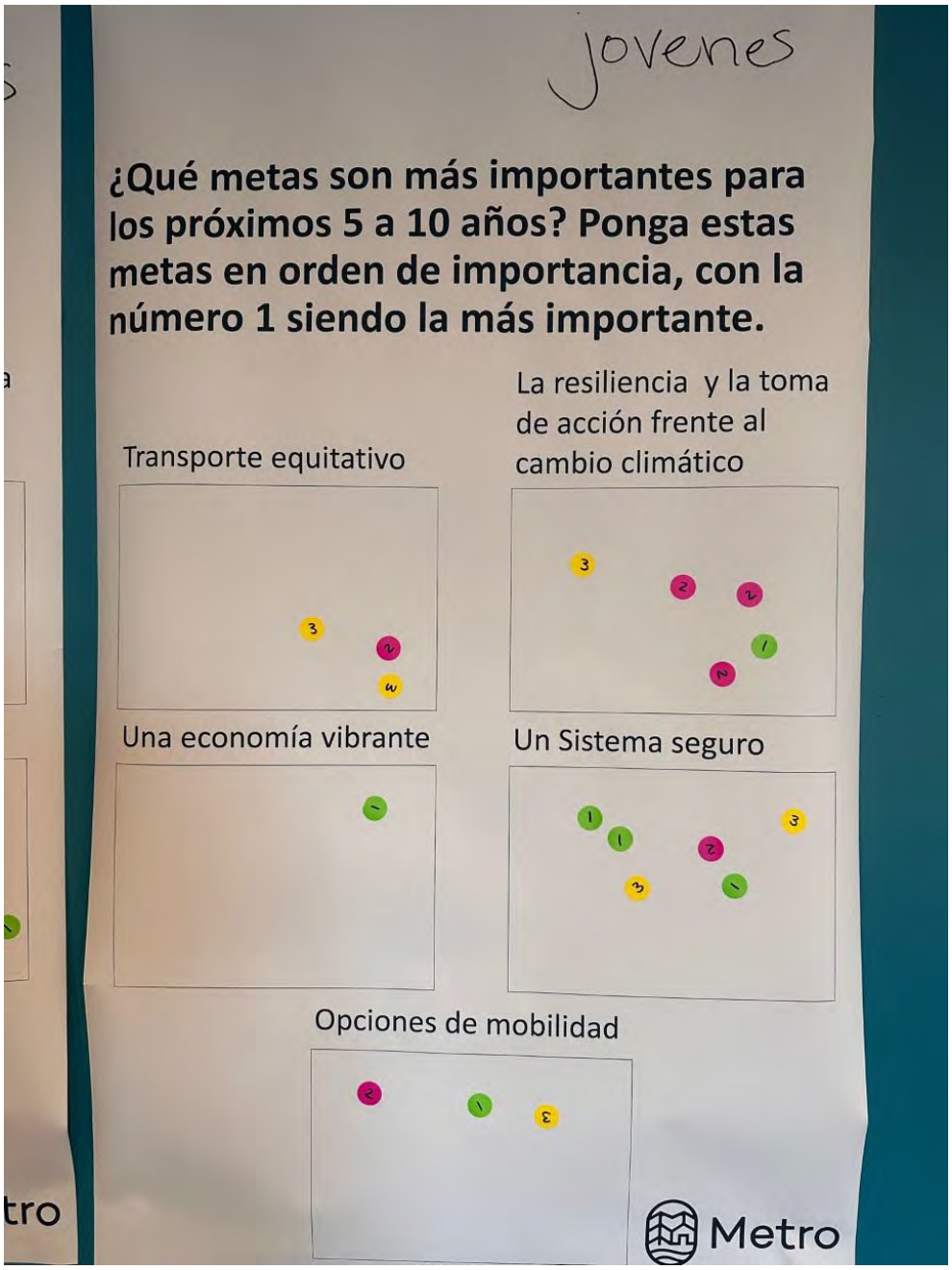
# Prioritizing Goals for next 5-10 years:

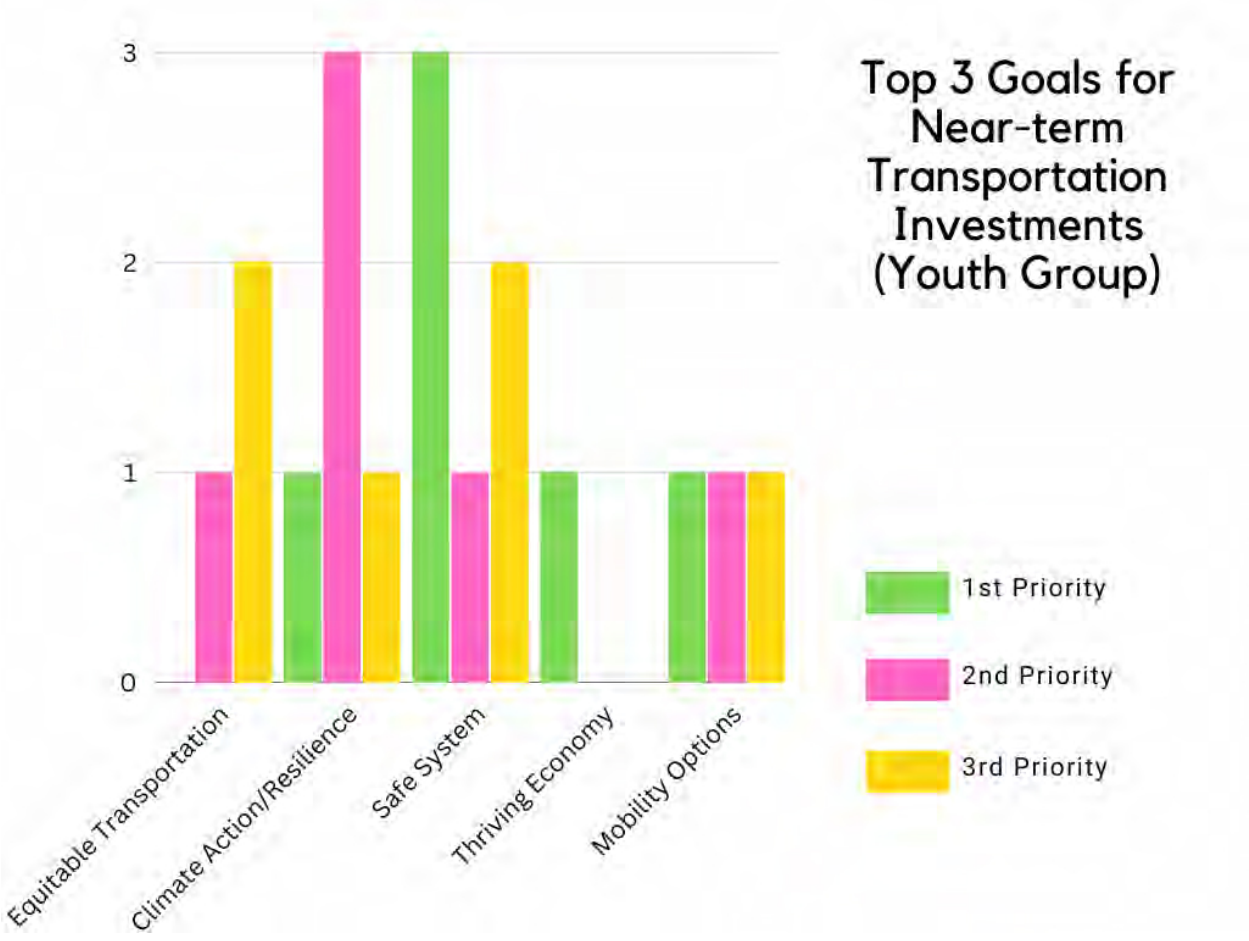
## Adult Group:




Top 3 Goals for Near-term Transportation Investments (Adult Group)
15
10
5
0
Equitable Transportation
Climate Action/Resilience
Safe System
Thriving Economy
Mobility Options
1st Priority
2nd Priority
3rd Priority

## Youth Group:


Jovenes
¿Qué metas son más importantes para los próximos 5 a 10 años? Ponga estas metas en orden de importancia, con la número 1 siendo la más importante.
Transporte equitativo
La resiliencia y la toma de acción frente al cambio climático
Una economía vibrante
Un Sistema seguro
Opciones de mobilidad
Metro


Top 3 Goals for Near-term Transportation Investments (Youth Group)
3
2
1
0
Equitable Transportation
Climate Action/Resilience
Safe System
Thriving Economy
Mobility Options
1st Priority
2nd Priority
3rd Priority

# “One thing that would make getting around better for me and my community is…”

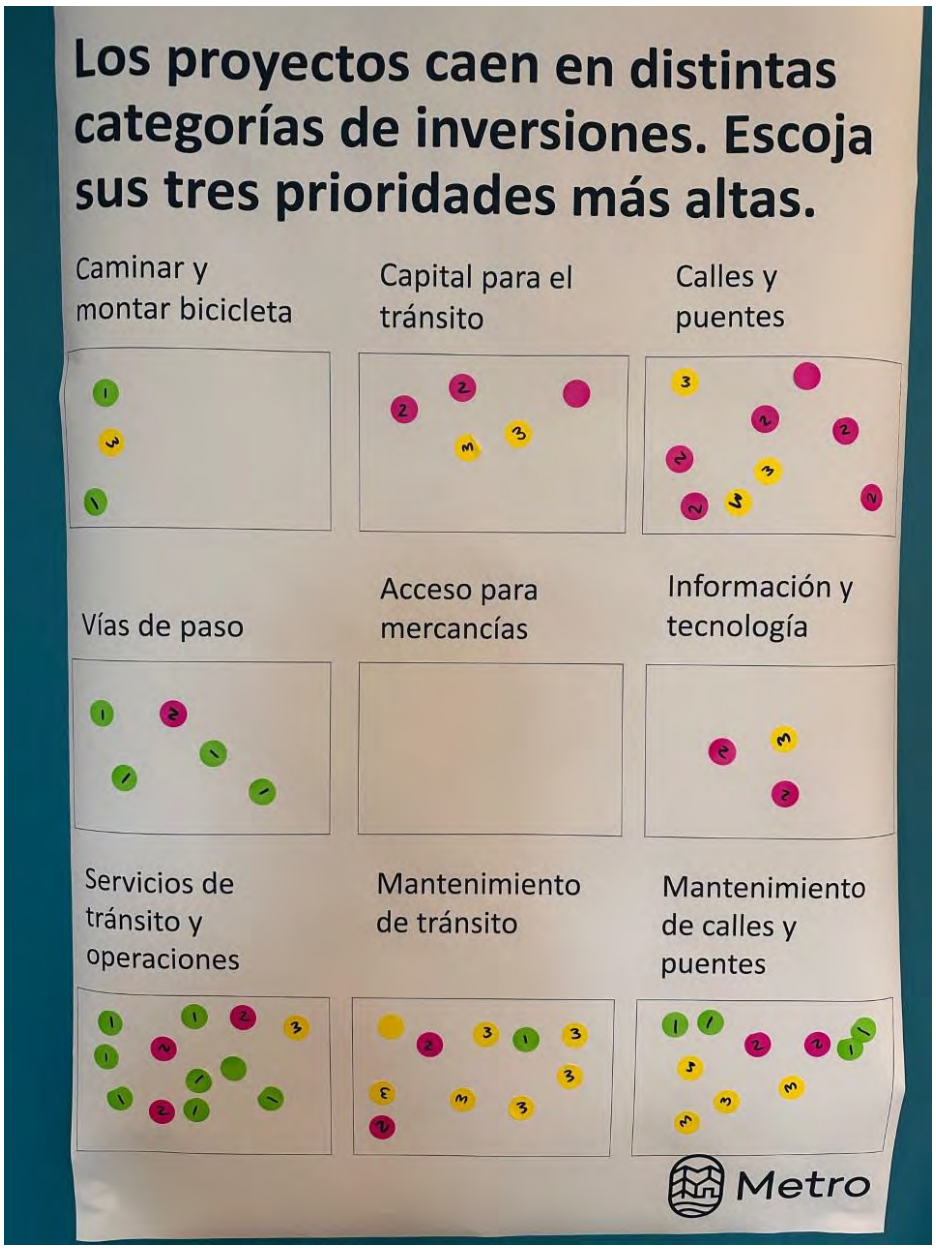
**Adults**:

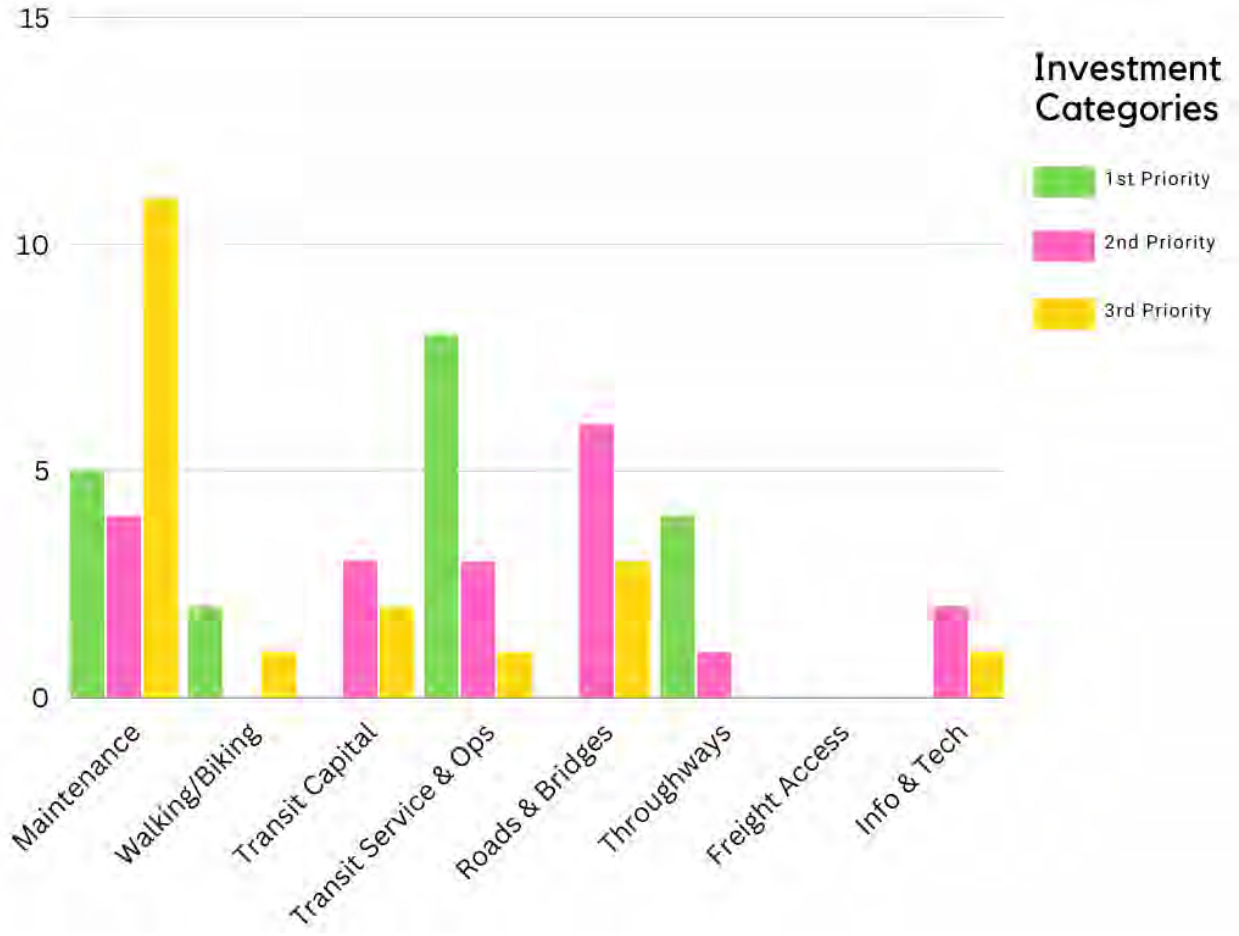
- Safety and more stops
- Safety so we feel confident and secure
- Security at bus stops. The waiting time for buses. More routes
- Safety. More frequent bus stops. More people from the street can get on buses
- Better security and economy for my family and community
- Security at bus stops, cleaning garbage by homeless and light that illuminates well at night for more safety
- More security on buses and max, and more monitoring so we feel safer and want to use it
- On time bus schedule
- Better security, constant travel, and friendly well-trained drivers
- More safety
- Earlier schedules, more space for bikes
- Cleaner buses and max. Lower rates
- Safety. Cleanliness. Punctualness.
- More security on the bus and on the train

**Youth**:

- Better safety also with an increase in buses
- More safety on buses
- Buses being on time
- The attention of our government
- More communication
- Safety
- Make the trimet faster

## Prioritizing Investment Categories (adults & youth):




15
10
5
0
Maintenance
Walking/Biking
Transit Capital
Transit Service & Ops
Roads & Bridges
Throughways
Freight Access
Info & Tech
Investment Categories
1st Priority
2nd Priority
3rd Priority

# Summary and Key-takeaways:

85% of adults chose the Safe System goal as their number 1 priority. 2nd highest priority for adults overall was Climate Action & Resilience, and Equitable Transportation as 3rd. We saw a similar ranking in the youth group.

The Safe System priority was also reflected in their responses to “One thing that would make getting around better for me and my community..” The majority of responses mentioned safety and security on buses and at bus stops.
The other responses include more frequent bus stops, on-time stops, more routes, and cleaner buses.

For investment categories, prioritizations leaned towards maintenance and transit services/operations, followed by roads/bridges and throughway investments.

Overall, the most dominant feedback and need identified from the community was for increased safety and security.

# Photos:




adultos
¿Qué metas son más importantes para los próximos 5 a 10 años? Ponga estas metas en orden de importancia, con la número 1 siendo la más importante.
jovenes
¿Qué metas son más importantes para los próximos 5 a 10 años? Ponga estas metas en orden de importancia, con la número 1 siendo la más importante.
Una cosa que mejoraría la manera en que mi comunidad y yo nos desplazamos es...




# 2023 Regional Transportation Plan

## Community leaders' forum summary

### April 13, 2023

Objective: For community leaders to have the information they need to effectively participate in the 2023 Regional Transportation Plan (RTP) and share information and engage with their communities. The forum included information from Metro staff on the following topics:

- 2023 RTP draft project list and high level assessment
- When and how to provide input on the RTP draft project lists
- Tualatin Valley Highway and 82nd Avenue corridor projects



# Introduction

Metro is updating the Regional Transportation Plan (RTP). The plan is a tool that guides investments in all forms of travel – transit, bicycle, walking, motor vehicle and goods movement throughout greater Portland. On April 13, 2023, Metro hosted a two-hour virtual community leaders' forum, the third in a series of community leaders' forums for the 2023 RTP. At the first forum, community leaders provided feedback on priorities for the RTP update. Metro staff also heard interest from community leaders in understanding how the priorities are implemented in projects and programs in the RTP. Metro staff responded to this interest with a second community leaders' forum in October 2022. The October forum focused on how the RTP priorities and policy framework inform the the development of the RTP project list and how community partners could give input early in the development of the project list. At the April forum, Metro staff presented an overview of the 2023 RTP draft project list and a draft high level assessment of the list. Staff also provided an update on two projects included in the draft RTP list: Tualatin Valley Highway and 82nd Avenue.

Metro invited representatives from culturally specific, environmental-justice and transportation-focused community-based organizations to participate in the forum. Representatives from the following organizations participated in the forum:

- Climate Solutions
- Getting There Together Coalition
- Intertwine Alliance
- Imagine Black
- Momentum Alliance
- Next Up
- Westside Transportation Alliance
- Unite Oregon
- OPAL
- Oregon Walks
- The Street Trust
- Verde

This document summarizes the information presented at the forum and participants' input. The input will be shared with staff at transportation agencies sponsoring projects in the 2023 RTP as well as regional decision makers.

The forum started with introductions. The RTP project team presented about the process leading up to the draft RTP project list, an overview of the projects on the list and a draft high level assessment of how the projects advance the RTP goals. Metro Councilor Duncan Hwang welcomed participants and encouraged their involvement in the RTP. Following discussion about the RTP, Metro staff provided a brief update on the Tualatin Valley Highway and 82nd Avenue transit projects.

The project team also shared the interactive 2023 RTP draft project map and spreadsheet. The map and list of projects can be used by community leaders and the public to see the transportation investments submitted by agencies for the draft 2023 RTP. Each of these tools provides information about the projects that can help inform community feedback.

At the end of the meeting, Metro staff polled the participants with this question: "how can Metro staff be most helpful to your organization engaging with the draft RTP project list?" Several organizations indicated that they wanted follow-up meetings with Metro staff. Following the forum Metro staff sent participants additional resources related to the draft RTP project list and meeting dates that Metro staff would be available to meet with community leaders. Three organizations met with Metro following the community leaders forum.

# Summary of input

Participants asked clarifying questions about the RTP draft project list and provided their input. Input can be summarized under the following themes.

- People at all incomes need affordable access to the region's transportation system.
- Investment in transit is a priority.
- The high level assessment does not capture the full impacts of the projects, especially the climate impacts.

**Affordability**

Community leaders voiced concerns about affordability, emphasizing that community members of all incomes need to access the region's transportation investments. Tolls and increases in transit fares are going to make the system less accessible for people with lower incomes.

**Investment in transit is a priority.**

Community leaders expressed the need to invest in the region's transit system. There were several comments about the need for increased investment in transit including improved and more affordable service.

**Concerns about draft project list summary and high level assessment results**

- There were concerns that the high level assessment of the project list does not represent the impacts of the project list's impact on the climate. Projects that widen freeways are being shown as advancing climate; this feels like an afront.

- Many communities are in need of the smaller-scale safety and infrastructure projects. The projects are overshadowed in the high level assessment by the large projects. There should be more focus on focus and discussion space given to these smaller projects.
- Funding for roads and bridges and repairs is very different from road expansion; there should be a more nuanced break down of these project categories.

# Next steps and opportunities for input for the 2023 Regional Transportation Plan

## Next steps and opportunities for input for the 2023 Regional Transportation Plan

A public review draft of the 2023 Regional Transportation Plan will be available for public comment July 10 through August 25, 2023. During this time, input from community leaders and other stakeholders will continue to be considered transportation agency staff and decision makers as they identify refinements to the draft plan. Additional refinements will be made in response to comments received during the public review of the draft plan.

**July 1 to August 23, 2023:** The 2023 RTP Draft Public Review Draft will be released for a 45-day public comment period. Stakeholders are encouraged to submit comments.

**September to November 2023:** Metro staff document public comments received and work with TPAC and MTAC to develop recommendations for consideration by MPAC, JPACT and Metro Council

- **Opportunity for input**: Meetings of the county transportation coordinating committees, Portland advisory committees, TPAC and MTAC provide opportunities for communities to provide comments.

**November 2023:** JPACT and Metro Council take action on the 2023 RTP. The plan must be adopted by December 6, 2023.

# Summary of language specific community forums

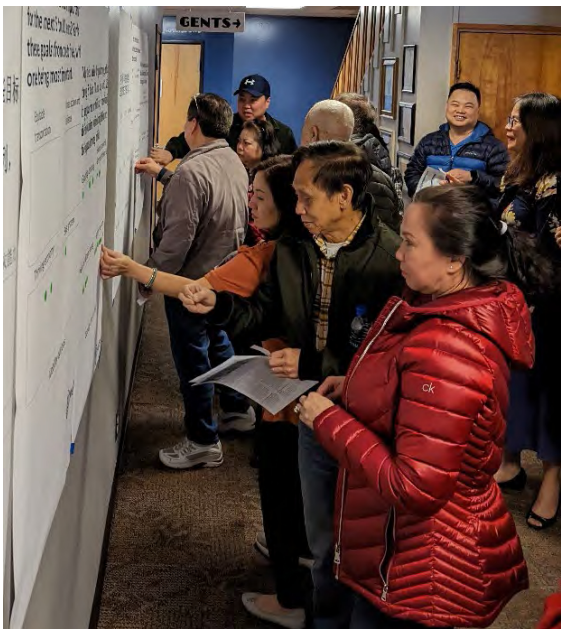
## 2023 Regional Transportation Plan

April 15, 2023

Prepared by EnviroIssues

## Participant overview

In early 2023, regional agencies submitted draft lists of priority investments for the 2023 Regional Transportation Plan (RTP). Metro asked the public to weigh in on how the draft investment list aligns with regional priorities and community needs. During the comment period, Metro partnered with the Community Engagement Liaisons (CELs) Program to provide four language-specific project forums, which included community members from the Russian, Vietnamese, Chinese, and Spanish-speaking community. Participants were asked to consider the long-term future of greater Portland, and to provide feedback on priorities the region should focus on in the near term (next five to 10 years). A total of 59 participants attended the forums (16 Russian, 20 Vietnamese, 17 Chinese, and six Spanish). Each participant received a $50 gift card to Fred Myers for taking time to attend the project forums.




## Engagement goals

The main objectives of the of project forums included:

- Inform community members about the purpose of the Metro Regional Transportation Plan.
- Share the high-level considerations that go into creating the constrained and unconstrained list for the RTP, including budget, timeline, transportation mode, geographic diversity, etc.
- Hear from community members about their short- and long-term transportation needs and priorities. Learn how projects on the list address their needs and those of their family and community.
- Educate attendees on the next steps of the RTP and how the project list will be used to secure federal funding for the region over the next 10 years.

## Engagement format

In-person project forum session were held on Saturday, April 15, 2023. All four forums happened at the same place, PKS International's office space on SE Main and SE 12th Ave in Portland, OR. Each forum session was an hour and a half long. Participants showed up and were handed a one-page factsheet on the RTP, translated into the four respective languages, as well as a list of the different investment categories being considered in the RTP project list. Metro staff gave a presentation on Metro, the role of the RTP in the region, and information on the different investment categories in the RTP, as well as some of the funding and cost considerations for each investment category. There was an interpreter present for each of the project forums.

After the presentation, attendees were able to ask Metro staff questions on the RTP and the future of transportation in the region. Each participant received 6 sticker dots and asked to place them on two large print outs, one with the proposed plan goals and the other with the investment categories. They were asked to place three stickers on each sheet, representing their three main priorities for

each list. Finally, participants were also asked to write their thoughts on a post it note to the prompt, "One thing that would make getting around better for me and my community…"

## Key Themes overview

Each group of participants shared their main thoughts and issues around short-term and long-term transportation needs. During the question-and-answer section of the presentation, many participants took the opportunity to share their current experiences while traveling on the transportation network. Some major themes that arose during the conversations are below.

### Safety concerns regarding active and public transportation

Safety is the top priority for community participants at the project forums. Safety concerns were the prominent theme that emerged from community members' discussions about transportation priorities. Concerns about safety included both personal safety and traffic safety. These concerns overlap for transit riders and people walking and biking, where there is not good lighting, sidewalks, or places to wait for transit. Participants cited harassment, unpredictable, unsafe and sometimes violent behavior on transit and at transit stops.

Many participants shared stories about their own experience riding transit and how unsafe they felt taking their children on the MAX. They cited cleanliness issues at bus stops, observations about the decrease of families using public transit, and concerns about long wait times for buses on weekends.

***"People are taking transit less because they don't feel safe. I spend nearly two hours on MAX each day and the whole time I keep my head down. Things are dirty and [it smells]."*** *- Spanish forum participant*

*Table 1. Which goals are most important for the next 5-10 years? Rank these goals from one to five, with one being most important.*

| | Equitable Transportation | Climate Action and Resilience | Thriving Economy | Safe System | Mobility Options |
|---|---|---|---|---|---|
| Spanish | 4 | 0 | 0 | 13 | 0 |
| Vietnamese | 14 | 7 | 15 | 21 | 2 |
| Chinese | 4 | 4 | 9 | 16 | 10 |
| Russian | 6 | 4 | 6 | 19 | 12 |
| **Total** | **28** | **15** | **30** | **69** | **24** |

### Investment in maintenance throughout the system

Across each of the project forum communities, people prioritized investment in maintenance. Comments about maintenance spanned transit, roadways, and sidewalks. Although people prioritized taking care of the existing system, it was not a focus of conversation. Participants talked about the lack of sidewalk infrastructure in certain locations and concerns about how this maintenance gets paid for once electric cars become more popular and the gas tax no longer provides as much funding for improvements.

*Table 2. Projects fall into different investment categories. Pick your top three priorities.*

| | Walking & biking | Transit capital | Roads & bridges | Through ways | Freight access | Information & technology | Transit service & operations | Transit maintenance | Road & bridge maintenance |
|---|---|---|---|---|---|---|---|---|---|
| Spanish | 4 | 0 | 2 | 0 | 0 | 1 | 5 | 4 | 2 |
| Vietnamese | 5 | 6 | 12 | 7 | 1 | 3 | 6 | 6 | 13 |
| Chinese | 5 | 3 | 14 | 9 | 0 | 2 | 7 | 4 | 15 |
| Russian | 11 | 5 | 11 | 1 | 2 | 4 | 2 | 2 | 17 |
| **Total** | **25** | **14** | **39** | **17** | **3** | **10** | **20** | **16** | **47** |

## Investments in roads and bridges, biking and walking and transit

Forum participants included improved transit, sidewalks and crosswalks, lighting, bike lanes and generally needing improved roads as investments they would like to see. Community participants also cited concerns about congestion and the time it takes to get where they want to go. Participants also identified a need for both investment in transit capital and operations. Improvements in frequency and reliability were reoccurring themes. There were comments throughout the focus groups about the need for improvements to transit stops, such as lighting, shelters and bathrooms, as priority investments.

***"Waiting time for bus on weekend takes too long. Can frequency be as good as weekday? People work on weekends too. They have to wake up so early to make time to take transit."*** – *Vietnamese forum participant.*

Sidewalks and lighting were the most frequently mentioned types of investment related to walking and biking. Community members also discussed not feeling safe on bike facilities where they were close to vehicle traffic. There were also comments that people feel bike facilities take space away from drivers and driving on narrow streets doesn't feel safe.

"**Where there are no sidewalks, people are forced to drive."** - *Russian forum participant.*

Attachment 1: Translated participant comments from post-it notes

| Post it number | Language | English Translation |
|---|---|---|
| 1 | Vietnamese | 1. why do some roads narrow the number of lanes and slow down<br>2. the road is damaged a lot<br>3. The signaling boards on the highway need to take advantage of electronic technology<br>4. Does the 7-year plan take into account future technology? |
| 2 | Vietnamese | -The traffic barrier between two roadways is too big which makes the road smaller, it is dangerous<br>- Safety while waiting for the bus, max<br>- Bus time, max (scheduled) on screen<br>- In the future, the road should be widened to make it easier for traffic |
| 3 | Vietnamese | * Reduce bike lanes<br><br>* create more routes to make buses faster and other roads to build like Division |
| 4 | Vietnamese | - There is no need to build a lot of pedestrian and bicycle paths because it makes the road more crowded<br><br>- I see there is a bus that always runs until late at night without customers and still allows the bus to run. I feel like a waste of fuel and waste of the driver's time which makes him/her tired. |
| 5 | Vietnamese | Ask Metro to make bus routes for families far away so that their children can go to school, adults who are busy at work do not take their children to school.<br><br>Abandoned walking paths and carpooling bicycles.<br><br>Walking and cycling paths in the park for safer exercise |
| 6 | Vietnamese | - No need for bike path<br><br>- Make a place for the bus to stop so as not to cause traffic jams |
| 7 | Vietnamese | 1- Install cameras at each intersection to limit traffic violations and help people choose the right path when there is a traffic jam in some places!<br>2- Provide shelter and band at each bus stop -- keep people safe and comfortable in bad weather while waiting for the bus.<br>3- Shorten waiting time between buses<br><br>4- There are only 4-6 months of summer and autumn in a year, there are not many pedestrians and bicycles--- Avoid building too many pedestrian and bicycle paths (!) because the road for cars will be limited. |
| 8 | Vietnamese | * Seeing so much pedestrian and bicycle traffic that traffic is congested and Sunday and Saturday buses cost enough state budget |

| | | |
|---|---|---|
| 9 | Vietnamese | The bus station on a one-way street should make a lane for the pick-up bus to obstruct the vehicle behind.<br><br>Ask for more buses to serve the Multnomah County community. |
| 10 | Chinese | The traffic from Holgate leading to I-99 is extremely congested during the peak hours, especially from Holgate going left towards Milwaukie Ave direction. |
| 11 | Russian | Fast and affordable and accessible transportation from Happy Valley to Beaverton. |
| 12 | Russian | Add more lanes for light rail |
| 13 | Russian | Add more lanes |
| 14 | Russian | Add more crosswalks |

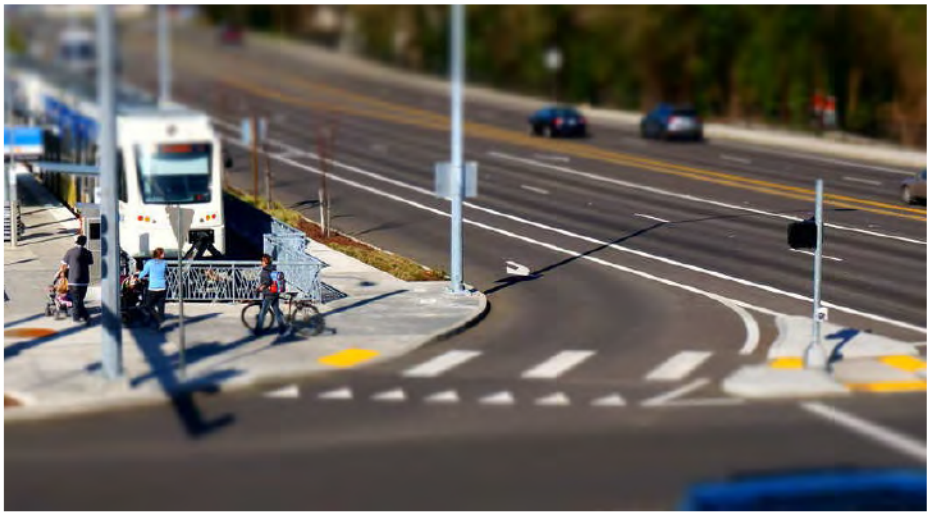
Metro

# Engagement Report

# DRAFT

Summary of 2023 Regional Transportation Plan survey #3: Investment Priorities

May 2023



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

The Joint Policy Advisory Committee on Transportation (JPACT) is a 17-member committee that provides a forum for elected officials and representatives of agencies involved in transportation to evaluate transportation needs in the region and to make recommendations to the Metro Council. The established decision-making process strives for a well-balanced regional transportation system and involves local elected officials directly in decisions that help the Metro Council develop regional transportation policies, including allocating transportation funds. Together, JPACT and the Metro Council serve as the MPO board for the region in a unique partnership that requires joint action with the Metro Council on all MPO decisions. The Metro Council adopts the recommended action or refers it back to JPACT with a recommendation for amendment.

**Project website**: oregonmetro.gov/rtp

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

# TABLE OF CONTENTS

Table of Contents ..... 1

Purpose and background ..... 2

Purpose ..... 2

Background ..... 2

Opportunities to participate ..... 3

Online Survey ..... 3

In-Person Public Forums ..... 3

Survey content ..... 4

Next steps ..... 5

Summary of survey results ..... 6

Goals ..... 7

Investment Priorities ..... 12

Project List Priorities ..... 28

Demographics ..... 34

Appendix A: 2023 Regional Transportation Plan Survey #3 ..... 40

Appendix B: 2023 Regional Transportation Plan Survey #3 Data ..... 41

Project specific comments by nominating agency ..... 106

Appendix C: 2023 Regional Transportation Plan Survey #3 Comments ..... 45

# PURPOSE AND BACKGROUND

## Purpose

This report summarizes the results of the third online public survey for the 2023 Regional Transportation Plan (RTP). The input will help decision makers and project staff prioritize investments and finalize the RTP project list to address regional transportation needs.

## Background



Find out more about the 2023 RTP at **oregonmetro.gov/rtp**

The RTP is the state and federally required long-range transportation plan for the Portland metropolitan area. The plan sets regional transportation policy that guides local and regional planning and investment decisions to meet the transportation needs of the people who live, work and travel in greater Portland – today and in the future.

Metro is the regional government responsible for regional land use and transportation planning under state law and the federally designated metropolitan planning organization (MPO) for the Portland metropolitan area. As the federally designated MPO, Metro coordinates updates to the Regional Transportation Plan every five years.

Under federal law, the next update is due by Dec. 6, 2023, when the current plan expires. Providing continued compliance with federal planning regulations, ensures continued federal transportation funding eligibility for projects and programs in the region.

The 2023 RTP, adopted by the Joint Policy Advisory Committee on Transportation (JPACT) and the Metro Council, will provide an updated policy foundation that guides future planning and investment in the region's transportation system. The updated plan will address regional challenges and areas of focus identified during the scoping phase.

## OPPORTUNITIES TO PARTICIPATE

### Online Survey

The online survey was available from April 5 to May 1, 2023. The survey was promoted through Metro's social media platforms, Metro stakeholder lists including the transportation interested parties list, the Transportation Policy Alternatives Committee (TPAC), Metropolitan Technical Advisory Committee (MTAC), and Joint Policy Advisory Committee on Transportation (JPACT) interested parties list. The survey was shared with community-based organizations and offices of public involvement at city and county agencies throughout the region. Email notifications also included sample promotional text to support partners in getting the word out.

### In-Person Public Forums

During the survey comment period, Metro partnered with the Community Engagement Liaisons (CELs) Program to provide four language-specific, in-person project forums, which included community members from Russian, Vietnamese, Chinese, and Spanish-speaking communities. The forums engaged participants in questions similar to those in the online survey. The forums are summarized under a separate cover.

## SURVEY CONTENT

Survey participants were asked to share their input and feedback about priority goals and transportation investments throughout the greater Portland area, focusing on what is most important in the next five to ten years. Participants were informed that public input from the survey would be shared with Metro Council and other regional decision makers to help guide transportation investments.

The survey consisted of five sections focused on the following topics:

- An **introduction** informed survey participants about the RTP update.
- A section about **goals** provided participants with the opportunity to learn about five long term goals for the region and provide feedback about how those goals should be prioritized.
- An **investment priorities** section asked participants to provide feedback on the importance of eight categories of transportation investments and a total of 41 subcategories, using a one-to-five star rating system.
- A **project priorities** section provided participants with an interactive map that included the projects included on the draft RTP list. Participants were asked to click on projects on the list to learn more about them and indicate whether they thought a specific project was a priority.
- The final section asked participants to **tell us a little about themselves** through some optional demographic questions.

The survey also provided participants opportunities to share open-ended comments throughout all five sections.

## NEXT STEPS

Input from this engagement will be shared with regional decision makers as they work together to refine the draft 2023 RTP for adoption in November 2023. The public comment draft of the 2023 RTP will be available in July and August.

## SUMMARY OF SURVEY RESULTS

There were 884 people who participated in the survey. This report summarizes the results of the survey by topic area. This input will be considered alongside the results of other community engagement activities.

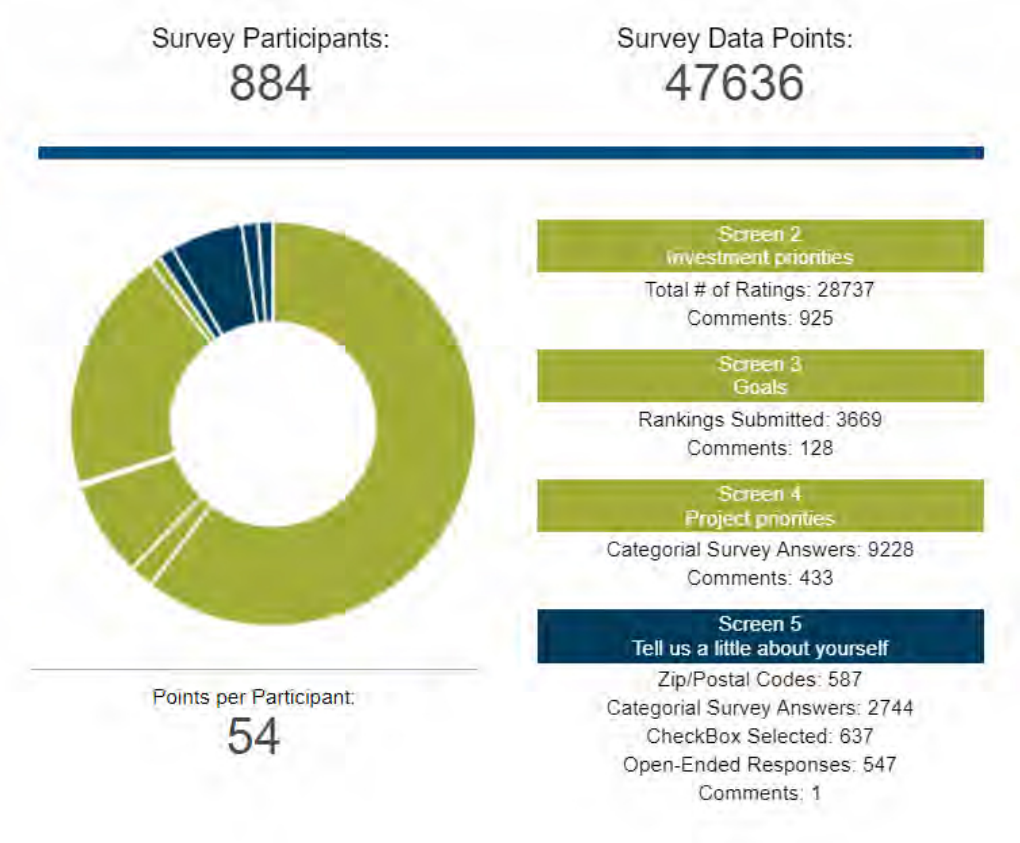



**Figure 1: Survey Participation Dashboard**

The survey included five screens that participants were able to engage with. The first screen was an introduction to the project and the purpose of the survey. The second screen described the long term goals that are guiding the regional transportation policy. The third screen provided a list of near term investment categories. The fourth screen included an interactive map with all of the projects on the draft project list. The last screen asked participants a few questions about demophics.

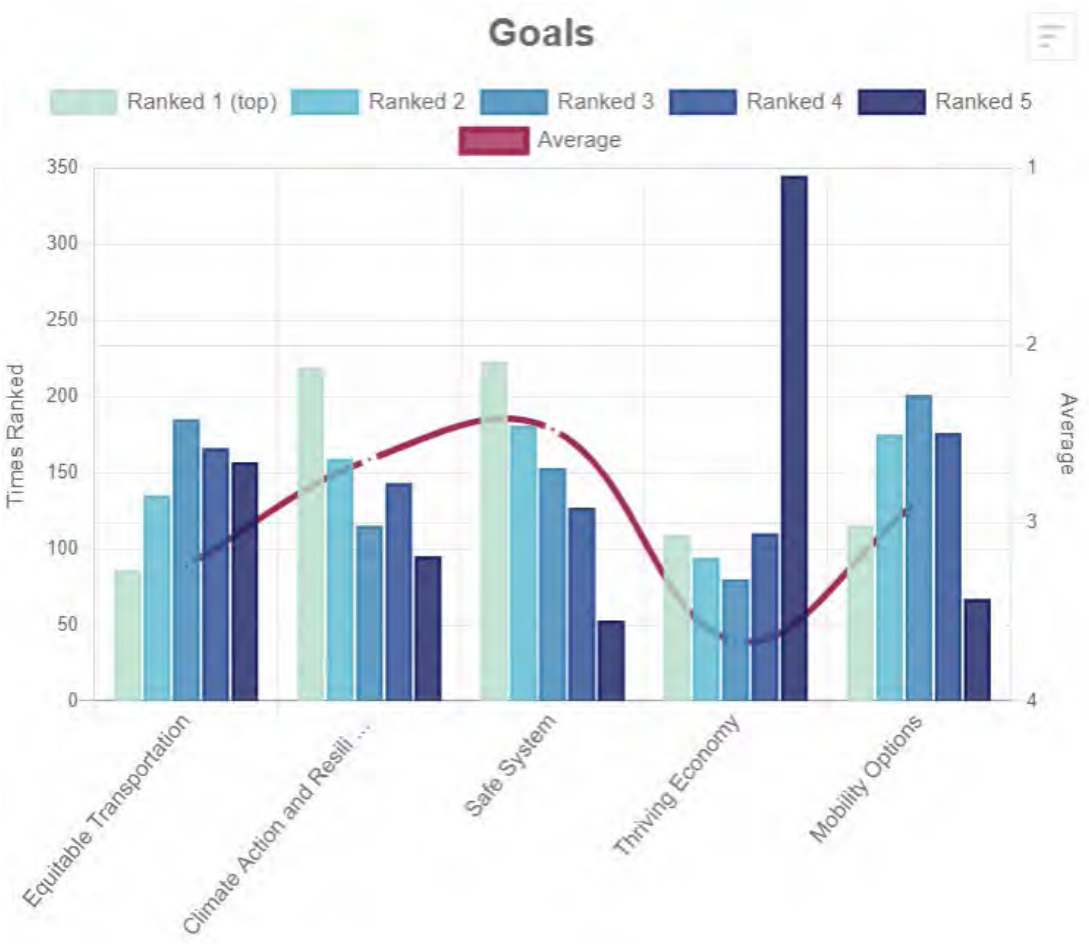
Participants were able to move through the screens freely and choose which sections of the survey they wanted to respond to. Each screen had a high level of engagement across all question options. A summary of survey results by topic is included in the next section.

## Goals

Participants were asked to rank the five draft 2023 RTP goals in order of priority near-term transportation investments. One indicated the goal is a top priority for near term investments and five indicated it is a lower priority for near-term investments.

Among survey participants the most important goals in the near term, by average ranking, are: 1) safe system, 2) climate action and resilience 3) mobility options, 4) equitable transportation and 5) thriving economy.

**Figure 2. Goals distribution of responses across all five goals.**



## Safe System

### Goal: Traffic deaths and serious crashes are eliminated, and all people are safe and secure when traveling in the region.

**A safe system was most frequently ranked as the top goal** by survey participants, with 223 participants ranking it as their top priority and only 53 participants ranking it as their lowest priority.

**Table 1: Safe System Goal Ranking Distribution**

| *Rank* | Number of responses |
|---|---|
| *Ranked 1 (top)* | 223 |
| *Ranked 2* | 181 |
| *Ranked 3* | 153 |
| *Ranked 4* | 127 |
| *Ranked 5* | 53 |

Safety concerns were the prominent theme that emerged from community members' comments about transportation priorities. Participant comments emphasized prioritizing safety, improving infrastructure for alternative modes of transportation, and addressing various issues to create a safer and more inclusive transportation system.

Most commenters specifically mentioned safety concerns related to their mode of travel and supportive infrastructure like signage, protected lanes, visibility at crosswalks, etc.

*"Current bike infrastructure does not encourage new riders who feel unsafe. Improve, enhance, and expand safe bike infrastructure. Make bus routes safe and welcoming for pedestrians."*

*"Safety is job one. Pedestrians, especially in East Portland, need help."*

*"Safety is the no. 1 concern keeping many from biking. We need more than paint. Protected lanes using anything from street parking as a buffer to plantings between driving lanes and bike lanes. More traffic calming."*

Some commenters also mentioned concerns about personal safety on transit related to increased security personnel, fare enforcement, and criminal activity near transit infrastructure.

*"You absolutely need to staff the green and blue MAX with one security guard per train to keep people from smoking meth and fentanyl on it. That's why I started reluctantly using my car. My son is six. They don't even kick the person off until a major hub."*

### Climate Action and Resilience

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

**Table 2: Climate Action and Resilience Goal Ranking Distribution**

| *Rank* | *Number of responses* |
|---|---|
| *Ranked 1 (top)* | 219 |
| *Ranked 2* | 159 |
| *Ranked 3* | 115 |
| *Ranked 4* | 143 |
| *Ranked 5* | 95 |

**Climate Action and Resilience was the second highest priority goal**, with 219 participants ranking it as their top priority and 95 ranking it as their lowest priority.

In the comments for this goal, survey participants emphasized the importance of sustainable, equitable, and safe transportation options that prioritize community well-being, reduce pollution, and enhance the overall quality of life.

*"Less dependence on gas, less catering to automobiles, more investment in neighborhood transportation (pedestrian access, bike infrastructure, cheap busses/rail)."*

*"This has to be our #1 priority. And commerce doesn't have to suffer. For example, Tokyo banned dirty-diesel vehicles in 2000. Transformed the city. Owners of diesel vehicles adjusted."*

*"Walking and biking are the two most environmentally friendly modes. We need more infrastructure to make them serious, competitive alternatives to driving. This means making our bike infrastructure visible and direct, such as protected lanes along major corridors like Sandy and 82nd."*

### Mobility Options

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

**Table 3: Mobility options Goal Ranking Distribution**

| *Rank* | Number of responses |
|---|---|
| *Ranked 1 (top)* | 115 |

| | |
|---|---|
| *Ranked 2* | 175 |
| *Ranked 3* | 201 |
| *Ranked 4* | 176 |
| *Ranked 5* | 67 |

**Mobility Options was ranked as the third highest priority**. There were 115 participants who rated Mobility Options as their top priority and 67 participants ranked it as their lowest priority.

Overall, the mobility options goal was the third highest ranked goal by survey respondents. Respondents emphasized in the comments the importance of investing in a multimodal transportation system that prioritizes safety, accessibility, sustainability, and equity while providing viable alternatives to car dependency.

*"Portland has a MASSIVE issue with accessible sidewalks. I can go blocks and blocks without seeing a sidewalk with a sloping grade so folks using wheelchairs can cross the street. All busses and rails*

*should have the ability to accommodate passengers with wheelchairs. Additionally, infrastructure for folks with vision impairments (braille signs at cross walks, braille on bus route maps, etc.)"*

*"Well-connected is the key."*

### Equitable Transportation

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

**Table 4: Equitable Transportation Goal Ranking Distribution**

| ***Rank*** | **Number of responses** |
|---|---|
| *Ranked 1 (top)* | 86 |
| *Ranked 2* | 135 |
| *Ranked 3* | 185 |
| *Ranked 4* | 166 |
| *Ranked 5* | 157 |

Equitable transportation was chosen as a top priority by 86 survey participants while 157 participants ranked it as the lowest priority. Overall participants' comments in this section were focused on equity, affordability, and accessibility in transportation planning,

with an emphasis on providing alternatives to car-dependent lifestyles and ensuring that transportation options are safe, efficient, and inclusive for all members of the community.

*"I only put this 3rd because safe, robust active and public transportation is equitable transportation, given that the cost of driving is prohibitive and poverty-inducing for many Portlanders. Having safe, efficient, convenient and comfortable alternatives would give them the ability to save money and still travel with dignity. It would also reduce air pollution levels in many of the areas with higher rates of BIPOC and low-income Portlanders by reducing VMT."*

*"Improved access to services for persons with disabilities. As someone who has a partner who cannot drive due to a visual impairment I'm familiar with the issues that come with relying on public transit as your only means for travel and how disruptive it can be to have to take a full day of for one appointment because of the time it takes to travel on public transit."*

### Thriving Economy

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

**Thriving Economy rankings were very similar to Mobility options** with 109 participants who ranked it as their top priority and 67 participants who ranked it as their lowest priority.

The key takeaway from the comments are the need to create a transportation system that supports economic growth, promotes sustainable alternatives to car-dependent lifestyles, enhances access to job centers, and prioritizes the well-being and prosperity of communities and businesses in the Portland area.

*"A thriving economy will develop out of green, active, safe transportation systems, but green, active, safe transportation systems will not necessarily result from a thriving economy."*

*"Focusing on people over moving cars is one of the best ways you can create wealth from our streets. Close streets to cars, lower speeds, build protected bike lanes and fill sidewalk gaps. Get people into the community and out of their car."*

**Table 5: Thriving Economy Goal Ranking Distribution**

| *Rank* | Number of responses |
|---|---|
| *Ranked 1 (top)* | 109 |
| *Ranked 2* | 94 |
| *Ranked 3* | 80 |
| *Ranked 4* | 110 |
| *Ranked 5* | 345 |

A crosstabs analysis was completed for all the data in the goals section to identify any differences in responses by county and by race/ethnicity. The analysis concluded that there were **no noticeable differences in rankings for survey participants in Washington, Multnomah & Clackamas County**.

When the data was filtered by participants **who identified as a race or ethnicity other than or in addition to white, they also ranked the goals priorities similarly to the whole participant population** with a safe system being the highest priority followed by climate action and resilience, mobility options, thriving economy and finally equitable transportation.

## Investment Priorities

Participants were asked to rate the importance of different types of investments within eight investment categories. Using a star rating system, respondents were able to rate a variety of types of investments under each investment category with up to five stars. Five stars indicated that the investment was very important and one star that it was not very important.

The investment categories are listed below, ordered by the category that received the highest level of interaction to the category that received the lowest level of interaction. Under each category is listed the top three priorities for that investment category, as indicated by survey participant ratings.

**Maintenance (4,632 interactions)**

1. Fix potholes and pavement
2. Clean bike lanes
3. Transit vehicles in good repair

**Transit Capital (4,227 interactions)**

1. Faster, more reliable buses
2. Transit oriented development
3. More MAX

**Walking and biking (3,583 interactions)**

1. Walk and bike connections
2. Protected bike lanes and pedestrian facilities
3. Road crossings

**Transit service and operations (3,476 interactions)**

1. More frequent bus and MAX
2. Increased bus service coverage
3. Zero emissions vehicles and infrastructure

**Roads and bridges (3,419 interactions)**

1. Complete streets for all users

2. Main street retrofits
3. Dedicated lanes

**Throughways (3,377 interactions)**

1. Roadway pricing
2. Incident response
3. Freeway capacity

**Freight access (2,643 interactions)**

1. Intersection designs
2. Road and railroad crossing upgrades
3. Freight rail upgrades

**Information and technology (3,380 interactions)**

1. Transit reduced fare programs
2. Traffic signals
3. Transportation option programs

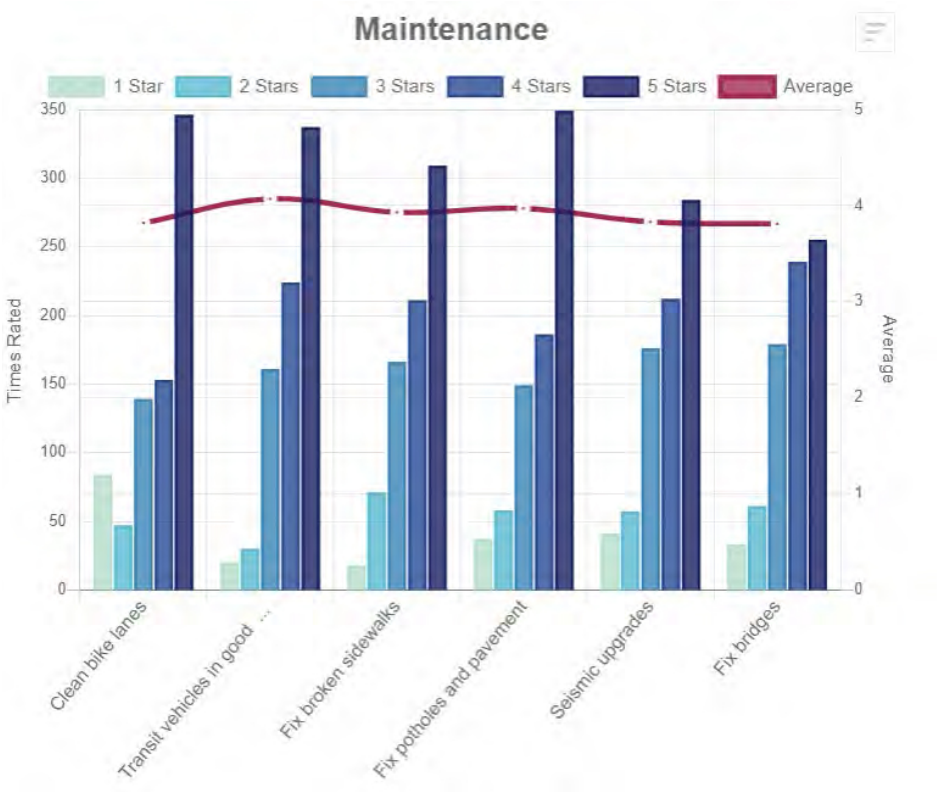
### Maintenance

About 42% of the operations and maintenance spending in the constrained project list is dedicated to keeping the transportation system in good repair. This includes investments such as clean bike lanes, transit vehicles in good repair, fixing broken sidewalks, fixing potholes and pavement, seismic upgrades, and fixing bridges.

Maintenance received the highest level of engagement with 4,632 interactions. Of the subcategories, the top three highest rated priorities were:

- Fix potholes and pavement (349 five-star ratings)
- Clean bike lanes (346 five-star ratings)
- Transit vehicles in good repair (337 five-star ratings).

**Figure 4: Maintenance Investment Priority Ranking Distribution**




Many participants commented on the necessity of having clean bike lanes both as a usability issue as well as a safety issue.

*"Bike lanes often become a gutter for leaves, trash, broken glass, and gravel. Having bike lanes that aren't well maintained essentially equates to not having them at all if we can't use them."*

*"Keeps bicyclists from getting flats and having debris flung in their face. Also beneficial to drivers and transit because it keeps bikes from having to use the roadway to dodge debris"*

There were also many comments on potholes that specifically mentioned the need to prioritize pothole repairs on transit streets or multi-modal roads.

*"Stop building and fixing expensive roads for cars, build more streets for transit and pedestrians instead. The maintenance costs are much lower. Making the roads more attractive to drivers just induces additional demand."*

*"This should be prioritized only on bus routes. It shouldn't be prioritized as much on solely car routes."*

Participants who commented on the need for transit vehicles being in good repair, frequently specified the need for safe vehicles and a desire to see more fuel-efficient vehicles.

*"Citizens deserve the best transit vehicles that are safe for all users, clean and available"*

*"Converting the fleet to EVs should be a higher priority than continuing to maintain diesel buses"*

A majority of respondents from Multnomah County gave five-star ratings to all Maintenance categories, indicating maintenance is a high priority investment. Clean bike lanes received the highest rating.

On average, Clackamas County respondents rated maintenance between three and five stars. The top three categories identified were: fix potholes and pavement, fix bridges, and seismic upgrades. Clean bike lanes received the least amount of support with the least amount of five stars and the most amount of one stars.

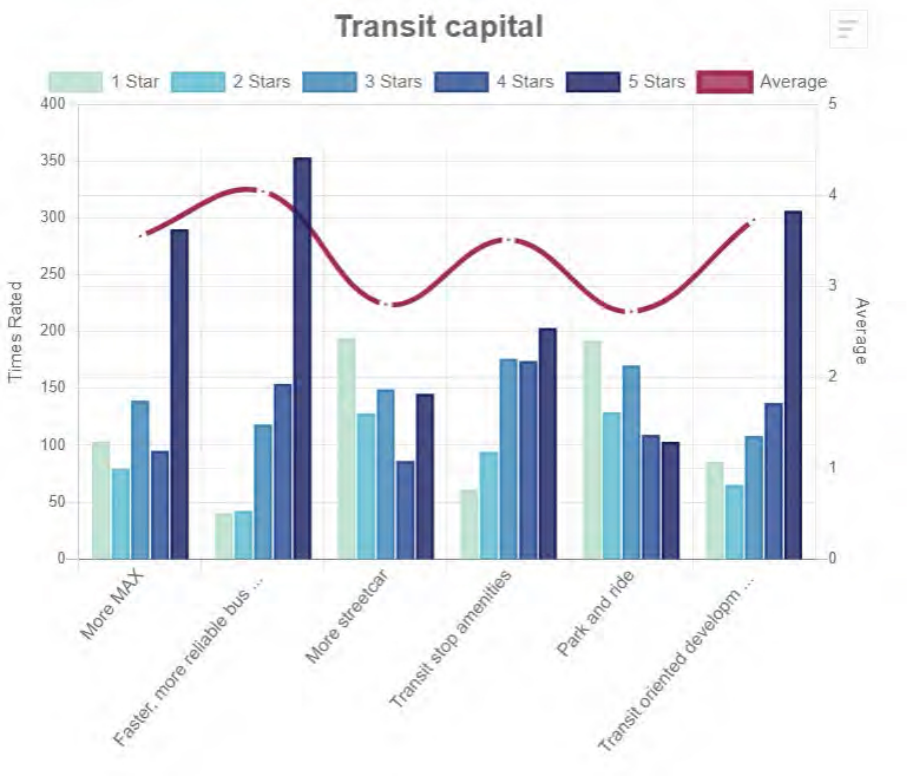
Washington County respondents assigned lower ratings to maintenance categories compared to respondents from Clackamas and Multnomah Counties, mostly ranging from three to four stars. The top-rated category was fix potholes and pavement, while clean bike lanes consistently received one to three stars.

Participants who identified as a race or ethnicity other than or in addition to white rated maintenance categories similarly to all respondents. Clean bike lanes was the highest priority with 46% rating it with five stars compared to 45% of respondents of all races and ethnicities.

**Transit capital**

About 11% of the capital spending in the constrained project list is dedicated to building transit projects. This includes adding more MAX light rail, faster, more reliable buses, adding more streetcar, adding transit stop amenities, additional park and ride facilities at transit stops, investing in transit-oriented development.

**Figure 6: Transit Capital Investment Priority Ranking Distribution**




Transit Capital received the second highest level of engagement with 4,227 interactions. Of the subcategories, the top three highest rated priorities were:

- Faster, more reliable buses (353 five-star ratings)
- Transit oriented development (306 five-star ratings)
- More MAX (290 five-star ratings)

Participants who commented on topics in the transit capital section were generally in favor of transit related investments that would improve frequency and reliability.

*"Expanding the rose lane project for the busiest lines speeds up service and makes the bus more appealing"*

*"Give buses uninterrupted dedicated lanes on both surface roads and freeways to create a network of express buses bus lanes on TV highway, Beaverton Hillsdale, Scholls Ferry Road, Highway 26, I-5, I-205. Make the bus the fastest way to get around. Also incorporate better methods to bring a bike onto the bus. Bus bike racks currently cannot fit most fat tire e bikes"*

*"I love the MAX, but dedicated BRT lines are flexible, cost-efficient, and quick to roll out."*

There were a lot of comments and mixed opinions from participants about MAX light rail. While some are very supportive of MAX system expansion, some suggested that it is not the most cost effective or appropriate option. Many expressed a need for more suburban area and SW Portland to be connected to the MAX system.

*"I don't think light rail is a cost-effective use of public dollars. It is very expensive, limited in service area, and does not adapt to changes in development, usage pattern, and can't be rerouted. I'd prefer to see more bus routes and better frequency on those routes. I think Bus Rapid Transit is a much better alternative than Light Rail."*

*"I strongly support MAX investment that will expand service area and get people out of cars. Less support for MAX upgrades since the system is concentrated inequitably"*

*"MAX is great, and it can be even better by expanding lines to suburban communities and provide a rapid transit option to the neighborhoods that need transit service."*

Multnomah respondents generally ranked priorities similarly to all participants, but park and rides were, on average, less of a priority for Multnomah respondents than respondents from Clackamas and Washington Counties.

Clackamas County respondents generally ranked priorities similarly to all participants, but a strong majority gave a one-star rating to more streetcar investments.

The top two categories for Washington County respondents were transit oriented development and more MAX. Similar to Clackamas County, a strong majority gave a one-star rating to more streetcar.

There were no noticeable differences in ratings for survey respondents who identified as a race or ethnicity other than or in addition to white.

**Walking and Biking**

About 12% of the capital spending in the constrained project list is dedicated to building walking and biking projects. This includes pedestrian and bike connections, street design, protected bike lanes and pedestrian facilities, road crossings, and wayfinding signage.

**Figure 5: Walking and Biking Investment Priority Ranking Distribution**




Walking and biking received 3,583 interactions. Of the subcategories, the top three highest rated priorities were:

- Walk and bike connections (412 five-star ratings)
- Protected bike lanes and pedestrian facilities (400 five-star ratings)
- Road crossings (342 five-star ratings).

Participant comments emphasized the need for protected lanes, connectivity, and better signs and signals. Several commentors suggested that these investments would improve safety and encourage more people to walk and bike.

"More people would bike if they thought it was safe, and biking is zero emissions! Please create more real infrastructure for bikes and remember, paint is not infrastructure!"

"Protected bike lanes should be the standard. Pedestrian facilities are also sorely needed."

"This is the single biggest need in this city, especially as e-bikes are starting to show evidence of helping replace car trips. If it passes, the e-bike bill will provide access, and this piece of the puzzle will take care of the safety aspect to really shift modes towards biking."

"Install automatic bicycle and pedestrian detection systems that minimize pedestrian and bicycle wait times and change right after they approach the crossing. If it is raining outside, peds and bikes get soaked waiting 5min for an outdated, unintelligent signal to change for them. Let motorists wait a bit longer in their insulated vehicles to prioritize the comfort of more vulnerable road users."

"Street diets and slowing traffic should be priority number one. Speed kills. Let's protect our bikers and walkers."

There were no noticeable differences in ratings for survey participants in Washington, Multnomah & Clackamas County.

Survey participants who identified as a race or ethnicity other than or in addition to white generally rated priorities in a similar manner to respondents who identify as white only.

### Transit Service and Operations

About 58% of the operations and maintenance spending in the constrained project list is dedicated to transit service and operations projects. This includes implementing initiatives such as increasing the frequency of bus and MAX (light rail) services, expanding the coverage of bus services to reach more areas, providing special transit services to cater to specific needs, investing in zero emissions vehicles and infrastructure, and improving transit rider information to enhance the overall user experience.

**Figure 7: Transit Service and Operations Investment Priority Ranking Distribution**



Transit service and operations received 3,476 interactions. Of the subcategories, the top three highest rated priorities were:

- More frequent bus and MAX (352 five-star ratings)
- Increased bus service coverage (295 five-star ratings)
- Zero emissions vehicles and infrastructure (238 five-star ratings).

Many comments in this section expressed support for more frequent service and more bus service in areas that are currently underserved.

*"Current bus headways can dissuade transit usage as wait times are far too long. Additionally, MAX headways can become uncomfortably long during service disruptions. Increasing headways and constructing new projects with signaling to accommodate more frequent trains should be a priority."*

*"Frequent transit makes the system more rider-friendly."*

*"Induced demand works for bus and trains too, the more trains and the nicer and faster and more convenient the experience, the more people will want to ride the train"*

*"Bus coverage is lacking particularly lacking in SW Portland and in communities west of the SW hills."*

There were no noticeable differences in ratings for survey participants in Multnomah County and Washington County.

Clackamas County rated increased bus service higher than more frequent bus and MAX and rated special transit services higher than all respondents. Respondents also gave zero emissions vehicles and infrastructure one-star ratings more consistently than all respondents.

Survey participants who identified as a race or ethnicity other than or in addition to white generally ranked priorities in a similar manner however there were more five-star ratings for special transit services.

**Roads and Bridges**

About 31% of the capital spending in the constrained project list is dedicated to building roads and bridges. This includes the development of new streets and highway overcrossings, completion of streets for all users, main street retrofits, creation of dedicated lanes for specific modes of transportation, and the widening of major roads.

Roads and bridges received 3,419 responses. Of the subcategories, the top three highest rated priorities were:

- Complete streets for all users (306 five-star ratings)
- Main street retrofits (279 five-star ratings)
- Dedicated lanes (122 five-star ratings)

**Figure 8: Roads and Bridges Investment Priority Ranking Distribution**




Widen major roads was the sub category that had the most engagement and also received a significant majority of one-star ratings. This category also received a large number of comments specifically mentioning opposition for widening roads in all cases.

*"Major roads should have less lanes and change that ROW to expand walkability and roll/bike ability."*

*"Road widening projects are expensive and unnecessary. The only time a road should be widened is to improve accessibility, safety, and travel times for non-driving modes."*

*"Widened roads make neighborhoods less vibrant, discourage or eliminate pedestrian activity, encourage speeding, and lead to more injuries and deaths for pedestrians, cyclists, and drivers. This is the opposite of what we should be doing."*

*"We need to stop widening roads and freeways. Period. All of the funding from existing programmed road widening projects, including 217, 205, I-5, the Sunrise Corridor, and the roadway expansion projects in the suburbs, such as around Tigard and Wilsonville, need to be ended now so those funds are not wasted and can be re-purposed to building out our bicycle, pedestrian, and transit networks. We're in a climate crisis and we need to act like it."*

Clackamas County ranked Complete streets for all users as their highest investment priority, while all other investment priorities were relatively evenly rated.

Multnomah County respondents generally ranked priorities similarly to all participants with a significant majority of respondents giving Widen major roads a one-star rating.

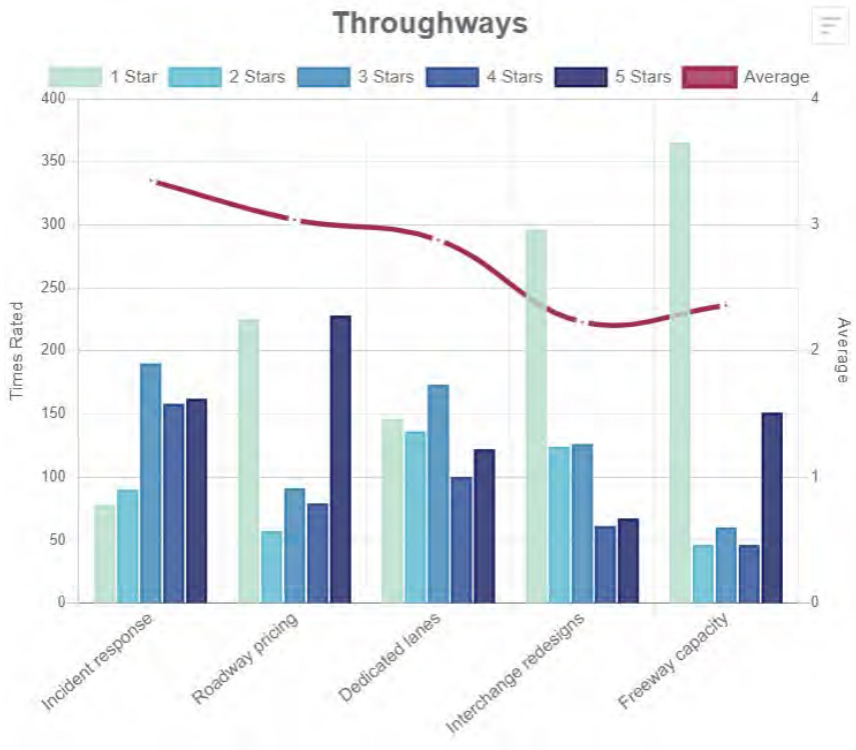
In Washington County, most respondents gave widen major roads a one-star rating as well. The highest five-star rating was assigned to main street retrofits.

Survey participants who identified as a race or ethnicity other than or in addition to white generally rated priorities in a similar manner.

### Throughways

About 19% of the capital spending in the constrained project list is dedicated to throughways (not including the I-5 Interstate Bridge Replacement Program). This includes increased incident response, implementation of roadway pricing, creation of dedicated lanes, interchange redesigns, and increased freeway capacity.

**Figure 9: Throughways Investment Priority Ranking Distribution**




Throughways received 3,377 interactions. Of the subcategories, the top three highest rated priorities were:

- Roadway pricing (228 five-star ratings)
- Incident response (162 five-star ratings)
- Freeway capacity (151 five-star ratings)

Many of the Throughways subcategories received strong majorities of low ratings as well, expressing investment priorities that are opposed by many respondents. These subcategories were:

- Freeway capacity (363 one-star ratings)
- Interchange redesign (295 one-star ratings)
- Roadway pricing (223 one-star ratings)

Roadway pricing notably received an almost equal amount of one-star and five-star ratings, splitting opinions between strong agreement and strong disagreement.

*"Congestion pricing works, but only in regions with transit times that compete with driving. If congestion pricing or tolls are implemented, they should not fund road expansions. They should fund existing road maintenance, transit, walking, and biking infrastructure"*

*"I would like to see a real plan on how to counteract the negative economic impact of these ideas for low income disadvantaged & underserved communities. Until public transit is free, the cost of this is a real issue"*

*"Oregonians already pay the highest taxes in the country. We should not be penalized for operating in a city with a lacking public transportation system. How about actually tax rich people?"*

Many respondents in Clackamas County rated roadway pricing with one-star. Like most respondents, they were divided in their opinions on freeway capacity with an equal number of one-star and five-star ratings.

In Multnomah County, there was a significant majority of respondents who rated freeway capacity with one star, making it the least rated category. Roadway pricing emerged as the category with the highest number of five-star ratings.

*"Do NOT expand the freeways with more lanes. This encourages more car use instead of encouraging alternative methods of transit!"*

*"Please don't widen freeways. This only induces demand and creates maintenance liabilities for future generations. Widening freeways has never solved traffic problems.*

*"We all know about induced demand. Widening freeways (that includes so called auxiliary lanes) is hugely expensive and doesn't solve any problems. The only solution to road congestion is practical alternatives like transit and biking."*

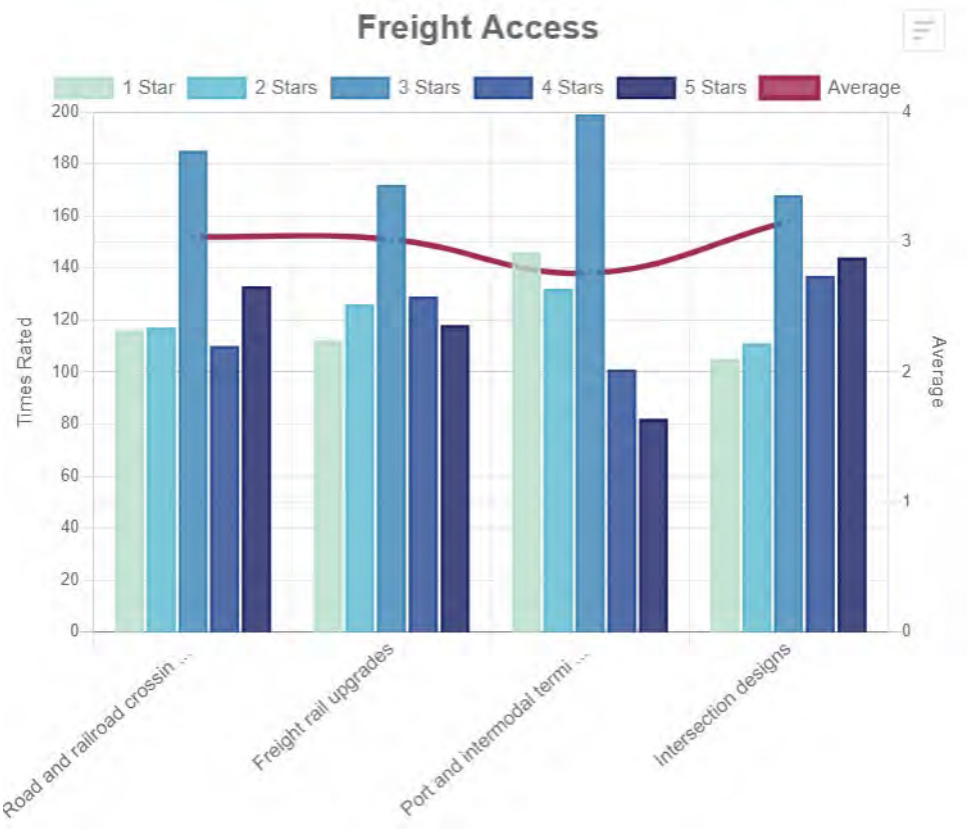
In Washington County, there were strong majorities of respondents giving one-star ratings to roadway pricing, interchange design, and freeway capacity. Additionally, there was a split among respondents, with an almost equal number of five-star ratings assigned to freeway capacity.

Survey participants who identified as a race or ethnicity other than or in addition to white generally ranked priorities in a similar manner however there were more five-star ratings for roadway pricing.

### Freight Access

About 2% of the capital spending in the constrained project list is dedicated to freight access. This includes upgrading road and railroad crossings, freight rail upgrades, improvements to port and intermodal terminal access, and improved intersection designs.

**Figure 10: Freight Access Investment Priority Distribution**




Freight access had the lowest level of engagement amongst all categories with 2,643 interactions. Of the subcategories, the top three highest rated priorities were:

- Intersection designs (144 five-star ratings)
- Road and railroad crossing upgrades (133 five-star ratings)
- Freight rail upgrades (118 five-star ratings)

Respondents who commented on Freight Access frequently stated concerns about safety, specifically when trains or trucks are sharing space with other transportation modes.

*"Support wide turns for freight but not at the expense of active transportation users. Use different tools like curb extensions with mountable truck aprons to accommodate trucks without disregarding vulnerable road users"*

*"I would hope that freight is generally on a separated network from active transit modes."*

A few commenters mentioned concern about the impact that at-grade crossings have on traffic delays.

*"SE 12th Avenue at Division is blocked a lot because of freight trains. The MAX doesn't close the street much but I have gotten stuck for over an hour waiting for a freight train to move."*

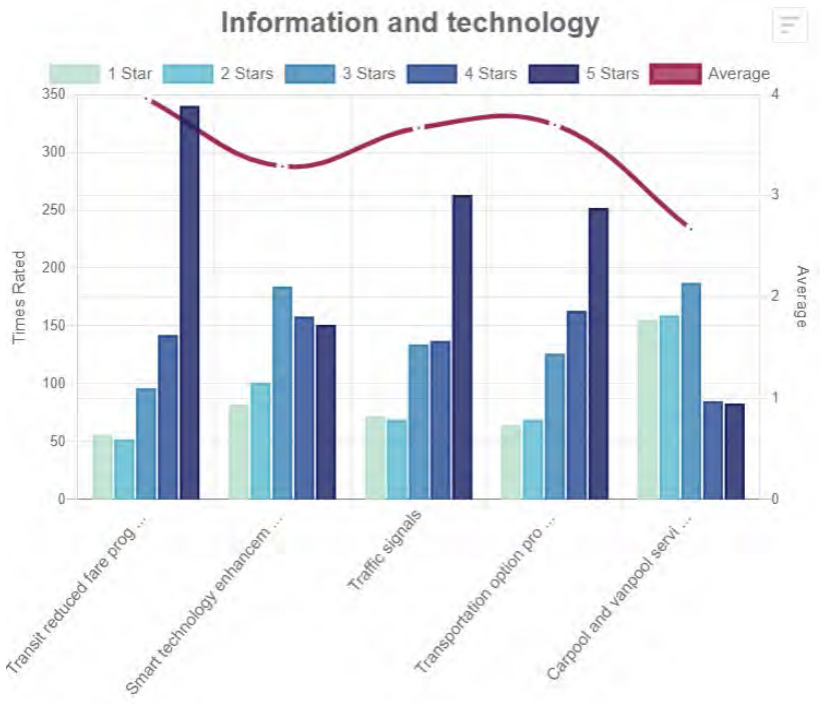
There were no noticeable differences in rankings for survey respondents in Multnomah County and Washington County. Clackamas County residents, however, rated port and intermodal terminal access improvements slightly higher, with more four- or five-star rankings than all respondents.

Survey participants who identified as a race or ethnicity other than or in addition to white generally rated priorities in a similar manner.

**Information Technology**

About 2% of the capital spending in the constrained project list is dedicated to information and technology projects and programs. This includes reduced transit fare programs, smart technology enhancements, improved traffic signals, transportation option programs and increases carpool and vanpool services.

**Figure 11: Information Technology Investment Priority Ranking Distribution**




Information and technology received 3,380 interactions. Of the subcategories, the top three highest rated priorities were:

- Transit reduced fare programs (340 five-star ratings)
- Traffic signals (263 five-star ratings)
- Transportation option programs (252 five-star ratings)

Commenters frequently expressed support for free transit and the return of Fareless Square.

> "Bring back the Fareless Square! Make the Streetcar cost-effective and free in the Fareless Square also."

> "Honestly, TriMet needs to be free. I'd like to see a real plan developed of how we could get there, if we really want to get more cars off the road this is what it will take"

> "Transit should be a human right and free for all to access. Until then, this is a good start."

Participants who commented on traffic signals specifically mentioned the importance of using signal technology to prioritize people walking, biking, or using mobility devices.

> *"Not sure about buses and freight trucks. The focus should be people walking, rolling and bicycling so they spend less time waiting."*

> *"Yes! Waiting forever for a crossing signal discourages walking to your destination and encourages more vehicles on the road. You cannot prioritize cars on the road and expect less of them to be there"*

Several comments about transportation options mentioned programs to support children getting to and from school.

*"Implement a regional 'bike bus' program to incentivize kids to bike and walk to school. The bike bus has seen success at Alameda Elementary in Portland and could be spread across the region."*

There were no significant differences in rankings among survey respondents from Multnomah County and Washington County. Clackamas County residents generally ranked priorities similarly; however, they gave slightly lower ratings to Traffic signals.

## Project List Priorities

Respondents were asked to review a project map that included about 800 projects on the draft financially constrained 22 year project list. Respondents were able to click on a project to learn more about it, give a thumbs up or thumbs down as to whether they believed that project should be a priority, and they were able to provide comments and feedback on each specific project.

Table 6 provides a list of the 50 projects that received the highest number of thumbs up (yes) votes. The projects in the tables are listed in order of the percentage of yes votes that they received. The table shows the projects with the most consensus of support towards at the top and those with more mixed support at the bottom of the table.

It is important to note that several of the high-profile projects that received many yes votes also received a large number of no votes, decreasing their overall percentage of support. Those projects show up towards the bottom of the table.

**Table 6: Top 50 Priority Projects**

| Project name | Yes votes | Yes (%) | No votes | No (%) |
|---|---|---|---|---|
| Jade & Montavilla Connected Centers Project | 43 | 98% | 1 | 2% |
| NE Killingsworth St Corridor Safety Improvements | 36 | 97% | 1 | 3% |
| HCT: 82nd Ave Transit Project | 70 | 97% | 2 | 3% |
| Inner NE Glisan St Corridor Safety Improvements | 37 | 95% | 2 | 5% |
| Inner Holgate Blvd Corridor Improvements | 49 | 94% | 3 | 6% |
| 57th/Cully Safety Improvements | 30 | 94% | 2 | 6% |
| ETC: NE MLK Jr Blvd Enhanced Transit Project | 43 | 93% | 3 | 7% |
| Broadway/Weidler Corridor Improvements | 70 | 93% | 5 | 7% |
| North Portland Greenway Segment 5 | 53 | 93% | 4 | 7% |
| Hollywood Town Center Safety Improvements | 53 | 91% | 5 | 9% |
| OR 8: TV Highway Transit Access and Multimodal Safety | 31 | 91% | 3 | 9% |
| North Portland Greenway Segment 4 | 31 | 91% | 3 | 9% |
| 60th MAX Station Area Improvements | 31 | 91% | 3 | 9% |
| Post Office Blocks Transportation Improvements, Phase 2 | 41 | 91% | 4 | 9% |
| HCT: Tualatin Valley Highway Transit Project | 39 | 91% | 4 | 9% |
| Inner E Burnside Corridor Improvements | 58 | 91% | 6 | 9% |
| Blue Line Station Rehabilitation | 38 | 90% | 4 | 10% |
| ETC: SE Powell Blvd Transit Project | 53 | 90% | 6 | 10% |
| Foster Rd Corridor Improvements, Phase 2 | 52 | 90% | 6 | 10% |
| SE Powell Blvd ITS Improvements | 34 | 89% | 4 | 11% |
| ETC: Inner North Portland Enhanced Transit Corridor Improvements | 42 | 89% | 5 | 11% |
| 82nd Ave Corridor Improvements | 42 | 89% | 5 | 11% |

| | | | | |
|---|---|---|---|---|
| Springwater Gap Trail | 33 | 89% | 4 | 11% |
| SW Multnomah Blvd Ped/Bike Improvements, Phase 2 | 31 | 89% | 4 | 11% |
| HCT: Southwest Corridor Engineering and ROW Support | 60 | 88% | 8 | 12% |
| Central City Multimodal Safety Improvements, Phase 2 | 49 | 88% | 7 | 13% |
| Earthquake Ready Burnside Bridge: Phase 3 (Construction) | 48 | 87% | 7 | 13% |
| HCT: Steel Bridge Transit Bottleneck Project Development | 53 | 87% | 8 | 13% |
| Inner Powell Blvd Corridor Improvements: Local Contribution to State-Owned Arterial | 52 | 87% | 8 | 13% |
| SE 92nd Ave Safety Improvements | 31 | 86% | 5 | 14% |
| St Johns Connected Centers Project | 31 | 86% | 5 | 14% |
| HCT: MAX Red Line Improvements Project: Capital Construction | 42 | 86% | 7 | 14% |
| US 26 Multi-use Path | 36 | 86% | 6 | 14% |
| ETC: East Burnside/SE Stark Enhanced Transit Project | 36 | 86% | 6 | 14% |
| I-405 South Portland Crossing Improvements | 39 | 85% | 7 | 15% |
| ETC: SE Hawthorne/Foster Ave Enhanced Transit Corridor | 44 | 85% | 8 | 15% |
| Water Ave Corridor Improvements and Realignment | 58 | 84% | 11 | 16% |
| Inner Milwaukie Streetscape Improvements | 35 | 83% | 7 | 17% |
| Flanders/Naito Crossing | 43 | 83% | 9 | 17% |
| ETC: NE Sandy Blvd Enhanced Transit Project | 30 | 81% | 7 | 19% |
| Upper I-405 Trail | 41 | 80% | 10 | 20% |
| NE 12th Ave Bridge Replacement | 35 | 80% | 9 | 20% |
| Killingsworth/Interstate Connected Centers Project, Phase 1 | 31 | 79% | 8 | 21% |
| Fields Park Pedestrian / Bicycle Bridge | 42 | 79% | 11 | 21% |
| Cesar Chavez Corridor Improvements | 30 | 79% | 8 | 21% |
| HCT: Portland Streetcar Operational Improvements | 34 | 74% | 12 | 26% |
| HCT: Streetcar Montgomery Park Extension | 41 | 73% | 15 | 27% |
| SE Hawthorne Blvd Corridor Safety Improvements | 35 | 73% | 13 | 27% |
| I-5 Interstate Bridge Replacement Program | 37 | 52% | 34 | 48% |
| I-5 Rose Quarter/Lloyd District: I-405 to I-84 (UR, CN, OT) | 31 | 42% | 42 | 58% |

Table 7 shows provides a list of the 50 projects that received the highest number of thumbs down (no) votes, indicating the project is not a priority. The projects in the tables are listed in order of the percentage of no votes that they received. This provides a summary list of the projects that received the most no votes out of the complete project list and shows the projects with the most consensus of opposition towards at the top of the table and those with more mixed support at the bottom of the table.

It is important to note that several projects on the table below received enough no votes to qualify for the inclusion on this table but several of those projects received a high number of yes votes as well, which indicates a higher overall sentiment of support compared to opposition.

**Table 7: Bottom 50 priority projects**

| Project Name | No total | No % | Yes total | Yes % |
|---|---|---|---|---|
| I-205 Southbound and Northbound widening (PE, ROW) | 22 | 81% | 5 | 19% |
| Going St Connected/Automated Vehicle Connection | 12 | 80% | 3 | 20% |
| Jackson School Road Traffic Signal | 13 | 76% | 4 | 24% |
| I-205 Southbound and Northbound Widening and I-205 Toll Project (UR, CON, OT) | 22 | 76% | 7 | 24% |
| I-405 Operational Improvements | 30 | 71% | 12 | 29% |
| I-5 Southbound Truck Climbing Lane | 24 | 71% | 10 | 29% |
| I-5 Northbound Braided Ramps I-205 to Nyberg | 23 | 70% | 10 | 30% |
| I-405 Corridor ITS Improvements | 10 | 67% | 5 | 33% |
| NW Northrup Traffic Signals | 14 | 64% | 8 | 36% |
| Water/Yamhill Traffic Signal | 14 | 64% | 8 | 36% |
| Hwy 99E & I-205 SB Interchange Access | 12 | 63% | 7 | 37% |
| I-205 / 10th Street Improvements | 12 | 63% | 7 | 37% |
| I-205 Tolling Project (PE) | 16 | 62% | 10 | 38% |
| I-5 Rose Quarter/Lloyd District: I-405 to I-84 (PE, NEPA, ROW) | 37 | 60% | 25 | 40% |
| OR 224 Milwaukie Expressway improvements | 13 | 59% | 9 | 41% |
| I-5 South Operational Improvements | 21 | 58% | 15 | 42% |
| OR 212/224 Sunrise Hwy Phase 2: SE 122nd to SE 172nd (PE, ROW) | 11 | 58% | 8 | 42% |
| OR 217 Southbound Braided Ramps Beaverton-Hillsdale Hwy to Allen Blvd | 19 | 58% | 14 | 42% |
| I-5 Rose Quarter/Lloyd District: I-405 to I-84 (UR, CN, OT) | 42 | 58% | 31 | 42% |
| OR 212/224 Sunrise Hwy Phase 2: SE 122nd to SE 172nd (CON) | 15 | 56% | 12 | 44% |
| I-5 Freight Operational Improvements | 26 | 55% | 21 | 45% |

| Project Name | No total | No % | Yes total | Yes % |
|---|---|---|---|---|
| North Portal Street Improvements | 11 | 55% | 9 | 45% |
| I-5 Northbound: Auxiliary Lane Extension Nyberg to Lower Boones Ferry - Phase 2 | 18 | 55% | 15 | 45% |
| US 26 (Sunset Highway) Operational Improvements | 31 | 54% | 26 | 46% |
| Park Avenue Park & Ride | 17 | 53% | 15 | 47% |
| OR 99E & I-205 NB Interchange Access | 10 | 53% | 9 | 47% |
| SE Yamhill /Taylor Couplet | 13 | 52% | 12 | 48% |
| I-5 and I-205: Regional Mobility Pricing Project (PE, RW, UR, CN, OT) | 27 | 50% | 27 | 50% |
| I-205 Active Traffic Management | 16 | 50% | 16 | 50% |
| I-5 Interstate Bridge Replacement Program | 34 | 48% | 37 | 52% |
| I-84 Operational Improvements | 16 | 47% | 18 | 53% |
| Post Office Blocks Transportation Improvements, Phase 1 | 15 | 45% | 18 | 55% |
| W Burnside St/Rd ITS Improvements | 10 | 43% | 13 | 57% |
| Passenger Ferry Pilot | 13 | 42% | 18 | 58% |
| Marine Dr Corridor Safety Improvements | 10 | 40% | 15 | 60% |
| Southern Triangle Access Improvements | 12 | 39% | 19 | 61% |
| I-205 Abernethy Bridge (CON) | 10 | 38% | 16 | 62% |
| Vista Bridge Renovation | 12 | 36% | 21 | 64% |
| SW Broadway Traffic Improvements | 10 | 36% | 18 | 64% |
| Interstate-Larrabee Overpass | 10 | 32% | 21 | 68% |
| Inner W Burnside Corridor Improvements | 12 | 32% | 26 | 68% |
| W Burnside Corridor Improvements | 9 | 27% | 24 | 73% |
| SE Hawthorne Blvd Corridor Safety Improvements | 13 | 27% | 35 | 73% |
| HCT: Streetcar Montgomery Park Extension | 15 | 27% | 41 | 73% |
| HCT: Portland Streetcar Operational Improvements | 12 | 26% | 34 | 74% |
| Fields Park Pedestrian / Bicycle Bridge | 11 | 21% | 42 | 79% |
| NE 12th Ave Bridge Replacement | 9 | 20% | 35 | 80% |
| Upper I-405 Trail | 10 | 20% | 41 | 80% |
| Flanders/Naito Crossing | 9 | 17% | 43 | 83% |
| Water Ave Corridor Improvements and Realignment | 11 | 16% | 58 | 84% |

Table 8 provides a list of the projects that received the most comments. High profile regional throughway projects occupied the top five places on this list. Comments are included in Appendix C.

**Table 8: Projects Comments**

| Project name | Total Comments |
|---|---|
| I-5 Interstate Bridge Replacement Program | 14 |
| I-5 Rose Quarter/Lloyd District: I-405 to I-84 (UR, CN, OT) | 8 |
| I-205 Southbound and Northbound widening (PE, ROW) | 7 |
| I-205 Southbound and Northbound Widening and I-205 Toll Project (UR, CON, OT) | 7 |
| I-5 and I-205: Regional Mobility Pricing Project (PE, RW, UR, CN, OT) | 7 |
| HCT: MAX Red Line Improvements Project: Capital Construction | 5 |
| OR 212/224 Sunrise Hwy Phase 2: SE 122nd to SE 172nd (CON) | 5 |
| HCT: Streetcar Montgomery Park Extension | 5 |
| TV Highway Safe Access to Transit | 5 |
| I-5 Northbound Braided Ramps I-205 to Nyberg | 5 |
| I-205 Tolling Project (PE) | 5 |
| HCT: Tualatin Valley Highway Transit Project | 5 |
| French Prairie Bicycle/Pedestrian/Emergency Bridge | 4 |
| OR 10: Oleson Rd. Improvement Ph. 1 | 4 |
| I-5 Northbound: Auxiliary Lane Extension Nyberg to Lower Boones Ferry - Phase 2 | 4 |
| ETC: SE Powell Blvd Transit Project | 4 |
| Region-wide safety & Operations Projects: 2023-2030 | 4 |
| HCT: Southwest Corridor Engineering and ROW Support | 4 |
| HCT: Steel Bridge Transit Bottleneck Project Development | 4 |
| Outer Taylors Ferry Safety Improvements, Segment 1 | 3 |
| I-205 Active Traffic Management | 3 |
| North Portland Greenway Segment 5 | 3 |
| OR 212 Intersection Improvements | 3 |
| SW Pomona/64th Ped/Bike Improvements | 3 |
| 122nd Ave Corridor Safety and Transit Improvements | 3 |
| Beaverton-Hillsdale Hwy Bike Lanes | 3 |
| NE Broadway Corridor Improvements | 3 |
| US 26 (Sunset Highway) Operational Improvements | 3 |
| OR 217 Southbound Braided Ramps Beaverton-Hillsdale Hwy to Allen Blvd | 3 |
| Tiedeman Ave Complete Street | 3 |
| HCT: 82nd Ave Transit Project | 3 |
| Inner NE Glisan St Corridor Safety Improvements | 3 |
| I-5 Boone Bridge and Seismic Improvement: SB Wilsonville Rd to Wilsonville-Hubbard Hwy (PE, RW) | 3 |

| | |
|---|---|
| Capitol Hwy Bridge Seismic Retrofit | 3 |
| HCT: 185th Avenue/MAX Grade Separation | 3 |
| Boones Ferry Capacity Improvements (TS Rd Intersection) | 3 |

## Demographics

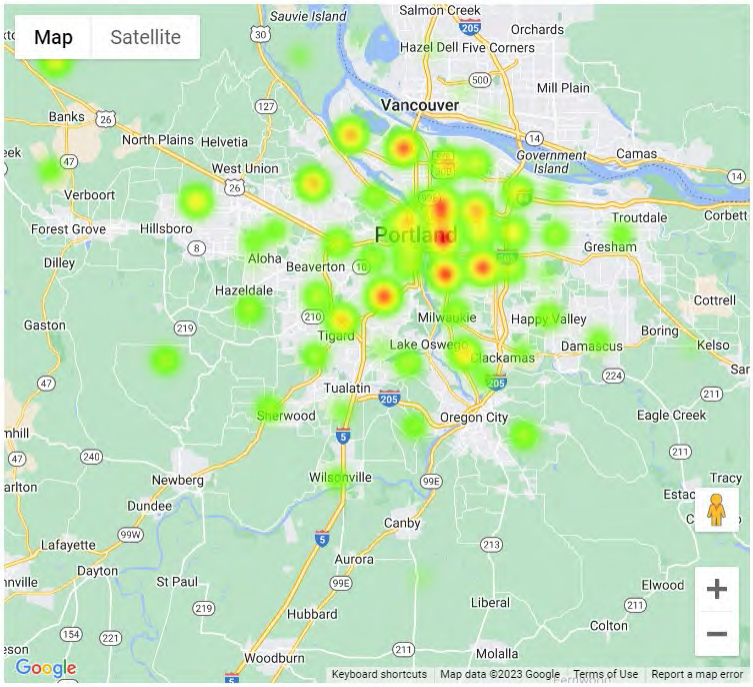
The survey asked participants to share more about themselves through optional demographic questions to determine whether the respondents reflect the region's diverse communities and broad range of experiences.

Metro recognizes that there is typically an opt-in bias that occurs with online engagement opportunities like this one. This often results in an over-representation of people who have the time, comfort, and access to participate. This skews participation toward higher-income people who speak English and have a level of trust in government. Groups that are underrepresented in respondent information by four percent or more are indicated in red.

### Zip code

The survey asked participants to share their zip code. The question gathered 587 responses. People from 78 different zip codes participated in the online tool. The most frequently selected zip codes included 97214, 97202, 97219, 97206, and 97217. Figure 12 showcases the zip code heat map distribution.

**Figure 12: Zip Code Heat Map**

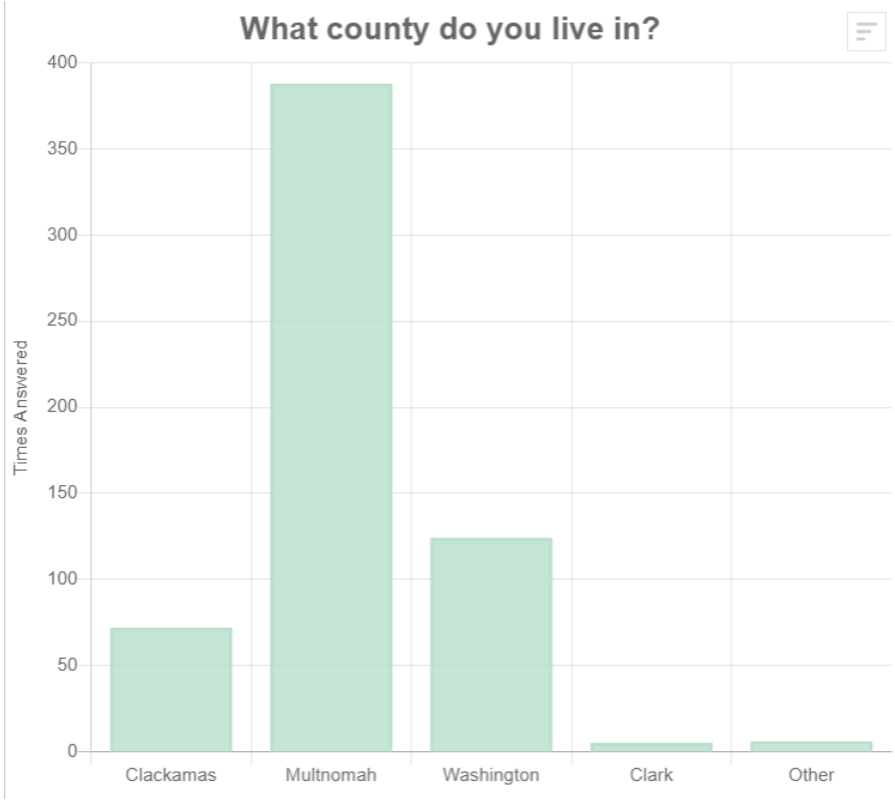


## County

The survey asked participants to share the county they live in. The question gathered 587 responses.

65% of survey participants indicated they live in Multnomah County. Washington County was the second most selected option indicated by 21% of respondents and 12% of respondents indicated that they live in Clackamas County.

**Figure 13. County of survey participants**




## Racial or ethnic identity

The survey asked participants to share their racial or ethnic identity. The question gathered 637 responses.

Compared to the metropolitan Portland area demographic averages, according to the 2020 Census, the survey overrepresents respondents who identify as White, and underrepresents other respondents who identify as people of color (American or Indian/Native American or Alaska Native; Asian or Asian American; Black or African American; Hispanic, Latino or Spanish origin) and Other.

**Table 9: Race or ethnic identity of survey respondents compared to metropolitan Portland Area**

| Racial or Ethnic Identity | Survey respondents | Metropolitan Portland area |
|---|---|---|
| American or Indian/Native American or Alaska Native | 2% | 3.4% |
| Asian or Asian American | 4.2% | 11.3% |
| Black or African American | 2.3% | 5.3% |
| Hispanic, Latino or Spanish origin | 5.1% | 13.8% |
| Pacific Islander | .31% | *Data not available* |
| White | 72.6% | 66.0% |
| Race/ethnicity not listed | 2.2% | *Data not available* |
| Prefer not to answer | 11% | *Data not available* |

## Annual household income

The survey asked participants to share their annual household income. The question gathered 522 responses. The largest percentage (18.2%) of responses came from participants with a household income of $200,000 or more. The lowest percentage (4.21%) of responses came from those with a household income of $180,000 to $199,999.

**Table 10: Annual household income of survey respondents**

| Annual Household Income | Survey Respondents |
|---|---|
| Under $19,999 | 4.41% |
| $20,000 to $39,999 | 5.94% |
| $40,000 to $59,999 | 10.54% |
| $60,000 to $79,999 | 11.69% |
| $80,000 to $99,999 | 11.30% |
| $100,000 to $119,999 | 13.79% |
| $120,000 to $139,000 | 11.3% |
| $140,000 to $159,999 | 5.36% |
| $160,000 to $179,999 | 3.26% |
| $180,000 to $199,999 | 4.21% |
| $200,000 or more | 18.2% |

## Gender

The survey asked participants to share their gender. The question gathered 551 responses.

Roughly 50% of the people who responded to this question self-reported as men. 40% as women, and the remaining 10% self-reported as non-binary or chose not to respond responded to the survey. Compared to the metropolitan Portland area demographic averages in the 2020 Census, the spread of survey respondents represents a similar distribution of genders. It is worth noting that the census data does not include response data from non-binary or genderqueer individuals, which could explain the difference.

**Table 11: Gender categories of survey respondents compared to metropolitan Portland area**

| Gender categories | Survey respondents | Metropolitan Portland area |
|---|---|---|
| A gender not listed here | 0% | *Data not available* |
| Man | 49.4% | 49.48% |
| Non-binary, Genderqueer or Third Gender | 6.2% | *Data not available* |
| Prefer not to respond | 5.3% | *Data not available* |
| Woman | 39.2% | 50.52% |

As data for all gender categories is not available for the metropolitan Portland area demographic average, groups that are underrepresented in respondent information by 4 percent or more will *not* be indicated in red.

### Disability

The survey asked participants to share if they identify as a person with a disability (including but not limited to vision, hearing, speech, mobility, cognitive, and invisible disabilities). The question gathered 533 responses.

Most survey participants responded that they do not identify as a person with a disability (78.4%) followed by those who do identify as a person with a disability (17.1%) and those who opted not to respond (4.5%)

Metropolitan Portland area demographic averages, according to the 2020 Census, were not readily available for people who identify as a person with a disability.

## Age

The survey participants were asked to share their age. The question gathered 541 responses.

A vast majority of respondents were between the ages of 25 and 74 Compared to the metropolitan Portland area demographic averages, according to the 2020 Census, the spread of survey respondents underrepresents people ages 24 and under and overrepresents people between 35 and 74.

**Table 12. Age categories of total survey respondents compared to metropolitan Portland area**

| Age categories | Survey respondents | Metropolitan Portland area |
|---|---|---|
| Under 18 | 1.3% | 20.60% |
| 18-24 | 4.3% | 7.93% |
| 25-34 | 19.4% | 16.49% |
| 35-44 | 27.4% | 15.44% |
| 45-54 | 14.4% | 13.22% |
| 55-64 | 11.3% | 11.98% |
| 65-74 | 13.3% | 8.86% |
| 75 and older | 6.7% | 5.48% |
| Prefer not to answer | 2% | *Data not available* |

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

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

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

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**Auditor**
Brian Evans

600 NE Grand Ave.
Portland, OR 97232-2736
503-797-1700

May 2023

# APPENDIX A: 2023 REGIONAL TRANSPORTATION PLAN SURVEY #3 TOOL

Attachment 1 to Staff Report to
Resolution No. 23-5343

# 2023 Regional Transportation Plan project priorities

## Introduction



More at: https://www.oregonmetro.gov/rtp

Metro is planning for the future of transportation in greater Portland.

---

## Introduction

*Please take five to ten minutes to tell us what you think about the draft list of investments planned for the region's transportation system.*



an aerial view of a city

**2023 Regional Transportation Plan vision:** Everyone in the greater Portland region will have safe, reliable, affordable, efficient, and climate-friendly travel options that allow people to choose to drive less and that support equitable, resilient, healthy and economically vibrant communities.

---

**Prioritizing regional investments:** The Regional Transportation Plan identifies the greater Portland region's transportation needs and the investments and the funding the region expects to have over the next 22 years to meet those needs. Metro updates this plan every five years to address the needs of the growing region and changing communities. The last update was in 2018 and this update will be complete at the end of 2023.

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**Funding our transportation system:** We all pay for the transportation system through a variety of fees, fines, taxes and fares. Funding comes from federal, state and local sources. Projects must be included in the Regional Transportation Plan to be eligible to receive federal and some state funding.

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**Increasing costs, new funding:** Project costs have increased by 40% since the last Regional Transportation Plan update in 2018 due to inflation and other factors. This means that transportation infrastructure has become more expensive to build. Infrastructure is also getting older and needs maintenance and repair. At the same time, there are new opportunities for federal funding. Additionally, the region is planning for road pricing in the I-5 and I-205 corridors, which will help improve reliability and efficiency of the transportation system, , reduce carbon pollution and other emissions and expand transportation funding.

---

Privacy - Terms

**Guiding policies:** The Regional Transportation Plan also includes policies and strategies that guide local transportation plans. These include guidance on transportation equity, safety, climate, mobility, pricing, freight, transit and more. Learn more about these strategies and policies.

### 2023 Regional Transportation Plan

Metro is working with local governments and other transportation agencies to update the Regional Transportation Plan. The plan guides investments for all forms of travel – driving, transit, biking and walking – and the movement of goods and services throughout the greater Portland region for the next 22 years.

Transportation agencies across the region have drafted a list of priority transportation investments. This includes projects like building new sidewalks, bikeways, roads, trails, highways, bridges, bus and light rail lines and stations. The project list includes priority projects that are included in local, regional, and state plans.

## Goals

Prioritize the goals for near-term transportation investments.

### Goals

The 2023 Regional Transportation Plan is guided by a draft vision and five goals that have been shaped by public input and decision-makers.

*Which goals are most important for the next 5 to 10 years? Click on each goal to learn more about it. Then, drag the 5 items above the line to prioritize the goals.*

- [ ] Equitable Transportation
- [ ] Climate Action and Resilience
- [ ] Safe System
- [ ] Thriving Economy
- [ ] Mobility Options

Equitable Transportation



icon

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

Climate Action and Resilience



logo

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

Safe System



logo, icon

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

Thriving Economy



icon

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

---

Mobility Options



logo, icon

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

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## Comment on Goals

Attachment 1 to Staff Report to
Resolution No. 23-5343



## Investment priorities

Rate the importance of the investments. 5 stars is very important; 1 star is not very important

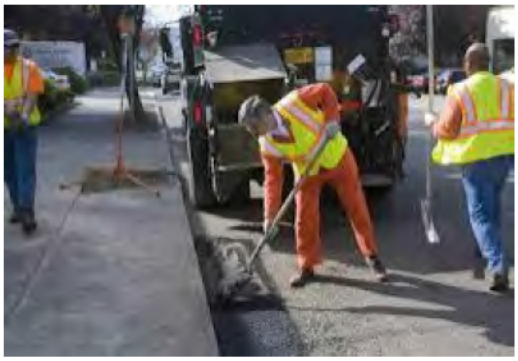
## Investment priorities

Investments in the Regional Transportation Plan constrained project list* include capital projects and programs and operations and maintenance.

*The constrained project list includes all of the investments that fit within a budget of federal, state and local funds the region can reasonably expect through 2045.

*Rate the importance of the different types of projects in each investment category.*

**Maintenance**
About 42% of the operations and maintenance spending in the constrained project list is dedicated to keeping the transportation system in good repair. **Please indicate the importance of these types of projects.**



a person in a safety vest

**Clean bike lanes**
Street sweeping for clear and safe bike lanes

☐ 1 Star ☐ 2 Stars ☐ 3 Stars ☐ 4 Stars ☐ 5 Stars

**Transit vehicles in good repair**
Bus and rail vehicle preventative maintenance and replacement

☐ 1 Star ☐ 2 Stars ☐ 3 Stars ☐ 4 Stars ☐ 5 Stars

**Fix broken sidewalks**
Repair broken sidewalks

☐ 1 Star ☐ 2 Stars ☐ 3 Stars ☐ 4 Stars ☐ 5 Stars

**Fix potholes and pavement**
Preventative maintenance and repair of existing streets, roads, highways and culverts that are barriers to fish or wildlife

☐ 1 Star ☐ 2 Stars ☐ 3 Stars ☐ 4 Stars ☐ 5 Stars

**Seismic upgrades**
Seismic repairs to roads, bridges and transit

☐ 1 Star ☐ 2 Stars ☐ 3 Stars ☐ 4 Stars ☐ 5 Stars

**Fix bridges**
Painting, joint repair, bridge pavement

☐ 1 Star ☐ 2 Stars ☐ 3 Stars ☐ 4 Stars ☐ 5 Stars

**Walking and biking**

About 12% of the capital spending in the constrained project list is dedicated to building walking and biking projects. **Please indicate the importance of these types of projects.**




a couple of people walk across a street

**Walk and bike connections**

Complete gaps in walking/rolling and biking infrastructure, including regional trails

☐ 1 Star ☐ 2 Stars ☐ 3 Stars ☐ 4 Stars ☐ 5 Stars

**Street design**

Enhance street designs and manage traffic speeds with features such as medians, traffic signal timing, curb ramps, crosswalks

☐ 1 Star ☐ 2 Stars ☐ 3 Stars ☐ 4 Stars ☐ 5 Stars

**Protected bike lanes and pedestrian facilities**

Separate people walking/rolling and bicycling from vehicle traffic with sidewalks, protected bike lanes and trails

☐ 1 Star ☐ 2 Stars ☐ 3 Stars ☐ 4 Stars ☐ 5 Stars

**Road crossings**
Add crossings across busy roadways, railroad crossings for people walking, rolling and bicycling

☐ 1 Star ☐ 2 Stars ☐ 3 Stars ☐ 4 Stars ☐ 5 Stars

**Wayfinding signage**
Add signage that makes it easier for people to find their way when walking, rolling or bicycling

☐ 1 Star ☐ 2 Stars ☐ 3 Stars ☐ 4 Stars ☐ 5 Stars

**Transit capital**
About 11% of the capital spending in the constrained project list is dedicated to building transit projects.
**Please indicate the importance of these types of projects.**



a person riding a bicycle on a train

**More MAX**
Add more light rail (ex. MAX) where separate, dedicated tracks help trains avoid traffic delays

☐ 1 Star ☐ 2 Stars ☐ 3 Stars ☐ 4 Stars ☐ 5 Stars

**Faster, more reliable buses**
Design streets and transit stops so that buses avoid delays by getting ahead of traffic, including dedicated bus lanes and signals

☐ 1 Star ☐ 2 Stars ☐ 3 Stars ☐ 4 Stars ☐ 5 Stars

**More streetcar**
Add more streetcar lines

☐ 1 Star ☐ 2 Stars ☐ 3 Stars ☐ 4 Stars ☐ 5 Stars

**Transit stop amenities**
Design transit stops and stations to feel safe and comfortable, including features such as lighting, benches, covers and restrooms

☐ 1 Star ☐ 2 Stars ☐ 3 Stars ☐ 4 Stars ☐ 5 Stars

**Park and ride**
Provide parking at transit centers and stations

☐ 1 Star ☐ 2 Stars ☐ 3 Stars ☐ 4 Stars ☐ 5 Stars

**Transit oriented development**
Build new housing near transit

☐ 1 Star ☐ 2 Stars ☐ 3 Stars ☐ 4 Stars ☐ 5 Stars

**Transit service and operations**
About 58% of the operations and maintenance spending in the constrained project list is dedicated to transit service and operations projects. **Please indicate the importance of these types of projects.**




a bus stopped at a stop light

**More frequent bus and MAX**
Buses and trains come more often, making it so people spend less time waiting

☐ 1 Star ☐ 2 Stars ☐ 3 Stars ☐ 4 Stars ☐ 5 Stars

**Increased bus service coverage**
Expand bus service to more places, connecting to shopping, services, jobs, homes, and other community destinations

☐ 1 Star ☐ 2 Stars ☐ 3 Stars ☐ 4 Stars ☐ 5 Stars

**Special transit services**
Provide special transit services for older adults and people living with disabilities and community and employee shuttles or buses that connect people to major transit stations

☐ 1 Star ☐ 2 Stars ☐ 3 Stars ☐ 4 Stars ☐ 5 Stars

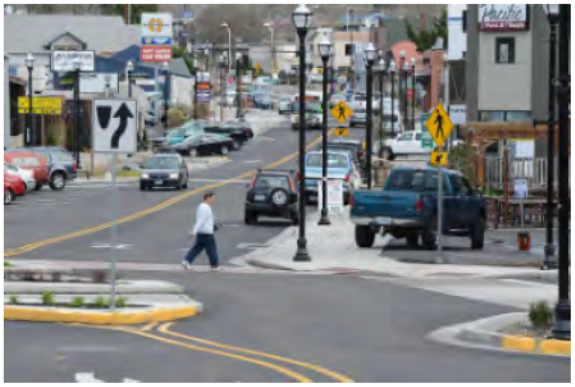
**Zero emissions vehicles and infrastructure**
Purchase zero emissions vehicles and install charging/fueling infrastructure

☐ 1 Star ☐ 2 Stars ☐ 3 Stars ☐ 4 Stars ☐ 5 Stars

**Transit rider information**
Incorporate more information at transit stations and/or available via a mobile phone app

☐ 1 Star ☐ 2 Stars ☐ 3 Stars ☐ 4 Stars ☐ 5 Stars

**Roads and bridges**
About 31% of the capital spending in the constrained project list is dedicated to building roads and bridges.
**Please indicate the importance of these types of projects.**



a person walking across a street

**New streets and highway overcrossings**
Construct overcrossings to support local travel

☐ 1 Star ☐ 2 Stars ☐ 3 Stars ☐ 4 Stars ☐ 5 Stars

**Complete streets for all users**
Modernize street and intersection designs to reduce conflicts and better serve users of all ages and abilities

☐ 1 Star ☐ 2 Stars ☐ 3 Stars ☐ 4 Stars ☐ 5 Stars

**Main street retrofits**
Retrofit street designs in areas with shopping, restaurants and local services to include street trees, improved lighting, marked crosswalks, wider sidewalks, bike parking

☐ 1 Star ☐ 2 Stars ☐ 3 Stars ☐ 4 Stars ☐ 5 Stars

**Dedicated lanes**
Create dedicated lanes for vehicles with more than two people, including buses, carpools, vanpools and other non-auto modes

☐ 1 Star ☐ 2 Stars ☐ 3 Stars ☐ 4 Stars ☐ 5 Stars

**Widen major roads**
Expand streets to add new travel and turn lanes

☐ 1 Star ☐ 2 Stars ☐ 3 Stars ☐ 4 Stars ☐ 5 Stars

**Throughways**
About 19% of the capital spending in the constrained project list is dedicated to throughways (not including the I-5 Interstate Bridge Replacement Program). **Please indicate the importance of these types of projects.**



a car driving down a road

**Incident response**
Reduce the response time of first responders to clear crashes and car breakdowns quickly and reduce related delays

☐ 1 Star ☐ 2 Stars ☐ 3 Stars ☐ 4 Stars ☐ 5 Stars

**Roadway pricing**

Attachment 1 to Staff Report to
Resolution No. 23-5343

Charge user fees, such as tolls or congestion pricing, to encourage people to avoid driving at the most congested times of day

☐ 1 Star ☐ 2 Stars ☐ 3 Stars ☐ 4 Stars ☐ 5 Stars

---

**Dedicated lanes**

Create dedicated lanes for vehicles with more than two people, including buses, carpools, vanpools

☐ 1 Star ☐ 2 Stars ☐ 3 Stars ☐ 4 Stars ☐ 5 Stars

---

**Interchange redesigns**

Reconstruct or change design, including widening off-ramps

☐ 1 Star ☐ 2 Stars ☐ 3 Stars ☐ 4 Stars ☐ 5 Stars

---

**Freeway capacity**

Add new freeway lanes in areas of consistent bottlenecks

☐ 1 Star ☐ 2 Stars ☐ 3 Stars ☐ 4 Stars ☐ 5 Stars

---

**Freight Access**

About 2% of the capital spending in the constrained project list is dedicated to freight access. **Please indicate the importance of these types of projects.**



a red truck on a road

**Road and railroad crossing upgrades**
Construct overcrossings to support freight movement

☐ 1 Star ☐ 2 Stars ☐ 3 Stars ☐ 4 Stars ☐ 5 Stars

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**Freight rail upgrades**
Update freight rail yard and rail tracks to improve access to marine terminals and freight loading/unloading areas

☐ 1 Star ☐ 2 Stars ☐ 3 Stars ☐ 4 Stars ☐ 5 Stars

---

**Port and intermodal terminal access improvements**
Add new road connections to improve access to marine terminals and freight loading/unloading areas

☐ 1 Star ☐ 2 Stars ☐ 3 Stars ☐ 4 Stars ☐ 5 Stars

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**Intersection designs**
Design changes that reduce conflicts between modes and support freight turning movements

☐ 1 Star ☐ 2 Stars ☐ 3 Stars ☐ 4 Stars ☐ 5 Stars

**Information and technology**

About 2% of the capital spending in the constrained project list is dedicated to information and technology projects and programs. **Please indicate the importance of these projects.**




a group of cars on a road

**Transit reduced fare programs**

Affordable transit pass programs for students, older adults, and low-income riders

☐ 1 Star ☐ 2 Stars ☐ 3 Stars ☐ 4 Stars ☐ 5 Stars

**Smart technology enhancements**

Upgrade traffic signals and communication networks on regionally significant corridors, ramp meters, variable message signs

☐ 1 Star ☐ 2 Stars ☐ 3 Stars ☐ 4 Stars ☐ 5 Stars

**Traffic signals**

Attachment 1 to Staff Report to
Resolution No. 23-5343

Add or adjust timing of traffic signals to prioritize buses, freight trucks and people walking, rolling and bicycling so they spend less time waiting

☐ 1 Star ☐ 2 Stars ☐ 3 Stars ☐ 4 Stars ☐ 5 Stars

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**Transportation option programs**

Improve and expand programs for travel options including commuter and Safe Routes to School programs

☐ 1 Star ☐ 2 Stars ☐ 3 Stars ☐ 4 Stars ☐ 5 Stars

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**Carpool and vanpool services**

Expand carpool and vanpool services to worksites

☐ 1 Star ☐ 2 Stars ☐ 3 Stars ☐ 4 Stars ☐ 5 Stars

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## General Comment

## Project priorities

Learn about projects and provide feedback

### Project priorities

This map includes transportation projects that have been prioritized for the next 22 years in the greater Portland region. These projects fit within the constrained budget of federal, state, and local funds that the region can expect to have available through 2045 under current funding trends.

***Select up to 10 projects that you think are priorities for the next 5 to 10 years.***

***Step 1:*** *Click on a map marker to learn more about the project.*

***Step 2:****Click "yes" or "no" to tell us if you think this is a priority project.*

***Step 3:*** *Use the comment box to share feedback about the project.*

The interactive map included the draft constrained project list, as of April 2023. A version of this map can be viewed here: https://drcmetro.maps.arcgis.com/apps/webappviewer/index.html?id=9cde84c8845c4c66a2ed1c41baedc956

## Harmony Road Improvements

# APPENDIX B: 2023 REGIONAL TRANSPORTATION PLAN SURVEY #3 DATA

**Table 13: Goal Ranking**

| *Goal* | Rank | | | | | |
|---|---|---|---|---|---|---|
| | **1 (top)** | **2** | **3** | **4** | **5** | **Total rankings** |
| ***Safe System*** | 223 | 180 | 153 | 126 | 53 | 735 |
| ***Climate Action and Resilience*** | 218 | 158 | 115 | 143 | 95 | 729 |
| ***Mobility Options*** | 115 | 175 | 200 | 175 | 67 | 732 |
| ***Thriving Economy*** | 109 | 94 | 80 | 110 | 343 | 736 |
| ***Equitable Transportation*** | 85 | 135 | 184 | 166 | 157 | 727 |

**Table 14: Investment Categories Rating**

| **Investment Categories** | | | | | | |
|---|---|---|---|---|---|---|
| **Row Labels** | **1 Star** | **2 Stars** | **3 Stars** | **4 Stars** | **5 Stars** | **Grand Total** |
| **Freight Access** | **474** | **484** | **724** | **477** | **472** | **2631** |
| Freight rail upgrades | 111 | 125 | 172 | 129 | 117 | 654 |
| Intersection designs | 105 | 110 | 168 | 137 | 142 | 662 |
| Port and intermodal terminal access improvements | 144 | 132 | 199 | 101 | 81 | 657 |
| Road and railroad crossing upgrades | 114 | 117 | 185 | 110 | 132 | 658 |
| **Information and technology** | **428** | **448** | **721** | **683** | **1085** | **3365** |
| Carpool and vanpool services | 154 | 158 | 186 | 85 | 83 | 666 |
| Smart technology enhancements | 82 | 100 | 182 | 158 | 151 | 673 |
| Traffic signals | 72 | 69 | 133 | 137 | 261 | 672 |
| Transit reduced fare programs | 56 | 52 | 95 | 141 | 339 | 683 |
| Transportation option programs | 64 | 69 | 125 | 162 | 251 | 671 |
| **Maintenance** | **230** | **320** | **969** | **1222** | **1873** | **4614** |
| Clean bike lanes | 83 | 47 | 139 | 153 | 344 | 766 |
| Fix bridges | 32 | 60 | 179 | 239 | 254 | 764 |
| Fix broken sidewalks | 18 | 70 | 166 | 210 | 308 | 772 |
| Fix potholes and pavement | 37 | 56 | 149 | 185 | 349 | 776 |
| Seismic upgrades | 41 | 57 | 175 | 212 | 282 | 767 |
| Transit vehicles in good repair | 19 | 30 | 161 | 223 | 336 | 769 |
| **Roads and bridges** | **734** | **427** | **684** | **627** | **932** | **3404** |

| | | | | | | |
|---|---|---|---|---|---|---|
| Complete streets for all users | 39 | 58 | 123 | 162 | 306 | 688 |
| Dedicated lanes | 141 | 126 | 165 | 123 | 121 | 676 |
| Main street retrofits | 41 | 50 | 137 | 178 | 277 | 683 |
| New streets and highway overcrossings | 156 | 132 | 162 | 121 | 110 | 681 |
| Widen major roads | 357 | 61 | 97 | 43 | 118 | 676 |
| **Throughways** | **1104** | **451** | **639** | **443** | **725** | **3362** |
| Dedicated lanes | 146 | 135 | 173 | 99 | 121 | 674 |
| Freeway capacity | 363 | 46 | 60 | 46 | 150 | 665 |
| Incident response | 77 | 90 | 189 | 158 | 161 | 675 |
| Interchange redesigns | 295 | 123 | 126 | 61 | 66 | 671 |
| Roadway pricing | 223 | 57 | 91 | 79 | 227 | 677 |
| **Transit capital** | **667** | **536** | **858** | **754** | **1394** | **4209** |
| Faster, more reliable buses | 39 | 42 | 118 | 154 | 351 | 704 |
| More MAX | 102 | 79 | 139 | 94 | 289 | 703 |
| More streetcar | 192 | 128 | 149 | 86 | 144 | 699 |
| Park and ride | 190 | 128 | 170 | 109 | 103 | 700 |
| Transit oriented development | 84 | 65 | 107 | 137 | 305 | 698 |
| Transit stop amenities | 60 | 94 | 175 | 174 | 202 | 705 |
| **Transit service and operations** | **359** | **404** | **752** | **774** | **1172** | **3461** |
| Increased bus service coverage | 48 | 49 | 129 | 172 | 294 | 692 |
| More frequent bus and MAX | 43 | 44 | 96 | 160 | 350 | 693 |
| Special transit services | 58 | 104 | 181 | 177 | 173 | 693 |
| Transit rider information | 97 | 123 | 201 | 150 | 118 | 689 |
| Zero emissions vehicles and infrastructure | 113 | 84 | 145 | 115 | 237 | 694 |
| **Walking and biking** | **283** | **302** | **620** | **742** | **1621** | **3568** |
| Protected bike lanes and pedestrian facilities | 58 | 50 | 97 | 116 | 398 | 719 |
| Road crossings | 31 | 43 | 104 | 197 | 341 | 716 |
| Street design | 35 | 56 | 109 | 185 | 329 | 714 |
| Walk and bike connections | 50 | 33 | 91 | 131 | 410 | 715 |
| Wayfinding signage | 109 | 120 | 219 | 113 | 143 | 704 |
| **Grand Total** | **4279** | **3372** | **5967** | **5722** | **9274** | **28614** |

**Table 15: Demographic Questions**

| Demographics Questions | | |
|---|---|---|
| **What county do you live in?** | | **Count** |
| | Clackamas | 72 |
| | Multnomah | 388 |
| | Washington | 124 |
| | Clark | 5 |
| | Other | 6 |
| **When asked about your racial or ethnic identity, how do you identify?** | | |
| | American Indian/Native American or Alaska Native | 13 |
| | Asian or Asian American | 27 |
| | Black or African American | 15 |
| | Hispanic, Latine or Spanish origin | 33 |
| | Pacific Islander | 2 |
| | White | 463 |
| | An ethnicity not included here | 14 |
| | Prefer not to answer | 70 |
| **What is your annual household income?** | | |
| | under $19,999 | 23 |
| | $20,000 to $39,999 | 31 |
| | $40,000 to $59,999 | 55 |
| | $60,000 to $79,999 | 61 |
| | $80,000 to $99,999 | 59 |
| | $100,000 to $119,999 | 72 |
| | $120,000 to $139,999 | 59 |
| | $140,000 to $159,999 | 28 |
| | $160,000 to $179,999 | 17 |
| | $180,000 to $199,999 | 22 |
| | $200,000 or more | 95 |
| **What is your gender?** | | |
| | Woman | 216 |
| | Man | 272 |
| | Non-binary, Genderqueer or Third Gender | 34 |
| | A gender not listed here | 0 |
| | Prefer not to respond | 29 |
| **Do you identify as a person with a disability (including but not limited to vision; hearing; speech; mobility; cognitive; and invisible disabilities)?** | | |
| | Yes | 91 |

| | | |
|---|---|---|
| | No | 418 |
| | Prefer not to respond | 24 |
| **Which of the following age ranges includes your age?** | | |
| | Under 18 | 7 |
| | 18-24 | 23 |
| | 25-34 | 105 |
| | 35-44 | 148 |
| | 45-54 | 78 |
| | 55-64 | 61 |
| | 65-74 | 72 |
| | 75 and older | 36 |
| | Prefer not to answer | 11 |
| **How many people live in your household?** | | |
| | 1 | 99 |
| | 2 | 256 |
| | 3 | 98 |
| | 4 | 58 |
| | 5 | 27 |
| | 6 | 5 |
| | 7 | 1 |
| | 8 | 1 |
| | 9 | 1 |

# APPENDIX C: 2023 REGIONAL TRANSPORTATION PLAN SURVEY #3 COMMENTS

**Table 16: Goal Comments**

| Goals Comments |
| --- |
| **Climate Action and Resilience** |
| *Adding more street parks, greenways, trails, and parks, etc, in neighborhoods that are predominantly low-income and BIPOC areas will greatly decrease crime and give those living around those areas a sense of ownership and pride. This allows for the initiatives below to have an easier path got success. Allowing our communities with those who aren't deemed worthy will only further that notion and propel the problem not solve it.* |
| *Again, focus on the mobility options and this goal will improve too.* |
| *Better and safer connected bike infrastructure, and more reliable transit that serves a wider area through high speed options like trains* |
| *Dirty Air should not be the "cost" of transportation. No person should be subjected to breathing illness (chronic, deadly or otherwise bad health) creating exhaust as a result of transportation systems. Cars, diesel and all transportation vehicles must be equipped with emissions reducing or emissions preventing equipment before being permitted to travel in our neighborhoods, through our urban centers or on highways.* |
| *Electric vehicles & charging, better transit (and not just to downtown!!!), safe pedestrian and bike infrastructure, infrastructure that stands up to extreme weather* |
| *Everything can be seen through this lens. Even economy!* |
| *EVs destroy the planet through resource mining, cause all sorts of pollution from manufacturing processes, perpetuate our cities being paved over asphalt, space wasting nightmares and go to the landfill in mass droves. We could do so much better for our urban and suburban spaces than making them mere parking lots and boring, depressing, characterless places. We need more green spaces, vertical agriculture, pocket forests, pollinator habitats, parks, food gardens, greenhouses and the like.Please!* |
| *Forest management and collaboration with native oregon tribes* |
| *Growth is good but not at the cost to our life. Ban businesses from selling single use items.* |
| *Improvements to existing Pedestrian, cyclist and transit infustructure and safety, and more of this infustructure in general. It is utterly terrifying to walk, or bike around most neighborhoods and business areas in the metro area simply because of auto/truck traffic and behavior. Do whatever it takes to tame this, the issue is deeper than infustructure I understand, but thoughtful logical infustructure can make a difference. I don't expect you to dismantle "car culture" but please help!* |
| *Less dependence on gas, less catering to automobiles, more investment in neighborhood transportation (pedestrian access, bike infrastructure, cheap busses/rail).* |

| |
|---|
| *Lithium batteries are bad for the environment* |
| *More focus on providing safe options for zero-emission modes of transport (especially walking and biking)* |
| *New busses and rail options should be at least carbon neutral and ideally completely electric. Gas-based options should be deprioritized and pushed for technology upgrades whenever possible.* |
| *None of these priorities are mutually exclusive. Just expand and inprove active transportation infra and transit.* |
| *Provide credits for ebikes like other cities have done! Depave parking lots, expand non auto use of neighborhood streets, back the Frog Ferry and other river based travel options* |
| *Remove space for auto travel and storage in order to spur infill development (as it will become harder to travel long distances by car, reducing demand for sprawl)* |
| *This has to be our #1 priority. And commerce doesn't have to suffer. For example, Tokyo banned dirty-diesel vehicles in 2000. Transformed the city. Owners of diesel vehicles adjusted.* |
| *Walking and biking are the two most environmentally friendly modes. We need more infrastructure to make them serious, competitive alternatives to driving. This means making our bike infrastructure visible and direct, such as protected lanes along major corridors like Sandy and 82nd.* |
| *We need more dense, mixed use development around transit and our urban cores* |
| *While people here love the climate, using public transit is currently wildly unsafe. Without better investment in public safety, this goal is unrealistic and hurtful to everyday people.* |
| *Would like to hear more about what specific actions have been taken here?!* |
| **Equitable Transportation** |
| *Cleaner bike lanes and roads.* |
| *Compulsory car ownership is an urban planning failure. Commodification of societal necessities is a political and social failure.Wasting our taxpayer dollars to fund car-centric sprawl is a moral and intellectual failure.There will always be some vehicles such as emergency vehicles or cars for people who really want them and purchase them as consumer goods and they should be electric, but they should always be optional and our infrastructure needs to allow equal access for the disabled, everyone* |
| *Create rebates for regressive (but necessary) carbon-intensive travel pricing schemes, to be paid towards lower income populations. These rebates can then be used to pay for tolls, parking, etc. or used on other things if the household opts to use transit, walking, biking to reach destinations. Also, work towards making more neighborhoods walkable and bikeable so that it isn't an expensive commodity, and is affordable to all.* |
| *Free transportation for those who qualify, NOT discounted only* |
| *Goes without saying low-income folks should be the focus. Same with under-served.* |
| *I only put this 3rd because safe, robust active and public transportation is equitable transportation, given that the cost of driving is prohibitive and poverty-inducing for many Portlanders. Having safe, efficient,* |

*convenient and comfortable alternatives would give them the ability to save money and still travel with dignity. It would also reduce air pollution levels in many of the areas with higher rates of BIPOC and low-income Portlanders by reducing VMT.*

*Improved access to services for persons with disabilities. As someone who has a partner who cannot drive due to a visual impairment I'm familiar with the issues that come with relying on public transit as your only means for travel and how disruptive it can be to have to take a full day of for one appointment because of the time it takes to travel on public transit.*

*Improvements to existing Pedestrian, cyclist and transit infustructure and safety, and more of this infustructure in general. It is utterly terrifying to walk, or bike around most neighborhoods and business areas in the metro area simply because of auto/truck traffic and behavior. Do whatever it takes to tame this, the issue is deeper than infustructure I understand, but thoughtful logical infustructure can make a difference. I don't expect you to dismantle "car culture" but please help!*

*In addition to those priorities it is just wrong to foist the worst consequences of freeway building upon the poorest neighborhoods. The NIMBYs should pay for that.*

*It was hard to separate our equitable from mobility options — I see how they are different but it seems like a truly equitable system would have a broad array of mobility options for different abilities/preferences/needs and a system with true options would be equitable.*

*Less bikes lanes in outer se in exchange for better roads and side walks*

*make transit free and expand BRT beyond downtown (NE to SE, N to SE, Outer East Portland, to/from Vancouver)*

*Many of the above support equity. I did not place it last because it is not important bur rather I think it should be included in all the above.*

*Nobody with an income below ~60k should have to pay for public transportation. Tax the rich. Put more, and more connected, routes into lower income areas. Add routes that connect these areas to necessities, shopping and businesses, and natural areas.*

*Provide faster and more efficient public transportation for residents not currently connected well to urban core. Light rail along Powell/Division should replace bus line in future. Consider rail extending to Oregon City*

*Require masks on public transit so that it is actually equitable and stops putting our community at risk*

*Stop being racist against caucasians*

*supported fares for public transportation. stable affordable fares for public transportation. Ideally, No Charge Fares for public transportation aka bus. Bus transportation is Free of Charge.*

*Supporting transportation options and modes beyond cars*

*The suburbs should not have the max. It just brings in crime. The city needs to manage who is buying property and for what purpose so that rentals are not being used short term or at extravagant price. Stop*

*displacing people and start focusing on population control. Oregon long term residents need to be the priority.*

*We need max lines that serve more areas in southeast*

*Wider and separated “bike” lanes that can be made open to a variety of vehicles and speeds. That way people who use mobility/adaptive devices, parents with children, cargo bikes, and just people with varying comfort levels can feel safe, while faster modes can move ahead.*

**General Comment**

*A safe system will promote the other 4 goals. Without safety in place people will not look to public transit, walking or biking or consider using any of these modalities if they don't feel safe.*

*A thriving economy will develop out of green, active, safe transportation systems, but green, active, safe transportation systems will not necessarily result from a thriving economy.*

*Each of these goals have a place in the discussion. I prioritized "thriving economy" as this is the engine which makes these investments possible.*

*No, all of this is mutually exclusive. It’s kind of their job to maintain all of them.*

*None of these are mutually exclusive?????? Who wrote this? What info could Metro possibly learn from this question? These "goals" are super vague as to what they even mean in practical terms.*

*should we kill people and the planet with cars fairly, or economically*

**Mobility Options**

*Automobiles as the primary mode of transportation is incredibly wasteful in every way and aren’t the future, electric or not. They physically perpetuate the racist idiocy of Robert Moses redlining.They make our cities ugly blight and reinforce the hollowness caused by white flight and the inequities of gentrification by making the city grueling to get to for the workforce who make it function as they have to live way outside of the city and then pay for parking. Cars are prohibitively expensive.*

*Better access to frequent bus routes, transit stops that are located in safe to access areas that include lighting, sidewalks and crossing areas*

*Clear sidewalks.*

*expand free transit, invest in neighborhood "main street" business districts*

*Faster transportation*

*Give us options other than a car. Park and ride is a pipe dream, if you're in your car already you're driving the whole way.*

*Improvements to existing Pedestrian, cyclist and transit infustructure and safety, and more of this infustructure in general. It is utterly terrifying to walk, or bike around most neighborhoods and business areas in the metro area simply because of auto/truck traffic and behavior.  Do whatever it takes to tame this, the issue is deeper than infustructure I understand, but thoughtful logical infustructure can make a difference.  I don't expect you to dismantle "car culture" but please help!*

*Investments should be made in projects that promote getting people outside of their cars. The more we can get residents to utilize other transportation options, the better we'll all be served.*

*Make sure your transit related elevators actually function consistently*

*More ADA friendly sidewalks wider sidewalks*

*More lanes, more lanes, and more lanes.....*

*Please look at Vancouver BC as a model for how to invest in transit options and equity. Not only this but compare our regional system with theirs. Why are we so far behind? Why is our system so much less safe? Why is our system so much slower? We do we have NO Transit Oriented Development that has ACTUAL transit? Why is the most of what we have Development Oriented Transit instead?*

*Portland has a MASSIVE issue with accessible sidewalks. I can go blocks and blocks without seeing a sidewalk with a sloping grade so folks using wheelchairs can cross the street. All busses and rails should have the ability to accommodate passengers with wheelchairs. Additionally, infrastructure for folks with vision impairments (braille signs at cross walks, braille on bus route maps, etc.)*

*Private car ownership MUST DIE. Incentives for not owning, using a private vehicle MUST BE PRIORITIZED.*

*Provide them.*

*Rather than only encouraging people to use unsafe public transit, offer mobility options but don't make people pay a premium for not using them. It only hurts people and loca business. When people have to pay for parking, they have less to spend on small business.*

*Reduce maintenance budgets for auto infrastructure and spend that money retrofitting those spaces for walking, biking, and transit. This will allow us to do more with our existing budget and provide access to mulitmodal travel to more people.*

*See comments above.*

*TRAINS AND ELECTRIC CARS AND BUSES*

*Transit, not just to downtown!! I want to be able to travel to dinner and the airport and my doctor on a bus / max / streetcar!*

*Separated bikeways that allow for longer distance travel and travel between neighborhoods, which is way more accessible to more folks with the availability of ebikes.*

*People who aren't hardcore cyclists and don't understand the system (which isn't intuitive at all) won't bike longer distances if we have to travel super indirect routes.*

*We need a regional ride share program. We need investments in single occupancy modes of travel, ebikes, escooters, local trip tiny cars, etc. Modes of travel that have less impact on the transportation infrastructure. Not necessarily things that older drivers will use but future drivers will appreciate the less is more options.*

*Well-connected is the key.*

**Safe System**

*An armed society is a polite society.*

*Current bike infrastructure does not encourage new riders who feel unsafe. Improve, enhance, and expand safe bike infrastructure. Make bus routes safe and welcoming for pedestrians.*

*Fare gates. Why would I take transit when I must ride next to fare-see dodging psychopaths?*

*Stabbing deaths on a MAX? Come on!*

*Stop expanding a system you cannot properly police.*

*Focus on the real problem—driving under the influence. Add more street lights so people can see at night. Time lights and crosswalk signs at delayed intervals. Stops signs at all 4way intersections would be great. Still missing paved streets in outer SE. and most importantly…End every corner is a crosswalk nonsense. It's complicated, leads to dangerous behavior and ignores cdc distracted driving and walking data. We are a city not a town*

*I see safety and mobility options as inextricably linked. People can't and wont bike, walk, and take transit if they don't feel safe. Folks walking and rolling need to be safe from cars first and foremost. But also the actual and perceived sense of safety from an environment that actively promotes mobility options — lighting, clearing debris, pavement conditions — create an environment where more people are out of their cars and even further promotes safety.*

*Improvements to existing Pedestrian, cyclist and transit infustructure and safety, and more of this infustructure in general. It is utterly terrifying to walk, or bike around most neighborhoods and business areas in the metro area simply because of auto/truck traffic and behavior. Do whatever it takes to tame this, the issue is deeper than infustructure I understand, but thoughtful logical infustructure can make a difference. I don't expect you to dismantle "car culture" but please help!*

*Investments back into safe public transit. While government wants to incentivize the use of public transit, it is currently unsafe. People are attacked on it constantly. Invest in patrol. Or understand that people would rather drive out of safety and control of their environment. Having to pay a premium to park hurts individuals, businesses, and the economy. The more people have to pay to park, the less they can spend on local business or see their friends and family.*

*Its hard to say safety second or third but its frustrating that society struggles so much to be safe. Safety requires individual thought not expensive infrastructure. Just look at school zones, you can't get safer than a school zone yet people just don't slow down, even the parents delivering the kids.*

*Less crowded freeways*

*More safety mechanisms (on vehicles, signage on road ways, lighting at crossings, etc.) must be in place to PREVENT traffic & bus deaths. No one should be killed by a bus, MAX train or delivery truck. All transportation and public transportation vehicles must be up to date and continuously maintained to proper safety standards. Doing so would create and support good paying jobs - supporting the local economy.*

*Protected bike lanes and more connected greenways. More of a security presense on MAX lines outside of normal commute times, especially at night, just to observe and intervene if any passengers become violent*

*reduce speed limits to 20mph on all city steets, increase speed camera use*

*Reducing VMT and removing the assumption the SOVs can access every area by default. Also lowering speeds and right of way design choices that make people pay attention when they are operating a motor vehicle.*

*Require a driving course on how to navigate bikers and bike lanes. I know countless people who have been hit by cars. Also, fines for breaking traffic (INCLUDING PARKING TICKETS) laws should be based on income bracket.*

*Require masks on all public transit*

*Road narrowing, street closures to private cars, more reliable and safer access to other modes than cars, better pedestrian and cycling facilities.*

*Safe driving and slower streets are more important than fast travel from A to B*

*Safe walking and biking paths are invaluable. Being able to safely walk or bike throughout the area is not only good for the health of the community but also helps to reduce the number of trips people rely on vehicles to take. I would like to see more protected pedestrian pathways and better bike lanes. I would also like more designated crosswalks and more access to sidewalks in high traffic residential areas*

*Safety is job one. Pedestrians, especially in East Portland, need help.*

*Safety is the no. 1 concern keeping many from biking. We need more than paint. Protected lanes using anything from street parking as a buffer to plantings between driving lanes and bike lanes. More traffic calming.*

*Sidewalks*

*Slow traffic speeds and protect other road users from all traffic above 30 mph.*

*Stop spending money on cop cars and instead provide money to organizations that find housing for homeless folks*

*We need actual stations and not just stops called stations. We need employees who protect shelters and infrastructure along with helping riders rather than fare inspectors. We need to bring back fareless square as well as Night Owl Service. I got fined right after fareless square disappeared without knowing better and had to sacrifice groceries to pay the fine because I had finals in college on the "TriMet Tuesday" trash pick up day.Despite this crappy situation I still advocate ardently for you*

*We need more safe cycling infrastructure. The west hills in particular are a disgrace. Why on earth aren't there bike lanes on Skyline?!*

*We need to seriously prepare for the inevitable reality of self-driving vehicles.*

*When ever repaving roads or rebuilding them, safe and dedicated cycling/pedestrian infrastructure should be prioritized.*

*you absolutely need to staff the green and blue MAX with one security guard per train to keep people from smoking meth and fentanyl on it. That's why I started reluctantly using my car. My son is six. They don't even kick the person off until a major hub.*

*You have to have police and you have to treat everyone the same when it comes to safety and the law.*

**Thriving Economy**

*A thriving economy equals innovation.*

*Build a thriving economy where people can appreciate short trips, local living/working, safe and reliable ride sharing and the community will rally and if the economy is thriving we can afford safe facilities.*

*By no means unimportant. Bringing up poor and underserved communities, for example, is a tremendous boon to the economy.*

*Commuter rail infrastructure maximizes space efficiency and is an economic driver for the local economy.It prevents time from being wasted in traffic congestion, saves tons of automobile related expenses to residents and avoids massive expenditures caused by cars (EVs or not) to the city too. Carcentric urban sprawl prevents foot traffic and makes getting around to window shop hostile and even lethal. We'll have no economy when the planet is on fire.Please end the failure of the automotive city.*

*End sidewalk camping. Expedite permits. Help better protect small biz from repeated theft, vandalism, and harassment*

*Focusing on people over moving cars is one of the best ways you can create wealth from our streets. Close streets to cars, lower speeds, build protected bike lanes and fill sidewalk gaps. Get people into the community and out of their car.*

*I believe that investing in the welfare of our communities will ultimately invest in our communities. By providing and requiring areas to have lower pollutants, equitable housing, and resources allowing those in crisis to be able to participate in the economy of Portland. When those basic needs aren't met we can't expect our metro to thrive and succeed. Our priority on the economy shouldn't be a priority until the others are met.*

*Improvements to existing Pedestrian, cyclist and transit infustructure and safety, and more of this infustructure in general. It is utterly terrifying to walk, or bike around most neighborhoods and business areas in the metro area simply because of auto/truck traffic and behavior. Do whatever it takes to tame this, the issue is deeper than infustructure I understand, but thoughtful logical infustructure can make a difference. I don't expect you to dismantle "car culture" but please help!*

*Increased public transportation network and service frequency.*

*Invest in giving my tax money back because you clearly can't handle the responsibility of spending it correctly.*

*job connector shuttles, low emissions freight hubs to minimize pollution impacts on neighbors and environment*

*Make it easy to bring businesses into greater pdx*

*More Parking, more Ev stations, more accessible roads. Less bike lanes, more car lanes. Traffic sucks and trimet is to dangerous. People outside of their neighborhoods means more businesses with customers.*

*More pedestrian zones with green spaces where small businesses can thrive. People will stay longer and are more likely to try a new shop or restaurant on foot than in a car.*

| |
|---|
| *More reliable transit and safe bike routes for people to access major job centers.* |
| *Multimodal connections are great for small businesses (less so for big box stores). I have personally discovered many new favorite shops and restaurants by getting out of the car and observing my surroundings at a slower walking/ biking pace. Also, the fewer parking lots a place is surrounded by, the more comfortable and inviting it is.* |
| *No economy will thrive if the people who work minimum wage jobs cannot afford to live in the area where they work. Those working in Portland Metro but coming from outside should have free, FAST (light rails) public transportation options.* |
| *Raising the minimum wage* |
| *Reduce parking meter prices to encourage spending in the economy.* |
| *Support neighborhood (local) business districts with better bud service, more bike infrastructure, and welcoming pedestrian environment. Reduce auto access downtown (central city) and create more bus, bike, and pedestrian thoroughfares to promote active public spaces. These efforts will bring people back downtown, but also promote thriving, 20-minute neighborhoods outside of central city.* |
| *You cant have a thriving economy if you tax majority of people into poverty. But you all already know this or dont care.* |

**Table 17: Investment Priority Comments**

| Investment Priorities Comments |
|---|
| **Freight Access** |
| ***Freight rail upgrades*** |
| *Again, not qualified enough to comment here* |
| *Fix the grade-level crossings in inner SE portland. The railroad should be grade-separated through all of SE* |
| *I guess this is important but I don't know a thing about it.* |
| *Moving large quantities long distances is always going to be cheaper and more efficient by train. Full stop.* |
| *Need more info to rate* |
| *NW industrial area? Fine.*<br>*Outer NE Portland (NE 122nd and Sandy) near multi-family housing. No.* |
| *Odd question for this audience. I'm not sure what the terminal traffic looks like and I think that's true for most people completing this survey.* |
| *The only freight rail upgrades we should make should be electrification; but this should be conditioned on transfer to public ownership of the track right of way and associated infrastructure.* |
| ***Intersection designs*** |
| *Again, this should be specific. Defined routes for this should be the basis. We could also begin using smaller transport vehicles for local stuff which would decrease this need on a widespread basis.* |
| *Bad idea! for areas outside of NW industrial, Swan Island and Columbia Blvd. corridor.* |
| *Coming off of the ugly Marquam bridge to try to cross into the close-in Eastside area and there's an at-grade freight train going slowly? Horrible! Also, we need to bury I-5 on the Eastside, it's a nightmare and ruins the entire part of town.* |
| *Focus on bikes and pedestrians.* |
| *I would hope that freight is generally on a separated network from active transit modes.* |
| *I'm not sure what this entails but I'm uneasy with the idea of "supporting freight turning movements." It's my understanding that the intersection of SE 26th and Powell was altered to do just that before a cyclist was killed there last year by a freight truck turning right after coming out of the rail yard. Again, safety before convenience. I have my two small kids on the back of my bike and this kind of scenario keeps me up at night.* |
| *In southern Hillsboro on TV highway, it's super scary to be a pedestrian because of the lack of sideways. In some places you literally need to walk on the shoulder!* |
| *Limits need to be placed on the length of freight trucks. It is not possible to increase the size of intersections everywhere to accommodate huge trucks turning corners.* |

| |
|---|
| *Once again, this will be a waste of money if congestion pricing is enacted, but very important if Portland decides that being a major port is actually important. The congestion pricing scheme is practically designed to drive business away.* |
| *Prioritize safety at all levels.* |
| *Support wide turns for freight but not at the expense of active transportation users. Use different tools like curb extensions with mountable truck aprons to accommodate trucks without disregarding vulnerable road users* |
| *The problem with these designs is they often result in high speeds and reckless driving by the masses. I approve of changes such as increasing visibility or slowing oncoming traffic to make turns easier, but things such as slip lanes that raise speeds should be avoided.* |
| *This is especially important in light of the recent death on SE Powell.* |
| *We need to get 18-wheelers and other large vehicles off of regular streets. They have no place there and endanger other users. Build the streets for smaller delivery vehicles and let the market figure out how to make it work.* |
| *Where makes a big difference. Wipe out downtown building to make it easier for semis to travel through downtown Gresham? No thanks* |
| *Yes, reduce conflict between modes but don't automatically favor freight* |
| ***Port and intermodal terminal access improvements*** |
| *Actually, I think this is very important not unimportant as I have selected. The reason I put it as not important is that it will be waste of money if congestion pricing happens. Trucking and shipping will bypass Portland and go other ports that are more business friendly and cheaper. So, very important if Portland remains business friendly and a waste of money if congestion pricing drives business away (as it inevitably will).* |
| *Although this is important, if the congestion pricing goes into effect it will ultimately just throw money away as trucking and shipping will just move to other ports to avoid the expense. So, don't even bother with this if congestion pricing happens.* |
| *Dedicate specific routes to freight and heavy cargo movements so they are more efficient. We can enable economic efficiency while also minimizing the impact of freight / cargo to common routes* |
| *Don't know anything about it so my opinion is moot.* |
| *I would gladly support this if it meant more physical separation from commuters. Safety should be prioritized over convenience.* |
| *If we could use our port more regularly or better we might bring back more commerce, jobs, and could possibly have a dredge fleet again* |
| *Need more info to rate* |
| *Need more info to understand what's being solved and how it relates to other options* |

*NW industrial area and Swan Island need more access? Why?*

*Portland is not Long Beach, California.*

*Odd question for this audience. I'm not sure what the terminal traffic looks like and I think that's true for most people completing this survey.*

***Road and railroad crossing upgrades***

*Freight can already get everywhere from everywhere. We need to stop wasting money incentivizing fossil fuel use, and re-direct these funds towards transit, pedestrian, bicycle, streetscape, and TOD projects.*

*Freight trucks/semi trucks cause almost all road damage. These companies can pay for road repairs instead of our taxes being thrown away to subsidize them without our approval.*

*I'm not familiar enough with these to comment, but I do get stuck behind trains a lot in this city. It's my understanding the problem is more the length of the trains than the quality of the crossings*

*Please invest most in St. John's / north Portland area around this*

*Put the rail line in the central east side into a trench like Reno. Why is no government talking about that?*

*Road or railroad? Those are two very different questions*

*SE 11th crossing is terrible*

*SE 12th Avenue at Division is blocked a lot because of freight trains. The MAX doesn't close the street much but I have gotten stuck for over an hour waiting for a freight train to move.*

*trains seem already to have priority, so the benefits would be mostly for road users*

*Where? Like down near the old Kmart property at NE 122nd and Sandy?*

*See above comment mentioning Jerry Brown; stop encouraging industries touting minimal local job expansion for a pollution-prone idea (warehouse and semi-trailer traffic).*

**General Comment**

***General Comment***

*42% is allocated towards maintenance? I understand that labor, materials, and changing technologies are expensive but if we are continually maintaining the roads and transit infrastructure shouldn't that percentage reduce for the future? If we are diligent on road and pothole upkeep the money we allocate for those projects could be used for major critical projects. Being a resident for 13+ years I've come to assume we only use band-aids to fix issues instead of preventive measures, change it.*

*The advancing arrow at the bottom right of each page covers up the comment bubble for the bottom question. Consider redesigning the survey so that the advance button doesn't obscure content.*

*The WES commuter line should not just be a commuter line. It should run more frequently all week long and into the evenings.*

*When it comes to freight, I think hardening the system to keep it working in the event of a major emergency (such as a giant earthquake) would be a worthy goal.*

**Information and technology**

***Carpool and vanpool services***

*I car- and van-pooled for a decade. Didn't seem to damage me (although I had to give up singing lustily and reciting Shakespeare. It is surely cheaper for society to provide multi-occupant vehicles than single occupant vehicles and the capacity for them. And then there is the issue of who benefits and who pays.*

*I think this will socially be a hard sell and is likely not the best use of resources at this time.*

*If people are willing to pool. This suggestion may be an anachronism as working from home maybe changing the necessity of pooling.*

*Non sequitur, Rebuild the Jazz District*

*This has been around forever & should be managed by employers.*

*This should be lower on overall priority than improving the trains and bicycle networks*

*This should be the responsibility of the employer.*

*Vanpool maybe, but carpooling is only used to cope with inadequate driving alternatives. We should focus more on a solution and less on a coping strategy.*

***Smart technology enhancements***

*A lot of "smart technology" projects are deployed to reduce congestion. As such, they're a waste of money. We need to stop reducing congestion, and start investing in alternatives to driving.*

*Add public transit to Apple Wallet*

*I do not support ramp meters, as these encourage sprawl.*

*Make sure traffic signals at big crosswalks give folks enough time to cross the street. Make it safe for people to cross the street.*

*Not related but…Rebuild Little Italy and the old Jewish Neighborhood*

*Sounds smart. People tend to be more patient if they are kept aware of what is going on.*

*The light in Hillsboro for Main St and 10th Ave is very dim and is hard too what color it is until you're right under it*

*Traffic enforcement tech too, please*

*Variable speed signs are a WASTE. Please no more!!!*

*Yes for sensors used to collect Data for research, but stop installing those giant message screens that are rarely used*

***Traffic signals***

*Definitely prioritize bikes and pedestrians.*

*Freight interests can get stuffed.*

*get rid of beg buttons and do not prioritize freight!*

*I am not in favor of speeding up travel for large vehicles like trucks or busses.. they go too fast as it is. This was a trick question as you added bicycles and wheel chairs in the same priority.*

*Improved signal efficiency is important to serve everybody on all modes.*

*I'm not a big fan of prioritizing one citizen over another like some of the options listed.*

*not freight trucks*

*Not freight trucks. That's private business*

*Not sure about buses and freight trucks. The focus should be people walking, rolling and bicycling so they spend less time waiting.*

*Not sure I agree that freight trucks should be given any priority over private citizens.*

*People are not the same as freight.*

*Please explain how/why freight should be prioritized in the same sentence as people who are walking/biking and are incredibly at risk in these environments?*

*Portland is good at timing signals which allows good thru traffic flow. Beaverton sucks big time. "Where traffic goes to die"*

*Prioritize bikers and walkers.*

*Prioritize buses, bikers and walkers.*

*Prioritize transit and biking/walking.*

*This would work if it be be EFFECTIVELY done in real-time. Otherwise, it just adds to delay and frustration.*

*Yes to bus signals. Pedestrian and bicycle detection are a must too (with a backup button in case it doesn't work). The signal should change right as a bike or ped approaches, or right after. In inclement weather, it keeps vulnerable users from standing around getting soaked. Without this technology, bikes and peds wait too long, get fed up and end up crossing illegally. This puts the pedestrian or bicyclist at risk and then leads to drivers waiting at a red light for no reason.*

*Yes! Waiting forever for a crossing signal discourages walking to your destination and encourages more vehicles on the road. You cannot prioritize cars on the road and expect less of them to be there*

***Transit reduced fare programs***

*And keep their ride safe!*

*Bring back the Fareless Square! Make the Streetcar cost-effective and free in the Fareless Square also.*

*Crack down on fent-smokers and ear-biters and maybe older people and students will actually want to ride the max.*

*Encouraging other modes of transit rather than cars is the best way to reduce congestion.*

*Fairless transit now*

*Fare free transit*

*Fare free transit is necessary and needed*

*Honestly, TriMet needs to be free. I'd like to see a real plan developed of how we could get there, if we really want to get more cars off the road this is what it will take*

*I believe in an equitable fare program, but I went from a very frequent Trimet user to almost zero in the last few years because I'm tired of rolling where I need to go inside a homeless shelter. If you don't ENFORCE fares & rules, than the reality is the 10% of people who ride, for free, bevause of no oversight, cause 90% of the disturbance for other riders and drivers. Is a multi-tiered income based fare system possible?Instead of people making $14k a year paying same as $140k?*

*I don't think citizens of Portland who pay taxes in the city should have to pay to ride the train. That would bring ridership way up, which would make them safer, further inducing additional demand and getting more cars off the street. We can save money by no longer maintaining expensive highways that nobody will use.*

*I think these programs will cost the taxpayers more to administer than any benefit they would provide.*

*It would be cool to have a fare rate for federallnor government employees!*

*It's worth noting that only 2% is dedicated to these specific SOV programs. That is a shame. We must heavily and deeply invest in giving people the support to travel in ways other than a personal vehicle.*

*Make public transit free - do we honestly make more from these small fares than it costs for us to monitor that people are paying? How much does it cost to pay officers, maintain server structure, pay contractors, and put in the station infrastructure? Just make the damn thing free so people will use it and pay for it with tax dollars.*

*Other places have free transit. Look at Kansas City and list the to the Freakanomics podcasts about transportation costs. It's eye opening. Most budget doesn't come from rider fares.*

*Public transit should be a human right that is free to access for everyone. In the meantime, this is a good program.*

*Public transit should be free for everyone!*

*Public transit should be free to all!*

*Public transportation is paid for by the people. It should be free up to a certain income point.*

*Rollout to everyone.*

*STRONG YES - BRING BACK FARELESS SQUARE*

*The subsidized fare programs currently in place are great. Please do NOT expand subsidies to people (like me) who can afford to contribute to the cost of the system*

*Transit should be a human right and free for all to access. Until then, this is a good start.*

*Transit should be a human right and free to access for all, but this is a good start in the meantime.*

*Transit should be a human right and free to access, but this is a start.*

*We need Farr free transit*

*Yes but not at the expense of service coverage and frequency*

***Transportation option programs***

*Add funding for transportation options around school (school streets, bike buses)*

*Again, safe streets also mean our kids being protected from dangerous criminals living in tents on our streets*

*But, finally, you need to put the right (and not the wrong) facilities in place, rather than talking about them.*

*Create shuttle services in neighborhoods that are more than a mile away from a bus stop!*

*I believe incentives and encouragement are the best way to get more people walking and biking, but they need to apply to everybody and not discriminate.*

*I want to give this 5 stars, but I'm not convinced it moves the needle (at least not as much as infrastructure improvements)*

*Implement a regional 'bike bus' program to incentivize kids to bike and walk to school. The bike bus has seen success at Alameda Elementary in Portland and could be spread across the region.*

*Need more information on this one.*

*Please, just start enforcing the fare requirements. 90% of the disturbance is caused by the 10%, many of those who either didn't pay there fare, or did pay and are not trying to get anywhere but seeking shelter. What happened to fare inspectors???*

*Support the bike bus bill!!!*

**Maintenance**

***Clean bike lanes***

*Bike lanes often become a gutter for leaves, trash, broken glass, and gravel. Having bike lanes that aren't well maintained essentially equates to not having them at all if we can't use them.*

*Bike lanes should not only be kept clean, they should be repaired when damaged by cars, e.g., when the delineator posts are run over by cars.*

*Bike lanes that I use are littered with debris. Let's change this, please.*

*Clean up homeless trash and tents*

*Definitely, keep bike lanes clean and safe to use for bikers.*

*Great low-cost and predictable operational budgeting option that may increase attractiveness of cycling.*

*How about sweeping them clear of campers, first.*

*Please! Sweep bike lanes. Is that really an effective use of resources?*

*I dont drive due to my disabilities, so riding a bike has been my mode of transportation for whatever reason.*

*I know many people who have been injured on bike paths that become slick with moss or covered in gravel on Metro maintained paths. There is also wear and tear on bicycles*

*I ride my bike every day for errands, commuting, etc. PBOT does a TERRIBLE job of keeping the bike lanes clear, esp the new "protected" (wanded) bike lanes. I know people who won't ride b/c the lanes are not maintained, so if we want people to bike, PBOT needs to clean the bike lanes weekly or bi-weekly.*

*If bike lanes aren't clear they might as well not exist. Cyclists can't ride in dirty lanes.*

*I'm a bike rider and I can handle leaves and debris in the lane*

*In my 8 years of biking, I've seen it all from the typical glass hazards in the bike lane to dirty diapers, to full shopping carts, to full cars parked in the bike lanes sometimes for days! If you insist on keeping a law requiring cyclists to be in a bike lane, when one is provided I don't know how this issue of keeping the bike lanes clear of obstructions at all times is still an issue. Seems like it's time to remove that mandatory side path law!*

*It is important for bike lanes to be clear but more important for them to be protected from traffic.*

*Keeps bicyclists from getting flats and having debris flung in their face. Also beneficial to drivers and transit because it keeps bikes from having to use the roadway to dodge debris*

*Major roadways were not cleared of debis/gravel until over 2 months after the snowstorm. This was pushed into the bike lanes and made traveling precarious or forced bikes to interact with cars.*

*Portland would like to have more bike riders, but there just isn't as many as the city would want.*

*The current conditions are a sad reflection of whatever y'all hoped they'd be*

*The upright stanchions separating bike lanes from traffic impede street cleaning of bike lanes. Would raised dots (Bott's dots) be sufficient?*

*This is crucial to getting people to actually bike, and is a safety issue*

*We need clean and safe bike lanes.*

*We need clean bike lanes. It makes it safer for people to ride.*

*We need to maintain our bike infrastructure.*

*We need to transition away from bike lanes, which do not provide physical protection for vulnerable road users, to physically protected cycle tracks. We need to stop trying to pretend like we're the experts, and just follow the examples of places that have demonstrated they have safe bicycle systems through high mode share for bicycles and attainment of vision zero goals.*

*Would be necessary IF there were any bikes on the bike lanes! Foolishness...not stars here.*

*You can't ride in the bike lanes when there is a ton of debris, it's dangerous.*

***Fix bridges***

*Adding transit lines to bridges should be a priority.*

*And add transit to bridges.*

*Bridges carrying more transit and freight first*

*Focus on adding transit to bridges.*

*Not to the extent that it encourages car use.*

*Only repair if transit is enhanced in the process.*

*Safety first*

*The IBR I5 bridge replacement project is a stealth freeway expansion that will blight downtown vancouver and allow wealthy, white vancouverites to dump their transportation emissions on poor black communities in north portland. The current design of the I5 Bridge replacement according to ODOT is unacceptable from a climate, equity, and safety standpoint.*

*This is probably most important*

*We obviously rely on bridges no matter which transit mode you use, and should keep them in good repair.*

***Fix broken sidewalks***

*Absolutely critical to provide accesible walking to nearby locations - particularly to schools, medical facilities, and community centers.*

*Accessibility can already be difficult for people, make it easier to wheelchair*

*Adding sidewalks in neighborhoods that lack is even more important than fixing broken ones. Being able to walk and roll through the city is the most important thing.*

*And provide more sidewalks in areas that need them*

*as a step to making walkable communities where people want to be - to live, work, play*

*Consider replacing broken concrete with asphalt sidewalks, which is a standard flexible material in many European cities*

*Extremely important for folks with impaired mobility*

*For those that actually make the effort to ambulate, it would be nice to avert a fall due to uneven walkways*

*Honestly, every item on this list is a high priority. But I prioritized this one lower, as safety accidents seem like they'd be worse if bike lanes aren't clear and bridges aren't fixed.*

*I definitely walk around too.*

*Make sidewalks wider and allow for more/permanent outdoor seating at restaurants and cafes.*

*residential or commercial?*

*Sidewalks need to be safe for all users*

*So many trip hazards & bad cutouts.*

*Some pedestrian sidewalks do not connect. Sometimes sidewalks in Portland end abruptly. Sidewalk connectivity is absolutely imperative. Cracks in the sidewalk will always be there, even big cracks, that in my opinion should be less if a concern. (If people want to skateboard on a perfect flat surface then they can go to the skatepark for that.)*

*This is a nice to have. But realistically we need sidewalks and bike lanes in areas that don't currently have them far more desperately than we need to fix up existing ones. A broken sidewalk is still safer than no sidewalk.*

*This is pretty crucial for our friends and neighbors with disabilities*

***Fix potholes and pavement***

*42% of the budget is on maintenance and it seems that potholes/pavement are never fixed. There are pothole hotline signs everywhere but the potholes are still there and are degrading at an alarming rate. Fixing potholes and pavement will allow more people to bike safely, this reducing cars/ and the emissions they cause.*

*Bumpy roads bother my double scoliosis.*

*Feels like we are losing ground on regular maintenance. Need to vastly increase investments to get caught up before everything has to be replaced and the cost is even higher*

*Fixing of potholes should be prioritized along bike right of ways. Maintenance of roadways for auto uses should be sharply decreased because the current level is unsustainable given the level of sprawl.*

*Fixing potholes along bus lines should be the first priority. Car-only streets should be a lower priority.*

*Hard on those bus tires and suspension.*

*I don't care about potholes, but I doc care about culverts that are barriers to fish or wildlife*

*I don't care about potholes. I don't see how this is related to barriers for wildlife (of which there should be options, like green bridges, for this species)*

*If it encourages more car use, don't do it. Make that policy clear. Lead people to better home/job location decisions*

*Let's focus on maintenance of existing infrastructure, instead of increasing this*

*Pave smooth, wider shoulders on more rural roads for the safety of bikes and peds*

*Please stop throwing a bunch of loose gravel on the pothole patches it's SO dangerous for cyclists, who, surprise!, also use the roads our income taxes pay for.*

*Potholes and degrading pavement are not only slowing car traffic down, but also extremely expensive to replace.*

*Prioritize along bus routes. If a street is car-only, it should be on the back burner.*

*Prioritize Greenways and other bike routes that are often in worse condition than major arterials.*

*Prioritize potholes/pavement issues in bike lanes*

*Road's conditions in Beaverton and Portland Metro are in terrible condition!!!! Fix and maintain existing infrastructure!!*

*Stop building and fixing expensive roads for cars, build more streets for transit and pedestrians instead. The maintenance costs are much lower. Making the roads more attractive to drivers just induces additional demand.*

*Streets are a mess. This should be No1 priority*

*This impacts the safety of all. If drivers are crossing centerline or swerving into bike lanes to avoid potholes we all lose.*

*This is expensive because we overcommitted past what we could maintain. Some roads should be turned back into gravel if they do not pay for themselves to be paved. That is very hard to determine, but our other transportation priorities take precedent over car infrastructure in urban areas that does not meet the demands of its environment. Many potholes and pavement repair issues also slow cars down, which has many safety benefits.*

*This may be an unpopular take, but the cost to maintain expanding infrastructure focused on personal transit like cars is a losing battle. The paradox of transportation systems - we can't sufficiently fund active transport options or roadway expansion and repair, so both inevitably become non-viable options.*

*This should be a main priority along bud lines. Car-only streets shouldn't get priority.*

*This should be prioritized only on bus routes. It shouldn't be prioritized as much on solely car routes.*

*We need much higher investment than we've been giving. This is a major issue we need to get on top of. Or we will keep paying double to rebuild everything. Expand beyond just major arterials so people walking and biking get some benefit*

***Seismic upgrades***

*5*

*Bridges certainly should be seismically sound, but I don't understand how a road can be. Rail I assume would be mangled in an earthquake, buses should be no worse off than cars.*

*Focus this specifically on transit first before other infrastructure.*

*I know this is a legitimate need, but please don't let it be an excuse for colossal mistakes like the current plan to add more freeway lanes to the I5 replacement bridge. We should be able to upgrade to seismically resilient structures without bloating the size and budget of roads and bridges.*

*Seismic upgrades to transit are most important as it can move the largest amount of people.*

*Seismically upgrading the bridges will help in the regional recovery after the "big one". It will also help for emergency services do their work in such an event.*

*The Seiiwood is not likely to stand after a major cascadia subduction zone quake.*

*If the plan is to cut-off the westside of the Willamette from the Eastside, after a major quake. Then we are ready.*

*Too bad that all those disaster supplies being stored just east of the gorge will only be acceptable by road to everyone east of the river*

*This should not be used as an excuse to increase motor vehicle capacity.*

*We might be better off if the Abernathy Bridge fell down. Then we would no longer have 31,000 commuters from Clackamas County to Washington County and 23,000 in the reverse direction. They would find jobs closer to home, save money and time and energy. I-5 bridge has I-205 bridge as backup, so backup would not be needed post-Cascadia event (where there would be massive damage all the way around).*

*When the Big One hits, sturdy bridges will be vital.*

***Transit vehicles in good repair***

*Can we stretch out time between replacements? Climate impact of new vehicles/embodied cost needs to be factored (not just emissions)*

*Can we stretch the time between replacements. There are climate impacts to new buses (embodied costs), not just an emissions calculation. There's not enough info provided to understand how to prioritize this investment*

*Citizens deserve the best transit vehicles that are safe for all users, clean and available*

*Converting the fleet to EVs should be a higher priority than continuing to maintain diesel buses*

*High-quality, well-maintained transit invites its use by commuters, reduces localized pollution, and reduces future deferred repair costs.*

*I can't wait until all the old Trimet light rail series 1 cars have been retired, a promise years in the making, that i have yet to witness! And please make rapid transit lines actually rapid, 15-20 minutes between buses is not rapid. I wish double decker buses were used for some lines, make bus riding cool and fun!*

| |
|---|
| *I do take public transportation due to my born double scoliosis.* |
| *I'm choosing the local over the regional for this priority list (maintenance). Generally I support the use of public transit over the use of private autos, always.* |
| *Safe vehicles are important to successful public transit.* |
| *See comment on potholes, below.* |
| *Should be on an as-needed basis. I occasionally take transit and the vehicles seem relatively good but could use more frequent cleaning.* |
| *Transit vehicles should be in good repair for a working system.* |
| *Upgrade the MAX trains possibly.* |
| *We need safe transit vehicles.* |
| *We need safe vehicles for people to ride.* |
| **Roads and bridges** |
| ***Complete streets for all users*** |
| *Bicycle lanes should be on every street! If a road is repaved they should be added as a default. Engineers should have to seriously work to justify not adding one.* |
| *Don't understand this concept. Need more information.* |
| *Focus on bikers and pedestrians as they are the most vulnerable.* |
| *Focus on pedestrians and bikes.* |
| *i do not know what this looks like. not enough detail* |
| *I live in SW Portland and apparently the design code is "if you're a pedestrian who is not an able bodied adult, you should be in a car." Consider updating this design standard for SW Portland.* |
| *I think this could do our communities a lot of good and be fairly straight forward to implement. My problem is that some "Complete Streets" are still car centric. If you have a traffic speed over 25 miles per hour, you do not have a complete street. And until that is a part of the definition, I do not support complete streets. If it is, then I do support it.* |
| *Lack of intersection capacity is our most common bottleneck, and I especially support more capacity through major intersections and other capacity pinch points.* |
| *More center-median trees, more bioswales, improve the urban forest tree canopy. For example de-pave part of NW 13th Street between NW Davis and Hoyt to permanently allow those trees and plants to grow into the ground instead of permanent pots. Ask yourself when was the last time that a car needed to drive on that section of 13th?* |

*Reduce the presence of driveways scattered across high-speed roadways. Those lead to increased conflicts. Reduce road and street widths where possible to accommodate wider sidewalks, bus lanes, or cycle tracks*

*Stop making up confusing new designs and build out bike infrastructure that has actually been proven to work!*

*The goal should be the safety of people not in cars. Make auto traffic slow down with design.*

*This is one of the best ways Metro can reduce traffic incidents and deaths.*

*We need to move away from making cars the focus of how streets are designed.*

***Dedicated lanes***

*A dedicated bus lane is the ultimate HOV lane and should be the only use. I don't think i know anyone who intentionally carpools just to use an HOV.*

*Anything to encourage modes of travel other than single diver car*

*Create more bus lanes without a doubt, but carpool lanes are ineffective, expensive, and do not reduce traffic*

*Dedicated lanes for busses, but multi-passenger cars should not be able to use these lanes.*

*dedicated lanes for transit, not for carpools*

*Dedicated to buses, yes (red lanes). Car-pools, no.*

*Doesn't seem to help on I-5*

*HOV needs to be 3 people of driving age or more. And install cameras to enforce the use.*

*Hov-2 lanes exist in Hampton Roads where i came from.*

*I don't know the impact of this on traffic loads so can't really rank*

*I think educating drivers about their responsibilities to other road users would be more helpful. Riding in a bike lane downtown, I once narrowly missed a potentially lethal collision when a driver suddenly opened his car door into the bike lane without looking for me. Just my braking too hard to avoid hitting him and his door sent me off my bike. Had the door hit me as I was passing, I would surely have been thrown straight into oncoming traffic.*

*Maybe for new development areas but this is not a cost effective solution*

*Metro should focus on constructing dedicated transit ROWs rather than mixed-use for carpools and other private vehicles.*

*More lanes = more induced demand. Historically this has not been a successful strategy to ease traffic in the long term in the United States and elsewhere.*

*People do not respect the rule. We know that adding more lanes does not reduce traffic but invites more people to rely on their cars.*

| |
|---|
| *Should be the ONLY investment we make in road capacity.* |
| *Strongly support bus lanes, I do not support carpool lanes.* |
| *The question is, can you enforce it?*<br><br>*Think of the carpool lanes of I-5 N. of downtown. Do drivers honor those? I think not.* |
| *This has already been tried and traffic is still abhorrently disastrous* |
| *This is easy to do via re-striping and has solid benefits for bus transit times.* |
| *This is really broad and nonspecific. We need dedicated lanes for buses and bicycles. We do not need dedicated lanes of any sort for cars, be they carpools or not.* |
| *Too often, dedicated lanes are used as an excuse for freeway and roadway expansion. We should only create dedicated lanes by re-purposing existing mixed-flow lanes.* |
| *Would rather see 3 people or more. Two is not enough of an impact* |
| ***Main street retrofits*** |
| *Absolutely. Let's increase livability.* |
| *Again, amenity is part of safety* |
| *And to include carless zones!!!!! See Church Street in Burlington, VT and the increase in shopping despite removing cars.* |
| *As long as this isn't focused on improving access for cars, I'm all for it.* |
| *Bike infrastructure on commercial streets, please!* |
| *Eliminate Stroads. Decide if it's a road fast point a to point b, w/ little to no businesses OR a street with businesses on it with pedestrians etc.*<br><br>*Make pedestrian and rolling paths off the roads and make a robust street network to allow interconnections between communities* |
| *Focus on pedestrians and bikers, not cars.* |
| *More infrastructure for pedestrians* |
| *More protected bike lanes* |
| *Our lived environment should be designed and built to prioritize human beings and our communities rather than vehicles. Reduce traffic in community spaces by building out pedestrian usable spaces (seating on former parking spaces, common areas for farmers markets, restaraunts and shops etc). More green spaces and human oriented communities* |

*Portland's great strength is its walkable neighborhoods. We should capitalize on that in every possible way, by encouraging the growth of pleasant, complete streets and discouraging roads for cars only.*

*The safer, the better.*

*Yes to ALL of this!*

***New streets and highway overcrossings***

*Cars have enough infra, need more for active transit / dedicated public transit facilities*

*Don't need overcrossings if we just admit when an urban highway is no longer right for high speed car traffic*

*Dumb. Boomer brain idiocy. No.*

*Freeway cap with buildable thriving economy on top*

*Having a goal of sustainability and climate resiliency while catering to car-centric infrastructure is paradoxical. You cannot have both.*

*Highway crossings that are both ped and bike friendly would be great!*

*Improve  sunset/hwy26. Beach traffic is a total stand still because of the two lanes. People who live on the cross roads have no way to enter the hwy safely.*

*integrate local road grid as much as possible for all modes of transit. Exploring more decking options over freeways and rail*

*Lidding the 405 through downtown should be considered.  Two rows of continuous arches.  One set of arches over the northbound lanes, the other continuous set of arches over the southbound lanes.  And also arches over parts of the onramp/off ramps.  On top of the highways consider mostly a park type space.  No need for heavy buildings over the highways.  This would make Portland more liveable and would parallel many other USA cities like Seattle's Viaduct project and Boston BigDig for example.*

*Local streets and crossing, yes. Highway crossings should not be a priority for Metro.*

*More pedestrian and bike bridges should be built over Highway 26, I-5, and 217*

*More streets will simply induce more demand*

*Need car free crossings, those are 5 stars.*

*Need safe options for pedestrians*

*No Stick with surface streets and traffic flow regulations.  Too much seismic investment.*

*L A., California is not a place one should seek to emulate.*

*Only if this is a cap over a freeway that will allow the building of dense housing above. Or bike and walking only.*

*Overcrossing are good when the roadway is submerged, otherwise I prefer underpasses (assuming they are kept clean and clear of homeless).*

*Support local travel via non-car options.*

*The pedestrian/bike bridges aren't cost-effective.*

*The resources are already too tight for these kinds of solutions, especially when ADA access is considered.*

*There is no easy way to get to Highway 26 from southern Hillsboro. Adds an extra 20 minutes my commute*

*This should be extremely targeted.*

*We don't need more streets. If there are caps over freeways that allow the building of dense housing, then I'm for it.*

*We don't need more streets. We need safe bike paths and pedestrian ways, especially for longer distances from the suburbs into downtown and between suburban cities.*

*We don't need new streets. Pedestrian or bike crossings are ok. Caps over freeways to allow the building of dense communities above is even better.*

*We don't need new streets. Pedestrian/bike overpasses are ok. Even better would be caps above freeways that would allow the building of dense housing above.*

*We need to decrease our roadway coverage. Take away 5 on the east side, there is no reason to have that pollution when it is just a redundant road.*

*We need to stop it with the building of new infrastructure for cars and trucks. They can already get everywhere from everywhere. This mode is built out. We need to focus on transit, bikes, and pedestrians, and TOD.*

*What is this exactly?*
*Rose Quarter caps - high priority*
*Bridge over some overengineered arterial so that cars can drive faster - lowest priority*

*Yes over grade-level rail lines; no on vanity projects like Flanders*

*Yes, but the overcrossings need to feel safe. I live right by I-5 and sometimes walk the long way to get to the MAX because I don't feel safe in the alley and on the ped bridge where no one else can see what's happening.*

***Widen major roads***

*ABSOLUTELY NO MORE ROAD EXPANSIONS, INVEST IN ALTERNATIVE TRANSPORTATION*

*Absolutely not. Widening roads induced demand and you end up with just as much congestion. It's a fool's errand.*

*Add protected bike lanes, wider safer sidewalks, and dedicated transit freight lanes. No more widening roads for SOVs!*

*Adding more lanes to roads has been proven to do nothing to reduce traffic and creates induced demand. The focus should be on getting cars off of the road and providing reliable transit options*

*boooo negative stars*

*Broad research on induced demand has proven time and time again this does not reduce traffic.*

*Deprioritize automobile traffic. Widening roads means more traffic, more pollution, more costly road maintenance.*

*Do not do this at all. Manage the space better for all users that we already have.*

*Do not widen roads. Instead, reduce the number of lanes, add turn lanes and bike lanes.*

*Don't build car infrastructure it is not sustainable and wastes a lot of money*

*Expand roads in the 21st Century after we know all the harms (pollution, congestion, sprawl, safety, noise, GHG emissions, heat island effect, etc) they cause?!?!?! Please please no. Not another dime on roadway widening*

*Get regional traffic back on the freeways (where their crash rates are lowest) instead of cutting through our communities.*

*I think that re-striping existing streets with turn lanes would be more effective and valuable than expanding them.*

*I would rather have infrastructure that makes biking, walking, and taking public transit easier.*

*If any existing roads are widened, they should exclusively be for bus/bike/streetcar use*

*Induced demand dictates that when you widen roads, you end up with congestion just like before. Do not widen any roads or freeways.*

*Induced demand is real. This may be needed in super specific locations for safety but in general this is not the best use of funds and only increases car use which is counter to all the other things.*

*Induced demand means widening roads does not improve congestion. It in fact stays the same or gets worse. Please do not widen roads.*

*Induced demand. Widen roads with bike lanes.*

*Left-hand turn lanes? Fine. More lanes, in general, for flow? No. More electric buses, electric automobiles, less electric trains.*

*Major roads should have less lanes and change that ROW to expand walkability and roll/bike ability.*

*Making roads bigger doesn't help traffic - make public transit better!*

*More induced demand*

*More lanes and more car infrastructure is a policy failure; it will not reduce traffic. Make other forms of transportation more appealing than driving to reduce traffic.*

*More roads just = more cars*

*Nah ...come on, guys. "No one has ever built out of congestion"*

*Never should be done, we can't even maintain what we have why build more*

*Never widen. It increases drivers speeds, encourages speeding and reckless behavior.*

*No stars*

*No widening roads unless it's for non vehicle traffic*

*NO!*

*No, widening roads is not a priority*

*No. Stop making it easier to drive and drive faster*

*No. Absolutely not. Science has proven widening projects to be failures.*

*NO. Traffic calming please. No more lanes.*

*Not sure what this means. Not in favor or more lanes that will increase traffic. Turn lanes are a good thing though.*

*Only if this means adding protected bike and pedestrian infrastructure*

*Only widen to add bike infrastructure, thanks*

*Please don't widen roads. We can't maintain the roads we already have and widening makes roads less safe for everyone.*

*Please no!*

*Please stop giving over public space to cars, and prioritize giving space back to humans instead*

*Road expansions (for motor vehicle mobility purposes) are unacceptable and should not happen*

*Road widening projects are expensive and unnecessary. The only time a road should be widened is to improve accessibility, safety, and travel times for non-driving modes.*

*Say no to induced demand, don’t add lanes for cars.*

*Sidewalks, green spaces, and dedicated transit ROWs should be constructed instead of streets being widened for more private vehicles.*

*Streets should only be widened if they are going to accommodate modes of transportation other than cars.*

*This is bad city planning. Cars provide no increase in wealth to the city.*

*This is the most important, it's been ignored for years. Cars are not going away, they're evolving, so should we.*

*This only induced demand and does not improve congestion. Do not widen major roads.*

*We know from studies that adding more lanes doesn't reduce traffic, but invites more people to rely on their cars.*

*We need to REDUCE VMT, not INCREASE.*

*We need to stop widening roads and freeways. Period. All of the funding from existing programmed road widening projects, including 217, 205, I-5, the Sunrise Corridor, and the roadway expansion projects in the suburbs, such as around Tigard and Wilsonville, need to be ended now so those funds are not wasted and can be re-purposed to building out our bicycle, pedestrian, and transit networks. We're in a climate crisis and we need to act like it.*

*We should absolutely not be adding more road miles. We already can't afford to maintain the ones we have. Stop digging a deeper hole*

*Why? All you are doing is make it easier to drive and drive faster.*

*Widen roads will only encourage people to continue to focus on cars. Focus on pedestrian and bicycle safety.*

*Widened roads make neighborhoods less vibrant, discourage or eliminate pedestrian activity, encourage speeding, and lead to more injuries and deaths for pedestrians, cyclists, and drivers. This is the opposite of what we should be doing.*

*Widening major roads is just going to cause more traffic deaths and induced demands. We need to rethink our streets for all users and stop prioritizing single-occupancy cars*

*Widening roads doesn't help. This has long since been proven. Induced demand is more people using it until it's clogged again and bottlenecks and side roads are backed up like never before. Even, and especially, "super highways" fail. Get off it already!*

*Widening streets is a bad idea because it encourages car use, and causes climate change. It destroys neighborhoods and quality of life. It's expensive and inefficient, requiring relocation of homes, businesses, and infrastructure. It doesn't solve congestion, which is due to a lack of public transportation options and poor urban planning. Cities should prioritize sustainable and equitable transportation solutions such as bike lanes, public transportation, and pedestrian-friendly streets.*

*Wider roads induce more traffic and faster speeds. Please please please don't widen roads. Some of the worst high-crash corridors in Portland (and throughout the US) are the widest roads, and this isn't a coincidence.*

*Yes, please. The general infrastructure was planned 50 years ago. The road system is way over capacity due simply to population growth. It's a 'system'; you have to increase road capacity at roughly the same rate you create capacity for mass/alternate transit (eg Max, bus, bikes, walking). Not all new people to the region will take mass/alternate transit and people change their modes throughout their life (I drive everyday because I have to do kid pick up/ drop off and activity runs).*

**Throughways**

***Dedicated lanes***

| |
|---|
| *3+ people of driving age* |
| *3+people of driving age.* |
| *Bus* |
| *Buses and bikes, yes. Single occupant vehicle, no.* |
| *But don't create these extra lanes. Convert car lanes into dedicated lanes. Many of our arterials and freeways would support this.* |
| *Carpool lanes are unnecessary, expensive, and end up with the same traffic as the general-purpose lanes. This leads to buses and more efficient modes being slowed down by personal vehicles. Even in a dedicated lane* |
| *Dedicated lanes for bus. Not by adding more lanes but by repurposing existing.* |
| *Dedicated lanes should only be constructed for transit vehicles.* |
| *Dedicated lanes should ONLY be provided by re-purposing existing mixed flow lanes, and NEVER through roadway or freeway widening projects.* |
| *Induced demand* |
| *Not for cars. 12+ people per vehicle* |
| *Our freeways are confusing enough to navigate as it is when someone is in an area for the first time. More lanes = more confusing decisions.* |
| *People do not respect this rule. We know that adding more lanes does not reduce traffic but encourages more people to rely on their cars.* |
| *People don't adhere to these now, why spend more money on this. It only adds to congestion.* |
| *Prefer 3+ people* |
| *See comment, above* |
| *See my comment above (yes to dedicated bus lanes, no to other HOV lanes)* |
| *There should only be a dedicated bus lane. We should be discouraging car use instead of making it more appealing to drive everywhere.* |
| *Waste of money without enforcement* |
| *yes for buses, not for carpool though. They have been proven ineffective* |
| ***Freeway capacity*** |
| *Absolutely not. No. Science has proven that this fails.* |

*Add more freeway capacity by improving public transit and alternatives (biking walking etc). More lanes doesn't help traffic, it allows more traffic.*

*Adding capacity induces demand and makes traffic worse! Don't do it!*

*Adding freeway capacity does not decrease traffic congestion. Traffic congestion has been empirically proven to grow proportionally to road capacity increases.*

*Adding more lanes is costly and ineffective at reducing congestion due to induced demand*

*Again, induced demand means widening freeways will only lead to the same congestion or worse. It's a waste of time. We should be removing freeways so our communities can heal and dense housing and retail can take their place.*

*Do not add new freeway lanes. Take other measures to incentivize reducing the number of vehicles*

*Do NOT expand the freeways with more lanes. This encourages more car use instead of encouraging alternative methods of transit!*

*DONT WIDEN ROADS*

*Every cent spent on freeway capacity is wasted on encouraging sprawl and longer commutes*

*For the future of my daughter and future generations, DO NOT DO THIS.*

*For the love of all things holy, please no. This country has enough freeways and I've never seen any kind of legitimate data showing that widening freeways improves congestion (at least long-term). What I have noticed is that the cities with massive freeways running through them are some of the most dystopian ones I've visited.*

*Freeway widening clogs highways for years via construction, all for the goal of adding an extra lane that immediately becomes gridlocked. It's a waste of money and is a step backward in our fight against climate change.*

*Heck no. No. No. No. Build efficient, reliable and frequent rail between Salem and Portland*

*Heck no. Build rail connections between Salem and Portland*

*Hell no. Only an ignoramus would reflexively, thoughtlessly say yes. Experts say hell no and they would know.*

*I am specifically against any widening of freeways.*

*I'm from Southern California and have invested time to research the value of freeways, it's been proven time & time again that better non-single car infrastructure supports traffic rather than widening freeways, making carpool/toll lanes etc.*

*If I could emphasize one thing in this survey it would be to not widen any freeways*

*If I could give this one a million stars I would. Infrastructure was planned 50 years ago. Now over capacity just by growth. You can't push all new to the region to mass/alternate modes. Most will be drivers so plan for that.*

*If our solution to congestion is adding capacity, then maybe not today, maybe not next month, and maybe not next year, but eventually we'll be Houston. Congestion must be solved through myriad tools OTHER than adding lanes (congestion pricing, alternative mode availability, land use and housing changes, etc)*

*If we invest in public transit and active transportation we won't have to widen freeways.*

*If you build more lanes they will come. Induced demand is real, not a fantasy. Build wider safer bike lanes and meet you climate goals!*

*Increasing freeway capacity does not help traffic. Look at Los Angeles.*

*Induced demand*

*Induced demand dictates that this is a waste of money and won't solve congestion. Do not do this.*

*Induced demand means adding freeway lanes only leads to more congestion. This is not where I want money being spent. Freeways should be removed from our cities to repair the vibrant communities they destroyed.*

*Induced demand means adding lanes will only increase congestion. Do not widen freeways.*

*Induced demand. More lanes will not solve traffic in the long term. It will be better for 2 years max. Please look at the history of induced demand in the United States. I'm honestly shocked to see this question given the sustainability plans Metro has laid out.*

*More freeway capacity does not decrease congestion*

*More freeways will not solve congestion and is too expensive. Quit wasting money on cars.*

*More lanes do not help resolve any issues of our current day*

*More lanes never equals less traffic! If you want to reduce traffic and eliminate bottlenecks make transit so appealing the number of vehicles on the road drastically decreases*

*Never. Induced demand happens. Missing climate goals. and it just plain old encouraging crashes and death.*

*No added freeway lanes*

*No more freeway capacity. Induced demand is really a thing.*

*No more freeway expansion. This will just create problems with induced demand and lead to more traffic!*

*NO NEW FREEWAY CAPACITY!!!*

*No new freeways. Ever. No more lanes.*

*No no no! No more freeway lanes even if you call them "auxillary". Price the roads first and then see how traffic volumes adjust before considering widening.*

*No no no! We know that adding more lanes does not reduce traffic, but invites more people to rely on their cars.*

*No stars*

*No thanks.*

*No thanks. We have enough lanes.*

*No widening*

*NO!*

*No. Don't keep widening freeways.*

*Jerry Brown was correct. People are going to come, whether you prepare or don't.*

*However, people frustrated with unpreparedness turn around and leave.*

*Don't encourage people to come and stay. Make people learn to work with what is already available.*

*No. Induced demand*

*Nope. Any freeway expansion is unacceptable. Under no circumstances should we still be doing freeway expansions*

*NOT for capacity management. But projects for flow management, like acceleration lanes - reducing merging and ensuring a minimum of 3 lanes each direction for all stretches of limited-access roads within metro boundaries. Finding solutions for flow of freight across metro area - incentives for transport during off hours, specialized tolling schemes, peripheral routes to divert freight traffic from populated areas*

*Please do not add any freeway lanes for cars! It does not work to alleviate traffic and is horrible for our environment!*

*Please don't widen freeways. This only induces demand and creates maintenance liabilities for future generations. Widening freeways has never solved traffic problems.*

*Please stop wasting our money with freeway expansion projects, this will only exacerbate carbon emissions growth when we need to reduce carbon emissions in the transportation sector. We need to make it as easy to take public transit or bike or walk as possible, and make it as difficult to drive as possible.*

*Surely you jest*

*The freeways are the backbone of our transportation system. When they are backed up, traffic cuts through our communities causing more crashes and speeding, and making people feel less safe walking or biking.*

*If we want our communities to work, we need to make our freeways work.*

*The one exception is the bottleneck on I-5 southbound near the Rose Quarter. That bottleneck should be removed with a single additional lane. Otherwise, no new freeway lanes, period!*

*This never works! show me a freeway expansion that has ever reduced traffic. Induced demand is a thing.*

*This should not be a priority for Metro.*

*TOP priority. we have added 1 million people to the metro(including Vanc) in last 20 years and the last hwy built was 205..*

*We absolutely should not be expanding freeway capacity.*

*We all know about induced demand. Widening freeways (that includes so called auxiliary lanes) is hugely expensive and doesn't solve any problems. The only solution to road congestion is practical alternatives like transit and biking.*

*We do not need additional freeway capacity, especially if this plan is going to take climate change seriously. Focus on expanding active transportation infrastructure, transit, and maintaining existing roadways.*

*We DO NOT NEED MORE FREEWAY CAPACITY. We need to not spend another dime on freeway expansion; all projects currently in the works need to have all work immediately stopped, and the funds re-purposed for bicycling, transit, pedestrian, TOD, and streetscape projects.*

*We don't need wider freeways, we need alternatives like transit and safe bike paths.*

*We know this doesn't help.*

*We should not be adding more freeway capacity. It does not solve bottlenecks because it just causes induced demand. This is a waste of money and that's been proving. See NYT: https://www.nytimes.com/2023/01/06/us/widen-highways-traffic.html*

*Also, you should double check your UX on this survey because the comment button on the freeway capacity is hidden behind the next slide arrow, making it almost impossible to comment on this item.*

*Zero stars*

***Incident response***

*Congestion reduces VMT. Don't spend any money trying to keep a failing system working.*

*Fire departments will oppose pedestrian and bike infrastructure in the name of response times, but will say nothing about increased street parking which should also impact them.*

*Keep areas clear of the homeless so that this is easy for first responders!*

*No funding to cops*

*Provided they can do so without risk to life and limb.*

*Drivers around here are terrible and this is why accidents are occurring. Passively forcing them to slow down is the key.*

*Reducing delays needs to be de-prioritized as a system goal. When our goal is to reduce VMT, delays are actually are friend. We need to DISINCENTIVIZE driving and INCENTIVIZE walking, bicycling, and taking transit.*

*The ambulance vehicles need to be rethought. It is against the law for vehicles (of that size) to just sit around all day and idles their motors. Ambulances need to charge their equipment and so just idle all day. This is a foolish and impolite practice.*

*This should be done via the dedicated lanes strategy outlined in roads and bridges.*

*This should not be an excuse to widen highways and increase traffic. Shoulders should be wide enough to accomplish this task.*

***Interchange redesigns***

*Again why? You're just encouraging driving.*

*Do not widen offramps. It makes it difficult to walk or bike across when it opens to main thoroughfare.*

*Don't see this accomplishing much if the traffic is eventually moving into narrower lanes. The real goal needs to be to get more cars off the roads. Don't want to turn Portland into a vast array of highways.*

*DONT WIDEN ROADS*

*Hmmm. Where are you gonna do this off I-84 from 181st west? There's no room or easement (save, eminent domain).*

*Induced demand*

*Interchange ramp terminals are among our biggest bottlenecks, and must have adequate capacity for our system to function adequately and safely.*

*Nah*

*No thanks*

*No widening!!!*

*No. Induced demand*

*One star is what I'm considering a complete no. If no star is an option please consider my one star responses to be absolutely adverse to the subject.*

*So more cars can clog the rest of the system? Hasn't worked yet*

*stop wasting tax money on widening roads.*

*The 405 exits from 26 need real help. Things back up for miles up to the transit center regularly because people don't anticipate the left-lane exit. Some more signage about that exit could probably ago along way*

*The comment button was blocked by the next arrow button. Do not add new freeway lanes. Focus on how to get people out of their cars. Focus on better public transit.*

| |
|---|
| *The on ramp to I-5 south from the Ross Islans bridge is non-existent and is a death trap* |
| *This is unnecessary and we should be focusing on public transit. The end-goal should be to remove freeways from the city as they destroyed vibrant neighborhoods to be built. This past of injustice needs to be rectified, our city healed.* |
| *Trying to write this aout Freeway capacity but the survey UX design doesn't let me click that button - I am strongly against freeway expansion as it is NOT a proven way to decrease traffic - traffic use will rise as freeway capacity increases. This is not a good use of public funds which should be modernizing our transit system not buying into archaic auto-centric infrastructure.* |
| *Use the money to improve and expand the MAX / bus / streetcar system to make it easier and faster to get from A to B. Expanding roadways does not reduce traffic because it induces demand.* |
| *We could spend billions on this in Portland and would still have traffic congestion, still have complaints that we need to widen roads, still have the same problems we have now. This is a waste of money. Invest in projects that improve the livability of our city.* |
| *We don't need to widen anything. We must focus on public transit. Freeways should be removed so the city can return back to the vibrant neighborhoods that were destroyed by them.* |
| *We need less interchanges. I would support deconstruction.* |
| *We need to STOP with wasting funds on interchanges and ramps. This is still wasting money on incentivizing driving, when we need to reduce VMT and prioritize walking, bicycling, and transit.* |
| *We should be removing freeways that destroyed once vibrant communities so dense housing/retail could return. We should not be trying to put lipstick on the pig of our freeways.* |
| *we should be shrinking our freeway footprints not growing them* |
| *We shouldn't change our freeways anymore. The goal should be to remove them from our cities soon. They destroyed the vibrant fabric of our communities when they were forced in by eminent domain.* |
| *Widening off ramps seems to be an invitation to speed on said off ramps* |
| *Widening should not be a priority for Metro.* |
| *Without working to to alleviate bottlenecks at interchanges the other items in Throughways will fail. The widening of the I-84 east to I-205 north is a perfect example of alleviating a bottleneck and improving safety by changing the design of the interchange.* |
| ***Roadway pricing*** |
| *Absolutely against this- we pay enough taxes in the state and local taxes, work within your budget!!!! Stop finding unnecessary beautification projects, etc. and expanding public transportation, which ridership does not equal the investment of taxpayer dollars into that.* |
| *Apply congestion pricing and use the revenue to subsidize transit service.* |

*Congestion pricing to reduce VMT is good, Congestion Pricing with the aim of generating revenue for future road projects is bad.*

*Congestion pricing works, but only in regions with transit times that compete with driving. If congestion pricing or tolls are implemented, they should not fund road expansions. They should fund existing road maintenance, transit, walking, and biking infrastructure.*

*Definitely no tolls because this disproportionately impacts people who need to drive for work (use their vehicle for work), people who don't have frequent/reliable transit options (limited bus services, max), and people who drive into Washington/Oregon for work.*

*Definitely not. This will disproportionately harm people who must drive for work and people who travel into Washington for work.*

*Do not do this! It is a regressive tax on citizens and businesses and will negatively affect the entire area. Portland will not recover from the economic downturn the will happen when businesses will move out and trucking transport avoids the entire metro area. This is an economic disaster in the making.*

*Don't charge people money to use public roads*

*Ensure that pricing actually manages demand - volume based, not time based. When volume low, do not charge tolls*

*Greatly support tolling on I5 and 205 specifically in northern portland high congestion areas.*

*HECK NO*

*how does this make any sense? why would we want to target the already financially unstable households along TV HWY to NOT drive during congested times.*

*I find this tax to be regressive and inequitable.*

*I worry about equity with this policy, but am generally pro-policies that discourage driving.*

*I would like to see a real plan on how to counteract the negative economic impact of these ideas for low income disadvantaged & underserved communities. Until public transit is free, the cost of this is a real issue*

*In my opinion, tolls will not reduce when people drive. Their work and school schedules designate when they drive.*
*You should promote tolls for what they really are; the price to pay for using the roads we drive on.*

*Jeff Speck stated in 2015 that as a general rule of thumb, every mile driven costs society a quarter and every mile on a bicycle gives society a quarter. Today, drivers are heavily subsidized and do not easily see what the true cost of their choice to drive was. Make them see how expensive taking a car actually is, and we may see some change in behavior, desires, and culture.*

*Mixed feelings about this a I feel this could impact those who can the least afford to spend more. Also believe it could encourage people to drive through neighborhoods to avoid tolls; creating more danger for pedestrians...*

*More funding for max lines and bike pathways and etc*

*More tolling. It is a user fee. Not everyone drives. Why should non-drivers have to pay the same hefty amount for road upkeep than daily drivers.*

*Never! It's hard enough, don't make it harder. Traffic is not the enemy. Impeding the poor is not the answer.*

*No one wants tolls. Please Stop. Get funding from existing sources instead of creating another layer.*

*No tolling. Period. It destroys local economy, will put small business out of business and create a huge local issue as traffic moves into residential and other roads to avoid it.*

*No tolls, worst idea*

*NO!*

*No. Hell no. We pay enough in taxes already. Absolutely no tolls/congestion pricing.*

*On the one hand, I like the idea of discouraging needless road usage at peak times. On the other hand, I have a feeling that pricing in this way would hit working people hardest if they have to commute by car at a particular time because no competitive public transit option exists for their situations.*

*Oregonians already pay the highest taxes in the country. We should not be penalized for operating in a city with a lacking public transportation system. How about actually tax rich people?*

*Roadway pricing is great, but the funds cannot be used to fund roadway widening projects. We're in a climate crisis and we need to act like it. All roadway pricing revenue must be directed towards the transit, pedestrian, and bicycling systems.*

*something tells me we wouldn't have much of a positive reaction to this from the public haha!*

*sounds good in theory. cities that have this like in california and washington still have plenty of traffic problems.*

*Stop asking people to spend money on travel. It only adds to traffic problems and congestion and decreases tourism.*

*STRONG NO TO ROADWAY PRICING*

*The plan to toll 205 with "congestion pricing" is idiotic. People aren't sitting in traffic going through West Linn because they feel like it. They're either diverting around Portland on a long distance trip (in which case they can't really plan for traffic they didn't know about) or they're getting to work on a set schedule. Congestion pricing would make sense to charge people who live in Portland for driving when they have plenty of alternatives.*

*This is key because it offers a feedback loop where people consider the value of the infrastructure they use and also help fund its maintenance into the future.*

*This is not equitable with out more/other transit options*

*This is stupid. It will negatively affect every business and citizen. It will drive trucking and shipping to other cities. It will cause a further downturn in our already precarious local economy. It will also negatively affect local neighborhoods as vehicles (including big rigs) will use local streets instead of highways to avoid tolls. I*

*know I will, no matter how much time is added ti=o my trips and gas wasted. It will still cost less than your proposed tolls.*

*This punishes people who have to be at work during peak hours.*

*This should be scaled to the value of the vehicle being driven, which would be easy to assess from the VIN.*

*This will encourage transit use during the everyday commute and the surge pricing could be used to pay for transit improvements*

*TOLL BOOTHS with tire-spike turnpikes and a dedicated tow truck to move violators out of the lanes quickly to nearby, dedicated parking areas where they await their tow to a repair shop or abandon their ride (which will then be towed at their expense).*

*Tolls just cause people to divert around them using smaller roads that are less-safe and more disruptive.*

*Tolls on all highways from Eugene to the Columbia River crossing.*

*Tolls on every highway from Eugene to the Columbia River*

*Tolls will increase neighborhood traffic. Employers define work times; work with them on schedule changes/flexibility.*

*Tolls will just move cars onto neighborhood streets & make things worse.*

*Ultimately, pricing for full cost is the best way to community efficiency. The technology is available (and pretty cheap) to price ALL road use. Not politically easy, but then, its the job you chose.*

*Unless there is a major investment in reliable, fast, and comprehensive mass transit we should not be incorporating tolling. For many not living in the Central City, there are no real options to get into Portland without a car, even if they wanted to.*

*User fees such as tolls will only create more congestion on alternate routes. With GPS, it's easy for people to avoid tolls but they will likely go through neighborhoods and other areas not designed for increased traffic. No tolls!*

*we do not want it stop pushing it on us!!!!*

*We should congestion toll all our roads progressively. Low income folks wouldn't pay, and higher earners would pay more depending on how much they make. We should also charge for all parking in a similar progressive way. Funding from this should go to pay for transit expansion.*

*We should progressively congestion toll all roads. Low income folks wouldn't pay and higher earners would pay more depending on their income. We should also charge for all parking progressively in a similar way. Money from this should go to fund public transit and bike/pedestrian infrastructure.*

*We should progressively congestion toll all roads. Low income people wouldn't pay, and higher earners would pay more as income increases. We should also charge for all parking progressively. This money could be used to fund public transit and biking/walking infrastructure.*

| |
|---|
| *We're already the highest taxes population and our education, transportation, economy and crime are awful. People are leaving because of this, take the hint and leave us alone, you can't be trusted with our hard earned money.* |
| *Yes to congestion pricing that limits travel, no to just financing more projects… ideally we'd be able to spend that money on other modes* |
| *Yes, and these congestion tolls should be progressive so low income folks don't pay them and high income earners pay more depending on how much they earn. We should also charge for all parking using a similar progressive system. And all roads should be congestion tolled. Use the money to pay for public transit.* |
| *Yes, but please don't use the money for road/freeway expansion!* |
| *You can fix traffic with congestion pricing and tolling, not widening roads and highways* |
| *You're kidding, right? So not in favor of this.* |
| **Transit capital** |
| ***Faster, more reliable buses*** |
| *All Frequent Services need to be at least ten minutes frequency and FX needs to be five minutes at least* |
| *And do they need to be so damn big? I never see a full bus. They should be smaller and more numerous and frequent.* |
| *Buses should have priority.* |
| *Commuter rail infrastructure is a marvel that forms the backbone of walkable communities whereas buses are just buses and get stuck in traffic or are at least dependent upon roads even if they have their own lanes* |
| *Dedicated Bus Lanes! We already have the lanes on many of roads - just need to take them from the cars. People will gripe, but it needs to happen. We need to reduce VMT, and congestion is a great way to do that.* |
| *Dedicated lanes and signals!* |
| *Expanding the rose lane project for the busiest lines speeds up service and makes the bus more appealing* |
| *Fix the streets (see potholes comments) and purchase electric buses.* |
| *Give buses uninterrupted dedicated lanes on both surface roads and freeways to create a network of express buses bus lanes on TV highway, beaverton hillsdale, scholls ferry rd, highway 26, I-5, 205. Make the bus the fastest way to get around. Also incorporate better methods to bring a bike onto the bus. Bus bike racks currently cannot fit most fat tire e bikes* |
| *I love the MAX, but dedicated BRT lines are flexible, cost-efficient, and quick to roll out.* |
| *I'd add: quieter and less impactful to localized pollution. A potential solution would be electric "Trolley Buses." Diesel buses could be retrofitted to run off of overhead wires used for streetcar and MAX, without the capital cost of building track in the road. Trolley buses could be used to fill service gaps in existing routes with overhead wire.* |

*More bus priority signaling please!*

*More buses arriving more frequently will benefit transit riders.*

*More fully dedicated bus lanes and signal priority*

*More FX lines!*

*Please!! Some buses come early & I watch it drive by me as I'm on my way to the stop. This wouldn't hurt as bad if I knew one was coming in 5 minutes rather than 15. This has caused me to be late to work at least 3x this year.*

*Ridership is significantly down- re-assess viability of public transit vs investment of public tax dollars. Spend funds elsewhere!!*

*Rose Lanes are working, but I'd love to see more enforcing of these lanes. I see drivers abusing them daily.*

*The rose lane project is a good start but more is needed. Actual bus lanes the length of a city block would be nice.*

*Transit is unusable. Enforce laws on max and bus. It doesn't feel safe to have meth zombies smoking drugs on the max or 3 year olds getting shoved onto the tracks or a guy's ear getting chewed off on the max.*

*Any investments in expanding transit don't make sense until you fix the safety issues with the system you have.*

*we need BRT, cheaper than MAX and a faster way to reach underinvested areas*

*We need more bus service.*

*We need to take away lanes from cars, and add more dedicated bus routes*

*Yes, BRT please! Dedicated bus lanes are proven to induce mode shifts!*

***More MAX***

*As long as the homeless and addicts make them unsafe, ridership will continue to decline so why waste money on more*

*Bring it down to Salem*

*Build out the MAX infrastructure as much as possible. Build it down Lombard into St. Johns. Build it into Vancouver, extensively. Build it into SW. build it into a loop connecting Oregon City. And build a subway downtown to fix the bottleneck. And more as our region grows.*

*Build that line to Tigard for equity!!!! Or inforce a rent cap and provide affordable housing options closer in to the city*

*Build the Southwest Corridor MAX expansion. Build the MAX tunnel through downtown. Extend the MAX north further into vancouver once the IBR project is right-sized. Build a MAX corridor horizontally along powell boulevard. Build a MAX expansion along fremont into St Johns. Upzone Cesar Chavez and consider a MAX line North/South. Consider running an automated light metro, as is used currently in Vancouver, BC to cut down on operating costs.*

*Do NOT add more MAX routes running at-grade with car traffic.*

*do not waste any more money- We need new roads*

*Extend down to Salem*

*Figure out how to fund the SW Corridor project and build it. Get rid of all the park and rides and stupid car-centric olive branches and you'll actually get support from transit advocates and those that actually care.*

*Fixed lines are too expensive. The exception: Extend MAX to Vancouver*

*Fixed-rail costs way too much.*

*I don't think light rail is a cost-effective use of public dollars. It is very expensive, limited in service area, and does not adapt to changes in development, usage pattern, and can't be rerouted. I'd prefer to see more bus routes and better frequency on those routes. I think Bus Rapid Transit is a much better alternative than Light Rail.*

*I don't use the max as much as in the past, but I don't think adding more max trains will alleviate the situation. See street car comment.*

*I strongly support MAX investment that will expand service area and get people out of cars. Less support for MAX upgrades since the system is concentrated inequitably.*

*If people aren't going downtown as much anymore, then make the MAX more usable for portlanders. Create connections for us to travel between neighborhoods that currently take an hour or more by bus (and I'm in a close in neighborhood!!!)*

*Invest in faster travel times, and system resilience/seismic preparations. (1) Need alternative to Steel Bridge. (2) Close loop from Milwaukie (Orange line) to Clackamas Town Center (Green) to allow Tillicum to serve in event of disaster. (3) Underground or elevated lines through downtown with limited stops for Red and Blue lines to speed East/West travel times.*

*MAX is great, and it can be even better by expanding lines to suburban communities and provide a rapid transit option to the neighborhoods that need transit service.*

*Max isn't the solution. It costs a ton and doesn't go anywhere useful.*

*Max isn't safe enough for me to use like I used to*

*More MAX is being done to get more (federal) DOLLARS.*

*Stop the MAX metastasis!*

*This light-rail network is only acting as a means of moving blight from one place to another.*

*Just take the Burnside easement through east Portland into Gresham. It's an alley for vagrancy and attendant crime.*

*The MAX needs to be rebooted as a concept before even beginning to ponder further expansion it.*

*MORE MAX is ludicrous. We have one of the largest systems by trackage. We need BETTER Max. FASTER MAX. SAFER MAX. Max is TOO SLOW. Tourists tell me constantly they take the bus or walk because the max is in weird locations and WAY TOO SLOW. MORE max is madness. Better max is desperately needed. Please I am begging you go look at the SkyTrain in Vancouver! Please go see how we should be treating MAX. Mass Rapid Transit - NOT Public Transit!!! Please!!!!*

*More security presence on Max lines*

*Need to increase capacity of the roads. I know no one wnats to hear that but the general infrastructure was planned 50 years ago. The population has dramatically increased since then and therefore road capacity is undersized by today's population. You can't push all new needs to mass/ alternative transit; it all needs to increase relatively equally.*

*Need to make max feel more safe. More riders to balance the number of homeless riding.*

*No more light rail, build new MAX lines as automated light metro like SkyTrain in British Columbia.*

*Not without security and safety*

*SW Corridor, MAX down Powell, Orange line to Oregon City, MAX tunnel we need all*

*The east side could use a couple east-west lines!*

*The max system is good, but we should consider a build out of faster, heavy rail lines along with a more regional rail system. MAX is incredibly slow and the point of a rail system is to have a high-capacity system with travel times that are competitive with driving. Projects to maintain and speed up travel times for existing max lines, along with investment in heavier rail are preferred.*

*This should be a huge priority for Metro. A lack of grade separation along key areas of the MAX system is one of the main factors degrading the quality of MAX service. Grade separation will provide numerous benefits to our light rail system.*

*Transit is unusable. Enforce laws on max and bus. It doesn't feel safe to have meth zombies smoking drugs on the max or 3 year olds getting shoved onto the tracks or a guy's ear getting chewed off on the max.*

*Any investments in expanding transit don't make sense until you fix the safety issues with the system you have.*

*Until we all remember NOT to put MAX lines along highways, we shouldn't bother with more rail lines - they can't fully support community stations.*

*Voters voted down a bond measure to expand max just a couple of years ago.*

*We need to expand MAX to cover even more of the metro area. Into St. Johns, into Vancouver, into southwest, connecting Oregon City, and more. We need to put MAX in a subway to fix the downtown bottleneck.*

*We need to expand the MAX. Into St. Johns down Lombard, into Southwest and Tualatin, down to Oregon City connecting green and orange lines, in Vancouver extensively, add a subway downtown to fix the bottleneck there, and much more.*

*We need to expand the MAX. Put it down Lombard into St. Johns. Into Vancouver extensively. Into Southwest. Down to Oregon City connecting green and orange lines in a loop. And more.*

*We need way more max lines and more frequent service. We need a downtown tunnel, that is the only way to improve frequency.*

*When is the Purple Line/Southwest Corridor Project going to resume already? We need light rail crossing into Vancouver too. We need Cascade High Speed Rail to avoid the pollution, insane stress and money wasting of CONUS flights.*

*Yes the only way moving forward is with excellent transit. Now that Oregon eliminated R1 housing zoning requirements we will be seeing Portland become more dense. As density increases, transit will become more relevant. I want us to consider a MAX line to Salem.*

***More streetcar***

*Add a streetcar line in North Portland running from St Johns to PDX!*

*Adding more streetcar lines, increasing streetcar headways, and creating dedicated streetcar ROWs would be huge in increasing the reliability of the system.*

*And allow streetcars to have stoplight overrides.*

*And re-do schedules so the central city has staggered stop times, not back-to-back.*

*Anything but CARS*

*Around downtown and the industrial Eastside? Yes!*

*Further East, North or South? No!*

*Don't allow the streetcar to transport blight, as the MAX does, currently.*

*Bring it back to SE Hawthorne Blvd. :)*

*Bring Streetcar to Outer East Portland*

*Do NOT include any more in-traffic streetcar lines.*

*Everyone I know walks instead of streetcar because the streetcar is so slow.*

*I feel like these questions pit transit types against each other and they shouldn't. We should invest in more transit period, and invest in the mode that is most efficient for that particular need.*

*I keep seeing old pictures of Portland's streetcar lines - their disappearance is a transportation tragedy. Imagine where we'd be as a community if you could just hop on a streetcar in our neighborhoods.*

*I want the streetcar extended everywhere. Down Sandy Blvd. Down 82nd Ave. Down 122nd Ave. And more.*

*Maybe. Could we withdraw some parallel road capacity as we do, to encourage a shift of business locations and denser housing?*

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|---|
| *Not sure whete expansion of the system makes much sense. Need more info* |
| *Repair the Washington Park Railway tracks for transportation between the zoo and the rose garden* |
| *Streetcar is good only if it has dedicated lanes, and curbs to keep cars from obstructing it. Without those its slow AF.* |
| *Streetcar lines serving popular business districts is convenient for locals as well as tourists. A streetcar line connecting the central city could help boost its recovery.* |
| *Streetcar to Montgomery Park and further up MLK, out to Hollywood* |
| *Streetcars up and down SE 82nd Ave, streetcars on T.V highway. We need to dream bigger with our streetcar infrastructure. Also the city needs to leverage the advantage of the streetcar routes to the business opportunities nearby. Example: "what are the best restaurants along the streetcar loop?" That is a difficult answer to find in a Google search.* |
| *The streetcar expansion northwest to montgomery park has taken unacceptably long, perhaps as long as a MAX line.* |
| *We need more streetcar lines. Down Sandy Blvd, down 82nd Ave., down 122nd Ave., and more.* |
| *We need to expand streetcar all over the city. Up Sandy Blvd, down 82nd Ave., down 122nd Ave., and more.* |
| *We need to expand streetcar onto Sandy Blvd, along 82nd Ave., along 122nd Ave., and more.* |
| *We need to keep building up and extending the streetcar lines! We also need electric ferries for transit along our river ways and the streetcars can tie-in with the docks! Rebuild Murnane Wharf! Rebuild Portland buildings lost to carcentric I-5 etc., parking lots, gentrification and other disasters!!!* |
| *Would need to know more about where streetcars would be placed to decide if I value this.* |
| *Yes, but give the streetcars their own dedicated lanes. Or else there would not be much of a point.* |
| ***Park and ride*** |
| *As long as the garages/lots are patrolled for safety.* |
| *Can we get bike parking instead? I would drive less for longer trips if I could bike to a station and leave my bike there knowing it would be in one piece when I got back. Otherwise a massive surface level parking lot for cars still encourages driving and takes up valuable real estate (which could be used for TOD for example)* |
| *Combined with a reliable and regional rideshare this is how to get folks to avoid single person vehicle trips* |
| *Fix safety issues at park and ride that you already have!* |
| *I would go back to taking the MAX again if I had a park and ride near me in Hillsboro near highway 8* |
| *If bus connections are well set up to get to max... extra parking should not be needed. It will also add to carbon emissions...* |

*If people get into a car, they are going to just drive where they want. People are used to sitting in traffic now, they don't care anymore. A parking space is the worst possible way to utilize the land near public transit - it should be banned.*

*It would be better if there was enough and reliable transit so that park and ride wasn't needed so much!*

*many people have no safe way to get to transit optons*

*Maybe as an interim measure to get people out of their cars, but the real deal is to get businesses to set up near stations along the transit.*

*No park and ride. Use that land to build dense housing with retail mixed in to activate transit stops, not make them parking lots.*

*No, just no*

*park and ride is an outdated model that relies far too heavily on personal vehicles, I should be able to get to a station without having to drive.*

*Park and rides are a horrible waste of money*

*Portland has way too many park and rides. They are almost never used. Convert them to Transit Oriented Development.*

*Stop wasting money on Park and rides. Just build homes and buisneesses around stations.*

*The land around a transit spot is the most valuable land. Why waste it on a car parking lot???*

*There is already plenty of parking at stations, this is not how you expand transit ridership. Replace parking spaces at stations with TOD when the opportunities arise*

*There should be no park and rides. We should convert that land into dense housing with retail mixed in. Activate the transit stops instead of turning them into parking lots.*

*There should be no parking lots next to transit stops. We should build dense housing with retail mixed in around of transit stops.*

*This has historically been important for office commuters which seems less important these days, however I could see great use cases for park & ride to help non-office folks get to work (if it is useful to them) and also for recreational use cases, like to help people get to sporting events instead of driving or taking Uber/lyft*

*This is car infrastructure. Its not going to help reduce dependence on single occupancy vehicles.*

*This is terrible land use. Stop putting storage for metal boxes. Housing near transit.*

*Train stations should be near walkable communities with fun things to do. Not a parking lot that people taking the train then have to walk through to get to anything. Planning communities/neighborhoods around a train stop is way more ROI for the city than a parking lot.*

*Transit and mobility solutions should not incentivize and bake in private car usage. Plus, people who drive to a park-and-ride are likely to just drive to their final destination.*

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| *We don't need park and rides. That land should be used for dense housing and businesses.* |
| *We need to replace car trips, not just make them shorter.* |
| *We need to transition away from park & rides and towards transit oriented developments. We should not build any more park & rides; we should re-develop all existing park & rides. Their land banking function needs to be replaced by the use we have been land banking them for: HOUSING! And employment.* |
| *With a well engineered, adequately invested in and properly implemented commuter rail system(s) these aren't necessary* |
| *Your trains are no good for middle class folks if they take forever and there is nowhere to park* |
| ***Transit oriented development*** |
| *Affordable housing* |
| *Better sidewalks, bike lanes and more frequent service means that people don't have to live next to a bus station to find benefit. Living next to noisy and noxious buses sounds awful* |
| *Build density all over Portland, but especially next to transit stops. Try to force out low-density use of land next to transit stops.* |
| *Build new housing and public spaces instead of parking spaces. Sunset TC would be a great option. An express bus line or infill max station stopping at Sylvan with housing and mixed-use development in place of those empty offices would be an optimal reuse of a convenient beautiful location.* |
| *DOWNTOWN PORTLAND - office conversion NOW!!! Downtown has SO mcuh potential for expanded housing and related neighborhood development with exisiting transit infrastructure. Portland needs this now!!!* |
| *Given that we are in a long term housing shortage, building transit oriented development seems like a win-win* |
| *I appreciate that more affordable housing is being built near public transit. However, as a woman freelance performing artist, even if I prefer to bike or to take public transit most of the time, the lack of parking at these new buildings is a barrier. I have to drive a car to get to gigs that are farther away and to late night jobs, and to show up looking nice (instead of sweaty and smelly with makeup running after biking).* |
| *Must be affordable* |
| *MUST include TRULY affordable housing!!* |
| *Only if this is AFFORDABLE HOUSING. By which, affordable for a single person making minimum wage.* |
| *So so so important to help make transit useful to people* |
| *The profound potential of the Gateway Regional Center has been squandered, resulting in the Gateway Ghetto. As a transportation hub, the area is unparalleled. INVEST here!* |
| *This is the most important part, there is so much transit that is begging for dense development nearby* |
| *This should happen organically with the right zoning.* |

*This shouldn't be limited to housing. Build destinations (employment, shops, etc.) near transit.*

*TOD surrounding key bus lines and the MAX system are lacking. Constructing more affordable housing near transit should be a top priority for Metro.*

*TODs are a no-brainer way to generate ridership and income for transit while working to solve our region's acute housing crisis.*

*Trimet should be building TOD itself to generate revenue for the system.*

*Trimet should consider developing near transit as a revenue-generating activity.*

*We have thousands&thousands of empty housing units in Portland proper alone serving only as financial assets in investment portfolios of hedge fund cretins instead of as direly needed shelter for human beings.We've lost so many cherished local landmarks&gorgeous structures for homogeneously hideous petrochemical yuppie kennel condos intentionally priced out of reach of the workforce to be built by profiteering developers&price gouging corporate slumlords.We can't outbuild greed.We need rent caps*

*We need to be upzoning near transit stops extensively. And upzoning much more of the city to make robust public transit much more feasible.*

*We need to drastically upzone around all transit stops. We also need to upzone all over metro so we can build more robust transit into transit-oriented places.*

*We should drastically upzone to allow more dense housing with retail next to our transit stops. The rest of the city should be up zoned for density to make them transit-oriented for future transit expansion.*

*What type of housing? Section 8 HUD!?*

*Buses from HUD developments to MAX stations; if MAX access (i.e. fare avoidance) is not going to be continually-enforced, then make it difficult for the criminal element(typically associated with such housing) to access the MAX station. If they don't have the fare, they are not going get on the bus. And if they can't get on the bus, they are not likely to walk the distance to the MAX platform.*

*YES 100% THIS*

***Transit stop amenities***

*And Security guards on site. Not just lights but security presenc*

*Being pregnant at most MAX stations, especially the transit centers, is punished heavily by the lack of restrooms.*

*Effective covers! It rains here! And the suburbs sorely lack any shelters.*

*Garbage cans at transit stops*

*Great idea, provided you can ACTUALLY make such areas safe. Assaults and killings under the current setup haven't been brought under control.*

*I cannot see how such amenities will magically make the criminal activities discussed unlikely.*

*Having comfortable, clean stations and stops makes public transit more appealing.*

*Higher priority for bus shelters in the suburbs.*

*Honestly the are already overbuilt. If we overbuild transit stops, then we will have homeless people taking shelter in them. Most people have Google Maps or some equivalent in their hands that they reference for the time the transit will arrive. The need for bus shelters is much less because if this. Lastly it makes the city space look better with more of a minimalized transit stop approach.*

*It is absolutely ridiculous that our transit system does not have turnstiles or other barriers that only allow paid participants access to MAX and other mechanisms for street cars. Across Europe fare integrity is essential and people (including tourists) abusing their system are subjected to enforced fines. I see no investment dollars going toward such an obvious safeguard. Our MAX and street cars are scary to "clean riders" as we witness drugs being used, addicts shouting and filthy smells.*

*Lack of access to clean, safe, maintained, and well-supplied restrooms is a major deterrent to riding public transportation for me.*

*More police at stations and on patrol on the vehicles*

*Need restrooms desperately*

*Overdesigned transit stops represent a large money sink that doesn't address the #1 thing people require from transit: frequent, reliable service.*

*Regularly maintain these amenities. Also include working security cameras and clearly located buttons for emergency help. We need more security at stations.*

*Ridership will increase with better design and amenities, especially in outer East Portland where the infrastructure is an embarrassment.*

*Safety at stops/stations and while riding. Add transit officers.*

*Safety!!! I don’t feel comfortable walking or waiting alone at a lot of the MAX stops. Also need more “watchers” on trains*

*Seems like restrooms would really up the cost so don't favor that. Definitely lighting is important.*

*sidewalks to get to the stops*

*The Barbur Station is trash*

*Transit is unusable. Enforce laws on max and bus. It doesn't feel safe to have meth zombies smoking drugs on the max or 3 year olds getting shoved onto the tracks or a guy's ear getting chewed off on the max.*

*Any investments in expanding transit don't make sense until you fix the safety issues with the system you have.*

*Will just keep getting destroyed by homeless and antifa*

*would love more safety features near MAX stations! perhaps safety calling button for authorities, etc.*

**Transit service and operations**

| ***Increased bus service coverage*** |
| --- |
| *Better than more MAX lines and the dregs they with which they're associated; see prior comments.* |
| *Bus coverage is lacking particularly lacking in SW Portland and in communities west of the SW hills.* |
| *Bus routes should be expanded.* |
| *Bus service should be increased.* |
| *Buses should serve more of the metro.* |
| *Express lines with connections to local lines.*<br>*Express lines that run suburb to suburb, with a max of 2 pickup/drop off stops on each end. Ex. Bridgeport park and ride to Clackamas town center transit stop, with 1 stop at a park and ride near Gladstone/Ore City*<br><br>*Bus rapid transit lines/corridors where buses receive priority green lights* |
| *I would encourage short loops centering around MAX stops. Too many MAX stations leave you in the middle of a parking lot with a Bus connection that runs every 45 minutes.* |
| *I'm close to a bus line but it only runs every 38 minutes. And we wonder why ridership has cratered?* |
| *Increased coverage is good, but not if it comes at the expense of fast and frequent service. Coverage expansion can only happen after reliable core service is ensured.* |
| *Many regional governments are telling people they should transit instead of driving, but transit doesn't go where they need to go* |
| *More bus service is needed.* |
| *More buses = More Traffic. Schedule buses more appropriately!* |
| *no senior transport in Cedar mill to hospital or stores on Cornell Rd or back from local roads Salzman/ NW Thompson. Residents want access downhill not uphill to the Transit ctr.Bus discontinued due to ridership.Kids have no safe bike paths or bus service.* |
| *not until there are corresponding land use plans and investments* |
| *One example: No or limited bus service to Westside shopping areas, eg Costco/WinCo/Walmart on SW Dartmouth Rd* |
| *Only if the frequency adds to the overall service and helps expand options for lower income communities to get to work. Bus twice a day at awkward times isn't helpful* |
| *Only if the frequency and schedule actually help conveniently connect people to their jobs. Some of the expanded lines are ineffective* |
| *Specifically within this, creating BRT / express lines that link key transit corridors.* |

*The amount of money of taxpayer dollars that are spent on public transportation does not equal the number of people utilizing it - funds need to be spent elsewhere or another creative solution to public transportation.*

*This should only be a fill-in until our passenger rail system is up to snuff. We need another rail revolution and to honor the Oregon Electric and Red Electric Railways. We need to rebuild fascinating Portland places stolen from us out of myopic avarice by parasitic plutocrats of privilege who divvy up our job earned taxpayer dollars funded public sector part and parcel to sell off. Our local heritage and historicity is something we've been robbed of. It's a tragedy more people are noticing.*

*Transit is unusable. Enforce laws on max and bus. It doesn't feel safe to have meth zombies smoking drugs on the max or 3 year olds getting shoved onto the tracks or a guy's ear getting chewed off on the max.*

*Any investments in expanding transit don't make sense until you fix the safety issues with the system you have.*

***More frequent bus and MAX***

*#1. Every 5 minutes where now it is every 15, and every 10 where now it is every hour. Frequency matters way more than comfy bus stops. Existing lines more important than new lines.*

*5*

*As density increases, this will become more if a prior. Right now it is not a print. Given ridership levels, we do not need to add more routes. Wait times are good right now and not too much.*

*As you see, MAX is currently a failure because of the lack of safety. You need to enforce civil ridership and collect fares from everyone. Until you get that issue solved there is no sense in increasing its ridership ammenities.*

*Current bus headways can dissuade transit usage as wait times are far too long. Additionally, MAX headways can become uncomfortably long during service disruptions. Increasing headways and constructing new projects with signaling to accommodate more frequent trains should be a priority.*

*Definitely, increase frequency of bus and MAX and streetcar. This will make it much more reliable and fast.*

*Frequent transit makes the system more rider-friendly.*

*How does a hill full of hospitals (Marquam Hill) not have commuter rail service? Our community colleges should all have rail since there's no lodging and college students are usually poor at junior college along with busy…And too tired oftentimes to drive safely!*

*If it takes twice as long -/ at least — by transit, why take transit?*

*Induced demand works for bus and trains too, the more trains and the nicer and faster and more convenient the experience, the more people will want to ride the train*

*More frequent bus is most important.*

*Light Rail is not important.*

*More frequent transit improves the system for users.*

*More frequent transit will make the system more robust and usable.*

*Particularly when personal safety on a platform cannot be assured.*

*People feel less safe riding public transit than in recent years. We don't need more of these, we need more safety measure to people aren't attacked and generally feel safer using public transit.*

*Please start the max earlier! I have so many friends who have to frequently get from one side of portland to the other to get to work at 6am! Theres NO OPTIONS for them besides wasting a ton of money uber, cabs, or begging for rides from coworkers. Its ridiculous yall have all these lines and yet on cater to those who work "normal" hours. Fix it. I bet youll see a huge decrease in traffic since COUNTLESS people have a super early morning schedule. But unable to use any form of publix transit.*

*Right now we have mass transit, not rapid transit.*

*Sometimes more hours. I'm on a commuter route, so too bad for me if I want to get to evening downtown events or the airport*

*The bus doesn't come often enough near where I live. To get to downtown, I can drive 10-20 minutes, or I have to catch the bus sometimes more than an hour before I need to be at my destination. I have difficulties with executive functioning and move more slowly than most people in the morning even when I get up extra early, so fewer chances to catch the bus on time is a barrier to my taking the bus at all.*

*The MAX is by far my favorite mode of public transit, but the trains are shockingly infrequent, even during rush hour. I'd love to see this improved.*

*They should be faster not more. Max is so slow car drivers have no incentive to ride them.*

*This is the single most important thing to getting people to use more transit.*

*This must be combined with an overall view and plan to reduce and disincentivize private auto use, including private EVs.*

*Transit is unusable. Enforce laws on max and bus. It doesn't feel safe to have meth zombies smoking drugs on the max or 3 year olds getting shoved onto the tracks or a guy's ear getting chewed off on the max.*

*Any investments in expanding transit don't make sense until you fix the safety issues with the system you have.*

*Yes! 20 minute wait times is not rapid!*

***Special transit services***

*And it not cost extra. I live off of ssi and dont work due to my different disabilities.*

*I would look for coordination of changes in land use plans for business with commitments to provide shuttle service along corresponding routes. Perhaps co-sponsored by the businesses. We should be near the technology level for driverless shuttles to serve these (probably backed up by more supervisors)*

*Is more service needed? Would increase max or fx buses eliminate some need for specialty service? Not enough info to answer this appropriately*

| |
|---|
| *Paratransit should be expanded.* |
| *Really, this is the only way that one can expect the TRULY disabled to be able to get around.* |
| *This would be awesome* |
| *We have an aging population. The ableism in our transit planning is outrageous* |
| *We have an aging population. We also need shuttles, such as between MAX & Kaiser Sunnyside, Kaiser Westside; Nike; Intel.* |
| *We need more paratransit.* |
| *We should expand paratransit.* |
| *With a proper public transit network, services like these are not as necessary.* |
| ***Transit rider information*** |
| *Already have good rider transit information. Keep it up.* |
| *Google and trimet are fairly well integrated but I would like to see accuracy improved on the trimet app, sometimes buses never come.* |
| *I think this is already well done from what I have observed.* |
| *Please work to get the tickets available on Apple Wallet* |
| *Right! The less time one must spend on a dark, relatively isolated platform, the better.* |
| *This already exists, both at transit stations and via mobile apps.* |
| *This is a crucial step in getting people to ride transit more.* |
| *TriMet already does a great job of this.* |
| ***Zero emissions vehicles and infrastructure*** |
| *A big yes to purchasing zero-emissions buses. Harder to justify personal EV charging infrastructure coming from public funds if those funds are more badly needed for mass transit.* |
| *Although zero emission vehicles are important -- it is more important, from a climate perspective, that we encourage as much ridership on transit vehicles as possible, even if those vehicles are not yet battery electric or otherwise electrified. The priority should be as much service as possible (frequency), and high quality service that creates a positive experience for riders.* |
| *Battery buses are a waste. Metro should be looking at trolley buses.* |
| *Becoming carbon negative is important— we need electric busses.* |
| *Cars aren't the wave of the future. The auto industry sabotaged our commuter rail systems our ancestors paid for and built through privatization and premeditated neglect along with bribery of our elected politicians. Then they sold us out and betrayed us by ditching the country and our workforce to move out of* |

*country which destroyed entire cities eg Detroit. Then we've bailed them out and they always just make their executives richer through stock buy-backs… To hell with the auto industry.*

*Electric buses are great, but not as high a priority as just running more service.*

*Electric buses are nice, but we should not be focusing on them so much. Buses inherently reduce emissions by moving people more efficiently and we should not scrap existing buses that work just fine and buy zero emissions buses (those take resources and energy to produce). The focus should be on building a rider base and increasing ridership, THAT is how you reduce emissions.*

*Electric Vehicles only solve one problem - the emission problem. They are remarkably heavier, so they are far more deadly and rough on infrastructure. They are more expensive and have much less utility. They are a small part of the solution. Nearly half of all car trips in America are under 3 miles - any money not spend directly on bringing that percentage down is wasted.*

*I'd rather see money spent on easing access and increasing frequency A full diesel bus is better for environment than and people driving because we chose equipment over service*

*I'm an environmental professional and I think we should focus on the bigger picture of reducing emissions by building infrastructure that encourages public transit use, biking, and walking.*

*More electric buses, less electric trains.*

*Please consider trolleybuses. They will be less expensive (every transit agency in the country is trying to buy battery electric buses at the same time!) and more reliable from an operational perspective (shorter layovers means fewer buses needed) and there are plenty of nearby cities (Seattle, SF, Vancouver) with expertise in both operations and maintenance*

*remove as many barriers as you can for transition to EVs.*

*Solves the climate change problem, but none of the other issues with car dependent urban design*

*This is great to have, but the biggest emissions and livability gains come from removing private cars from the road. Invest money toward that!*

*This needs to be prioritized for transit and freight, NOT for private vehicles.*

*Trimet should power buses with CNG, which uses energy more efficiently than NG converted to electricity, or coal. Trimet is performative about electrification and we see through it.*

*Trolley buses might be a much quicker and more pragmatic approach to zero emissions vehicles, especially where overhead MAX/streetcar wire exists.*

*We need to become carbon negative. Electric transit vehicles can help achieve this.*

*We should aim to be carbon negative. To get there, electric vehicles for transit will help a lot.*

*We should be aiming to get carbon negative as soon as possible. This means electric vehicles.*

| |
|---|
| *Zero emissions buses are a distraction. With limited budgets and political capital, ZEV's are an opportunity to appear to be making progress while ignoring the ridership death spiral. The dirtiest bus is cleaner than the cleanest single-occupancy vehicle. I dont care if the infrequent, late bus is electric.* |
| **Walking and biking** |
| ***Protected bike lanes and pedestrian facilities*** |
| *All new bike lanes should be protected as a standard. Pedestrian facilities should be improved.* |
| *Although this would be amazing to have, the practicality of it may not be achievable at this point. In the meantime having wider lane, or even green barriers would be beneficial for different issues.* |
| *Ensure the sweeping and cleaning of said bike lanes and maintain separation between bicycles and pedestrians. If a shared use path must be built, ensure it is wide enough to accommodate both modes (14ft minimum)* |
| *Except those candlesticks seem to prevent most maintenance of these paths. They need to be swept MUCH more regularly. A better way forward might be restricting private vehicles altogether on some streets.* |
| *I bike daily but I don't need "protected" lanes - regular bike lanes are good enough for me as I prefer to ride with traffic and be treated like a vehicle. And I believe pedestrian facilities should be separate from bike facilities.* |
| *More people would bike if they thought it was safe, and biking is zero emissions! Please create more real infrastructure for bikes and remember, paint is not infrastructure!* |
| *Our budget needs to reflect our aspirations. This investment can’t be window dressing any longer* |
| *Paint isn’t infrastructure* |
| *Pedestrians are notorious for waking in the bike lanes. There needs to be more surface delineation.* |
| *Portland's HOP greenway goes through areas without sidewalks, making pedestians, wheelchairs, baby strollers, people using walker and cyclists all using the street. IT DOES NOT WORK!* |
| *Protected bike lanes should be the standard. And pedestrian facilities would be great.* |
| *Protected bike lanes should be the standard. Better pedestrian facilities would be beneficial, as well.* |
| *Protected bike lanes should be the standard. Pedestrian facilities are also sorely needed.* |
| *See comment, above* |
| *The east bank Esplanade between OMSI and Hawthorne Bridge is a good example of this. A separation from that highly utilized oath and the rest of the OMSI parking lot would make the people feel safer from cars. At minimum a curbed tree island as a way of separation.* |
| *The suburbs lack sidewalks in many areas.* |
| *This is the single biggest need in this city, especially as e-bikes are starting to show evidence of helping replace car trips. If it passes, the e-bike bill will provide access, and this piece of the puzzle will take care of the safety aspect to really shift modes towards biking.* |

*This type of design should be a higher priority for new infrastructure. However we should NOT be prioritizing reworking existing infrastructure into this design. If there are already bicycle lanes and sidewalks leave it alone and focus on adding new ones where there are none. We made poor choices in the past, oh well, we'll do better going forward.*

*We need to transition away from bike lanes, which do not provide physical protection for vulnerable road users, to physically protected cycle tracks. We need to stop trying to pretend like we're the experts, and just follow the examples of places that have demonstrated they have safe bicycle systems through high mode share for bicycles and attainment of vision zero goals.*

*Yeah, it's scary out there*

***Road crossings***

*A network isn't a network if it's interrupted by a giant road that's terrifying to cross or a stopped freight train is in the way.*

*Crossings, especially ones that are across busy streets such as Powell, need to be lighted rather than just striped. In my experience, cars do not look for pedestrians at crosswalks if there is not a flashing light or stop light.*

*Especially near schools, ie 80th and Glisan by Vestal Elementary*

*Especially needed over 217*

*Focus on bikers and pedestrians by adding more crossings.*

*High priority for grade-level RR crossings, such as along Naito*

*Install automatic bicycle and pedestrian detection systems that minimize pedestrian and bicycle wait times and change right after they approach the crossing. If it is raining outside, peds and bikes get soaked waiting 5min for an outdated, unintelligent signal to change for them. Let motorists wait a bit longer in their insulated vehicles to prioritize the comfort of more vulnerable road users*

*ODOT closing crosswalks in the name of liability has been an act of negligence and casts doubt on their ability to design and maintain transportation infrastructure.*

*See comments above.*

*The simplest and cheapest solution to solving gaps and issues in our active and public transit networks would be to completely remove all freeways from our urban areas. Since we are a few generations away from that, we desperately need comfortable and prioritized crossings across our freeways and arterials. In some cases, we will need bridges or undercrossings. But cheap prioritized signal crossings should be the #1 pick. They will increase congestion, which will in turn decrease VMT.*

*The system feels adequate already in this area.*

*These crossings must be raised, have a pedestrian leading indicator, and prioritize the human and not the vehicle*

*This would provide safer places for people to cross without the danger of getting killed. Having lit crosswalks is a must on busy roads.*

*We need narrow roads and more pedestrian bridges and tunnels*

*What is this exactly?*
*Rose Quarter caps - heck yes!*
*Ped bridges across tv hwy so cars can drive even faster - not interested.*

***Street design***

*Although if the changes to Hawthorne near Chavez are any indicator, changes seem to make it worse. It's a nightmare now*

*As long as it done with total people throughput, and not just car throughput. Lower speeds, narrower lanes, etc*

*Autos already exceed posted speed limits. Address this issue.*

*Bring good design to outer East Portland.*
*Street trees and amenities are actually part of SAFETY!*

*Dispense with the speed bumps! Just install photo radar, which more than pays for itself.*

*I find this especially important*

*Improving/ creating places for bike riders on shoulderless roads will greatly reduce driver frustration and road rage.*

*Let's not fix signal timing to make car travel more attractive.*

*Make it harder for people to drive at dangerous speeds.*

*Making it more difficult for people to speed is very important.*

*Maximize traffic flows. Some changes that have been made created more traffic (medians and reducing lanes)*

*Please focus on on raised crosswalks across intersections where pedestrian & cyclist safety is at risk*

*Please implement raised crossings as well, as pedestrian deaths are much lower when cars are traveling at lower speeds, and nothing slows cars down better than physics*

*Portland prides itself on being a bike/walk-friendly city so why are we commuting only 12% of the spending to encouraging, accessibility, and design? Is maintenance included in the 12% or is that part of the 42%? Street design shouldn't be limited to the technologies but should also include multipurpose and beneficial solutions.*

*Street diets and slowing traffic should be priority number one. Speed kills. Let's protect our bikers and walkers.*

*the city has really been klunky since the light timing has been trying to force people to slow down. It's made traveling around the city very frustrating.*

*The last 20 years is teaching us that street design will not deliver safety without enforcement. Installation of speed/red light cameras should be prioritized*

*There's no comment option for the walking and biking section in general but I think y'all need to invest more than 12% of the budget to this stuff.*

*This is hands the biggest priority to me. It lays the groundwork from all the other projects.*

*This is very necessary. The drivers of this region are terrible and indifferent to pedestrians. Slowing vehicular traffic is a necessity to everyones' safety.*

*This never works, only makes drivers madder, so don't try it*

*Too many roads are designed for high speeds but had their speed limits lowered after their construction. We can address this cheaply using speed cameras, but that doesn't address the core issue. The road design should reflect the speed limit. If we want to truly reach Vision Zero and encourage alternative modes of transit, outside of separated automobile roads the speed limit should never be above 25 MPH. That would feel awkwardly slow with the current design of many of our roads.*

*Traffic signal timing is never consistent anywhere. We need wider bike lanes to accommodate ALL the bikes, trikes and scooters and faster electric versions all in the same space - 3' width is not enough.*

*We need more road diets. Speed kills and cars should be forced to go slowly with street design.*

*When designing streets, ensure that there is adequate traffic calming and design features that match the designated speed.*

*While I'm a huge biking advocate, I believe we should focus on separated facilities and trail networks and street design solutions have cross sections that become unacceptably large.*

*Why is downtown not more pedestrian only streets?*

*Widening roads and adding lanes worsens traffic and causes induced demand*

*Yes! The best way to slow traffic and make it safer and more comfortable to walk and bike is to install barriers to driving fast.*

***Walk and bike connections***

*Ambulating on sidewalk that is not continuous defeats the purpose of attempting to ambulate from one point to the next.*

*Create a truly connected bike network in the region. So many great bike lanes dump you into unsafe conditions. We should be able to get anywhere in the region safely on a bicycle. We need a decent network of bike infrastructure. The current network of bike lanes is a joke. Unless you are fearless and dedicated to biking, it's not a viable option I'm our region.*

*Definitely, connect bike/walk infrastructure.*

*Focus on building a network of biking and walking paths, in addition to the network approach, identify methods to cut down on travel times for these modes. Existing multi use paths are much too narrow and should be widened to accommodate for mixed bike and ped traffic*

*Gaps are deadly and often render beautiful infrastructure useless. Filling in gaps should be a top priority.*

*Hugely important. With sidewalks that do not connect, it feels like a waste of infrastructure. Sidewalks that end and lead the pedestrian astray make the city look like a bad planner. We need to feel safe and reliable as pedestrians.*

*If it were easier to make my entire trip I would exclusively commute by bike.*

*Improve our bike/walk trails. These are important networks to a healthy, sustainable metro.*

*Improve our walking and biking infrastructure.*

*In order to encourage multiple modes, there must be connected bike lanes/paths/etc to avoid bikes on busy streets in car lanes (legal but dangerous) or on sidewalks (legal but people really don't like it)*

*Increased and safer bike and pedestrian infrastructure is vital to the health of the planet and the Metro citizenry.*
*People > Bikes > Cars*

*Marine Drive is still unsafe despite a mostly completed loop. Minimal work is required to fix those gaps, and metro already has easements and plans for the land. Please fund it!*

*Our biking and walking routes are very important and should be improved and interconnected better.*

*The diconnected nature of bike lanes and walking paths discourages car free living due to danger and inconvenience and goes against metro's principles of climate resiliency and sustainability.*

*The greenest and cheapest thing we could do. Make it excruciatingly easy and pleasant to walk*

*There needs to be a priority placed on broken and missing sidewalks across the region.*

*this is a top issue for me - people need safe space to get to places nearby safely AND get to/from transit options*

*This is important, but secondary to commuter rail infrastructure. We need passenger rail (including High Speed Rail) to go longer distances*

*This should be the highest regional priority. We need to build out the complete regional bikeway and trails system before 2045, and show all relevant projects on the constrained projects list for full funding.*

*Yes please! We need entire networks, not isolated sections. Connecting them is crucial.*

***Wayfinding signage***

*Coordinate with above efforts*

*I don't need wayfinding - it's nice to have but not essential in this age of Google Maps on everyone's phone.*

*I feel that what would help more people is working with Google on bicycle directions for the city that prioritizes the safest option over the fastest one for cyclists, giving priority to greenways rather than busy street bike lanes for example. While the signs are helpful, most people get around by Google maps.*

*I like this if it's being used to assist sight impaired navigation and signs oriented to regional travel needs - people trying to get to work or visiting friends in new neighborhoods, etc. Bike directional signs that are large enough to read and provide helpful guidance currently inconsistent around the region). If it's more signs welcoming tourists, it's not a high priority*

*Is signage a word?*

*Most everyone has Google Maps in their pocket. Also the Portland street grid is extremely simple to understand and navigate.*

*Renaming "Bike Boulevards" to "Greenways" has confused people as to the best routes to bike on.*

*Smart phones significantly reduce the want for these*

*street signs are hard ro read when navigating around town. They're blocked, confusing or only on opposite corners. Major intersections should have the cross street sign on the trafficc light pole.*

*This is a nice to have. Realistically we all have phones and Google maps already does a great job with this. This should be absolute last place on the priority pile.*

*This will be important when Portland gets a subway or at least a tunnel beneath the Willamette so that the MAX system isn't put to a halt every time the Steel Bridge lifts, breaking the circuit of the entire system*

*Wayfinding for people with sight impairments to easily navigate - high priority*
*For people in our region trying to bike or walk to a new job or learn our way around an unfamiliar neighborhood - high priority*
*Signs to welcome tourists or which are generally unhelpful in directions - very disinterested*

**Table 18: Project List Comments**

| RTP ID | Project Name | Comments |
|---|---|---|
| **Nominating agency: Beaverton** | | |
| **12110** | Allen Boulevard Complete Street: Murray Blvd to Menlo Drive | Unless we plan on reducing the speed of traffic down to 25 MPH on Allen, I do not think there is any way to make that horrible traffic infested road pleasant or desirable for anyone outside of a car. |
| **12117** | Cedar Hills Boulevard/Canyon Road Intersection (Reconfiguration) | This should not include added turn lanes. Use the space for people not cars. |
| **10670** | Denney Rd: OR 217 to Scholls Ferry (Ped/Bike/Turn Lanes) | It will be very hard for me to ride along high speed traffic when fanno creek is right there. |
| **12123** | Downtown Loop Complete Street: Hall Boulevard - 1st to 5th | This should be a top priority. |
| **10664** | Downtown Loop Complete Street: Watson - Millikan Way to 1st | Downtown Beaverton has amazing potential for walkable main street type activity that has been really damaged by the lack of good pedestrian infrastructure. It has the potential to link downtown Beaverton with Cedar Hills and the Round, creating a huge walkable neighborhood that could rival any in the metro area. |
| **12125** | Downtown Loop Complete Street: Watson/Hall - Crescent to 5th | Downtown Beaverton has amazing potential for walkable main street type activity that has been really damaged by the lack of good pedestrian infrastructure. It has the potential to link downtown Beaverton with Cedar Hills and the Round, creating a huge walkable neighborhood that could rival any in the metro area. |
| **11896** | Hall Blvd/Allen Blvd Intersection (add turn lanes) | Stop spending money on things that will address congestion and therefore increase VMT. |
| **10669** | Hall Boulevard: 12th to Allen Blvd (Bike Lanes/Turn Lanes) | Bike lanes yes. Turn lanes no. |
| **10620** | Millikan Way Extension: Watson Avenue to Lombard Avenue | I'm uncertain. The area needs to be better used but I kinda like the dead end with the bike/ped connection to reduce traffic flows. I'd love to know more about the benefit of punching this road through and likely displacing that affordable housing. |
| **12113** | OR 8: Canyon Rd Complete Street: Hocken to 117th (Design) | Separated bike lanes and wide sidewalks are necessary here. Transfer to city of Beaverton and reduce car travel lanes. |
| | | Downtown Beaverton has amazing potential for walkable main street type activity that has been really damaged by the lack of good pedestrian infrastructure. It has the potential to link downtown Beaverton with Cedar Hills and the Round, creating a huge walkable neighborhood that could rival any in the metro area. |
| **Nominating Agency: Clackamas County** | | |

| | | |
|---|---|---|
| **10054** | 65th/Elligsen/Stafford Intersection Roundabout | This area is truly unsafe during the rush hours . I support this project to save lives, however it MUST be part of an overall plan to lower speeds and encourage people in Wilsonville to use alternative forms of transportation . It must be part of a larger system of transit oriented urban planning. |
| **10014** | 82nd Ave. Multi-Modal Improvements | PLEASE FOR THE LOVE OF GOD FILL IN THE SIDEWALK AND BIKE LANE GAPS BUT ALSO DO PROTECTED BIKE LANES, NOT PAINTED. RIDING ON 82ND IN CLACKAMAS IS SCARY |
| | | Trees |
| **10043** | Borland Rd: Tualatin to Stafford Rd | this will be sorely needed to allow for the added traffic if congestion pricing is enacted. This will become a major chokepoint. |
| | | Needs bike specific facilities. |
| **11501** | Concord Rd | Sidewalks and bike lanes. please please please. |
| **11520** | Courtney Ave: OR 99E to Oatfield Rd | Desperately need - sidewalks and bike lanes. Make this safe for PEOPLE - prioritize PEOPLE not inanimate chunks of steel aka cars. |
| **10009** | Fuller Rd. Improvements | Trees |
| **11763** | Johnson Creek Blvd/79th Ave Intersection (TSAP) | Don't waste money on car infrastructure |
| **10024** | McLoughlin Blvd. Improvement | McLoughlin is completely and utterly unsafe and unpleasant for cyclists. Insane speeds. Unattractive and unsafe. McLoughlin needs a complete overhaul. Put people first NOT CARS. |
| **11494** | Monroe St | Trees |
| **11504** | Oak Grove Blvd | Sidewalks. For humans. Prioritize humans. |
| **12206** | Oatfield Road | This is DESPERATELY needed. Any day, look at all the people walking, rolling, stroller-ing in the median - completely unsafe and shameful for a wealthy county. |
| **11670** | OR 212 Intersection Improvements | Do NOT widen the highway or do whatever the massive road idea was for the Sunrise corridor or whatever. We need intersection safety improvements, as well as active and public transportation through this area but NOT more car capacity. I say this should be a priority because I understand it to be things like signalized intersections and such. |
| | | Too many people spend too much time getting between Portland and Mt. Hood / Eastern Oregon. It's time to acknowledge this is the main route and help separate through and local traffic. |
| | | STOP WIDENING ROADS! STOP SPRAWLING! |
| **12103** | Phillips Creek Regional Trail | Clackamas County had a plan like 20 years ago to daylight Phillips creek and build a linear park along it, then they never bothered to build it. They should really prioritize it! |
| **10029** | Stafford Rd Improvements | Needs bicycle specific infrastructure. |
| | | STOP WIDENING ROADS! STOP SPRAWLING! |

| | | |
|---|---|---|
| **12205** | Stafford Rd Improvements | Needs bicycle specific infrastructure. |
| | | STOP WIDENING ROADS! STOP SPRAWLING! |
| **11668** | Sunrise Multi- use path Phase II | We need better active and public transportation in this corridor - NOT more automobile infrastructure. |
| **Nominating Agency: Forest Grove** | | |
| **10784** | David Hill Road Improvement | Quit catering to people with no common sense to stay off of rural one lane roads. This is a hazard to motorist and the agriculture community |
| **12131** | Forest Grove Bike Lanes and Sidewalks Infill | If the university feels the need for this they should pay for it |
| **11973** | Gales Creek Road Improvement | Quit catering to people with no common sense to stay off of rural one lane roads. This is a hazard to motorist and the agriculture community |
| **11667** | OR 47/ Fernhill-Maple St. Intersection Improvements | This intersection routinely sees accidents. Speed and geometrics contribute to the number and severity. |
| | | Very unsafe intersection for cars, pedestrians, and bicyclists. High rate of speed makes getting across or turning at intersection unsafe. When traveling north, busses must stop on the road before crossing railroad tracks. Many accidents and near misses at this intersection. |
| **10779** | OR 8/Pacific/19th Corridor Safety and Complete Street | Absolutely this should be a priority in western Washington County. OR8 is notoriously dangerous. |
| | | Unsafe for pedestrians and bicycles. Lot of people walk to/from businesses and bus stops close to traffic. |
| **Nominating Agency: Gresham** | | |
| **10498** | 182nd - Powell and Division Intersections: Add Turn Lanes and Transit Supportive Design | STOP WIDENING ROADS! STOP SPRAWLING! |
| **10473** | 223rd at Stark: Add Turn Lanes | STOP WIDENING ROADS! STOP SPRAWLING! |
| **10471** | Butler - Binford to Rodlun: Extend Road and Bridge Crossing | STOP WIDENING ROADS! STOP SPRAWLING! |
| **Nominating Agency: Happy Valley** | | |
| **10035** | Foster Rd (Upper): Widening and Multimodal | Lose the continuous turn lane, just use pockets at signals |
| **11135** | Rock Creek Blvd: New Road and Multimodal | STOP WIDENING ROADS! STOP SPRAWLING! |
| **Nominating Agency: Hillsboro** | | |
| **11752** | 209th Ave Widening and Improvements, Phase 2 | Many people such as me who live in the area are open to biking places for transportation, but do not because of dangerous biking conditions at this road that must be traversed to get to the outside world. Adding separated bike facilities (that people of any age would be comfortable riding on) would greatly benefit mobility and offer an opportunity for exercise while going places. |

| | | |
|---|---|---|
| **11905** | 25th Ave Turn Lanes and Bike/Ped Improvements | This is a road-widening, which makes things less safe for peds/bikes, don't combine the two types of projects. |
| **10838** | Davis Rd Turn Lanes and Bike/Ped Improvements | How dare Hillsboro pass off a 5 lane road as some kind of Active Transportation project. Bad Faith! |
| **12137** | Elam Young Pkway Bike/Ped Improvements | You don't need widening at intersections to accommodate bike lanes. The road is too wide as it is. |
| | | There is not enough traffic or usage for this to be a good use of time or money. 53rd should be watched because increased traffic. |
| **10846** | OR 8: TV Highway Transit Access and Multimodal Safety | Definitely improve pedestrian access. Bike lanes should be protected. Such projects should happen all over metro. |
| | | Definitely improve this area for bikers and pedestrians. Bike lanes should be protected. |
| **Nominating Agency: King City** | | |
| **12151** | Fisher Rd. Extension - Phase 3 | STOP EXPANDING ROADS! Especially outside the UGB. |
| **12101** | SW River Terrace Boulevard Corridor Extension | STOP SPRAWLING! |
| **Nominating Agency: Lake Oswego** | | |
| **10087** | Lake Oswego to Portland Trail | The is currently no convenient and safe way to bicycle between Lake Oswego and Portland. This is a very big need... along with a bike-ped bridge to connect LO to the east side of the river. |
| | | This would be amazing! If only there was a way from Tigard to Lake O that felt comfortable on a bicycle. |
| **11171** | Tryon Creek Ped Bridge (@Tryon Cove Park) | We need an alternative to State Street, which is scary dangerous. |
| **Nominating Agency: Multnomah County** | | |
| **12076** | Earthquake Ready Burnside Bridge: Phase 3 (Construction) | This is too much to pay for a seismic retrofit of a bridge without even increasing its size or capacity. Isn't that area of the city built on landfill? If you want to retrofit a bridge to survive an earthquake, choose one that is currently built on bedrock... how about the Hawthorne? |
| **10401** | Marine Dr - Interlachen to I-84: Freight and Multimodal Improvements | but skip the wasted bike lanes. They will ultimately be used by no one. |
| **Nominating Agency: ODOT** | | |
| **11969** | I-205 Abernethy Bridge (CON) | This is an insane amount of money to spend on something that will congest and be useless in less than a decade. |
| | | Another historically bad bottleneck that should be corrected, including planning for years into the future. |
| **11305** | I-205 Active Traffic Management | A waste of money if congestion pricing is enacted. Sorely needed if Portland Metro wants traffic to use 205 instead of city streets. |

| | | |
|---|---|---|
| | | No capacity increase until first tolling and seeing if reduced traffic obviates need for the capacity increase. |
| | | STOP WASTING MONEY ON FREEWAYS! |
| **11586** | I-205 Southbound and Northbound widening (PE, ROW) | No tolling for additional freeway projects. Tolling should be used to reduce VMT and fund a transition away from SOV. |
| | | No! I would like the improvements, but they are a waste of taxpayer money if tolls are included. I205 will no longer be the thoroughfare of choice and the improvements will help no one. |
| | | No more freeway expansions. |
| | | Why start tolling in Clackamas County? Do it in Portland first to set an example. They have the transit options we lack out here. |
| | | Tolls are regressive, hurt those who have to commute to work and make less money and are marginalized the most. In our progressive city and world this is going backwards. It's bad policy. But - we need the improvements. Just don't fund them through tolls. |
| | | Tolls first to see if that can manage congestion. |
| | | This is a top priority, but needs to be done without the significant impacts and cost inefficiencies of tolls |
| **11904** | I-205 Southbound and Northbound Widening and I-205 Toll Project (UR, CON, OT) | No tolling for additional freeway projects. Tolling should be used to reduce VMT and fund a transition away from SOV. |
| | | No No No!!!!! If tolls are removed from this project, then yes, this is a great idea. I'd rather see money spent elsewhere to improve traffic conditions on city streets if tolls are enacted. They will no longer be needed as few will be driving on 205 anymore. |
| | | No more freeway expansions. |
| | | Tolls yes Widening no |
| | | I don’t need a wider freeway here. Bring the Max to OC, put high speed rail that stops downtown, in OC, Canby and Eugene, build safe bike lanes instead, please. |
| | | Tolls are regressive, hurt those who have to commute to work and make less money and are marginalized the most. In our progressive city and world this is going backwards. It's bad policy. But - we need the improvements. Just don't fund them through tolls. |
| | | Yes to tolls. No to widening |
| **12099** | I-205 Tolling Project (PE) | No tolling for additional freeway projects. Tolling should be used to reduce VMT and fund a transition away from SOV. |
| | | Here again, the improvements are needed, but not if the road will be tolled. Few will use it and the money spent here would be better spent making the local roads better because of the greatly increased traffic they will have on them. |

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| | | I support congestion pricing to fund public and active transportation - not freeway expansions. |
| | | Not needed. |
| | | Tolls are regressive, hurt those who have to commute to work and make less money and are marginalized the most. In our progressive city and world this is going backwards. It's bad policy. But - we need the improvements. Just don't fund them through tolls. |
| **11974** | I-405 Operational Improvements | The only projects involving freeways within central Portland that Metro should endorse are removal without replacement. The land that 405 sits on is worth far more as part of a vibrant city than as an expressway for Vancouver-Beaverton trips. |
| | | Until we cover I-405 with a freeway lid, re-designate it as I-5, and remove the current I-5 from the eastbank of the Willamette, this is a waste of money. |
| **12304** | I-5 and I-205: Regional Mobility Pricing Project (PE, RW, UR, CN, OT) | This should be done in a way that prioritizes reduction of VMT rather than revenue generation, spends the revenue it does generate towards pedestrian, bike, transit, and mitigates inequitable impacts. Should NOT be used to raise revenue for auto infrastructure. |
| | | No tolls |
| | | Don't use the funds from tolling for road expansions |
| | | How on earth is it going to cost $400 million to implement a toll program? That makes absolutely no sense at all. This I would consider supporting if funds were earmarked for non-highway projects. |
| | | I assume congestion pricing is tolls. Tolls are regressive, hurt those who have to commute to work and make less money and are marginalized the most. In our progressive city and world this is going backwards. It's bad policy. |
| | | Top priority for the Region as will generate revenue and promote regional transit use |
| | | We need to use tolling to manage travel demand |
| **11991** | I-5 Freight Operational Improvements | Again as traffic will decrease when tolling is enacted this won't be needed as much. Otherwise, it's a high priority, |
| **10866** | I-5 Interstate Bridge Replacement Program | Lower cost of bridge, take lt. rail off and add lanes for autos. |
| | | We need a robust express bus system/BRT, not a light rail that doesn't go anywhere. As someone who uses transit to get across the river, the idea of extending the Expo Line to Clark College is dumbfounding--no one travels from there, I-205 is already too congested at that point for Park & Ride, and no one will choose a train that travels 15 MPH over their car or an express bus. |
| | | Wont be needed when vheicle traffic will be avoiding I5/205 due to added tolls. This should not add more tolling either. |

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| | | The current plans are wasteful and the project is being managed deceitfully. Until the bridge is right sized with either lift bridge or submerged tunnel, it should not be funded any more. |
| | | I support a right-sized bridge replacement (no new lanes or auxiliary lanes, no added car capacity, no giant new interchanges) with better public and active transportation options and access. |
| | | This is a freeway expansion, We should be doing a tunnel, it is better in every single way. |
| | | Replace the bridge: yes<br><br>Widen the highway, rebuild interchanges, dedicate 40% of the region's transportation budget to this project? No. |
| | | It needs to be fixed. The failures here are embarrassing. But, fix it through the entire metro area and clear bottlenecks. |
| | | Regardless how it takes shape, this project MUST occur and soon |
| | | Just seismically retrofit the existing bridge, and construct a new light rail and local access bridge from the island to the city on each side. Cancel this project, it's just going to encourage sprawl and waste more money than the entire rest of the regional transportation budget. KILL THIS PROJECT! |
| | | Integrating Vancouver with existing Portland passenger rail is hugely important. Adding a bike path and a pedestrian path is important too. |
| | | why would Oregon pay for this? it is used by Washington folks to get to jobs. Clark county growing unchecked. |
| | | There should be no added interchanges or auxillary lanes. Bike path and rail transit would be helpful. The bridge itself should be replaced or repaired to make it seismically safe. Tolls or congestion pricing should first be attempted to see if that decreases traffic sufficiently. |
| | | Do not add lanes or bigger interchanges to freeways. This does not work in the long term. We cannot afford it, economically or ecologically. |
| **11989** | I-5 Northbound Braided Ramps I-205 to Nyberg | A waste of money if tolling happens on I5/205. I seriously doubt anyone would want to add more toll money by traveling on two toll roads. |
| | | Having seen a Virginia DOT video of how braided ramps work, the improvements are extravagant, space-consuming, expensive, and not necessary to deal with traffic from I-205 west merging onto I-5 north. I know because I drive past this point at least 4 days every week. |
| | | Seems like a nice to have - merge is a bit hazardous but traffic rarely encountered as flowing poorly here. Braided ramps would be much more effective for traffic and emissions reduction at Exit 286, which also has existing frontage roads that could be utilized for traffic management as well |

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| | | Spend all of this money on improvements to WES and public transit in these areas. Any freeway expansion of capacity is bad. |
| | | STOP WIDENING ROADS! STOP SPRAWLING! This project alone could be canceled to fund a bicycle greenway system countywide! |
| **11402** | I-5 Northbound: Auxiliary Lane Extension Nyberg to Lower Boones Ferry - Phase 2 | a waste of money if tolling comes to I5 because traffic will be reduced. |
| | | No freeway expansions! |
| | | The existing auxiliary lane from Nyberg to Lower Boones Ferry works fine. I know because I drive past this point at least 4 days every week. Every so often, I use the lane myself to merge from Nyberg or exit to Lower Boones. |
| | | No more capacity on I-5. Take all this money and use it to make WES better. |
| **10867** | I-5 Rose Quarter/Lloyd District: I-405 to I-84 (PE, NEPA, ROW) | Any congestion reduction from widening the freeway will be short-lived. Tolling is a far better way to reduce congestion. The money would be better spent on improving safety for vulnerable road users. |
| | | No. |
| **11176** | I-5 Rose Quarter/Lloyd District: I-405 to I-84 (UR, CN, OT) | Again, traffic will be reduced when tolling is enacted making spending money here a waste. Otherwise, it should be a high priority. |
| | | This project does not do what it claim to do, and thus does not serve the community. It does not reduce congestion, because of the law of induced demand, and how traffic will eventually fill the highway up again. It also does not improve safety, because of its ramps which do not seem to slow drivers down as they exit the freeway, and wide radius corners. Both of these aspects endanger those not in a motor vehicle. As such, the project will in fact make the conditions for non-drivers worse. |
| | | No more freeways. Don't widen freeways in the city. Prioritize other modes and implement tolls. We can't avoid climate catastrophe while widening freeways. We can "enhance community connection" without bowing down to further expansion of car dependence. |
| | | Also no |
| | | These boondoggle projects will absorb so much capital away from projects that ACTUALLY SAVE LIVES, and not just quell the loudest voices concerned about lost time. |
| | | Congestion is a great polluter. Expand the thoroughfare, reduce congestion, reduce emissions. It's pretty basis. This is the heart of our city and it needs to move traffic efficiently. |
| | | Holy cow! If you ditch this project (and/or add tolling) then the money saved could pay for everything else on this map. And we all know that creating more traffic capacity here will only increase emissions. |

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| | | This may be the most needed of all |
| **11304** | I-5 South Operational Improvements | This will not be needed when everyone is travelling city streets instead because of congestion pricing. A really high priority is congestion pricing is abandoned. |
| | | The only operational improvement would be to re-direct I-5 around Portland, not through. |
| **11984** | I-5 Southbound Truck Climbing Lane | it's shameful that the state would even consider spending $203 million on a single highway lane. One lane! |
| **11993** | I-84 Operational Improvements | Again a waste of money if everyone is avoiding highways due to congestion pricing. |
| **11301** | OR 212/224 Sunrise Hwy Phase 2: SE 122nd to SE 172nd (CON) | If this was just about industrial land then sure, but this is mostly gonna be for more surburban sprawll in Happy Valley and Damascus. Its a bad project unless sprawl into Damascus is contained. |
| | | This will certainly help with extra congestion that will be on this road if tolls are enacted on 205/I5. |
| | | No more stroads! No more highway expansions! Put in public and active transportation. Do not enable further sprawl and expand automobile infrastructure. |
| | | This need to be built before things get even worst |
| | | Building new freeways in the year of our lord 2023? Please stop. This will only intensify suburban sprawl further out and will only worsen the regions traffic and livability. |
| **11988** | OR 217 Southbound Braided Ramps Beaverton-Hillsdale Hwy to Allen Blvd | Having seen a Virginia DOT video of how braided ramps work, the improvements are extravagant, space-consuming, expensive, and not necessary to deal with traffic. |
| | | STOP INCREASING VMT |
| | | Too much money |
| **11350** | OR 224 Milwaukie Expressway improvements | Traffic on this road will increase dramatically when tolls are enacted. Road improvements are necessary here. |
| | | Oh my god no????? Stop expanding highways and freeways????? |
| **11971** | US 26 (Sunset Highway) Operational Improvements | We need to stop wasting money on making it easier to drive. Period. This project goes in the bin, too. |
| | | Not enough information |
| | | Please do this and find a way for people to not cross the solid white lines after leaving the tunnel. People always zoom down Market street and then cut everyone off going to 405 |
| **Nominating Agency: Oregon City** | | |
| **10026** | Beavercreek Road Improvements, Phase 3A | STOP WIDENING ROADS! STOP SPRAWLING! |
| **10144** | Hwy 99E & I-205 SB Interchange Access | Don't waste money on car infrastructure |

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| **11183** | Linn/Leland/Meyers Road Roundabout | This pin is in the wrong location |
| **11184** | Main Street Bike & Pedestrian Improvements | Don't waste money on car infrastructure |
| **11546** | Meyers/Beavercreek Shared-Use Path | This pin is in the wrong location |
| **11182** | Molalla Avenue Roundabout | Don't waste money on car infrastructure |
| **11891** | OR 99E & I-205 NB Interchange Access | Don't waste money on car infrastructure |
| **Nominating Agency: Port of Portland** | | |
| **11208** | T4 Modernization | Again a waste of money is congestion pricing is enacted. These will not be needed when the company will move out to more friendly to business ports. |
| **11207** | T6 Modernization | Actually ye, but ultimately a waste of money if congestion pricing goes into effect as business and demand will decline. |
| **Nominating Agency: Portland** | | |
| **11868** | 122nd Ave Corridor Safety and Transit Improvements | 122nd Avenue should be outer East Portland's version of MLK boulevard, complete with street trees, decorative lighting, amenities and a real sense of place. It should be a named boulevard like David Douglas Blvd or Lizzy weeks |
| | | 122nd is a dangerous street for all road users, but is also an important through-street in a part of town where you can only go so far on a low-traffic north-south street before it ends and one has toggle over to another street, which will then also end. Portland between 42nd and the Willamette is very easy to navigate by bike even if one doesn't know what they're doing. The further east one goes the harder and more dangerous this is. |
| | | 122nd Ave is a major issue and N/s connector. It's dangerous, fast, and horrible to bike and walk along. This should to a top priority. |
| **12214** | 148th Ave Corridor Improvements, Segment 2 | STOP WIDENING ROADS! STOP SPRAWLING! |
| **11844** | 82nd Ave Corridor Improvements | Please add protected bike lanes! |
| | | 82nd is an economic artery for the eastern portion of the city. |
| **11646** | Broadway/Weidler Corridor Improvements | Add buffered bike lanes. Clean bike lanes. Slow down auto traffic. Remove a lane of broadway. |
| | | We don't need "enhanced bike lanes." We need a full road diet, so that only one lane of traffic remains in each direction. The balance of the road needs to provide protected cycle tracks, transit lanes, on street parking, street seating, additional street trees, and pocket parks. |
| **11828** | Capitol Hwy Bridge Seismic Retrofit | Seismic retrofits are unreasonably expensive in a time of other needs. Of course maintain bridges and overpasses, but we as a people cannot expect to retrofit them. Seismic retrofit is my lowest transportation priority. |

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| | | An earthquake is highly likely in a foreseeable time frame. |
| | | Huge barrier ro getting any SW Corridor work done. This is also a big safety issue. |
| **10375** | Cathedral Park Quiet Zone | This would be a life-changing improvement to local residents. |
| **11841** | Central Eastside Access and Circulation Improvements | I support the diverter additions and the addition of a signal at 11th and Ankeny (although a roundabout would be better) |
| **10315** | Cesar Chavez Corridor Improvements | Put cesar chavez on a road diet. Reduce lanes to 2, add a turning lane, add bike lanes. |
| | | Cesar Chavez needs a road diet to reduce it to one lane in each direction, plus cycle tracks. Traffic signals should be replaced by roundabouts and traffic circles at all intersections, removing the need for turn lanes. All cross streets should be reduced to one lane in each direction. |
| **10331** | Columbia Blvd over Columbia Way and Railroad Bridge Replacements | Transfer railroad to public ownership with this project. |
| **10312** | Eastside MAX Station Pedestrian Improvements | Trees |
| | | Definitely a priority for me in my power wheelchair with service dog. Cars fly down 139th. Please, please, please get someone to design a properly draining curb cut... Maybe a metal mesh/tiny cell grate where the ramp meets the street so the water can drain into the underground system. Even the new access ramps in Cully on Killingsworth (where I used to live) don't drain properly. |
| **11834** | ETC: SE Hawthorne/Foster Ave Enhanced Transit Corridor | Yes, the bus is super slow. |
| | | Hawthorne needs commuter rail service again |
| **10232** | Flanders/Naito Crossing | This improvement will reduce a barrier to connecting from Old Town to the Steel Bridge bike/ped path. |
| **11817** | Foster Rd Corridor Improvements, Phase 2 | Trees |
| **10204** | Gateway Pacific St Streetscape Improvements | Long, long overdue |
| **11647** | Halsey/I-205 Overcrossing Trail | I live in Madison South neighborhood and almost never go to the entire Gateway business district, including Mall 205, or really anything east of 205, on my bike because it's so difficult and dangerous and this crossing is one of many major reasons why. It's very dangerous, and also just annoyingly badly designed, and there's no meaningfully better alternative close enough to be practical. As a result, I almost always go west instead. |
| **11851** | Halsey/Weidler Safety and Access to Transit | All of Portland is challenged but this area is profoundly challenges and NEGLECTED. Halsey Weidler investments are desperately needed |

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| **10268** | Hollywood Town Center Safety Improvements | The whole central Hollywood business district is dangerous. Sandy cuts across diagonally making intersections complicated and therefore dangerous. Red lights are routinely run, drivers are impatient and annoyed, routinely turning abruptly onto other streets to get out of slow traffic--this happens routinely by the library at Tillamook and 41st. Drivers regularly use the 42nd bike lane as a right turn lane onto Sandy westbound. The whole 42nd/Sandy and 43rd/Sandy intersections should be rethought |
| **10273** | Inner Capitol Hwy Corridor Improvements | A ton of work is already being done in the Capitol Highway area; let's improve some other areas. |
| **10273** | Inner Capitol Hwy Corridor Improvements | Very active area with strong mix of modes |
| **11816** | Inner E Burnside Corridor Improvements | Burnside needs a continuous cycle track, and road diet to reduce it to one lane of traffic in each direction. All traffic lights should be replaced with traffic circles, eliminating turn lanes. |
| **10307** | Inner Holgate Blvd Corridor Improvements | Consider SE 46th, which is already the bikeway |
| **11818** | Inner Milwaukie Streetscape Improvements | Milwaukie needs a holistic redesign. I recommend getting in contact with the neighborhood association for ideas. |
| **12231** | Inner NE Glisan St Corridor Safety Improvements | Fix the crossing at NE 78th - flashers or sign in the middle. Pedestrian island at NE 80th. Crosswalk /pedestrian Island at NE 71st Ave. Please consider considerable traffic slowing near Vestal Elementary school on Glisan between NE 78th & 82nd! |
| | | Glisan need some work, but a lot of it is easy and cheap. The bug 4 lane to 3 lane road dirt happened, but people still drive too fast and use the center turn lane as a passing lane. High speed traffic headed westbound from 82nd needs to be calmed as well. Pedestrian islands and medians would help this. Specifically the planned (but cancelled/shelved) crossing upgrades at NE 80th would be a great start. This is also a main route to Vestal elementary school for all the families north of Glisan. |
| | | Crossing NE Glisan between 60th and 82nd Ave is very unsafe |
| **10259** | Inner Powell Blvd Corridor Improvements: Local Contribution to State-Owned Arterial | Add MAX to this stretch of Powell. |
| | | I always feel like it is a gamble getting onto Powell in this area. Traffic flow and safety need improvement. |
| **11959** | Inner W Burnside Corridor Improvements | Only if it includes a cycle track on Burnside from NW 23rd to the bridge. |
| **10242** | Interstate-Larrabee Overpass | The NP Greenway needs to stay on the riverbank- this proposal is a travesty- huge mistake. |
| | | Sounds like a great improvement |

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| **11855** | Jade & Montavilla Connected Centers Project | 82nd is an important "Main Street" for the many Asian American businesses and community along it. As it stands, it is still very unsafe and uncomfortable to access these without a car, and redesigning it to better serve the needs of those walking and biking on the street would be a much needed improvement. |
| **10186** | Lents Town Center Improvements, Phase 2 | More tree canopy |
| **10337** | Marine Dr & 33rd Intersection Improvements | roundabout yes, stop building intersections |
| **11864** | Marine Dr Corridor Safety Improvements | This part is always trafficky |
| **10286** | Markham School Pedestrian/Bicycle Overpass | We desperately need more ways across I-5 outside of a car that are safe and don't include high speed on/off ramps. |
| | | If this project is going to remove cyclists and peds from the horror that is the Barbur Crossroads, then it needs to serve more than Markham School. It needs to allow access to the entire neighborhood and PCC. I currently cycle almost daily through the Barbur Crossroads. |
| **11869** | Moody Ave Extension | Anything to improve access to South Waterfront is needed. |
| **11830** | Multnomah Viaduct Safety Improvements | I ride my bike over this viaduct almost every day and while I love the 1927 bridge, clearly there needs to be some investment in providing facilities for bikes, not just for cars and trucks. |
| **10299** | N Lombard Corridor Improvements: Local Contribution to State-owned Arterial | Deprioritize moving cars through our neighborhood fast and make Lombard people-first! Slow down traffic, protected bike infrastructure, plant trees, calm traffic. |
| **11797** | N Lombard St (formerly N Burgard Rd) Viaduct Replacement | a waste of money if congestion pricing goes into effect. |
| **12234** | N Lombard St Bridge Replacement | Shouldn’t BNSF pay for it? |
| | | Since this is a major way in/out of St Johns, it is essential that this bridge be able to withstand an earthquake. |
| **11842** | N Willamette Blvd Bikeway | This is the only corridor for cyclists and will result in huge increase in cycling from riders in St. John's who want to come downtown but high-stress riding on Willamette makes it challenging. |
| **10243** | NE 12th Ave Bridge Replacement | this better have bike lanes, the Blumenauer Bridge it too disconnected |
| | | Do repairs and improvements, but seismic upgrades are unreasonably expensive when so many other transportation projects are in need. |
| **12312** | NE 60th Ave Rail Undercrossing Improvements | Please skip the nearly useless ped and bike part. |
| **11943** | NE Broadway Corridor Improvements | Improve bikeway along brodway. Slow down traffic, remove auto lanes. Add more controlled pedestrian and bike crossings. |

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| | | The bikeway would be best served parallel to the corridor due to the constrained nature along segments and the need for delivery parking for businesses on both sides of the street |
| | | We don't need "enhanced bike lanes." We need a full road diet, so that only one lane of traffic remains in each direction. The balance of the road needs to provide protected cycle tracks, transit lanes, on street parking, street seating, additional street trees, and pocket parks. |
| **11632** | North Hayden Island Drive | We need more access to Vancouver from Hayden Island and PDX |
| **11782** | North Portal Street Improvements | It's a great idea but asking for a lot of money without a clear plan. |
| **11642** | North Portland Greenway Segment 3 | Don't know the current usage/need for this. |
| | | There's a really big natural area here that would be an incredible connector for St Johns. |
| **11644** | North Portland Greenway Segment 5 | build this on the WEST side of Albina Yard! This is the once in a lifetime chance to get the alignment of our riverfront trail in the right spot- don't screw it up and put the path along Interstate Ave/Greeley! |
| | | We need to rapidly expand and connect our biking, and greenway system. |
| | | Connecting swan island to the rose quarter with a flat, car-free path seems like such a great idea that it's amazing it hasn't happened already. It's silly to make pedestrians and cyclists climb a hill and fight traffic to get from point A to B. Why not just take the direct, flat, easy and safe route?! |
| **11814** | NW Bridge Ave Multi-use Path | YES! |
| **11860** | Outer Foster Corridor Safety Improvements | There is so much development happening just east of here - Foster Rd is only going to get busier and more dangerous in the very near future. Improvements are very much needed to prevent deaths and injuries! |
| **10318** | Outer Glisan Corridor Improvements, Segment 1 | Many of the profound challenges we face are rooted in inequity. Let's treat our area holistically and understand ALL parts of the city need great design and quality infrastructure |
| **10203** | Outer Glisan Corridor Improvements, Segment 2 | Trees |
| **10321** | Outer Stark Safety and Access to Transit | Trees |
| | | Due to the lack of sidewalks I have to ride my power wheelchair on the roadway (on the side streets) between Stark and Glisan around and on 139th. Cars fly down that road and I must walk my service dog twice a day. At times with the water filled curb cuts I can't cross Stark at 139th to reach the sidewalks. Can't someone design sidewalk ramps with proper drainage - maybe section of mesh/grate where the ramp hits the road - draining to the storm drains in which a cane will not get stuck? |
| **10284** | Outer Taylors Ferry Safety Improvements, Segment 1 | This is a very crucial bike connector between Metzger area and SW Capitol Hwy |

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| | | I ride my bike here almost every day and it's really hairy. If you want more people to bike here, you need to add space for cycling. |
| | | Very active location. Steep grades increase safety needs here. |
| **12311** | Passenger Ferry Pilot | This isa waste of money. Its impossible for a ferry to be time competitive with a bus. |
| **11840** | Post Office Blocks Transportation Improvements, Phase 1 | I am all for the development of that land ñ, but do the roads actually need to go all the way through? Does the residential development project require through roads? |
| **11795** | Post Office Blocks Transportation Improvements, Phase 2 | The benefits of getting this redevelopment right, including attractive bicycle and pedestrian infrastructure will be tremendous. |
| **12207** | Red Electric Trail, Segment 1 | This would be so big for my family if completed. |
| **10354** | Red Electric Trail, Segment 2 | This would be so big for me and my family. |
| **10180** | Sandy Blvd Corridor Safety Improvements | Please include a protected bike lane! |
| **10271** | SE 92nd Ave Safety Improvements | This can't come soon enough. Protected bike lanes please. |
| | | Trees |
| **11854** | SE Hawthorne Blvd Corridor Safety Improvements | Hawthorne needs a protected cycle track. |
| **11793** | SE Yamhill /Taylor Couplet | close ramp |
| | | This would be a great project, once I-5 is removed from the East Bank of the Willamette. Until then, it's putting the cart before the horse. |
| **11821** | Sixties Neighborhood Greenway | 60th is a major I-84 crossing, including for cyclists, most of whom will not bike on 82nd since it's even worse. This leaves a huge area with no viable safe route to get to all the businesses on Glisan/Halsey, or to get through to other areas of town. Virtually all routes over freeways need to be made safe for cyclists, the longer distance there is between such through-streets, the more back-tracking one needs to do, making it harder to get around by bike, meaning fewer people will bike. |
| **10319** | Stark/Washington Multimodal Improvements | Stark/Washington are major I-205 crossings for all road users and as such need to be safe for all road users. Drivers will prioritize getting to a freeway one second sooner over the safety, even lives, of other road users, especially if a collision with them won't damage their vehicle significantly. This is unacceptable. |
| **10280** | Sunset Blvd Ped/Bike Improvements | Sunset Blvd is a prominent walking and biking route to three schools plus the local town center. People walking or biking are forced onto the shoulder where cars often tread. This is an important gap to fill |
| **11351** | SW Multnomah Blvd Ped/Bike Improvements, Phase 2 | If you're going to build separated infrastructure, you need to have to plan to MAINTAIN it. |

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| | | Very active area for community commercial and civis activities including community center and Spring Garden Park. Lets get thes safety improvememts complete. |
| **11825** | SW Pomona/64th Ped/Bike Improvements | Just sidewalks would be the priority. No bike facilities. |
| | | I use this for Tigard/Portland bike trips. |
| | | Steep grade adds to safety needs in this road. |
| **11827** | SW Terwilliger Corridor Improvements, Segment 1 | Why isn't the Taylors Ferry/Terwilliger intersection upgrade on the map? This would cost a fraction of what is proposed here, and would fix a failed intersection that only gets worse by the year and has a detrimental effect on businesses here as well as all surrounding neighborhoods. |
| **11831** | US 26 Multi-use Path | This is the best route between downtown and Beaverton. It's shameful that it has been essentially closed off to people walking and bicycling for decades, especially since they are most in need of a route that minimizes hills. |
| | | This would be an amazing investment as the current connection is non existent. |
| **11789** | Vista Bridge Renovation | Not enough information |
| **11786** | Water Ave Corridor Improvements and Realignment | Bike way especially! |
| | | I bike, run, and drive on Water Ave regularly and rarely have safety concerns or congestion. The high cost could be better spent elsewhere. |
| **11839** | Water/Yamhill Traffic Signal | close ramp |
| | | Why should we increase automobile capacity, anywhere? Congestion is our friend. Delay is our friend. Try tolling the freeway first before doing another single thing to increase capacity. |
| **10287** | West Portland Connected Centers Project | I would prioritize ODOT spending in other locations...HWY 99, 8, and maybe some eastside at grade urban corridors. |
| **Nominating Agency: Sherwood** | | |
| **11404** | Baler Way Extension | STOP SPRAWLING! |
| **10682** | Brookman Road Improvements | STOP WIDENING ROADS! STOP SPRAWLING! |
| **12044** | Langer Farms Parkway Extension | STOP SPRAWLING! |
| **10699** | Oregon Street Improvements | STOP WIDENING ROADS! |
| **10691** | Sherwood Blvd Improvements | STOP WIDENING ROADS! |
| **12046** | Tonquin Area East-West Collector | STOP WIDENING ROADS! STOP SPRAWLING! |
| **Nominating Agency: Tigard** | | |
| **10755** | 72nd Ave. Improvements - 99W to Dartmouth | This street is wide and traffic flows freely. Not important compared to other projects. |
| **12167** | Downtown pedestrian improvements (urban renewal) | It is currently very frustrating to get from Heritage Trail to Tigard TC |

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| **10766** | Fanno Creek Connections Project | I have been waiting for this since I moved to Tigard in 2017. I thought we were hiring contractors this summer? What? |
| **12088** | Fanno Creek Trail Gap (Bonita to Cook Park) | This region is very difficult to get through on a bike or walking. It would really give an active transportation connection between Tualatin and Tigard. |
| | | Great regional trail...filling in this gap is a priority |
| **11220** | Hall Blvd. Improvements - Locust to Durham | Enhancing Hall Blvd needs to be a major priority for pedestrian safety |
| | | Needed to complete jurisdictional tranfer please help |
| **11217** | McDonald Street Improvements | STOP WIDENING ROADWAYS! |
| **12170** | North Dakota St (Fanno Creek) Bridge Replacement | Need better Fanno Creek alignment. |
| | | Trailhead for Fanno Crk. Very active, many peoplerunning and biking, steep grades increase safety needs. |
| **12168** | OR 217 Ped-Bike Crossing at SW 95th Ave | This would be so impactful. There is no safe or comfortable way for any cyclists or pedestrians to get across 217 in this region. |
| | | People walking have two bad options, either HWY 99 or Greenberg. This bridge will add a safer and more direct route for many who roll and stroll in Metzger. It also an area with a significant increase in MF housing within a Metro regional center. The area is ripe for this investment. |
| **12171** | SW 95th Ave Ped/Bike Rail Undercrossing at Commercial St and Heritage Trail | This would be huge for connecting to businesses and residents in this area. |
| **12173** | Templeton-Twality Safe Routes to School Improvements | SRS |
| **11998** | Tiedeman Ave Complete Street | Fanno Creek / Heritage Trail connection would be so amazing. |
| | | Not if "urban standards" means widening to add traffic lanes. |
| | | Provides access to Fanno Creek trail to multiple MF developments in area - very active area with lots of people strolling and rolling through however toad built for cars so very unsafe. |
| **11996** | Tigard St (Fanno Creek) Bridge Replacement. | Very horrible to be not in a car here. Speed limit is 35 MPH which is outrageous. |
| **11229** | Walnut Street Improvements | Speed limit should be reduced to 25 MPH, lane width narrowed, and sidewalks with bike lanes on both sides of road. |
| **Nominating Agency: TriMet** | | |
| **12028** | ETC: NE Sandy Blvd Enhanced Transit Project | We need more commuter rail!! |
| **12033** | ETC: SE Belmont Enhanced Transit Project | Not enough information |

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| **12035** | ETC: SE Powell Blvd Transit Project | Powell is such a strong corridor for growth and transit service. It should get a automated light metro similar to Vancouver's Canada line. |
| | | Improving transit on SE Powell will greatly improve mobility (especially for those who don't own a car) and help get to our climate goals. |
| | | Would love to see MAX on powell or division |
| | | Do a MAX line |
| **12032** | ETC: SW Beaverton-Hillsdale Hwy Enhanced Transit Project | We need interurban heavies. We need the WES to extend down to Salem reconnecting the area with our capital once more! I-5 needs a rail alternative. We need a railvolution. |
| **12029** | HCT: 82nd Ave Transit Project | The 72 is one of the most busy Trimet lines, serving many marginalized communities and their business. Its speed and reliability however is comparability abysmal and needs to be improved in order to better allow better opportunities for this area. |
| | | Real, actual BRT. Not that fake imitation "BRT" we got on Division. Dedicated lanes. |
| | | High Capacity Transit needs to actual be high capacity. Running an articulated bus every 12 minutes for "most" of the day is not high capacity. Random bus routes in Seattle are higher capacity than the FX2 project by seats/day. The entire corridor needs bus lanes, and both local and express services should be considered. Stop planning mediocre bus projects and calling it high capacity. |
| **10922** | HCT: MAX Red Line Improvements Project: Capital Construction | YES! Improving the MAX line service to the airport would be HUGE!!! |
| | | Isn't this funded? |
| | | this is under construction |
| | | Definitely improve reliability of MAX. |
| | | We need to improve this bottleneck for MAX. But the true solution is to make MAX entirely a subway downtown. |
| **12050** | HCT: Steel Bridge Transit Bottleneck Project Development | Removing the bottleneck that is the Steel Bridge and moving MAX underground is likely one of, if not the most important project that would increase speed reliability of the MAX system. This would likely convince many to switch to MAX instead of driving. |
| | | A central city MAX tunnel is easily the most important transportation project in the entire metro. Getting MAX service up to reasonable freuquencies will make the service so much more useful. |
| | | Is this part of a central city tunnel and/or viaduct? |
| | | Yes! Please look ahead into our future and realize that our entire regional express transit system FAILS during a large earthquake, with no backup plan ready. Please advance replacing the steel bridge or prepare the process of designing |

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| | | a tunnel to accommodate MAX and busses crossing the Willamette |
| **11319** | HCT: Streetcar Montgomery Park Extension | Absolutely not. These neighborhoods have good bus service already! |
| | | Expanding the streetcar here would be excellent. But streetcar should be expanded all over the city. |
| | | Definitely, expand the streetcar here. It should be expanded all over the city: along Sandy Blvd, along 82nd Ave., along 122nd Ave., and more. |
| | | We should expand the streetcar. It should also go down Sandy Blvd, down 82nd Ave., down 122nd Ave., and more. |
| | | This is absolutely a must. Given all of the new development in that area. |
| **11589** | HCT: Tualatin Valley Highway Transit Project | TV Highway presents itself as an ideal corridor for an exceptional transit line serving hundreds of vibrant communities and their businesses. As is, the 57 is subpar at best in terms of frequency, transit access (pedestrian and bicycle amenities), stop amenities (lighting, trash bins, and bike parking), and land use. |
| | | Preferably MAX instead of bus / brt |
| | | If BRT is the chosen path here and Metro continues with the "FX" style of "BRT" (that is plainly not BRT in any way, shape, or form) I will have some stern words for someone at some meeting. It's embarrassing to live in a city that pretends to be a world class transit city that can't even do level boarding on their only "BRT" line.<br><br>TV highway needs things like local and express service and fully dedicated bus ROW. Anything less is a waste of money |
| | | Expanding MAX would be great. Also into SW and Tualatin, into St. Johns along Lombard, and into Oregon City connecting green and orange lines. And more. |
| | | We should be expanding MAX. Not just here. Put it into St. Johns along Lombard, into Oregon City to connect green and orange lines, into Tualatin in Southwest, deeply connected in Vancouver, as a subway downtown to fix a bottleneck. |
| **12253** | Park Avenue Park & Ride | would rather see the orange line extended to Oregon City |
| | | $24 million for free 320 parking spaces on an underutilized rail corridor is just about the worst investment I could possibly imagine. TriMet park and rides are almost universally barely used these days. This should be TOD or nothing. It's embarrassing that this is on the map at all |
| **Nominating Agency: Tualatin** | | |

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| **11422** | Boones Ferry Capacity Improvements (TS Rd Intersection) | Expanding this area will only make this road unsafe for pedestrians. Hopefully not learned anything from LA and how massive roads don't fix , but make the problem worse! This area is going through a lot of changes and not focusing on livability is a big mistake . |
| | | Stop increasing car traffic capacity! Count people not vehicles! |
| | | STOP WIDENING ROADS! STOP SPRAWLING! |
| **11962** | Grahams Ferry Rd Upgrade (SW Ibach to Helenius) | Very dangerous area for bikes and pedestrians. With all the increased commercial traffic I'm surprised nobody has been injured |
| **11430** | Helenius Upgrade to Urban Standards (109th to Grahams Ferry) | STOP WIDENING ROADS! STOP SPRAWLING! |
| **11428** | Martinazzi Safety Improvements (Warm Springs to TS Rd) | Very difficult to get through this area on a bicycle. |
| **10716** | Myslony Widening (Hedges Creek to 124th Ave) | STOP WIDENING ROADS! STOP SPRAWLING! |
| **10745** | Nyberg Creek Greenway Trail - East | Need more I-5 separated crossings for active transit users. |
| **10738** | Teton Ave Safety Improvements (Tualatin Rd to Avery) | STOP WIDENING ROADS! STOP SPRAWLING! |
| **Nominating Agency: Tualatin Hills Parks & Recreation** | | |
| **12043** | Beaverton Creek Trail (Regional) Seg. #3 & #4 | I hate riding on SW Milikan Way through this neighborhood. |
| **11211** | Bridge crossing of Hwy. 26 by the Westside Trail | This would really help heal the damage that having these areas so badly cut up by 26 has done. |
| | | I would use this regularly!! |
| **Nominating Agency: Washington County** | | |
| **10546** | 170th Ave. Improvements | Only if there are cycle tracks with protected intersections. 170th desperately needs them |
| | | This roadway desperately needs sidewalks, and I would love to see a cycle track put in. I also want to make sure it's designed for very slow speeds (narrow lanes and only 3 lanes where turning pockets are necessary), with many cues to drivers that people walking and biking are respected. People drive at very high speeds on the street now, and it's only two lanes. As it is, I would never let my child cross it alone, and there is an elementary school and nature park right there. |
| **11480** | 185th Avenue sidewalks and bike lanes: Kinnaman to Farmington | Several schools in the area. Seen many near misses. Traffic goes quickly and there are still some ditches. Had first-hand accounts of students being run into ditch for safety. |
| **10584** | Alexander St. Improvements | This road is falling apart and there is no safe way to walk down it at night. |

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| | | To what end? It seems fine. I live very near here and see no issues. |
| **11470** | Basalt Creek Parkway | STOP WIDENING ROADS! STOP SPRAWLING! This project alone could be canceled, and the funds would be sufficient to build out a safe bicycle greenway system for the entire City of Portland. This is a total waste of funds. |
| **11925** | Beaverton-Hillsdale Hwy Bike Lanes | Do not use a simple painted line to separate the bicycles and traffic. There is a major school located along this road along with two located nearby. Students deserve a safe bikeway and large sidewalks they can use to get to school. I live here and would complete so many local trips by bike if there were separated bike lanes. Take out a lane or two of traffic if you have to, the local car trips will decrease if the street can accommodate other modes. |
| | | Badly needed |
| | | This project needs to be converted into producing protected cycle tracks. We need to stop wasting money on bike lanes, they don't work and worse, they create a false sense of security. They are not a part of an effective Vision Zero network. |
| **11577** | Beef Bend Rd | STOP WIDENING ROADWAYS |
| **11487** | Boones Ferry Improvements | Bicycle path is already in existence and this road is huge . Sidewalk already exist on the south side, the north side sidewalk. I'm sure will come when development starts. This road is also already unsafe and to fast |
| **10806** | Council Creek Regional Trail (East-West) | This project is already fully funded and should be advanced to construction. |
| | | Great potential to connect people to Hillsboro for jobs and Max |
| **10612** | Greenburg Road | STOP WIDENING ROADS. The "urban standard" should be a single lane in each direction, with cycle tracks and sidewalks. Anything more is encouraging driving. KNOCK IT OFF! |
| **10595** | Hall Blvd. Improvements | Widening a road to 5 lanes does NOT improve it. It encourages speeding and traffic deaths. KNOCK IT OFF! |
| **11739** | Hall Blvd. Improvements | Widening a road to 5 lanes does NOT improve it. It encourages speeding and traffic deaths. KNOCK IT OFF! |
| **11045** | HCT: 185th Avenue/MAX Grade Separation | Do center running BRT in dedicated lanes. This street is wide enough for it. |
| | | This area needs rail immensely |
| | | I would much prefer this money be spend on so many other transit related projects than this. |
| **12300** | HCT: Southwest Corridor Engineering and ROW Support | Honestly, the planning for the SW corridor should be scrapped. A surface LRT is not the right move after just going through a dire operator shortage. Automated Light Metro like SkyTrain is the right mode for MAX expansion. |

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| | | We should have had this decades ago and almost had it if not for oil funded shell organizations opposing it and the pandemic. Please don't wait another decade plus! We had better passenger rail through the area 70 years ago; how sad is that?! |
| | | Perhaps reconsider the route to serve PCC and maybe hillsdale |
| | | Being able to easily take transit downtown from Bridgeport would be a dream come true. There are limited options for 1-seat rides to where I want to go downtown on weekdays and nonexistent on weekends. |
| **11464** | Jenkins Rd. Improvements | I'd take the bike lanes and sidewalks. |
| **10593** | Kinnaman Rd. Improvements | It is currently difficult for people who are open to riding a bike for transportation to go from South Hillsboro area to points east. Adding bike lanes to Kinnaman would allow me to ditch my car for my bike for more trips. |
| **12183** | Kinnaman Rd. Improvements | It is currently difficult for people who are open to riding a bike for transportation to go from South Hillsboro area to points east. Adding bike lanes to Kinnaman would allow me to ditch my car for my bike for more trips. |
| **10611** | Locust Avenue Bike Lanes and Sidewalks | This area could be a biking haven. |
| **10578** | Merlo/158th Improvements | Great except for the road widening part |
| | | Please do not make this a 5-lane roadway! People already drive at ridiculous speeds on it, and it connects to a school and a MAX station. There is a sidewalk today, but it feels very unsafe to walk on it, because vehicles travel very fast and there is no buffer from them. Yes to better sidewalks and an off-street multi-use trail, but please do not make the space bigger for cars too. They need to slow down, not speed up, I say this as someone who walks, bikes, and drives on this street. |
| **11465** | Metzger Area Sidewalks and Bikeways | Busy street with some existing MF as well as potential for more MF (County zoning is TOD R15), near Metzger and Hall Blvd bus lines (43 & 78). |
| **10545** | OR 10: Oleson Rd. Improvement Ph. 1 | Terrible intersection - dangerous - please fix |
| | | There are definitely cheaper alternatives for this intersection that would involve completely closing some access to the intersection and rerouting that traffic on other streets to access the intersection on the streets that don't get closed. For the property owners that would be affected by this, you could give them each $1M to buy their dream home and still come out ahead. |
| | | Fixing light timing and removing the little spur from Scholls Ferry to 10 should be tried first. |
| | | Its priority to inprove safety |
| **11914** | Roy Rogers Rd | STOP WIDENING ROADS AND SPRAWLING! |

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| **11451** | Saltzman Rd | the end of saltzman towards where it meets laidlaw is a dangerous, narrow, curvy stretch. |
| **11476** | Saltzman Rd | the end of saltzman towards where it meets laidlaw is a dangerous, narrow, curvy stretch. |
| **12192** | Saltzman Rd | the end of saltzman towards where it meets laidlaw is a dangerous, narrow, curvy stretch. |
| **10577** | Scholls Ferry Improvements | STOP WIDENING ROADS |
| **11915** | Scholls Ferry Rd | This is a highly traveled road for recreational bicyclists without bike lanes. It needs to be made safer! |
| **10596** | Scholls Ferry Rd. Improvements | This is a highly traveled road for recreational bicyclists and needs to be made safer! |
| **11452** | Scholls Ferry Rd. Improvements | This is a highly traveled road for recreational bicyclists and needs to be made safer! |
| **10567** | Taylors Ferry Extension | This would add even more traffic onto SW Taylors Ferry. |
| **11463** | Thompson Rd Realignment | this has been put off for almost two decades. it's working fine. create a small park at the corner of thompson & saltzman instead. |
| **11919** | Tile Flat Rd | Regardless of the Urban Growth Boundary, this area is growing like crazy and the roads are behind. |
| **12184** | Tile Flat Rd | Regardless of the Urban Growth Boundary, this area is growing like crazy and the roads are behind. |
| **11441** | TV Highway Safe Access to Transit | This is a heavily used bus route. They should definitely improve it for safety. |
| | | This would be good for the area and make it safer for walkers and bikers. Bike lanes should be protected. |
| | | Definitely improve this road for bikers and pedestrians. Make bike lanes protected. |
| | | Very busy area with traffic that goes quickly. Lot of pedestrian and transit use. Not safe to get to stops. |
| | | This is an insanely dangerous roadway and it has several roadside memorials that demonstrate this point. |
| **11440** | TV Hwy (and Canyon Rd) Corridor Safety and Access to Transit | TV Highway has many stops that are signs only with no sidewalks or covered stops. High speed traffic, no safe crossings of the road and many deep ditches. Very limited lighting and low visibility of drivers to see pedestrians. |
| **10569** | Walker Rd. Improvements | Absolutely not. This is a ton of money for minimal time savings and it will create a less safe/ more intimidating experience for non-car users. Table this one. We've got too many other good projects that need funding. |
| **11233** | Walker Rd. Improvements | Absolutely not. This is a ton of money for minimal time savings and it will create a less safe/ more intimidating experience for non-car users. Table this one. We've got too many other good projects that need funding. |
| **12188** | Walker Rd. Improvements | Absolutely not. This is a ton of money for minimal time savings and it will create a less safe/ more intimidating experience for non-car users. Table this one. We've got too many other good projects that need funding. |

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| **12187** | Walker Rd. widen to 5 lanes: Park Way to Westfield | Widening will just feed more congestion in the area |
| **11239** | Washington County Neighborhood Bikeways (Ph. 1) | This could really transform this region. |
| **Nominating Agency: West Linn** | | |
| **11754** | Salamo Bike and Ped Project | This is a great idea. The people in the lower income Willamette neighborhood could ride electric bikes to Safeway. |
| **10128** | Willamette Falls Drive Multimodal Improvements - OR 43 to 10th St. | Yes! More protected bike lanes and pedestrian ways in the suburbs, please! Help us get out of our cars. |
| | | Oregon city is another priority area that can be a walkable neighborhood if linked to other areas. |
| **12090** | Willamette Falls Locks Repair Project | I would like to see this. However, freight and tourism will take a huge downturn if tolling on the highways near here are enacted. So, ultimately, maybe this should be put off until it's known exactly how bad the hit on the local economy is from tolling before greenlighting this, |
| **10129** | Willamette River Greenway Trail | Wonderful! This is a great idea and will provide genuine alternative connectivity. |
| **Nominating Agency: Wilsonville** | | |
| **12200** | Advance Road - Stafford to 60th: Complete Street | First off, this intersection is extremely dangerous as it stands right now . Hopefully the new development that has been planned for this area will have a better design than Frog Pond . Smart density that includes all the factors is desperately needed for this part of town. Little shops to walk to friendly transit accessibility , a tree lined walkable neighborhood with front porches to help reduce crime and promote community is all needed. |
| | | STOP WIDENING ROADS! STOP SPRAWLING! |
| **11555** | Boeckman Creek Trail | This is such an amazing area. 1) needed for commuting . Currently no safe way to ride from Wilsonville to the Tualatin or Sherwood area .<br>2) The Villabois trails will connect up and the amount of people using this area already to enjoy the wildlife is incredible.<br>3) this being said the wildlife MUST stay protected as this green space expands. I know I don't have to say why this is important not just for wildlife but property values. People love seeing the array of wildlife out here already . |
| **10156** | Boeckman Rd. at Boeckman Creek | I agree about the safety issue. Also the speed is WAY to high especially considering all the new neighborhood expansions. This road leads right into a school zone. Trees, sidewalks, bike lanes, and bio swells are desperately needed along this entire road. Remember trees help slow traffic protected kids walking home and keep the town cooler in the hot summer. |
| | | STOP WIDENING ROADS! STOP SPRAWLING! |

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| **11489** | Boones Ferry / I-5 off ramp improvements | This is already a massive intersection and a huge issue. cars here are already exceeding the speed limit and widening this will (as you know) enhanced speed and more fatalities . Remember bigger roads = faster cars and always more traffic. |
| **11764** | Boones Ferry Road Extension | As a cyclist, no one currently uses Boones ferry . Until ridership goes up at the park-and-ride. I feel that this is currently not a priority. Possibly one in the future. |
| | | STOP WIDENING ROADS! STOP SPRAWLING! |
| **11243** | Day Road Improvements | This area is going to see much more traffic on every level.With all the new industrial zones added. Keeping pedestrians and cyclists safe while trying to stay green is going to be tricky . Don't forget transit . |
| **10133** | French Prairie Bicycle/Pedestrian/Emergency Bridge | make it a bridge for all traffic to avoid congestion pricing and I'd change my mind about saying no. |
| | | Strongly believe that this historic crossing(if done, right) can become a destination focal point for this community. The Old town area of Wilsonville could have a small resurgence . .This bridge as we know it's part of a much larger planned bicycle trail infrastructure. This isn't just going to be good for Wilsonville but the entire west side of the metro area . |
| | | I'd support it if it were also a two-lane road bridge. I think it vital to have a second bridge to divert traffic from the I-5 bridge that is merely traveling between Wilsonville proper and the Charbonneau area. Recall there are no other road bridges for miles east and west. If built as a two-lane, moderate speed bridge, this would encourage just locals to use it, and it wouldn't become a shortcut for regional traffic compared to staying on I-5. |
| | | There is currently no good way across the Willamette rive except for ferries in this region. |
| **10853** | Garden Acres Road Extension | STOP WIDENING ROADS! STOP SPRAWLING! |
| **10588** | Grahams Ferry Road Improvements | STOP WIDENING ROADS! STOP SPRAWLING! |
| **11554** | I-5 Walking and Biking Bridge | This bridge and project is a crucial linchpin to connecting Wilsonville's city center design with the transit center across the freeway . If the UGB is going to stay strong Wilsonville is going to need infrastructure such as this to help keep this community connected. I've got much experience trying to walk/ride across I-5 and it's currently unsafe and down right scary. |
| | | Need more of these crossings across I-5 |
| **12196** | Park Place Extension - Wilsonville to Courtside: Complete Street | I feel this area definitely needs improvement. However I'm not sure unless seeing the actual plans. I feel Wilsonville (as a long term resident here) desperately needs to focus on smart density . A connected infrastructure is going to be critical in making it work. Also I truly can't stress enough on how important it is to inform and educate the citizenry on basics of urban planning . People out here just don't understand the basics. |

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| **11775** | Parkway Ave Urban Upgrade | STOP WIDENING ROADS! STOP SPRAWLING! |
| | | This area is in desperate need of sidewalks and bike lanes. I would walk or bike over to the shopping center but I don't feel safe doing so with it's current condition. |
| **11776** | Printer Parkway Urban Upgrade | Widen road but skip all the rest . Can this be made cheaper and more car traffic friendly? |
| | | STOP WIDENING ROADS! STOP SPRAWLING! |
| **11773** | Stafford Road Urban Upgrade | This will only put more pressure on expanding the UGB . No a priority at this time |
| | | STOP WIDENING ROADS! STOP SPRAWLING! |
| **12197** | Wilsonville Road Intersection Modifications - Town Center Loop West to Town Center Loop East | Pedestrian crossings and bike lanes should be the priority when planning not cars. Possibly setting up barriers to separate the bike lane from car traffic. |
| **12201** | Wilsonville Town Center Cycle Track - Town Center Loop West to Memorial Drive | Wilsonville is currently not a friendly biking community. This area is confusing and the street designs currently allow cars to drive way too fast ! I feel this project will be a good start in making this area safer for cyclists. This will definitely begin to encourage cyclists and show future developers that this region is serious about a more livable and vibrant city center. |

# REGIONAL TRANSPORTATION BUSINESS FORUM – MAY 25, 2023

# MEETING SUMMARY

## Forum overview

Metro and the Portland Business Alliance (PBA) co-hosted a forum about the Regional Transportation Plan on May 25, 2023, from 3 to 4:30 p.m. The hybrid forum was held in-person at PBA's office and online on Teams. There were 26 participants representing a range of businesses across the greater Portland area, including Clark County—see the participant list on the final page of this summary. The forum was an opportunity for Council President Lynn Peterson, Councilor Juan Carlos González and Metro staff to share an update about the Regional Transportation Plan (RTP) with business leaders and for Metro to hear transportation related concerns and priorities from participants.

## Welcome and Introduction

Andrew Hoan, President of Portland Business Alliance welcomed participants and introduced Metro councilors. Metro President Lynn Peterson and Metro Councilor Juan Carlos González then introduced the RTP and the process underway to update the Plan. They stressed that the RTP is a federally mandated document. The projects and policies in the RTP communicate the region's identity and plan for future growth. President Peterson emphasized that any transportation projects seeking federal funding must be included in the RTP project list. Metro noted the dates for the draft 2023 RTP public comment period—July 10 to 25, 2023—and the Plan adoption—November 2023. Councilor González shared that members of the Joint Policy Advisory Committee on Transportation (JPACT) will travel to Washington, D.C. in early June to share the projects and leverage federal funds.



## Presentation: 2023 Regional Transportation Plan

Andy Shaw provided additional details on the 2023 RTP. He noted that while it is important to ensure that desired projects are included in the Plan, the Plan is updated every five years, so there are frequent opportunities to update the project list and regional priorities. Regional partners worked together to develop a the RTP vision, which informs the goals such as safe and equitable

transportation. He explained that the list of projects is developed strategically based on regional goals and feasibility, which is determined by funds and resources available.

## Discussion

Andy Shaw then invited the participants to ask questions and provide feedback on the types of transportation investments that are priorities for their businesses. Below is a summary of the participants' comments and questions:

### Participant question highlights

- What is the role of JPACT and Metro Council in the RTP process?
- What are the types of funding, how are funds distributed, and what is the project prioritization process included in the Regional Transportation Plan?
- How will the public be involved in the process and who will be invited to comment on the plan?
- How does the RTP coordinate with priorities outside of transportation, including housing, land readiness and accommodating urban growth while closing gaps in transportation?
- What is the data informing transit investments; specifically related to the expectations of transit ridership returning post-pandemic?
- What are the different modes of transportation, such as Electric Vehicles (EV) and freight access, and the improvement tools planned for these modes?
- There were several questions regarding tolling (both at the regional and statewide level, including: Is there a plan to mitigate the potential impact of tolling on travel?

### Participant comment highlights

- The Regional Transportation Plan should address trade-offs and conflicting needs.
- The value of freight moving through the region underscores the region's role in feeding the statewide economy. The transportation system needs to support freight movement.

## Discussion summary

The following specific comments and questions were raised during the meeting, followed by responses from Metro:

- A participant asked for clarification surrounding Metro Council's role in this process.
    - Metro Council's role in this process is to work with JPACT to develop the Regional Transportation Plan. JPACT approval is needed for anything to move forward. In the past year, Metro has hosted six joint workshops with JPACT and Council to talk about the regional goals, major projects and revenues; a process that has

continuously incorporated input and refinements. JPACT and Council have also discussed the RTP at their regularly scheduled meetings over the last two years. The goal is to develop regional priorities by the time of final approval in November 2023.

- A participant asked about bonds and how the revenues are estimated.
    - The RTP does not dedicate or cover bonds. The state conducts the estimation and Metro reaches out to agency partners to learn about their expected revenue to provide a regional financial forecast for the Regional Transportation Plan.
    - In the past funds were successfully raised based on the forecast. There is no one source of RTP funds that allocates money to the projects. The RTP is a list of projects with various funding sources. Federal funds get allocated through Metropolitan Transportation Improvement Program (MTIP) . Most of the funding comes from the State and most is spent on maintenance.
- A participant asked about how the RTP fits into the legislative transportation package and how the identified projects and packages influence the JPACT process. As well as how JPACT prioritizes the projects to form funding requests.
    - Cities, counties, and partners work together to approach legislators with shared priorities. Some projects are identified and have funding allocated.
- A participant asked about the improvement plans within the Rose Quarter and questioned how conflicts between public opinion and legislatively identified projects are balanced.
    - The question is outside the realms of the RTP since it is regarding project goals and development. The RTP addresses scope and scale, and some ideas of what the project will accomplish but the plan does not cover project development which is done separately from the RTP process. The RTP modeling helps ensure that standards are being met and that the project is in compliance with the regional goals.
- A participant asked if the public entities are the only entities included to make comments/suggestions on what can be added to the RTP.
    - Metro looks for owners of facilities (ex. local jurisdictions) for input since they need to help with funding.
- A participant wondered if the deadline for suggestions has passed.
    - There is an upcoming public comment period this summer/fall. The goals for the projects are set and the project submission due date has passed but now the process is to ask the public for feedback on whether the projects are reflective of the regional goals. It is best to communicate with the local jurisdiction directly if you have additional ideas for projects.
- A participant asked if the RTP needed to be consistent or align with government priorities outside of transportation.
    - There is no requirement since the RTP is a transportation plan. However, there are many layers to the plan and a lot of conversation between Metro and partners in the different sectors, as well as within Metro's departments.
- A participant commented that there is nothing in the plan that addresses trade-offs and conflicting needs, which feels like the kind of accommodation that should be part of the RTP.

- Participants noted that business expansion is constant but roadway and city improvements are not at the same pace. Happy Valley as an example is developing housing east-wards. The Sunrise corridor is an important route and a brand new downtown is constructed on the east side of the Happy Valley. With the 212 - 224 intersections, the growth is being monitored until the intersection is improved, but the county cannot engage in development. The participant suggested focusing on smaller projects that will have more immediate benefits.
    - Metro does not have the authority to suggest alternatives to local partners.
- Metro raised the issue of land readiness. The local authorities face the issue of limited staffing and funding resources to start the work of expanding urban growth boundaries and development.
- The participant was curious if the RTP focuses on putting in investments in transit deserts.
    - There are many options for adding capacity to the system; some are expensive and require a lot of energy and effort. Without elevating capacity of the existing system, it would be difficult is add more. The revenue forecast and reasonably expected revenues assist with creating a strategic list based on available funding and resources.
- A participant was curious if evaluations are being conducted on transit ridership. Ridership has dropped since pre-pandemic and they wondered if there is an expectation for it to return.
    - The service provided is still lower from the pandemic, which is why ridership still looks low. The ridership has been picking up and continued growth is expected, especially with service redesign. The service redesign will serve more places and businesses, it is factored in in the RTP as it looks at future transit expansion and how to best prioritize that. For future transit development, more services, options and different ways people get around are some things to consider. Transit can help alleviate the burden of land limitation as it can focus on places to help move people around while being mindful of housing needs with the increasing population.
- A participant asked about the $73 billion in transportation investment planned by 2045 and asked about the percentage of distribution. What type of information and technology are the projects referring to when it stated 2% information and technology? The 2% that is dedicated to Freight Access, what is its focus? Portland International Seaport?
    - The technology they're looking at is to optimize signals and improve operations. There are other tools and some are not expensive. Signal optimization is one of the ways to have a big impact on greenhouse reduction while not spending much. In terms of freight access, the investment is focusing on getting folks from freeways to key business locations including ports and distribution centers.
- A participant is curious about the information on electric vehicles.
    - The private sector is not included in the RTP.
- A participant asked about how the RTP accounts for the volume of travel between counties, especially with business production, and if more can be done to coordinate housing and jobs.

    - The RTP coordinates specifically and closely with the Regional Transportation Council (RTC) in Clark County. In addition to the work with RTC, Metro is also working closely with partners and identifying what comes into the region, which is part of the Oregon Transportation Plan (OTP). There is a new model on goods movement which shows the value of goods being moved in the area. They help identify the impact if a certain highway connection is not being fixed and what is coming in or out of each area.
- A participant noted that the value of goods moving across Oregon is more than goods being produced in the state. Transportation is important. The Portland Metro region feeds the state's economy, it needs to be considered for the rest of the state.
- A participant asked about how the RTP interacts with tolling.
    - Tolling was state-mandated and tolling implemented by ODOT is currently included in the draft RTP as a future assumption.
    - Metro conducted a study that examined how several different approaches to pricing–including throughway tolls similar to those that are currently included in the RTP as well as other approaches–would impact regional climate, mobility and equity goals. The study identified that diversion would likely occur with tolling, but that more analysis would be needed once specific projects were identified.
    - Three different projects in the 2023 RTP include tolling: the Regional Mobility Pricing Project (RMPP), which levies tolls along most of Interstates 5 and 205 within the region; and the Interstate Bridge Replacement and I-205 Tolling projects, which include tolls on I-5 and I-205 within their respective project areas.
    - There is a regional mobility pricing program, which is working through environmental assessments. There are pros and cons the whole region needs to address and identify mitigation plans for. There is an impact on local jurisdictions, which are already managing congestion.
    - The lack of land readiness makes it difficult. With rural/urban interchanges, congestion is hard to mitigate and some are not up to modern standards.
- A participant noted that Florida did not think that tolling would impact travel because employers reimbursed their employees. They asked if businesses have been consulted.
    - Metro is working with ODOT. While each toll program is unique, Oregon is looking to Washington's model to be equitable and efficient. Metro staff noted that employers would need to set up individual systems and explore tools of other regions.

**Participants**

1. Brett Morgan, 1000 Friends of Oregon,
2. Shannen Knight, A Sight for Sport Eyes
3. Alena Schnarr, City of West Linn
4. Karen Buehrig, Clackamas County
5. Akeem Abodunrin, Eagles Routes LLC
6. Jeff Murray, EFI Recycling, Inc.
7. Pia Welch, FedEx Express
8. Preston Korst, Home Builders Association
9. Sean Philbrook, Identity Clark County
10. Giyen Kim, Metro
11. Melissa Vaillancourt, Nike Inc.
12. Anna Howe, ODOT
13. Stephanie Millar, ODOT
14. Scott Turnoy, ODOT
15. Jana Jarvis, Oregon Trucking Association
16. Jim Austin, Oregon's My. Hood Territory
17. Peter Fry, Peter F. Fry Land Use Planning
18. Colette Tipper, Portland Community College
19. Sorin Garber, Sorin Garber & Associates
20. Michelle Giguere, Summit Strategies
21. Burgin Utaski, The Street Trust
22. Tara O'Brien, TriMet
23. Caitlin Ahearn, Westside Transportation Alliance
24. Alicia Chapman, Willamette Technical Fabricators
25. Paul Comery, WSP
26. Gerard Mildner, Associate Professor

**Metro**

- President Lynn Peterson
- Councilor Juan Carlos González
- Catherine Ciarlo, Director of Planning, Development and Research
- Andy Shaw, Director of Government Affairs
- Tom Kloster, Regional Transportation Manager
- Molly Cooney-Mesker, Engagement Specialist

**Portland Business Alliance**

- Andrew Hoan, President
- Jay Clark
- Tina Sillers
- Meikelo Cabbage

**JLA Public Involvement**

- Brandy Steffen
- Valentina Peng

2023 Regional Transportation Plan

# Summaries of agency consultation – Spring 2023

During phase 4 of the 2023 Regional Transportation Plan (RTP), Metro conducted consultations with federal, state, regional and resource agencies and with tribal governments to understand areas of interest and concern related to the 2023 RTP project list and policies. These consultations were coordinated with consultation for the 2024-2027 Metropolitan Transportation Improvement Program (MTIP). The 2024-2027 MTIP and the 2023 RTP are seeking final adoption in summer and fall 2023, respectively.

Metro sent consultation invitations requesting formal consultation with agencies and tribal governments. Metro staff held three consultation meetings: one with Tribes on April 19, another with Tribes and natural resource agencies on April 20 and a third meeting with federal, state and regional agencies on April 28, 2023. Summaries of the consultation meetings with agencies are attached. Metro is working with Tribes to finalize consultation meeting summaries.

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

# Meeting summary

**Meeting:** **Consultation with Tribes and Resource Agencies on the 2023 Regional Transportation Plan and 2024-27 Metropolitan Transportation Improvement Program**

**Date/time:** Wednesday, April 20, 2023

**Location:** Virtual via Zoom

**Agency representatives:**

Susan Sturges, NEPA Reviewer, Transportation Sector Lead, U.S. Environmental Protection Agency (EPA) Region 10, Policy and Environmental Review Branch
* This meeting also included a representative from a Tribe. The comments from the Tribe's staff are summarized in a separate document.

**Metro staff in attendance:**
Grace Cho, Senior Transportation Planner, MTIP

Molly Cooney-Mesker, Communications Specialist

Tom Kloster, Planning Manager, RTP

Katie McDonald, Tribal Liaison

Lake McTighe, Principal Planner, RTP

Shannon Stock, RTP Program Assistant

**Welcome, purpose and introductions**

Molly Cooney-Mesker and Katie McDonald outlined the purpose of consultation meeting, including sharing information and discussing and receiving feedback about the 2023 Regional Transportation Plan (RTP), the RTP draft environmental assessment in Appendix F and the 2024-27 Metropolitan Transportation Improvement Program (MTIP). Metro is at key phases in both the RTP and the MTIP.

**Overview of RTP and MTIP updates** (Link to recording of the presentation)

Molly Cooney-Mesker gave an overview of the update of the 2023 Regional Transportation Plan (RTP) and the draft 2024-27 the Metropolitan Transportation Improvement Program (MTIP). The RTP is updated every five years and is the blueprint that guides investments in all forms of travel throughout the region and the movement of goods and services. The 2023 RTP process established an updated vision and goals to guide investments in the region's transportation system through 2045. The MTIP implements the RTP by tracking the anticipated spending of

Federal funding on regionally significant transportation projects over the next four federal fiscal years.

**Overview of RTP Chapter 3 environmental policies and environmental assessment**

Lake McTighe shared a PowerPoint presentation about the draft RTP policies that guide natural resource and environmental protection and introduced the draft environmental assessment.

*Resource Agency comments*

Susan Sturges, EPA, asked for clarification about what is required in the RTP environmental analysis and what is not. Metro staff noted that Metro is not required to provide a NEPA analysis for the RTP.

Susan Sturges, EPA, suggested adding a summary of the 2040 Growth Concept to Appendix F, or a link to additional information. She also suggested reviewing the land use section of the policy chapter (Chapter 3) for updates. She commented that some of the recommendations and suggestions seem outdated, such as the recommendation in the first table. Metro staff noted this could be done.

**Next steps**

Metro staff provided a timeline for additional comments on the RTP, MTIP and RTP Environmental Assessment.

- May 4, 2023 – Provide any additional questions or comments to Metro staff
- May 5, 2023 – Public comment period for 2024-27 MTIP closes. Metro to finalize and create adoption draft. Final deadline for submitting comments on the 2024-2027 MTIP is May 18.
- June or July 2023 – Staff will request JPACT approval Metro Council adoption of 2024-27 MTIP
- July 10 – August 25, 2023 – The Draft 2023 Regional Transportation will be available for public comment.
- Nov. 30, 2023 –Metro Council considers final action on the 2023 Regional Transportation Plan

Since this consultation meeting the EPA and the City Portland's Bureau of Environmental Services have submitted comments on the 2023 RTP Draft Environmental Assessment (Appendix F). The City of Portland was not able to attend the consultation meeting but received the invitation and materials. The substantiative comments provided by these two agencies and Metro staff responses are attached.

The Tribes and agencies will receive revised versions of the 2023 RTP Draft Environmental Assessment during the public comment period for the 2023 RTP in July 2023.

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

Date: May 5, 2023

Topic: Additional comments submitted by resource agencies following the 2023 RTP and 2024-27 MTIP Consultation with Resource Agencies

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**Comments submitted by Susan Sturges, Transportation Lead, EPA:**
**Date: 5/4/23**

- Appendix F, Section 1.2, Table 2. Recommend adding CWA Section 402 National Pollution Discharge Elimination System (NPDES) permit to Table 2.
  - Metro response: this will be added

- Appendix F, Section 3.2, page 36: Consider EPA's NEPAssist for additional datasets. NEPAssist is a web-based application that draws environmental data dynamically from EPA GIS databases and web services, providing immediate screening of environmental assessment indicators for a user-defined area of interest. Datasets include impaired streams and waterbodies; and Superfund, Brownfields, and hazardous waste (RCRA) sites. NEPAssist is available at https://www.epa.gov/nepa/nepassist.
  - Metro response: Reference will be added to Section 3.2, as well as 4.11 Resources for mitigation activities

- Appendix F, Section 4.5, page 45: Recommend including reference to Compensatory Mitigation for Losses of Aquatic Resources under CWA Section 404 (Final Rule). Available at https://www.epa.gov/cwa-404/compensatory-mitigation-losses-aquatic-resources-under-cwa-section-404-final-rule.
  - Metro response: This will be added.

- Appendix F, page 49: This appears to be a repeated paragraph from previous page.
  - Metro response: Repeated paragraph has been removed.

**Comments submitted by City of Portland BES:**
**Date: 4/28/23**

- Multiple grammatical corrections.
  - Metro response made all corrections.

- Appendix F, Introduction, page 2: Recommend refining for readability- "so that project costs can be accurately and to provide an accurate assessment of which projects and type of projects intersect with and could potentially water and fish, habitat quality and connectivity, floodplains, and tribal, historic, and cultural places or archeological resources."
  - Metro response: Refinement will be made.

- Appendix F, Introduction, page 2: Question regarding wording - "permeability?"
  - Metro response: Will change to clarify that permeability is referring to fish and wildlife connectivity across/over/under roads.

- Appendix F, Section 1., page 6: Are both of these true for wolves or is there a missing species noted? - "(2) A small remnant run of the historical population migrates through the Columbia River. (2) The gray wolf is protected as endangered under the authority of the federal Endangered Species Act in Oregon west of Highways 395, 78, and 95."
    - Metro response: Will review and make any necessary corrections.

- Appendix F, Section 2.3.1, page 16: For the table to stand alone, perhaps clarify that this is the % of capital projects only - "% of projects"
    - Metro response: Change will be made to the title of the tables.

- Appendix F, Section 3., page 33: Recommendation that it would make these analyses more clear and direct if the O&M projects were removed from the equation. These could be analyzed separately so the reader gets a better perspective of how the target projects fall among and against each other - "A total of 655 projects in the 2023 RTP financially constrained list of projects were included in the analysis, out of a total of 1,066 projects."
    - Metro response: Will update to improve clarity.

# Meeting summary

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

**Meeting:** 2023 RTP and 2024-27 MTIP Consultation with State and Federal Agencies
**Date/time:** Thursday, April 27, 2023
**Location:** Virtual via Zoom

**Agency representatives:**
Ted Wenk, Oregon Bureau of Labor and Industries (BOLI)
Cody Meyer, Department of Land Conversation and Development (DLCD)
Kelly Reid, DLCD
Nathaniel Price, FEderal Highway Administration (FHWA)
Danielle Casey, Federal Transit Administration
Ali Mirzakhalili, Department of Environmental Quality (DEQ)
Gerik Kransky, DEQ
Michael Orman, DEQ
Michael Freels, Oregon Department of Energy (ODOE)
Glen Bolen, Oregon Department of Transportation (ODOT), Region 1
Chris Ford, ODOT, Region 1
Erik Having, ODOT,
Dwight Brashear, SMART Transit
Kelsey Lewis, SMART Transit
Lynda David, Southwest Washington Regional Transportation Council (RTC)
Alan Lehto, TriMet
Tara O'Brien, TriMet

**Metro staff in attendance:**
Grace Cho, Senior Transportation Planner, MTIP
Molly Cooney-Mesker, Engagement Specialist
Kim Ellis, Principal Transportation Planner, RTP Project Manager
Tom Kloster, Planning Manager, RTP
Ted Leybold, Planning Manager, MTIP
Lake McTighe, Principal Transportation Planner, RTP
Shannon Stock, RTP Program Assistant

**Welcome, purpose and introductions**
Tom Kloster welcomed agency partners and outlined the purpose of consultation, including developing a shared understanding of the RTP and MTIP processes and receiving feedback on the 2023 Regional Transportation Plan (RTP) and 2024-27 Metropolitan Transportation Improvement Program (MTIP)

**Overview of RTP and MTIP updates**
Molly Cooney-Mesker provided an overview of the update of the 2023 RTP and the draft 2024-27 MTIP. The RTP is updated every five years and is the blueprint that guides investments in all forms of travel throughout the region and the movement of goods and services. The 2023 RTP process

established an updated vision and goals to guide investments in the region's transportation system through 2045. The MTIP implements the RTP by tracking anticipated spending of regionally significant transportation projects over the next four federal fiscal years.

**2023 RTP update -** *Presentation*

Kim Ellis shared a PowerPoint presentation that summarized the process for the 2023 RTP update, the draft policy framework and a summary of the draft project list. Kim also provided an overview of the draft findings from the high-level project assessment and system analysis results.

**Summary of discussion topics**

Ali Mirzakhalili, DEQ, asked a question regarding how many significant projects are in the draft 2024-27 MTIP.

Metro staff noted regionally significant projects that are included in the MTIP. Staff explained the MTIP has 130 projects, but at this time the 2024-27 MTIP does notinclude any of the major projects covered in the media frequently, such as I-5 Rose Quarter or Interstate Bridge. The greater Portland region completes its obligations for its last maintenance plan in 2017, and is no longer mandated to conduct an air quality conformity analysis. As a result, air quality conformity is not a focus of the 2024-27 MTIP evaluation work. However, Metro does conduct a performance evaluation of the MTIP investment profile. Around half of the projects in the MTIP are maintenance and preservation projects and generally the activity is located within an existing footprint. The remaining capital projects included in the MTIP are smaller scale projects that work towards serving community needs. These smaller projects, because of their scale, don't result in big changes in advancing the larger regional goals as shown by the performance evaluation.

Tara O'Brien, TriMet raised a question relating to "A Better Red" and how it is accounted for in the MTIP. Grace Cho responded with context relating to A Better Red, "noting because A Better Red has obligated its last funding payment from FTA and opening date in 2024, it is not necessary to include in the 2024-27 MTIP. But it was noted the performance improvements would have counted as part of the 2021-24 MTIP performance evaluation. The MTIP serves as a monitoring and implementation tool.

Chris Ford from ODOT Region 1 commented about the 2023 RTP update. He requested that Metro and ODOT work together on the language related to auxiliary lanes in the draft RTP policy chapter to ensure that there is one consistent policy that applies everywhere. He noted some conclusions are not in line with national best practices. He expressed support for aligning the RTP policies with the Climate-Friendly and Equitable Communities (CFEC) rules but noted it should not go beyond what was adopted in the rules. He also noted that some early RTP policy language related to pricing has been challenging. Erik Havig, ODOT Headquarters, noted the RTP policies on pricing and mobility are pretty close and that the Oregon Transportation Plan is supportive of all the RTP goal areas. He noted that while the basics are there, ODOT does have some concerns with the draft auxiliary lane language.

DEQ representative, Ali Mirzakhalili raised the draft RTP climate and resilience policies for discussion. He noted climate resilience and earthquake preparedness are two very different policy areas and asked whether there is an opportunity to split the two policy areas. He explained they are addressing two different things - one is natural occurrence the other is human-caused. In addition, having earthquake

preparedness as the focus of climate resilience is a limited view. Resilience should include the concept of reducing the impact of climate change on people and infrastructure. He further explained that it is difficult to see how connecting the two policy areas drives the investment.

Metro staff agreed that this is a challenge. Kim Ellis, Metro, replied that resilience in the RTP does include more than earthquake resilience and commented that reducing impacts of climate change on people, particularly marginalized communities has been a focus of discussions. She acknowledged Metro has more work to do to further develop the resilience policies to address that. She acknowledged the important policy work happening at the state level on this topic, and noted there has been limited time to have those conversations during this RTP process. As a result, the RTP will identify the need to address resilience as future work. Earthquake and emergency preparedness have been a focus, in part due to the Phase 1 of the Regional Emergency Transportation Routes project that Metro completed in partnership with the Regional Disaster Preparedness Organization in 2019. DEQ staff suggested the policies refer to "infrastructure hardening" instead of climate resilience. Metro staff commented that these were valuable suggestions and that feedback would be incorporated in future work.

*Specific discussion questions:*

**Q: Does the draft RTP project list align with recent state policies and goals for climate, equity and pricing?**

ODOT staff commented they were unaware of Appendix F, and asked when the appendix will be shared and if there is any relationship to NEPA work ODOT has done in the region.

Metro staff described the purpose of Appendix F, which is to document an environmental assessment of the RTP project list following what is directed in the Code of Federal Regulations (in particular 23 CFR 450.316(b) 23 CFR 450.324(g):and 23 CFR 450.324(f)(10 Metro staff further explained, the analysis used for the draft 2023 RTP project list follows the same methodology used in the 2018 RTP, and previous RTPs – but with more recent data, when available. Staff confirmed that this is not a NEPA level of analysis but more high-level to identify projects that may impact natural, historic or cultural resources. Metro staff noted that the assessment also includes a discussion of the types of potential mitigation strategies that can be used. Metro staff have consulted with Federal, State and other natural resource agencies, and Tribes on the methodology and data during the scoping phase for the RTP update and more recently on draft assessment. A revised draft Appendix F that addresses feedback received will be released for public review in July as part of the RTP public comment period.

**Q: Are there other policymaking, planning, or statewide rulemaking that the RTP or MTIP should be aligning with?**

Agency partners discussed incorporating changes from electric vehicles and the effects of telework trends on greenhouse gas emissions. DEQ staff requested more information about the research and analysis Metro staff and a consultant team recently completed in support of the RTP update. DEQ staff expressed the information could potentially inform the statewide Employee Commute Options (ECO) rulemaking underway. In particular, Oregon DEQ would like to understand the anticipated future impacts, based on Metro's climate modeling, of the state Employee Commute Options regulations requiring employers to provide alternatives to driving alone. Metro staff agreed to share this information at an upcoming technical meeting.

Kim Ellis, Metro, requested feedback about the Oregon Statewide Transportation Strategy (STS), particularly what state-led pricing actions should be assumed in the RTP climate analysis. She noted the memo in the meeting packet described the key questions and challenges. Brian Hurley, ODOT Climate Office, explained there is an "Adopted Plans" scenario Metro could use that reflects adopted state plans as of 2022. This does not include most of the STS pricing assumptions – but does have a modest assumption for pay-as-you-drive (PAYD) insurance that is somewhere between 0 and 100% by 2050. This assumption would be the minimum ODOT would like to see Metro include in the analysis. Questions about timing for VisionEval modeling and requested an opportunity to see that work.

Metro staff agreed it was timely to consult with ODOT, DLCD and DEQ on the climate analysis being conducted for the 2023 RTP to ensure the VisonEval model and technical assumptions align with state requirements for the analysis.

**Q. Other feedback or comments you would like to share with Metro staff?**

Chris Ford, ODOT, suggested a post RTP debrief on what went well/did not go well. One concern has been the amount of staff time taken to participate in the RTP update. He noted different staff lead each piece and organized the work and review of the work in different ways, making it difficult to know what to expect. Other agencies present showed interest in a post RTP debrief.

Tara O'Brien from TriMet commented future updates could do more to integrate land use and transit in the conversations.

**Next steps**
Metro staff outlined how they would be collecting and responding to feedback

- May 4, 2023 - Provide any additional questions or comments to Metro staff.
- May 5, 2023 - Public comment period for 2024-27 MTIP closes. Metro to finalize and create adoption draft.
- June 2023 – 2024-27 MTIP briefing to TPAC and JPACT
- July 2023 – Request JPACT approval Metro Council adoption of 2024-27 MTIP
- July 10 – August 25, 2023 – The Draft 2023 Regional Transporation will be available for public comment.

Materials following this page were distributed at the meeting.

To: Metro Council President, Lynn Peterson June 22, 2023
Cc: Metro Councilor Gerritt Rosenthal
Cc: Metro Councilor Juan Carlos Gonzalez
Cc: Metro Councilor Duncan Hwang
Cc: Metro Councilor Mary Nolan
Cc: Metro Councilor Ashton Simpson
Cc: Metro Councilor Christine Lewis
Cc: Chief Operating Officer Marissa Madrigal
Cc: Director, Parks & Nature, Jonathan Blasher

From: Friends of Cooper Mountain Nature Park ("FoCMNP")

Subject: Cooper Mountain Nature Park Expansion Follow-up

This, our third letter to you, is to update you on our activities in support of the protection, enhancement, and expansion of the Cooper Mountain Nature Park. We are also again requesting that Metro reinvigorate its acquisition efforts within its Cooper Mountain regional target area before development forever closes out the opportunity. Finally, we would like to share our thoughts regarding why doing nothing is not an option for Metro.

**Prior Letters**

Our first letter, dated October 20, 2022, was a request for action from you regarding the expansion of the Cooper Mountain Nature Park. Our second letter, dated January 11, 2023 and which we have not received a reply to, attempted to correct apparent misconceptions on Metro's part, as evidenced by your reply to our first letter and statements by Councilor Gonzalez, regarding target acreage and the nature of our activities. It was also intended to inform you about our requests to the City of Beaverton that it prioritize the protection and enhancement of the Significant Natural Resource Areas ("SNRAs") on Cooper Mountain in the formulation of its "Cooper Mountain Community Plan", which Beaverton will use to govern development on Cooper Mountain following annexation.

**Our Message**

We continue to deliver a four-part message in our communications with elected officials, staff, and the wider community:

1. **Cooper Mountain Nature Park Expansion = Sustainability**: The need remains to fulfill Metro's 700-acre refinement plan acquisition goal for its Cooper Mountain regional target area (per Metro Resolution #22-5250) to sustain the biological and ecological integrity of the Cooper Mountain Nature Park in perpetuity. At the time of this writing only one-third of the target acreage has been acquired by Metro and 98% of that was secured sometime before the Cooper Mountain Nature Park opened in 2009.

2. **Partnership**: The need exists for the benefiting local jurisdictions to partner with Metro in support of Metro's land acquisition activity within Metro's Cooper Mountain regional target area.

3. **Accessibility**: That, depending on Metro's responsiveness, meaningful, permanent, and sustainable "Access to Nature" hangs in the balance for 210,000 Metro constituents who now live within low single digit miles of the Cooper Mountain Nature Park, including 57,000 people-of-color (2022 census). In addition, 15,000 – 20,000 new residents are expected to join them in the coming years under the buildout on Cooper Mountain envisioned in the Cooper Mountain Community Plan.

4. **Community Support**: That the level of community support for the expansion of the Cooper Mountain Nature Park is high and growing. This includes support from Washington County's Community Participation Organization #6 (CPO-6), all the Beaverton Neighborhood Association Committees in the vicinity of Cooper Mountain, the Beaverton Committee for Community Involvement, Beaverton's Diversity Advisory Board, Beaverton's Climate Action Task Force, and others.

**Update on FoCMNP Activities**

A: Beaverton's Cooper Mountain Community Plan

Over the past several months, FoCMNP has provided extensive comments and inputs as part of Beaverton's ongoing development of its Cooper Mountain Community Plan ("CMCP"). In our comments on the CMCP's most recent proposed goals and policies, dated May 1, 2023, we took positions on several critical points germane to Metro:

1. The CMCP must allow for a major expansion of the Cooper Mountain Nature Park in line with the 700-acre goal for the Cooper Mountain regional target area specified in Metro Resolution #22-5250.

2. The SNRAs within the CMCP area require an adjustment to the normal equity-driven policy parameters that apply to other parts of the CMCP (e.g., housing, transportation, etc.) given that SNRAs are preexisting natural systems, rather than assets or systems created by and only for human use. Hence, SNRAs should first be identified and then protected, of which the latter can be done in tandem with the expansion of the Cooper Mountain Nature Park. Once that is accomplished the relevant policy treatment should be that of simply enabling equitable access to the SNRAs.

3. The current draft CMCP demonstrates that Beaverton can achieve Metro's and Beaverton's density requirements for the overall CMCP area by developing outside of identified SNRAs. The same has been affirmed by Beaverton's planning staff in recent testimony before the Beaverton Planning Commission.

4. That FoCMNP supports the proposal by Beaverton's planning staff to implement a "Green Framework" that would encompass approximately 50% of the CMCP area with the intent of focusing development outside of this Green Framework.

5. Given that Cooper Mountain is the last foreseeable significantly forested area likely to be annexed by the City of Beaverton…and a particularly rare upland forest at that, it is important that the required percentage of surviving tree canopy coverage on Cooper Mountain be set at 60%. This would be above Metro's 40% overall minimum for Beaverton, given that Beaverton's overall average tree canopy coverage currently stands at only 26%. We also support the planning staff's proposal to prioritize higher tree canopy density to mitigate warming impacts on the Tualatin River.

6. That we endorse the Beaverton planning staff's support for implementing Resilient Stream Corridors for stormwater management within the CMCP area in place of acreage-devouring retention ponds.

7. We are contending that Beaverton's proposed "Complete Streets Policy" is incomplete without wildlife corridor protections, inclusive of sufficient buffers, underpasses, and overpasses.

Beyond the foregoing, we have added several other comments to the draft goals and policies. These comments are shown in the attached document (Friends of Cooper Mountain Nature Park Comments, April 12, 2023, Cooper Mountain Community Plan (CMCP) Goals and Policies draft.)

FoCMNP continues to update the various community stakeholder groups (e.g., Neighborhood Association Committees, Diversity Advisory Board, etc.) on the progress of the CMCP.

The next relevant planning event for Beaverton is expected to be a work session before the City Council on July 18, 2023. FoCMNP expects to testify at that work session in favor of appropriate zoning and resource protections (e.g., setbacks) in the CMCP area to help ensure the protection of the SNRAs.

While ensuring that the final CMCP contains appropriate zoning and other resource protections is critical, we are not under the illusion that they are sufficient in and of themselves for long term protection…despite those who may believe that regulation alone is sufficient. Given "takings" considerations, acquisitions of SNRA parcels from willing sellers by Metro and local jurisdictions leading to the expansion of the Cooper Mountain Nature Park is what will guarantee long-term protection. We view zoning and other forms of regulation as delineating the boundaries and circumstances of development based on the combination of topography/buildability, infrastructure support, SNRA protection, health, safety, and density requirements. As the boundaries and circumstances of development become set for Cooper Mountain through a CMCP process that recognizes SNRA protection, it will clear the way for fair value appraisals that will enable SNRA parcel purchases from willing sellers by Metro and local jurisdictions.

<u>B: Benefiting Local Jurisdiction Participation</u>

It is our understanding that Metro desires local jurisdictions to partner with it in acquisition and resource protection efforts in Metro target areas within their jurisdiction. Given this, we have been in contact with THPRD, Washington County, and the cities of Beaverton and Tigard to understand how these jurisdictions plan to use their Local Share funds. As of today, all four jurisdictions are at different points. THPRD and Tigard are planning to allocate their Local Share dollars to projects other than the expansion of the Cooper Mountain Nature Park. However, THPRD is currently exploring the possible utilization of significant system development charge funds to assist Metro in its acquisition efforts on Cooper Mountain. Tigard is willing to discuss participating in trail access from its future River Terrace development to the Cooper Mountain Nature Park. The possible application of Tigard's system development charge funds is yet to be explored…with the same applying to Hillsboro. Washington County is expected to soon have a work session on its Local Share projects, and we have requested the inclusion of funding for the expansion of the Cooper Mountain Nature Park. Beaverton has yet to begin targeting its Local Share funding. We've shared our concern with Beaverton that even though their Local Share dollars are available into 2029, the need exists to designate a significant portion of these funds for acquisition activity on Cooper Mountain soon in order to be prepared for partnering opportunities with

Metro and other benefiting jurisdictions and to be positioned for what will likely be a fast-moving real estate market as Beaverton's annexation of the CMCP area draws closer.

**The Cost of Doing Nothing**

We understand that Metro may be wrestling with the question of whether to put its regional natural area acquisition funds toward natural areas well outside the Urban Growth Boundary ("UGB"), where opportunities are more plentiful and land is cheaper, or toward natural areas within or close by the UGB, where opportunities are fewer and land is more expensive, but where the bulk of the population that pays the bill for the 2019 bond measure actually lives. We see merit in both approaches. One is a bet on the future expansion of the Portland region's population, while the other seems to focus more on current needs and opportunities but has implications for the future as well. That said, it is misleading to represent it as an either/or decision, especially given the larger pool of funds currently available to Metro compared to its prior bond measures. What is germane in this environment is how Metro gets the biggest bang for its buck while sustaining its credibility on the accessibility front. By the former we mean expanding the success calculus beyond simply the number of acres acquired to also include the "access to nature" provided for the greatest number of people, including groups whose access has historically been limited. This approach supports the more recent messaging that Metro has been tirelessly communicating regarding its 2019 bond measure.

The position of FoCMNP is that Metro has no better opportunity to fulfill this larger calculus than by finishing what it started on Cooper Mountain with its first (i.e., 1995) natural areas bond measure. As mentioned above, there are now 210,000 Metro constituents within walking, biking, and easy driving distance of Cooper Mountain, with 27% being people-of-color. As development proceeds, they will be joined by another 15,000 – 20,000 residents on Cooper Mountain itself, with the majority residing in dense multi-family or multi-plex dwellings. On the other side of the ledger there is still substantially more than enough undeveloped acreage by which Metro can fulfill its refinement plan acquisition goal of 700 acres. This nexus of present and future population concentration and undeveloped land exists, to our knowledge, nowhere else in Washington County. It is a unique, one-off opportunity that we may not see again in Washington County…and would not represent a wholesale shift away from also buying less expensive natural areas miles out from the UGB. Yes, this land will be more expensive than land well beyond the UGB, but in using a longer lens it will be viewed as a prudent expenditure delivering everlasting value to the community. But further inaction on Metro's part means that the Cooper Mountain Nature Park remains truncated, lacking sufficient size to sustain the biological diversity it was created to protect, slowly atrophying into an increasingly sterile island…"de-natured" so to speak…as development closes in around it. The end-result will be what failure looks like from a conservation point of view.

But conservation failure alone would not be the full picture of failure here. To it would be added Metro's failure to provide sustainable and proximal access to nature to hundreds of thousands or more of nearby taxpaying constituents, both those present today and those who will take their place into the foreseeable future. All these constituents would lose access to what otherwise would have been the only large, biologically sustainable, regionally significant natural area in their vicinity - one within 5 miles of downtown Beaverton and 3 ½ miles of central Aloha.

It is sometimes difficult for those with means to recognize the hurdles faced by those with lesser means in accessing large regional natural areas. For example, to cover the 10-miles on public transit from downtown Beaverton to the next nearest large regional natural area, Forest Park, requires 2 to 2 ½

hours one-way. The 16-mile journey from downtown Beaverton to Chehalem Ridge Nature Park has no public transit support at all. While for those with means it boils down to no proximal access to large natural areas, for others it boils down to no practical access at all. This is the hard reality of accessibility failure…for both the present and the future.

The final piece is the hit to Metro's credibility should it persist on its present course. Namely, that it does not finish what it starts, and that accessibility is actually not that important to it. Seeking continued shelter behind the "willing seller-only" mantra will not help. For, excepting a five-acre addition to Winkelman Park, Metro's Cooper Mountain regional target area has seen no acquisitions since before the Cooper Mountain Nature Park opened in 2009, at least a fourteen-year span during which real estate transactions certainly did not cease within the 5,000-acre regional target area. Instead, what it increasingly looks like is not a dearth of willing sellers, but a lack of attention and diligence on Metro's part that has now enabled the possibility of a tri-level failure. In summation, these three together add up to the total cost of continuing to do nothing…the impacts to Metro's credibility, the failure to sustainably conserve the rare habitat and biological riches Metro initially set out to protect, and the loss of accessibility for current and future generations of the large and growing adjoining community of Metro constituents.

Again, we ask again that Metro rejuvenate its stalled acquisition efforts in its Cooper Mountain regional target area and partner with the relevant local jurisdictions to meet its refinement plan acreage goal. By doing so it will enable permanent SNRA protections and critical constituent accessibility via the resulting expansion of the Cooper Mountain Nature Park…before development closes the window.

Thank you for your time and attention to this important matter.

Friends of Cooper Mountain Nature Park

**From:** Wendy Kroger <krogerw@comcast.net>
**Subject: FOCMNP Comments to April 12, 2023 CMCP Goals and Policies draft**
**Date:** May 1, 2023 at 7:48:26 PM PDT
**To:** Rob Zoeller <rzoeller@beavertonoregon.gov>
**Cc:** kroger Wendy <krogerw@comcast.net>

To Beaverton Planning Commission,

Thank you for the opportunity to comment on the April 12, 2023 Cooper Mountain Community Plan: Goals and Policies draft.

We wish to note for the record that on April 16, 2023, the Friends of Cooper Mountain Nature Park (FOCMNP) provided timely and extensive comments to City staff on the February 27, 2023 version of the Cooper Mountain Community Plan (CMCP) Draft Policies. However, for this upcoming meeting, City staff has presented you with an ensuing draft, dated April 12, 2023, that does not contain any of our comments … even though the published public comment period for the February 27, 2023 draft was through April 20, 2023. As such, we have included our comments to both the February 27 and April 12 drafts in the attachment so that you can see them without having to go back and forth between documents. The April 12, 2023 draft was also issued only as a PDF, making it impossible to edit/comment directly on the document.

Next, for purposes of commenting on the most important pieces of the April 12, 2023 draft, we concentrated on "Cooper Mountain Community Plan Policies," beginning on page 38. However, we also reviewed pages 1-37 and, in many cases, have referred you to our comments in the Policies section, asking that the front section be updated to coordinate with our policy recommendations.

Highlighted are our critical points for your attention:

1. The CMCP must allow for a major expansion of the Cooper Mountain Nature Park (CMNP) in line with Metro Resolution #22-5250, adopted by Metro Council on April 14, 2022.

2. The identification, protection, and enhancement of "Natural Resources" require a different policy treatment from other Comprehensive Plan chapters or elements since Natural Resources are preexisting, rather than being assets or systems created by and for human use. Once Natural Resources are identified and protected (which can be done in tandem with expansion of the CMNP) the relevant policy treatment should be that of simply addressing equitable access to them.

3. Given that Cooper Mountain is the last foreseeable significantly forested area that will annexed by the City, it is important that a percentage of tree canopy coverage above Metro's 40% minimum for Beaverton (we recommend 60%) be instituted for the CMCP area. This is not only to protect the CMCP's Significant Natural Resources, but also to meaningfully move the City's overall percentage of tree canopy coverage towards Metro's minimum goal for Beaverton.

4. The proposed "Complete Streets Policy" is incomplete without wildlife corridor protection including buffers and under- and overpasses.

Please see the attached document for additional and specific comments from the Friends of Cooper Mountain Nature Park.

| | |
|---|---|
| **From:** | Wendy Kroger |
| **To:** | Rob Zoeller <rzoeller@beavertonoregon.gov> |
| **Subject:** | FOCMNP Comments to April 12, 2023 CMCP: Goals and Policies draft |
| **Date:** | Monday, May 1, 2023 7:20 PM |

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Please see the attached document for additional and specific comments from the Friends of Cooper Mountain Nature Park.

Friends of Cooper Mountain Nature Park Comments, April 12, 2023, Cooper Mountain Community Plan (CMCP) Goals and Policies draft.

Our comments are as follows:

First, we would like to applaud City staff for incorporating into the document the concept of a "green framework" (page 17) that would encompass approximately 50% of the CMCP area. We further applaud the stated intent in the document to "focus development outside of the green framework." That said, we find it confusing that the Significant Natural Resource Areas, which would assumedly make up the bulk of the green framework, also have a "Residential Mixed" treatment in the document (page 10). Residential Mixed and green framework would seem to mutually exclude each other and negate the stated intent of the green framework. We don't see how it is possible to have it both ways here, if we correctly understand the definitions of both. How can a green framework maintain its integrity in the face of a Residential Mixed designation? We ask that the Residential Mixed designation be applied only in the non-Significant Natural Resource areas. Finally, we would like to applaud City staff for supporting the use of Resilient Stream Corridors for stormwater management (page 22) and for recognizing that both the community and the City strongly support a significant expansion of the Cooper Mountain Nature Park (page 27).

In the February 27, 2023, draft, there was a clear presentation on "how can the CMCP improve community resilience to climate change and natural hazards." Unfortunately, these concise points have been scattered throughout the document or removed entirely. We suggest they be put back into their own section.

Beginning on Page 6 (April 12 document), there's an extensive section titled "Equity and Inclusion." In the former (February 27) document, beginning on Page 2, there's a section titled "Advancing Equitable Outcomes," covering "What are policies that advance equitable outcomes in Cooper Mountain." That was a very clear summary of expectations which have now been either scattered throughout the April 12 document or they have disappeared altogether. We urge that you pull that section forward into the newer document, specifically highlighting the following:

- Establish a 60% tree canopy requirement that considers… equitable access to the environmental and social benefits of trees. Prioritize higher tree canopy density adjacent to streams and in continuation from and around the Nature Park to mitigate warming impacts to the Tualatin River and its tributaries, provide habitat connectivity along stream corridors, and to help buffer significant natural resource areas. **(Natural Resources: Tree Canopy Policy a.v)**
- Coordinate with the Tualatin Hills Park & Recreation District ("THPRD") to provide equitable access to the McKernan Creek Regional Trail and amenities, where applicable, for different cultural, ethnic, and socioeconomic groups that historically have not benefited from access to natural areas due to physical, geographic, or

transportation-related barriers. **(Public Facilities: McKernan Creek Regional Trail Policy e)**

- Provide Neighborhood Parks in each Community Plan neighborhood that meet THPRD's neighborhood park standards as provided in THPRD's most recently approved Parks Functional Plan, to serve the park and recreation needs of people who live and work in the area and visit the area. **(Public Facilities: Park Policy c)**

Note: In reference to the 60% tree canopy coverage requirement above, we understand that the City significantly lags Metro's overall 40% minimum tree canopy goal for Beaverton, with Beaverton currently standing at approximately 26%. Given that Cooper Mountain is the last foreseeable significantly forested area that will be annexed by the City, it is important that a tree canopy coverage percentage goal significantly exceeding the minimum (i.e., 60%) be instituted for the CMCP area. This is not only to protect the CMCP area's Significant Natural Resources, but also to meaningfully move the City's overall average tree canopy coverage percentage towards Metro's 40% minimum goal.

The following comments relate to the aforementioned two documents, each addressing CMCP Goals and Policies. The first page number relates to the April 12 document; the second relates to the Feb 27 document, where we made our original comments. The comments remain germane and are repeated here. For example, in the first item below, Equity and Inclusion, Page 8 refers to where the subject is found in the April 12 document followed by /Page 2 which refers to where the original comment can be found in the February 27 document. Our comments are shown in red. If there is no second page referenced at the beginning, it means it's not in the February 27 document.

EQUITY AND INCLUSION
*Page 8/Page 2*:
Page 8: "The Cooper Mountain Community Plan seeks to create a community of welcoming and inclusive neighborhoods where all residents feel a sense of belonging. Advancing racial equity is not a goal in and of itself because creating equitable outcomes for residents, including historically underserved and underrepresented communities, means that all policy categories – Land Use, Housing, ~~Natural Resources~~, Resilience, Public Facilities, Transportation, Commercial Uses and Funding Strategies – should address equitable outcomes through their intent. Racial equity is a lens, through which all new goals and policies are being considered for the Cooper Mountain Community Plan. The identification, protection, and enhancement of Natural Resources require different policy treatment since Natural Resources are preexisting, rather than being assets or systems created by and for human use. Once natural resources are identified and protected, the remaining policy categories should then address equitable access to Natural Resources. (Comments shown in red and provided in Feb 27 draft)

*Page 9 (new in April 12 draft)* COMMUNITY PLAN GOALS
Item 3. Preserve, protect, incorporate, connect, and enhance natural resources.
Item 4. Improve community resilience to climate change and natural hazards.

Page 10/Community Concept Plan Map: SNRA overlay: Needs to be updated based on our comments in Significant Natural Resource Area policies section, page 42/page 7.

Page 16 “Plan Housing as a Good Neighbor…” Line 3: “…buildable areas of Cooper Mountain, ~~generally~~ away from the highest quality habitat areas…”

Page 17-21/ NATURAL RESOURCES Section needs to be updated based on our comments in the Natural Resources Policies section, pages 42-47/pages 7-10.

Page 22/ INTEGRATE BEST PRACTICIES FOR STORMWATER MANAGEMENT. At the end of the final paragraph on page 22, add Incorporate Resilient Stream Corridors into stormwater management. (See Climate Resilience, page 47/page 11 item f) Also coordinate with Page 27, Utility Plans.

Page 22/ MCKERNAN CREEK GREENWAY: Coordinate this section with McKernan Creek Greenway Policies (a-f) on pages 48-49 /page 13: adding the comment in red under “c) Evaluate and determine a trail alignment, including adequate protective stream setbacks and buffers, that generally follows the corridor along McKernan Creek identified in the Preferred Approach map in the Community Plan, and where possible, aligns or connects with roads or trails near the corridor.”

Page 24/ RESILIENCE/CLIMATE RESILIENCE: Update this section based on our comments on Resilience page 47/page 11; and Tree Canopy page 44/page 9.

Page 25/ PUBLIC FACILITIES & INFRASTRUCTURE. Coordinate and update this section with page 47/page 12, starting with Parks Policies b) through h) and Public Facilities and Infrastructure (a-h).

Page 27/ SUPPORT EXPANSION OF COOPER MOUNTAIN NATURE PARK. Incorporate page 47/page 12: Parks Policies Item a) as follows:

“Cooper Mountain Nature Park is the crown jewel park and greenspace on Cooper Mountain. It is currently 231 acres in total, and the southern portion (140 acres) is within the Community Plan area. The Community Plan calls for the park to be within the Significant Natural Resource Area Overlay zone, with an Impact Area buffer around the park’s perimeter.

The expansion of Cooper Mountain Nature Park, likely to the south, has been explored for many years. Such expansion was strongly supported by the community during the Community Plan process. The City of Beaverton supports a significant expansion of the Cooper Mountain Nature Park along the lines of the 700-acre total end-goal expressed

in Metro Resolution #22-5250, adopted by the Metro Council on April 14, 2022. The City will continue to coordinate with Metro, THPRD, other government entities (e.g., Washington County, Tigard, Clean Water Services, etc.), property owners, and other interested parties as expansion plans are evaluated and proposed by Metro. ~~possibilities are discussed~~."

Page 27/ COORDINATE AND IMPLEMENT UTILITY PLANS: Add the following sentence from Climate Resilience, page 47/page 11 within this subsection: Incorporate Resilient Stream Corridors into stormwater management.

Page 29/Page 15/ TRANSPORTATION; Coordinate/update this section with Active Transportation Policies, page 50/page 15; and Complete and Connected Streets Policies, page 50/page 17; Include the following from Public Facilities/Infrastructure, page 48/page 12: Promote and incentivize the co-location of roads, separated bicycle paths, off-road or buffered trails, and utility corridor alignments with each other.

Page 33-35/ CONNECTED NETWORK: This requires coordination with page 50/page 15: Compete and Connected Streets Policies, especially regarding SW 175th. See also additional comments in the Policies section. Under Wildlife Crossings, add the following to coordinate with Policies: New bridges… at five key locations: Midway along SW 175th Avenue north of Mountainside High School as indicated by the wildlife corridor map for safe east/west passage across SW 175th Avenue.

Page 36/ COMMERCIAL AREAS: page 54/page 20: The Community Plan's key outcomes for commercial areas are: a new Item 4: For areas behind commercial, public, mixed-use and residential buildings, parking, storage and trash collection will meet edge habitat design standards.

Goals and Policies:

*Page 39/Page 5*/ **Land Use Goal**: **Create equitable neighborhoods that integrate housing variety, provide access to parks and natural areas, support commercial areas, and prioritize safe and convenient ways to walk and bike within and between neighborhoods while adequately buffering and protecting all significant natural resource areas.**

Page 39/Page 5/ LAND USE POLICIES
Item b)i "Apply the Cooper Mountain Residential land use designation in areas:

i. Where site conditions, such as land with steep slopes, are better suited for single-detached dwellings and lower density multi-dwelling options;…"

This section needs to address our concerns regarding placing Residential Mixed within the greenway framework as well as mesh with both SNRA Policies/Impact

Area Policies plus the section on (Climate Resilience page 46/page 11), and should include our following comments in red:

> "The city will develop code standards and guidelines that reduce risks to life and property in steeply sloped areas and in areas with identified geologic or seismic hazards, such as through identifying those areas, reducing density of homes or prohibiting development in those areas, requiring necessary geotechnical and engineering studies; and providing additional requirements for developments that are affected by steeply sloped areas or areas with geologic hazards."

Page 42/Page 7/ NATURAL RESOURCES: Goal: Preserve, protect, incorporate, connect, and enhance natural resources.

## General Policies

a) Protect Cooper Mountain natural resources, including but not limited to stream corridors, riparian areas, upland habitat (including oak groves), and wetlands, and integrate natural features into neighborhoods and the community. Tools and strategies to accomplish this policy include:
   i. Significant Natural Resource Area overlay zoning (see below)
   ii. Impact Area regulations
   iii. Tree protection and mitigation
   iv. Wildlife corridor identification and preservation
   v. Steep slope protections precluding development that may pose detrimental impacts to downhill communities and natural resources.
   vi. Effective storm water management via green infrastructure, specifically including Resilient Stream Corridors
   vii. Encouraging development in areas that do not have significant natural resources and avoiding development in areas with significant natural resources.

b) Provide equitable community member access, both visual and physical, to natural areas through methods that balance natural resource and habitat preservation with the need for people to connect with nature. Tools include but are not limited to:
   i. Designing neighborhoods with continuous and/or frequent public access to natural areas, rather than private property borders that prevent community visual and physical access to natural areas; and
   ii. Providing trails adjacent to natural areas and, where impacts can be mitigated, alongside or into the Cooper Mountain Nature Park; and
   iii. Providing occasional but frequent public open spaces and viewpoints along street rights of way or trail rights of way that abut natural areas and parks.
   iv. The city will create Development Code provisions that promote equitable community member public access consistent with this policy.

## Significant Natural Resource Area Policies

a) The city will enable preservation in significant natural resource areas through implementation of a Significant Natural Resource Area (SNRA) overlay zone and its accompanying regulations (Figure 2). Significant natural resources include Riparian Habitat (Class 1 and 2), Upland Habitat (Class A and B), Class 3 Riparian Habitat and

Class C Upland Habitat to the extent that they serve as wildlife corridors or bird nesting and migration areas, the Cooper Mountain Nature Park, and protective buffers/setbacks for all the foregoing - as shown on the city's SNRA Map. The purpose of the SNRA overlay is to:

i. Provide protection and conservation of significant natural resources.
ii. Balance the economic uses that will occur outside the SNRA overlay zone with the conservation and preservation that will occur inside the SNRA overlay zone.
iii. Guide development review regarding the protection of significant natural resource areas.
iv. Promote intergovernmental cooperation in natural resource management.
v. Complement the city's tree protection regulations.

b) The city will develop SNRA overlay regulations to:
   i. Identify the area and activities that are subject to the SNRA overlay regulations.
   ii. Provide development standards and guidelines as needed to preserve significant natural resources areas, protect wildlife habitat and mobility, and regulate tree canopy inside the SNRA overlay while:
      1. Allowing exemptions and exceptions for uses that the city determines will have minimum or positive impacts, such as invasive plant removal or resource enhancement, on natural resources; and
      2. Allowing exemptions or exceptions for uses that are necessary for a public purpose, such as trails or utilities; and
   iii. Promote mitigation for SNRA impacts, such as replanting. Fee-in-lieu of mitigation would be allowed only after all other practicable on-site best conservation management practice measures are exhausted; and
   iv. Provide a method for reviewing SNRA boundary amendments to respond to new information, such as a study or a technical report.
   v. Establish design standards for features such as lighting, fencing, trails, bridges and other utility features in the SNRA overlay zone to reduce impacts on wildlife.

## Impact Areas Policies

a) The city will include an Impact Area adjacent to the SNRA overlay, incorporating significant setbacks, to protect natural resources and provide a buffer area that limits or negates the adverse impacts of development on the adjacent significant natural resources. (Figure 2)
b) The city will develop Impact Area regulations to:
   i. Identify the area and activities that are subject to the Impact Area regulations.
   ii. Provide development standards and guidelines as needed to provide a buffer area that protects adjacent significant natural resources areas and wildlife habitat and mobility, and regulates tree canopy inside the Impact Area while:
      1. Allowing exemptions and exceptions for uses that the city determines will have minimum or positive impacts, such as invasive tree removal or resource enhancement, on natural resources; and
      2. Allowing exemptions or exceptions for uses that are necessary for a public purpose, such as trails or utilities; and

3.

iii. Promote mitigation for impacts to natural resources in Impact Areas, such as replanting. Fee-in-lieu of mitigation would be allowed only after all other practicable on-site conservation best management practice measures are exhausted; and

iv. Provide a method for reviewing Impact Area amendments, for example when SNRA boundary amendments are proposed and Impact Area boundaries need to be adjusted.

v. Establish design standards for features such as lighting, noise reduction, fireworks prevention, trash receptacles, fencing, trails, bridges and other utility features in the Impact Area to reduce impacts on wildlife.

## Tree Canopy Policies

a. Establish a minimum tree canopy requirement in the CMCP of 60% supported by:
    i. Higher preservation standards inside SNRAs and Impact Areas and moderate preservation standards outside of SNRAs and Impact Areas.,
    ii. Innovative approaches to meeting tree canopy requirements in developments of different sizes and configurations.
    iii. Effective ways to reduce the urban heat island effect.
    iv. The protection of diverse, mixed-age forests.
    v. Equitable access to the environmental and social benefits of trees.
b. Provide incentives that encourage the retention of native, drought-tolerant, climate change-resilient, and mature trees, which collectively provide higher quality habitat and support diverse, mixed-age forests.
c. Provide mitigation for tree loss or removal, such as a requirement for the on-site replacement of trees, off-site plantings, and fee-in-lieu payments in that order.
d. Improve city standards that provide guidance on which trees are appropriate to plant in certain locations, such as inside SNRAs and near sidewalks.
e. Improve city standards that promote the longevity of newly planted and existing trees.

*Staff Note: Staff may add polices regarding commercial timber harvests to this section after additional research and analysis has been completed. (We're very interested to see where this leads.)*

## Wildlife Corridors Policies

a. Protect wildlife corridors identified on the Wildlife Corridor Map to support use by wildlife, avoid impacts from permitted development and preserve the connectivity and viability of the corridors within and outside the Cooper Mountain planning area.
b. Minimize stream crossing to the maximum extent practicable. In areas where stream crossings cannot be avoided, design stream crossings, such as for roads and trails, so that they allow passage by large mammals through the corridors on the Wildlife Corridor Map. (Figure TBD)
c. Prioritize protection of interior habitat, which exists beyond the habitat edge and inside a natural resource area, over edge habitat, which refers to the boundary between two landscape elements, such as when a tree grove abuts a residential development, since interior habitat provides a more stable environment for birds, mammals, and amphibians.

d. Protect edge habitat by using design standards to reduce impacts on wildlife.

CLIMATE RESILIENCE **(**keep the word 'Climate)
Page 46/Page 11: Goal: **Improve community resilience to climate change and natural hazards (leave 'natural' in)**
Policies:

a) Reduce greenhouse gas emissions by providing and promoting walking, biking, transit, and other active transportation options. Preserve and enhance existing carbon sinks (e.g., forest canopy, wetlands) to mitigate greenhouse gas emissions.
b) Incorporate neighborhood design that reduces people's risk of natural hazards.
c) The city will develop code standards and guidelines that reduce risks to life and property in steeply sloped areas and in areas with identified geologic or seismic hazards, such as through identifying those areas, reducing density of homes or prohibiting development in those areas, requiring necessary geotechnical and engineering studies; and providing additional requirements for developments that are affected by steeply sloped areas or areas with geologic hazards.
d) Implement, where feasible, the city's purple pipe water program that routes cleaned stormwater to irrigate green spaces like parks, school grounds, and yards and to provide additional water flows to streams in the drier months.
e) Incorporate Resilient Stream Corridors into stormwater management.
f) Evaluate and monitor potential wildfire risk identified by the Department of Forestry, and if risk is moderate or higher, update development code regulations that prioritize safety and reduce potential damage from wildfires.
g) Provide pedestrian and vehicular connectivity that will create access and egress consistent with city and Tualatin Valley Fire & Rescue (TVF&R) standards, which will allow TVF&R, Beaverton Police Department, and other first responders to provide emergency response to the Community Plan area.

PUBLIC FACILITIES AND INFRASTRUCTURE
Page 47/Page 12:

## Parks Policies

a) The City supports a significant expansion of the Cooper Mountain Nature Park along the lines of the 700-acre total end-goal expressed in Metro Resolution #22-5250, adopted by Metro Council on April 14, 2022, and will coordinate with Metro, THPRD, other government entities (e.g., Washington County, Tigard, Clean Water Services, etc.) property owners, and other interested parties as expansion plans are evaluated and proposed by Metro.
b) The city will work with THPRD and property owners to implement a Community Park, applying the following principles:
    i. The preferred location is in the Cooper Lowlands neighborhood.
    ii. The park will provide active and passive recreation as well as related amenities to accommodate a variety of visitors/users, including people living with disabilities according to THPRD's most recently approved Parks Functional Plan.

iii. The park design will follow THPRD's most recently approved Parks Functional Plan and will seek to balance community recreation need with the ecological health of sensitive natural resources on site, while also considering compatibility and integration with adjacent land uses.
iv. The park will be accessible by the active transportation network.
v. The park will be connected via a trail to the Cooper Mountain Nature Park

c) Provide Neighborhood Parks in each Community Plan neighborhood that meet THPRD neighborhood park standards as specified in THPRD's most recently approved Parks Functional Plan and that meet or exceed the minimum acreages in the following table:

| Neighborhood | Park Acreage |
|---|---|
| Cooper Lowlands | 2 acres |
| Horse Tale | 2 acres |
| Skyline | 2 acres |
| McKernan | 2 acres |
| Hilltop | 3 acres |
| Weir | 2 acres |
| Siler Ridge | 3 acres |
| High Hill | 2 acres |
| Grabhorn Meadow | 3 acres |
| **TOTAL** | **21 acres** |

d) Establish neighborhood parks to be key features of neighborhood design by applying the following principles:
i. Accessible by walking and biking without significant barriers such as arterial streets and steep slopes.
ii. Geographically locate parks to serve the greatest anticipated population within a 10-minute walk to promote community gathering through proximity to trails, neighborhood or community transportation networks, and land uses such as commercial, mixed use, and multi-dwelling residential.
iii. Prioritize sites with greater developable acreages, with a target of at least 75% developable acreage, to allow for active recreation on sites greater than one acre.
iv. Co-locate with other public uses.
v. Provide visibility for the surrounding neighborhood and scenic viewpoints.

e) Incorporate an urban plaza consistent with THPRD standards in each commercial area where commercial is required.
f) Provide trailhead parks consistent with THPRD standards at key entry points to the trail network.
g) Incorporate an urban plaza in each commercial area where commercial is required.

h) Provide trailhead parks consistent with THPRD standards at key entry points to the trail network.

## Public Facilities and Infrastructure Policies

a) Locate land uses that promote social interaction and/or provide services to the community, such as libraries, in or near commercial centers and/or regulated affordable housing sites.
b) Implement Active Transportation Policies – See Transportation section.
c) Implement, where feasible, the city's purple pipe water program
d) Promote and incentivize the co-location of roads, separated bicycle paths, off-road or buffered trails, and utility corridor alignments with each other.
e) Plan, design, and implement utility corridors to protect natural resources, applying the following principles:
    i. Minimize impact to McKernan Creek, Summer Creek, and riparian habitat.
    ii. Provide passage for deer and other large mammals, such as by elevating bridges to allow animals to pass underneath or burying utilities.
    iii. Work with natural resource stakeholders during the public facility design process.
f) Coordinate with Clean Water Services to implement a regional stormwater strategy for the McKernan Creek subbasin, that considers opportunities to restore degraded natural resources and manage stormwater through resilient stream corridors.
g) Promote and incentivize low impact development approaches (LIDA) for stormwater management and other approaches to integrate stormwater facilities with parks, trails, and natural resource areas.

## McKernan Creek Regional Trail Policies

a) The city and its agency partners, such as THPRD and Clean Water Services, will integrate public access, trails, natural resource areas, stormwater management, and other utilities to support the ecological and community health of Cooper Mountain and include these elements in plans and rules implemented by property owners and developers.
b) Protect natural resources along the McKernan Creek Regional trail in accordance with the policies listed in the Natural Resources section of this plan.
c) Evaluate and determine a trail alignment, including adequate protective stream setbacks and buffers, that generally follows the corridor along McKernan Creek identified in the Preferred Approach map in the Community Plan, and where possible, aligns or connects with roads or trails near the corridor.
d) Provide scenic viewpoints along the McKernan Creek Regional trail.
e) Coordinate with THPRD to provide equitable access to the McKernan Creek Regional Trail and amenities for different cultural, ethnic, and socioeconomic groups that historically have not benefited from access to natural areas due to physical, geographic, or transportation-related barriers.
f) The city will define and initiate a McKernan Creek Regional Trail implementation program to refine the concept, prepare designs, and create an action plan for funding and construction.

Page 50/Page 15/ TRANSPORTATION

Active Transportation Policies

a) Extend and connect Beaverton's bicycle network to Cooper Mountain and classify bike facilities, consistent with Beaverton's Active Transportation Plan
b) The city shall plan for and make transportation policy, design, and investment decisions consistent with its Complete Streets policy[1]. Streets in the Cooper Mountain Community Plan area shall:
    i. Be designed with the goal of preventing all death and serious injuries while using the street.
    ii. Be designed to avoid stream crossings and established wildlife corridors and to allow wildlife safe naturally lighted passage across transportation corridors via overcrossings and undercrossings.
    iii. Prioritize the needs of our community's most vulnerable, including communities of color, children and their caregivers, seniors and people with disabilities.
    iv. Provide easy, dignified, and affordable access to places for people who cannot drive, or choose not to drive, for the trip they need to make.
    v. Reflect the fact that everyone is a pedestrian and benefits from generous, attractive, and socially activated walking environments.
    vi. Make walking, biking, and transit a viable and desirable transportation option for people of all ages and abilities.
    vii. Be designed to advance the city toward its goal of 100% greenhouse gas emissions reduction by 2050.
    viii. Facilitate an equitable, community-wide transition from gas powered vehicles to electric vehicles.
    ix. Accommodate the movement of goods and services to sustain a vibrant local, regional, and state economy.
    x. Comply with federal, state, and regional regulations.
    xi. Be planned, designed, built, and maintained in accordance with the design principles and modal hierarchy in Beaverton's complete street policy, as indicated in Figure 4.
c) Connect people to key destinations in the neighborhood, through design of the pedestrian and bike network.
d) Provide protected pedestrian and bicycle facilities along arterials, collectors, and neighborhood routes and incorporate facilities for people walking, bicycling and using other active transportation methods in the McKernan Creek Regional Trail.
e) Implement Cooper Mountain’s trails in coordination with THPRD, and with Metro regarding regional trails in the area and for trails connecting to the Cooper Mountain Nature Park, as follows:
    i. Integrate the multi-use trails planned for SW Kemmer, SW 175th, SW Tile Flat Road, and SW Grabhorn Road as separate and protected from motorized vehicle corridors, but as part of overall street improvements.

[1] Beaverton does not have an adopted Complete Streets Policy. The City Council will be discussing the Complete Streets policy this year, and this section might change depending on City Council direction on what the Complete Streets Policy should be.

ii. Illuminate multi-use trails, except those in or near natural areas, to provide for safer nighttime travel routes for people walking and biking.
iii. Coordinate with THPRD on planning for the McKernan Creek Regional Trail
iv. Provide opportunities for scenic viewpoints and environmental education along the McKernan Creek Regional Trail
v. Coordinate the McKernan Creek Regional Trail with the Utility Plan
vi. Extend the community trails from South Cooper Mountain, consistent with the Active Transportation Concept Map and THPRD trail standards as provided in THPRD's most recently approved Trails Functional Plan
vii. Connect active transportation facilities to Cooper Mountain Nature Park's nature trails, consistent with Active Transportation Map and THPRD trail standards as provided in THPRD's most recently approved Trails Functional Plan

f) Plan, design, and implement a pedestrian-bike bridge to connect the Cooper Lowlands and Grabhorn Meadow neighborhoods, applying the following principles:
i. Minimize impact to McKernan Creek and riparian habitat.
ii. Provide passage for deer and other large mammals, such as by elevating the bridge to allow animals to pass underneath.
iii. Work with natural resource stakeholders, including wildlife biologists, during the design process.
iv. Coordinate bridge design and construction with Utility Plan.

g) Integrate Americans with Disabilities Act standards and guidelines into the design and implementation of active transportation facilities.

h) Page 52/Page17:

## Complete and Connected Streets Policies

a) Implement the city's Complete Streets Policy and tailor street designs to their land use context

b) Design Community Plan's arterial streets consistent with the city's Complete Streets Policy, Transportation System Plan (TSP) and the elements listed below.
i. Coordinate with Washington County on arterial planning, funding, improvements, and future transfer of jurisdiction from the County to the City of Beaverton.
ii. Arterial streets will include protected and separated bicycle and pedestrian facilities.
iii. **What's happening with SW 175 & the Refinement Study? These are major downgrades. They also do not sync with "Complete and Connected Streets, e,ii. SW 175th:** Realign the "kink", including a wildlife-friendly undercrossing; upgrade to a 3-lane urban street with multi-use path on the west side with separated pedestrian and bicycle facilities; provide a protected intersection and high-visibility pedestrian crossings per the Refinement Study in the policy below.
iv. **SW 175th Refinement Study:** A refinement study will be conducted for SW 175th to plan:
1. The appropriate intersection types for the SW Weir and SW Route 3 intersections
2. Safe, direct and frequent pedestrian crossing locations and improvements for SW 175th

3. Design speeds and a street cross-section appropriate to the land use context and supporting active transportation for all ages and abilities/w
4. Design of wildlife over or undercrossing(s), east to west north of Mountainside High School

v. **SW Kemmer:** Upgrade to a 3-lane urban street with multi-use path on the south side with separated pedestrian and bicycle facilities; design and implement the intersection at Route 1.

vi. **SW Tile Flat Road:** Continue the urban upgrade started in South Cooper Mountain, including a multi-use path on the north (urban) side of the street. The south side will have a rural edge per County policy.

vii. **SW Grabhorn Road:** Reconfigure a 3-lane urban street with multi-use path on the east (urban) side of the street. A wildlife-friendly undercrossing will be built at McKernan Creek. The west side will have a rural edge per County policy.

b) Design and build collector streets consistent with the city's Complete Streets Policy, TSP and the following:

i. Collector streets will include protected and separated bicycle and pedestrian facilities.

ii. **SW Weir Road:** The Weir Road cross-section will include the McKernan Creek Regional Trail on the south side.

iii. **Route 1:** The Route 1 alignment and cross-section will:

1. Include and integrate the McKernan Creek Regional Trail. Scenic viewpoints will be included along the trail.
2. Minimize impacts to sloped areas and prohibit impacts to natural resource areas. A cross-section with 2 travel lanes may be permitted where the city determines it will be beneficial to minimizing impacts.
3. Include a wildlife-friendly crossing of McKernan Creek
4. Be coordinated with the Utility Plan.

iv. **Route 3:** The Route 3 alignment and cross-section will:

1. Minimize impacts to sloped areas and prohibit impacts to natural resource areas. A cross-section with 2 travel lanes may be permitted where the city determines it will be beneficial to minimizing impacts.
2. Be coordinated with the Utility Plan.

c) Design and build neighborhood routes consistent with the city's Complete Streets Policy, TSP, and the following:

i. Neighborhood routes will include protected bicycle and pedestrian facilities.

ii. **Grabhorn Meadow Neighborhood Route:** This neighborhood route provides a loop with two planned access points to SW Grabhorn Road, an arterial street.

iii. **Cooper Lowlands Neighborhood Route adjacent to McKernan Creek:** This neighborhood route is planned as the access to lands north of the Community Park. The neighborhood route will include the McKernan Creek Regional Trail where it is adjacent to natural resources along McKernan Creek.

iv. **High Hill Neighborhood Route:** This neighborhood route will connect Siler Ridge Road to South Cooper Mountain. The routing is flexible so it can be adapted to topography, tree preservation, wildlife corridors, and existing homes. The High Hill Neighborhood Route will be determined as part of future development reviews.

d) Extend streets from, and connect to, streets in South Cooper Mountain
e) Design bridges (vehicular and pedestrian-bike) to include safe passage of deer and other large mammals in the following locations:
    i. Where Route 1 crosses McKernan Creek
    ii. The realignment of SW 175th Avenue
    iii. Midway along SW 175th Avenue north of Mountainside High School as indicated by the wildlife corridor map for safe east/west passage across SW 175th Avenue.
    iv. The pedestrian-bike bridge between the Cooper Lowlands and Grabhorn Meadow neighborhoods
    v. The SW Grabhorn Road crossing of McKernan Creek
f) The city will work with agency partners, stakeholders, and community members to plan and design the bridges listed above.

Page 54/Page 20: COMMERCIAL AREAS POLICIES

Ensure Cooper Mountain's commercial centers are pedestrian-oriented, mixed-use areas that are focal points for the community. The centers will:

i. Implement pedestrian-oriented design, consistent with, Goal 3.6.1, Policy d, of the Land Use Element:
    1. Commercial and mixed-use buildings located next to the sidewalk with windows, interesting facades, pedestrian-scale design features (e.g., lighting, awnings and signage), and majority of parking located behind, above, or beneath development
    2. Residential buildings with windows and doors facing the street, and privacy provided through landscaping, grade changes, and modest (?) setbacks
    3. For areas behind commercial, public, mixed-use and residential buildings, activities such as parking, storage and trash collection will meet edge habitat design standards.
    4. Complete streets and sidewalks that provide high-quality space for pedestrians and protect pedestrians from traffic (by using physical barriers or buffers such as curbside parking, landscaping, trees and street furniture)
ii. Include areas for community gathering, including an urban plaza consistent with THPRD standards.
iii. Provide direct, convenient access to nearby housing and parks and trail connections to the McKernan Creek Regional Trail, a Metro-designated regional trail, and other nearby trails and bicycle facilities.

a) Allow small-scale commercial activity within the Cooper Mountain Residential land use designation to provide opportunities for residents to have access to goods and services, provide entrepreneurship opportunities, support at-home work options that reduce automobile usage and create potential places for people to see and meet with fellow neighbors.
b) Regulate small-scale commercial uses in residential zones through zoning provisions that:
    i. Define allowed and conditional uses as well as prohibited uses.

ii. Limit the scale and configuration of commercial structures to be compatible with the scale of their residential context.

**MEMORANDUM**

**Community Development Department**

| | |
|---|---|
| To: | Planning Commission |
| From: | Rob Zoeller, Planning Division |
| Memo Date: | April 12, 2023 |
| Work Session: | April 19, 2023 |
| Subject: | Cooper Mountain Community Plan: Goals and Policies |
| Attachment A: | Cooper Mountain Community Plan |

## PURPOSE

At the Planning Commission meeting on April 19, staff will provide an overview of draft goals and policies that, when completed and approved by City Council, will be added to the City's Comprehensive Plan. The goals and policies are found within the attached draft of the Cooper Mountain Community Plan (Attachment A).

Staff is interested in comments and questions pertaining to the full document but is especially interested in thoughts on the draft policies (pages 39-55). The policies are important because the city's development rules and many Comprehensive Plan amendments must be consistent with the goals and policies in the Community Plan and Comprehensive Plan.

## PROJECT OVERVIEW

The Cooper Mountain Community Plan will determine how to provide new homes, roads, parks, and welcoming neighborhoods to the 1,200-acre Cooper Mountain area. The Cooper Mountain area is anticipated to bring roughly 5,000 housing units to the city over time, including a mix of single-detached, middle housing, and multi-dwelling homes (such as apartments). Annexation and development are not expected to occur until after the planning process is complete.

## COOPER MOUNTAIN COMMUNITY PLAN

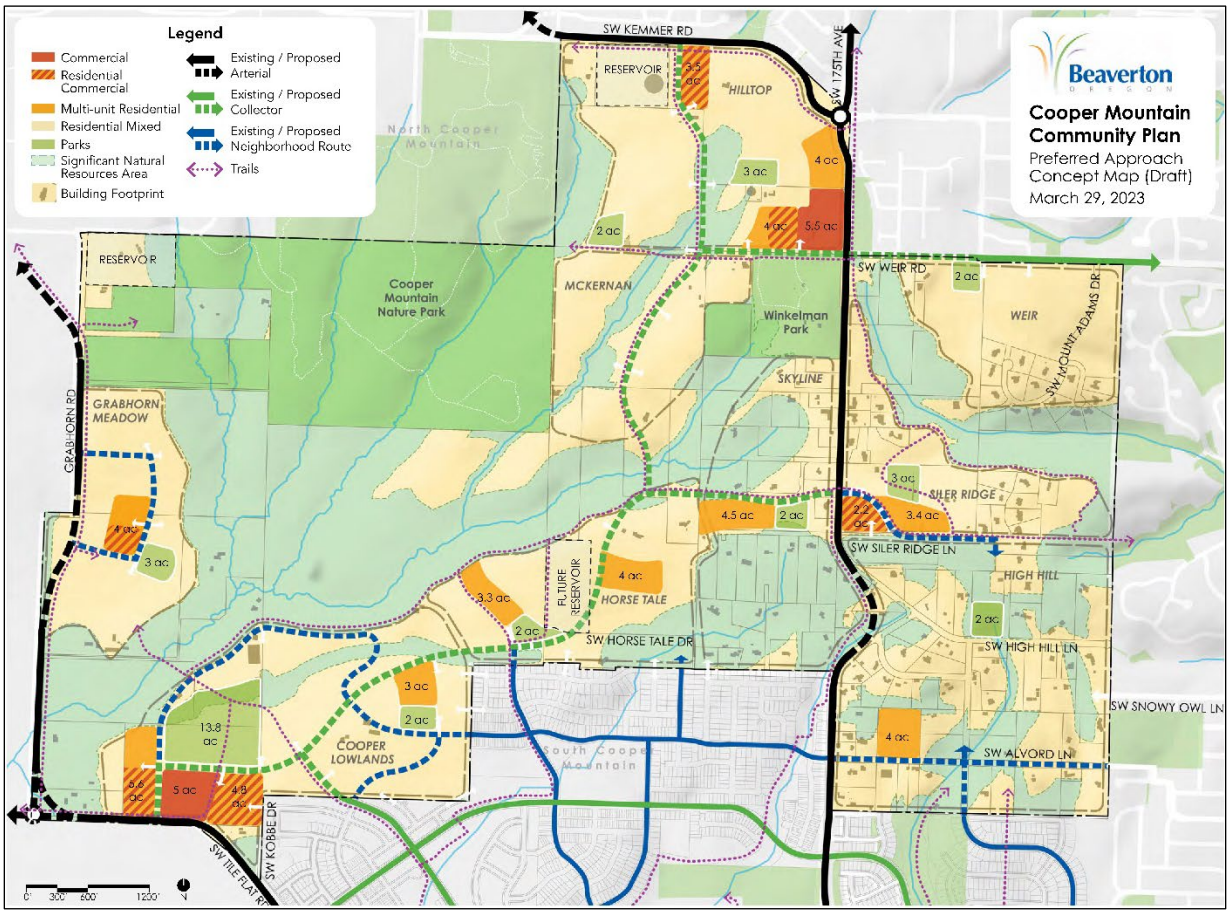
The Cooper Mountain Community Plan is a way to identify and address unique needs with Comprehensive Plan policies specific to Cooper Mountain. Cooper Mountain has its own distinct set of qualities to be preserved, problems to address and opportunities to explore.

The Cooper Mountain Community Plan includes goals and policies that put in writing the vision and desired outcomes for Cooper Mountain. Desired outcomes include things like creating new equitable neighborhoods, protecting natural resources, and connecting people to nature and parks in Cooper Mountain. The desired outcomes are based on the Cooper Mountain Community Plan Concept Map developed last year (Figure 1).

The goals and policies in the Community Plan are implemented through a variety of city documents, including the Beaverton Code, Development Code, and other implementation plans, some of which can be found here: https://beavertonoregon.gov/939/City-Codes-Plans

The goals and policies are also important because the city's development rules must be consistent with the goals and policies in the Community Plan. Development rules determine for each property things like what uses are allowed; how many homes can be built; building size and bulk; and how many trees must be planted.

**Figure 1. Cooper Mountain Community Plan Concept Map (Draft)**




Note 1: This map is based on the October 2022 Preferred Approach Concept Map reviewed by the City Council but has been simplified for legibility.

Note 2: All land under the Significant Natural Resource Overlay is Residential Mixed. The overlay indicates development will be more limited than in areas outside the overlay.

The goals and policies for the Cooper Mountain Community Plan build on the preferred approach (discussed at the Aug. 10, 2022, Planning Commission work session), alternatives evaluation (discussed at the Feb. 23, 2022, Planning Commission work session), public engagement efforts, and guidance from City Council.

The intent of the April 19 work session is to discuss the goals and policies related to:

- Land Use
- Housing
- Natural Resources
- Resilience
- Public Facilities and Infrastructure
- Transportation
- Commercial Areas

The draft Land Use policies will provide locational criteria for where Cooper Mountain Land Use designations will be applied, which determines which implementing zoning districts could be applied to lots in Cooper Mountain.

Under the city's existing rules, a Cooper Mountain property owner could request a Comprehensive Plan Amendment (CPA) to change the land use designation as it applies to a specific property or a small number of individual properties or a Zoning Map Amendment (ZMA) to change the zoning district as it applies to a specific property or a small number of individual properties.

In either case, the Planning Commission would review the land use application and base approval on whether the CPA or ZMA corresponds with the Land Use policies in the Cooper Mountain Community Plan and other applicable policies.

**NEXT STEPS**

Staff will provide an overview of the draft goals and policies tentatively scheduled for a June 6 City Council work session. After receiving Council direction, staff will update the draft goals and policies, which will inform staff work on draft Development Code language.

Staff plans on returning to Planning Commission this summer and fall to discuss code progress and request feedback at multiple work sessions. In early 2024, staff anticipates initiating adoption hearings for Comprehensive Plan updates and Development Code updates that would implement the Cooper Mountain Community Plan.

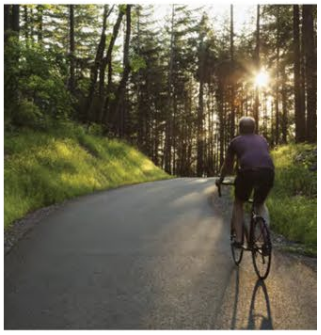
**DISCUSSION**

At the conclusion of the staff presentation, the Planning Commission will have an opportunity to ask questions of staff and share comments about the draft goals and policies. Below are questions for consideration by the Commission:

- Do you have any comments or questions generally about the goals and policies?
- Are there any other changes you would suggest?

# COOPER MOUNTAIN COMMUNITY PLAN

## April 12, 2023 (DRAFT)























Beaverton
OREGON

# LANGUAGE ACCESS

This document – The Cooper Mountain Community Plan – is available in other languages and formats upon request. Email Cultural Inclusion at equity@beavertonoregon.gov or Rob Zoeller in the Planning Division at rzoeller@beavertonoregon.gov to request translation.

**This document is available in other languages and formats upon request**

Este documento está disponible en otros idiomas y formatos para quien lo solicite

可根据要求以其他语言和格式提供本文档

Tài liệu này có sẵn trong bằng các ngôn ngữ khác và các định dạng khác theo yêu cầu

هذا المستند متاح بلغات وتنسيقات أخرى عند الطلب

이 문서는 요청에 따라 다른 언어와 형식으로 사용할 수 있습니다

この文書は、ご希望に応じて、他の言語や形式でご覧頂けます

Этот документ доступен на других языках и в других форматах по запросу

# CONTENTS

INTRODUCTION **4**
- Purpose 4
- Urban Growth Boundary Expansion 5
- Planning Process 5
- Existing Conditions 5

EQUITY AND INCLUSION **6**

GOALS **9**
- Community Plan Goals 9
- Community Plan Concept Map 10
- Housing 13
- Natural Resources 17
- Resilience 24
- Public Facilities and Infrastructure 25
- Transportation 29
- Commercial Areas 36
- Funding Strategies (in development)

POLICIES **38**

APPENDICES (in development)

# INTRODUCTION

## PURPOSE

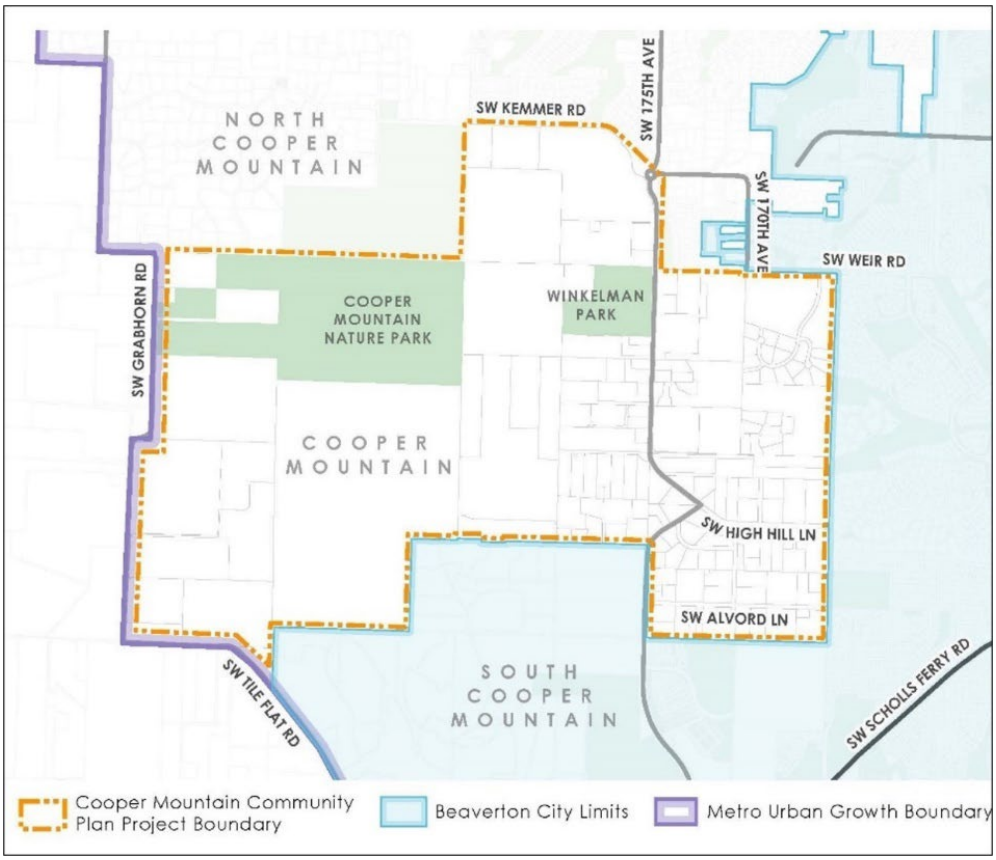
This Cooper Mountain Community Plan report describes the vision and intended outcomes for the next 20 or more years of growth across southwest Beaverton. The Community Plan's vision is to **create a community of walkable neighborhoods that honor the unique landscape and ensure a legacy of natural resource protection and connection**.

The Community Plan is intended to create an equitable and inclusive community. It was prepared with the involvement of a wide variety of community members, including those from traditionally underserved and underrepresented groups. The outcomes described in this plan reflect the ideas and feedback of those participants.

As a part of Beaverton's Comprehensive Plan, the Community Plan is a guiding blueprint for:

- Where and how housing, commercial, parks and other land uses will be developed
- A connected transportation network for walking, biking, driving and future transit
- Natural resource protection and integration into the neighborhoods
- Proactive planning and funding for utilities

**Figure 1. Cooper Mountain Community Plan Project Boundary**



# URBAN GROWTH BOUNDARY EXPANSION

The Community Plan describes how Beaverton will promote the addition of new neighborhoods and housing across 1,232 acres that were added to the Metro Urban Growth Boundary (UGB) in 2018. The planning area is located in southwest Beaverton, bordered by SW Grabhorn Road and SW Tile Flat Road.

Beaverton applied for the growth boundary expansion to meet significant housing needs for the city and region. The city in 2015 completed a Housing Needs Analysis that identified the need for additional housing in the city and determined that Cooper Mountain could play an important role in meeting future housing needs. In addition, the city sought to welcome new community members and provide a wide variety of housing choices. The Metro regional government approved the expansion in 2018, and this plan was developed to meet regional and state requirements for planning new urban areas.

# PLANNING PROCESS

This Community Plan is part of the Beaverton Comprehensive Plan. As such, it includes policies and regulatory approaches that are tailored to the unique qualities and opportunities for Cooper Mountain. It reflects community preferences identified during the planning process, as well as direction from City Council.

The City's Land Use Map is the official land use designation map for zoning and development review. Beaverton's Transportation System Plan will serve as the legal guidance for transportation facilities and improvements. As with other goals and policies in the Comprehensive Plan, the goals and policies in this plan report are regulatory. All other aspects of this Community Plan are for reference only and do not take precedence over the above-listed policy documents.

This planning process builds upon the work of the 2015 South Cooper Mountain (SCM) Concept Plan, which established a vision for future growth, natural resource preservation and enhancement, and development across a 2,300 acre planning area. Initial development has been focused in South Cooper Mountain, located adjacent to Scholls Ferry Road, between SW 175$^{th}$ Avenue and SW Tile Flat Road. This Community Plan covers the 1,232 acres described in the SCM Concept Plan as "Urban Reserve," recently added to the UGB.

# EXISTING CONDITIONS

The goals and policies in this document are informed by research and analysis that was completed during the first phase of this project. The project team reviewed existing plans and gathered data to better understand the built and natural systems within Cooper Mountain. Existing conditions documents examine the developability of land within the project boundary considering the existing development patterns, land value and ownership, and locations of physical constraints; explore the ecological context of the project area; and describe slope and potential hazard conditions in the plan area, including landslide and earthquake susceptibility.

# EQUITY AND INCLUSION

As established in Beaverton's Diversity, Equity and Inclusion (DEI) Plan, the city uses race as a primary lens for diversity, equity and inclusion work, which includes guiding policy decisions that are available here:
http://www.beavertonoregon.gov/385/Cultural-Inclusion

To understand what this means for Cooper Mountain, it helps to have a shared understanding of what these key terms, as defined in the DEI Plan:

- **Diversity** includes all the ways that people differ, which encompasses the variation of social and cultural identities among people existing together.
- **Equity** is when structural barriers that have historically disadvantaged certain groups are removed and everyone has access to the opportunities and tools they need to thrive. Equity is measured in outcomes and is achieved when one's identity can no longer predict their success.
- **Inclusion** means that everyone feels welcomed, valued, and encouraged to fully participate and belong.

**Why was race used as a primary lens in the Community Plan?** In Beaverton, one in three people identify as a person of color and one in five are born outside of the country. The city is becoming increasingly diverse, and yet most communities of color still experience disparities in housing, income, health, education, and more. Using race as a primary lens to draft the Community Plan, especially goals and policies, was an actionable strategy that can help improve outcomes for communities of color in Beaverton and Washington County.

**What was the equity and inclusion process?** To provide a roadmap for this work, the project team worked through the following steps:

- **Establishing desired results and outcomes**. The Cooper Mountain Community Plan provided the direction for Comprehensive Plan updates, Development Code updates and a Funding Plan that provide the framework to build new neighborhoods in Cooper Mountain.

  The Community Plan goals include "creating equitable outcomes for residents, including historically underserved and underrepresented communities," and "providing new housing in a variety of housing types and for all income levels." For the outcomes to be truly inclusive, new neighborhoods should feel welcoming for all types of people, especially people who have not traditionally had access to newer, tree-lined neighborhoods near parks and schools.
- **Collecting and reviewing data to examine existing racial inequities**. Staff analysis of population-level data in Beaverton showed that exclusive single-family neighborhoods are significantly whiter and less racially diverse than multifamily neighborhoods. Historically, the people that lived in single-family neighborhoods have been more likely to own their homes, which provided long-term financial security through the ability to build equity in their homes and share this wealth with future generations.

For the past several decades in the United States, areas with mostly single-family zoning have had higher percentages of residents who were white, higher income and higher wealth. Census-based research has demonstrated that there is a correlation between growing up in single-family neighborhoods and improved outcomes in adulthood, compared to other neighborhood types (this has been confirmed for Beaverton neighborhoods, which mirrors a national pattern of generally improved outcomes in adulthood for children that grew up in mostly single-family areas).

While researchers know that there is a relationship these two factors, they do not know the nature of the relationship between them since there could be many explanations for the correlation. Nevertheless, the pattern encourages the city to think of local solutions to help improve outcomes for children that grow up in different types of neighborhoods.

Staff research also confirmed that renters and communities of color are the groups that are most likely to benefit from more diverse housing options for many reasons, including but not limited to, a history of racial segregation and racist housing practices, the fact that they are more likely to be cost-burdened, and the need to accommodate larger families and/or multigenerational living.

- **Conducting multicultural engagement**. Understanding the documented racial inequities and the desire to improve outcomes for a wider variety of families, the project team prioritized multicultural engagement for the Cooper Mountain Community Plan.

  Over four years, multicultural engagement took many forms, including listening sessions with community organizations; coordination with Beaverton's Inclusive Housing Cohort (a partnership with Unite Oregon); discussions with city advisory committees; a diverse Community Advisory Committee (CAC), with Spanish interpretation provided at every meeting; and Spanish translation provided throughout engagement.

  Community engagement helped define the goals of the Community Plan and establish desired outcomes. In addition, the CAC provided input on alternatives and policies to help shape the community plan. As a result, the Community Plan goals are centered on creating equitable outcomes through implementing safe, accessible communities that are fully connected to natural resources, public facilities, and commercial areas. Each Community Plan goal presented throughout this document was reviewed using a racial equity lens.

- **Evaluating strategies that advance racial equity**. Leading up to this Community Plan, the project team created three alternatives that represented different strategies for growth and development across Cooper Mountain.

  Each alternative addressed the amount, type, and location of housing; the amount, scale, and location of commercial uses; facilities for bicycles and pedestrians; trail and road networks; parks and viewpoints; and natural resource protection and habitat connectivity.

  Three alternative strategies were developed to provide community members with choices and inform community dialogue about the future of the area. Staff provided

the City Council and the community, including multicultural engagement partners, with the affordability and equity considerations for each alternative. Staff then received direction to create a draft preferred approach based on strategies that would result in nearly 1,000 additional homes beyond what was originally planned.

Furthermore, another goal of this plan is to support more mixed-income, mixed-race neighborhoods. The Cooper Mountain Community Plan is expected to result in about 5,000 new homes. The policies in this document require that all new neighborhoods include a variety of single-detached dwellings; middle housing, such as duplexes, triplexes, quadplexes, townhouses and cottage clusters; and multi-dwellings to provide increased opportunities for different types and sizes of families to live in Cooper Mountain.

- **Implementing the plan**. To make these new neighborhoods a reality, the Community Plan includes a Funding Plan (in development, will likely be available in late 2023) that provides options for how to fund infrastructure and share the cost of new roads, parks and utilities.
- **Ensuring accountability**. Over the long term, the city will measure progress toward the intended outcomes to evaluate whether the Community Plan is meeting diversity and equity goals.

The Cooper Mountain Community Plan seeks to create a community of welcoming and inclusive neighborhoods where all residents feel a sense of belonging. Advancing racial equity is not a goal in and of itself because creating equitable outcomes for residents, including historically underserved and underrepresented communities, means that all policy categories – Land Use, Housing, Natural Resources, Resilience, Public Facilities, Transportation, Commercial Uses and Funding Strategies – should address equitable outcomes through their intent. Racial equity is a lens, through which all new goals and policies are being considered for the Cooper Mountain Community Plan.

# GOALS

## COMMUNITY PLAN GOALS

The Community Plan includes nine goals. Each goal is listed in the beginning of the Land Use, Housing, Natural Resources, Climate Resilience, Public Facilities and Infrastructure, Transportation, and Commercial Areas sections. The Cooper Mountain Community Plan policies are the strategies to implement and achieve the goals in each area.

The Community Plan goals include:

1. Create equitable outcomes for residents, including historically underserved and underrepresented communities.
2. Provide new housing in a variety of housing types and for all income levels.
3. Preserve, incorporate, connect, and enhance natural resources.
4. Improve community resilience to climate change and hazards.
5. Provide public facilities and infrastructure needed for safe, healthy communities.
6. Provide safe, convenient access to important destinations while supporting transportation options, including walking and biking.
7. Provide opportunities for viable commercial uses, including places to work and places to buy goods and services.
8. Identify feasible, responsible funding strategies to turn the vision into a reality.

**Walkable Neighborhoods**



**Nature Trails**





**Neighborhood Parks**



**Mixed-use Apartment Buildings**

# COMMUNITY PLAN CONCEPT MAP

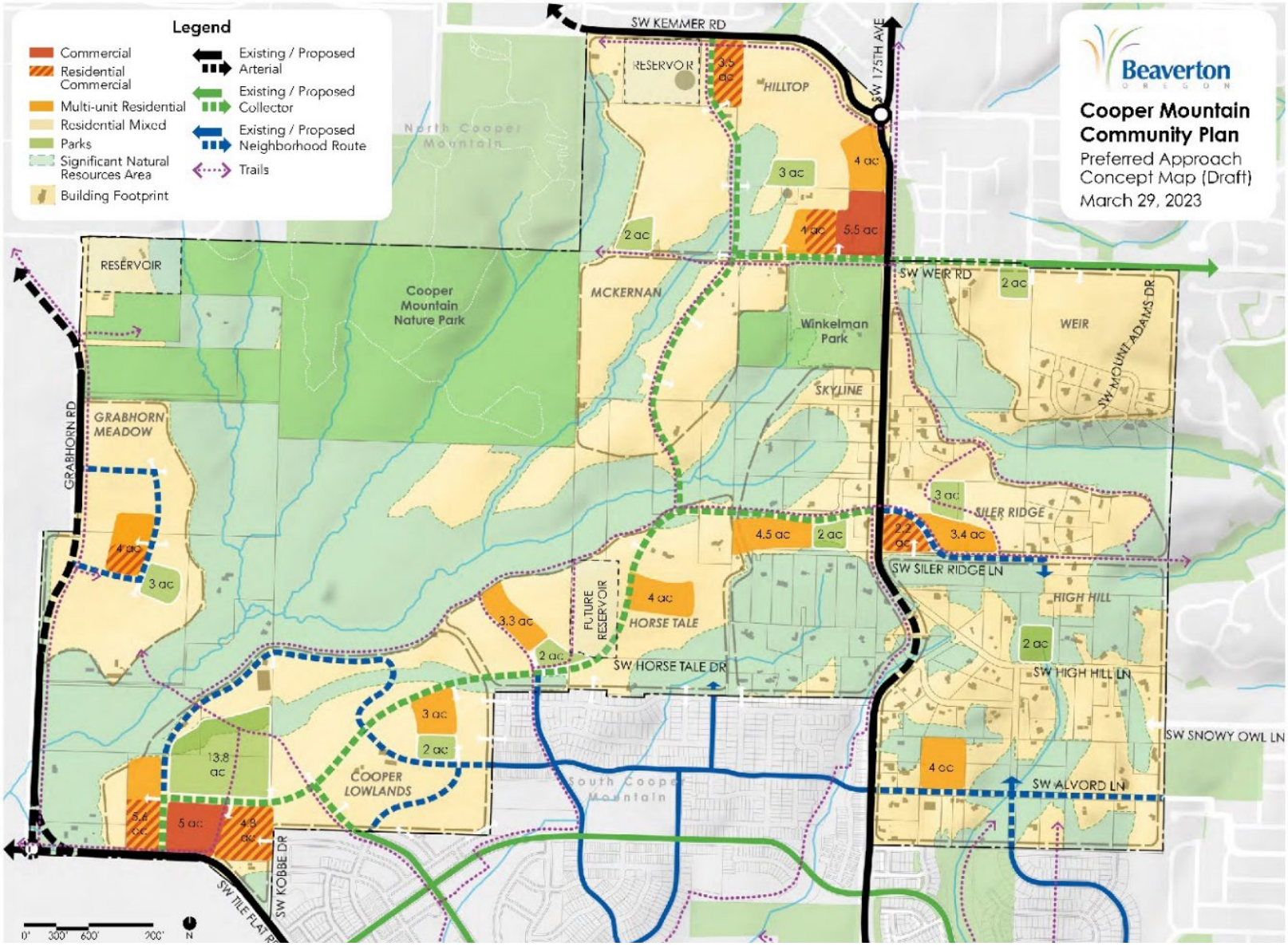
The Community Plan Concept Map in Figure 2 illustrates the general patterns of land use, transportation connections and open space. Key features include:

- A green framework of natural resource areas, wildlife corridors, and parks
- Nine walkable neighborhoods, each with a variety of residential choices
- Two mixed-use neighborhood centers – at SW Tile Flat Road and SW 175th/Weir Road
- Small-scale commercial opportunities close to where people live
- Trails and pedestrian and bicycle connections
- A network of streets – arterials, collectors, neighborhood routes, and potential local street connections

The Concept Map was informed by the project goals, community member engagement, equity considerations, and City Council direction. Cooper Mountain desired outcomes are shown on the map, including:

- **Significant Natural Resource Area overlay:** Areas with the most significant resources (including streams, riparian areas, upland habitat), keeping in mind connected habitat, wildlife corridors and areas with steep slopes. Because the green Significant Natural Resource Area is an overlay, the areas inside the overlay are also considered Residential Mixed areas, but the amount of development in those areas would be limited SNRA policies.
- **Commercial:** Two commercial areas are shown so people can walk, bike, roll, take transit, or drive a short distance to access goods and services or meet friends and family at gathering places. The commercial locations, which are about 5 acres each, also provide entrepreneurship opportunities. Locations were chosen to provide access to the most people and to provide visibility from major streets to attract customers from outside Cooper Mountain.
    - Although not shown on the map, small-scale commercial uses will be allowed in Residential Mixed areas near parks, many neighborhood routes that connect homes to busier collector streets, and some higher-density housing locations. Small-scale commercial uses allow some restaurants, shops, and service businesses nearer to people's homes.
- **Residential/Commercial** is shown near commercial centers and parks to provides an opportunity for residential commercial uses on the same land. This provides residents of the housing in mixed-use areas with access to nearby commercial, provides more customers for those commercial businesses, and allows flexibility for the real estate market to provide more housing or more commercial depending on demand and financial feasibility.

## Figure 2: Cooper Mountain Community Plan Concept Map (draft)




Note 1: This map is based on the October 2022 Preferred Approach Concept Map reviewed by the City Council but has been simplified for legibility.

Note 2: All land under the Significant Natural Resource Overlay is Residential Mixed. The overlay indicates development will be more limited than in areas outside the overlay.

- **Multi-Unit Residential** areas would allow multi-dwellings (apartments and other housing types that have a higher number of homes per acre) and are shown dispersed across most Cooper Mountain neighborhoods. Multi-Unit Residential is shown in locations where people who live in apartments and similar housing can:
    - Live in neighborhoods with a variety of housing types with households experiencing different levels of income
    - Access, in many cases, nearby shops, services, and gathering places.
    - Easily access nature, trails, and parks
    - Live near collector and arterials streets that are most likely to have transit in the future.

  Apartments and similar housing types often provide housing for people who cannot access homeownership or who need regulated affordable housing because their household is experiencing lower incomes. Ensuring these housing types are located near nature, parks, jobs, and transit provides a more equitable housing situation than if only people who own their own home have easy access to those destinations.
- **Residential Mixed areas** would allow single-detached homes, middle housing (duplexes, triplexes, quadplexes, townhomes, and cottage clusters), and small multi-dwellings (five or six units) to provide housing for a variety of household sizes and incomes with a variety of housing needs. The Residential Mixed areas are intended to provide opportunities for many different people and households to live in the same neighborhoods.
- **Parks and trails:** Parks are shown in the Residential Mixed area of each Cooper Mountain Neighborhood to promote access to recreation, nature, healthy activities, and community gathering places.
- **Major roads:** The arterials roads, which are SW 175$^{th}$ Avenue, SW Tile Flat Road, and SW Grabhorn Road, are existing roads that will require upgrades to improve safety (turn lanes and controlled intersections for example) and accommodate more ways to travel (walking, bicycling, using a mobility device, using an electric scooter, etc.). The collector streets, in green, are shown in locations that would link different parts of Cooper Mountain while limiting impacts on natural resource areas.

# HOUSING

## GOAL: Provide New Housing in a Variety of Housing Types and for All Income Levels

The Community Plan's housing goal aims to:

- Create a community of inclusive and walkable neighborhoods
- Provide diverse housing choices
- Require housing variety in every neighborhood
- Integrate housing types in every neighborhood
- Provide 450 regulated affordable housing units
- Plan housing as a good neighbor to green spaces and so all housing types have access to nature and parks

### CREATE A COMMUNITY OF INCLUSIVE AND WALKABLE NEIGHBORHOODS

A community plan that focuses on land use, development, and infrastructure provision can play its part in promoting an inclusive and walkable community.

Inclusion means everyone feels welcomed, valued, and encouraged to fully participate and belong. An inclusive neighborhood includes people of all races and ethnicities, LGBTQ+ people, people of varied physical abilities; households experiencing a variety of income levels, neurodiverse people, people living in a variety of housing types, and people with other identities, body types, or living situations.

A walkable community of people who live or work in Cooper Mountain or visit Cooper Mountain have non-automobile options to access destinations, such as shops, restaurants, recreation, nature, and their neighbors, friends, and families.





## PROVIDE DIVERSE HOUSING CHOICES IN EVERY NEIGHBORHOOD

All housing types — multi-dwellings, middle housing, and single-detached dwellings — are allowed in all Cooper Mountain neighborhoods.

The Community Plan anticipates at least 4,500 homes, with about 5,000 likely because of flexible rules that allow middle housing throughout the Residential Mixed areas shown on the Concept Map. This will help address the shortage of housing in the region, make efficient use of Cooper Mountain's limited developable land supply, and help spread the infrastructure costs for development of this area among more households.

**Single-detached dwelling**



**Duplex**



**Sixplex**





**Townhouses**



**Cottage Clusters**



**Multi-dwellings**

Of these 5,000 dwellings, about 44 percent is estimated to be single-detached dwellings, 29 percent is estimated to include middle housing and small multi-dwellings (with 5 or 6 units), and 27 percent is estimated to include multi-dwellings with at least 7 units. These values are based on the Cooper Mountain Community Plan Concept Map and anticipated development outcomes in those areas.

## REQUIRE HOUSING VARIETY IN EVERY NEIGHBORHOOD

In all neighborhoods, the city will require a minimum amount of middle housing and/or five- or six-plexes to ensure a variety of housing types are available for households with different needs. A greater mix of housing provides more options for a wider variety of people and contributes to the creation of inclusive neighborhoods.

**Table 1:**
**Housing Estimates Based on Cooper Mountain Community Plan Concept Map (draft)**

| Neighborhood | Single-Detached Dwellings | Middle Housing and five- and six-plexes | Multi-dwellings (at least 7 units) | Total |
|---|---|---|---|---|
| Cooper Lowlands | 420 | 280 | 440 | 1,140 |
| Grabhorn Meadow | 270 | 180 | 100 | 550 |
| High Hill | 350 | 230 | 90 | 670 |
| Hilltop | 270 | 180 | 250 | 700 |
| Horse Tale | 170 | 110 | 170 | 450 |
| McKernan | 230 | 150 | 0 | 380 |
| Siler Ridge | 170 | 110 | 190 | 470 |
| Skyline | 100 | 70 | 100 | 270 |
| Weir | 210 | 140 | 0 | 350 |
| **TOTAL** | **2,190 (44%)** | **1,450 (29%)** | **1,340 (27%)** | **4,980 (100%)** |

## INTEGRATE HOUSING TYPES IN EVERY NEIGHBORHOOD

Integrating different housing types within neighborhoods was identified by community members as an equitable outcome that would enable people of varied incomes and housing needs to live near each other. Although new housing tends to be more expensive, housing variety can mean rental units for people who do not have the resources for home ownership, smaller units for people who cannot afford large homes, and plexes that might allow a family to pool its resources to own several units on one lot. Housing variety provides more opportunities for income diversity than zoning that allows all single-detached homes



**Villebois, Wilsonville, Oregon, a neighborhood with integrated housing types**

## BUILD REGULATED AFFORDABLE HOUSING

The Community Plan's goal is to provide at least 450 regulated affordable housing units, including a mix of homes for rent and homes to own. Affordable housing, where feasible, should be dispersed across all neighborhoods. Provision of affordable housing development is dependent on future funding and will likely require the city to partner with private and non-profit developers.




**Nesika Illahe, an affordable housing development that prioritizes the needs of Native Americans that belong to federally recognized tribes**

## PLAN HOUSING AS A GOOD NEIGHBOR TO GREEN SPACES AND SO ALL HOUSING TYPES HAVE ACCESS TO NATURE AND PARKS

The Cooper Mountain Community Plan Concept Map shows housing focused in the most buildable areas of Cooper Mountain, generally away from the highest quality habitat areas and steepest slopes. To minimize impacts on resource areas, the implementation of a Significant Natural Resource Area overlay as well as tree preservation, tree protection, and tree planting rules will be designed to achieve an overall outcome of planning housing as a "good neighbor" to adjacent green spaces. In addition, the plan provides a variety of housing types near natural areas, so people with different housing needs experiencing different household income levels can have access to and enjoy nature and parks.

# NATURAL RESOURCES

**Goal: Preserve, incorporate, connect, and enhance natural resources**

The Community Plan's key outcomes for natural resources are to:

- Implement a green framework
- Preserve and protect significant natural resource areas
- Establish impact areas
- Preserve trees and expand tree canopy
- Protect and enhance wildlife corridors
- Integrate best practice stormwater management
- Establish the McKernan Creek Greenway

## IMPLEMENT A GREEN FRAMEWORK

The Natural Resources Concept Map (in development) illustrates the planned green framework for the Community Plan. It is called a "framework" because it will frame future development by being adjacent to, and part of, every neighborhood on Cooper Mountain.

Anchored by Cooper Mountain Nature Park and McKernan Creek tributary areas, the green framework comprises approximately 645 acres, about 50 percent of the Community Plan areas, which connects to other streams, wetlands, riparian areas, upland habitat areas and wildlife corridors.

Cooper Mountain Nature Park covers 230 acres of high-quality habitat (120 acres within the Plan area). Approximately 8 miles of mapped streams include tributaries to McKernan Creek and Summer Creek. Wetlands and probable wetlands cover an estimated 20 acres. Riparian habitat areas adjacent to streams and wetlands provide important habitat and water quality functions. Upland habitat areas extend outside of the riparian area, including much of Cooper Mountain Nature Park. Wildlife corridors support movement of large mammals and other species.

Together, these areas are Cooper Mountain's natural area heritage that the Community Plan seeks to preserve, connect and enhance as the community develops.

The Community Plan aims to focus development outside of the green framework. The resultant buildable areas comprise the neighborhoods where residential, commercial and public land uses will be located. The transportation connections of the plan are designed to connect neighborhoods, while minimizing impacts and providing access to natural resources.

Cooper Mountain Nature Park



Upland Habitat





Wildlife



Scenic Views

## PRESERVE AND PROTECT SIGNIFICANT NATURAL RESOURCE AREAS

The Community Plan delineates a Significant Natural Resource Area (SNRA) to identify the area's most significant natural resources. The intent is to balance environmental protections with the reasonable economic use of a property.

For the Community Plan, the SNRA includes Riparian Habitat (Class 1 and 2), Upland Habitat (Class A and B), and the Cooper Mountain Nature Park. The procedures and criteria for inventorying and evaluating natural resources in Cooper Mountain comply with Oregon Statewide Planning Goal 5 and associated Metro Titles 3 and 13. More information about this process, including a description of riparian habitat and upland habitat classifications, can be found in the Cooper Mountain Community Plan Natural Resource Report (June 2020).

Generally, Statewide Planning Goal 5 requires local governments to adopt programs that will protect natural resources for present and future generations. Establishing these programs is also known as the Goal 5 process. This process includes three main steps:

1. Evaluate and determine the significance of natural resources in a planning area.

2. Identify and analyze conflicting uses that exist, or could occur, in significant Goal 5 resource sites.
3. Develop a program to determine whether to allow, limit, or prohibit identified conflicting uses for significant resource sites.

Beaverton's Goal 5 program includes updates to Comprehensive Plan policies and Development Code rules that establish and implement the SNRA Overlay Zone, which includes identifying the areas and activities subject to the SNRA Overlay; establishing rules that limit disturbance areas; providing exemptions/exceptions for some uses, such as nature trails, utility crossings and wildlife crossings; providing flexibility to avoid or reduce development impacts; and requiring mitigation, such as new tree plantings or a fee-in-lieu, in response to development impacts.

**Figure 3: Significant Natural Resources Area Map**

The project team is working on updates to the Significant Natural Resources Areas (SNRA) map. To view the SNRA overlay in this document, see **Figure 2**.

## ESTABLISH IMPACT AREAS

Statewide Planning Goal 5 also requires that local governments determine potential "impact areas" to evaluate the adverse impacts of development on significant natural resources. An impact area is a geographic area within which conflicting uses could adversely affect a significant Goal 5 resource, as described above.

Beaverton's Goal 5 program would establish impact areas by requiring a buffer along the SNRA Overlay Zone, which would limit conflicting uses that might adversely affect significant natural resources areas. In some areas that might require extra protection, such as Cooper Mountain Nature Park, the impact area buffer could be wider, given the extensive amount of streams and wildlife habitat inside the park.

## PRESERVE TREES AND EXPAND TREE CANOPY

Trees and tree canopy are an important part of Cooper Mountain's natural resources that provide many benefits, such as shade, wildlife habitat, stormwater management, pollutant removal and carbon absorption (removing carbon dioxide, a greenhouse gas, helps lower temperatures in areas with a lot of buildings and paved surfaces, which are known to absorb and retain heat). The extensive mature tree canopy throughout the plan area has been declining as properties are converted to other allowable uses.

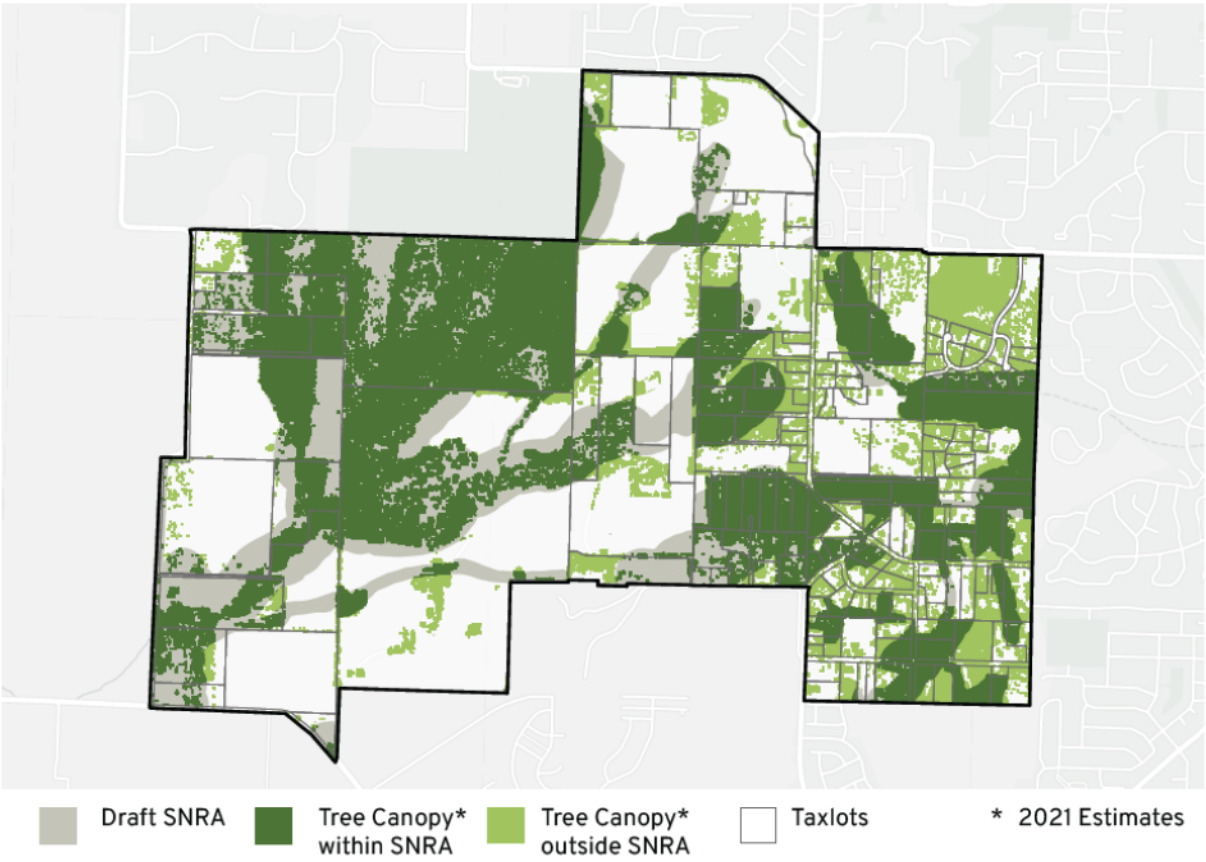
Even though riparian corridors and upland habitat areas are subject to the Goal 5 process, trees are not considered Goal 5 resources subject to inventory and analysis. However, cities and counties may still choose to implement tree protections that advance community goals.

For Cooper Mountain, the Community Plan includes goals and policies that aim to protect Cooper Mountain's existing trees and expand the tree canopy, where possible. For example, the tree policies require a portion of existing trees to be preserved on site, establish

minimum tree canopy requirements for all neighborhoods, provide flexibility on sites encumbered by trees to make it easier to fit homes on a lot, require mitigation when trees are removed from a site, and promote new plantings of native and drought-tolerant trees.

Most existing trees in Cooper Mountain are inside the SNRA Overlay Zone; however, there are many lots with extensive canopy outside of the overlay (Figure 4). Generally, rules for tree insides SNRAs will subject to higher tree protections than trees outside of SNRAs.

**Figure 4: Tree Canopy with SNRA Comparison**

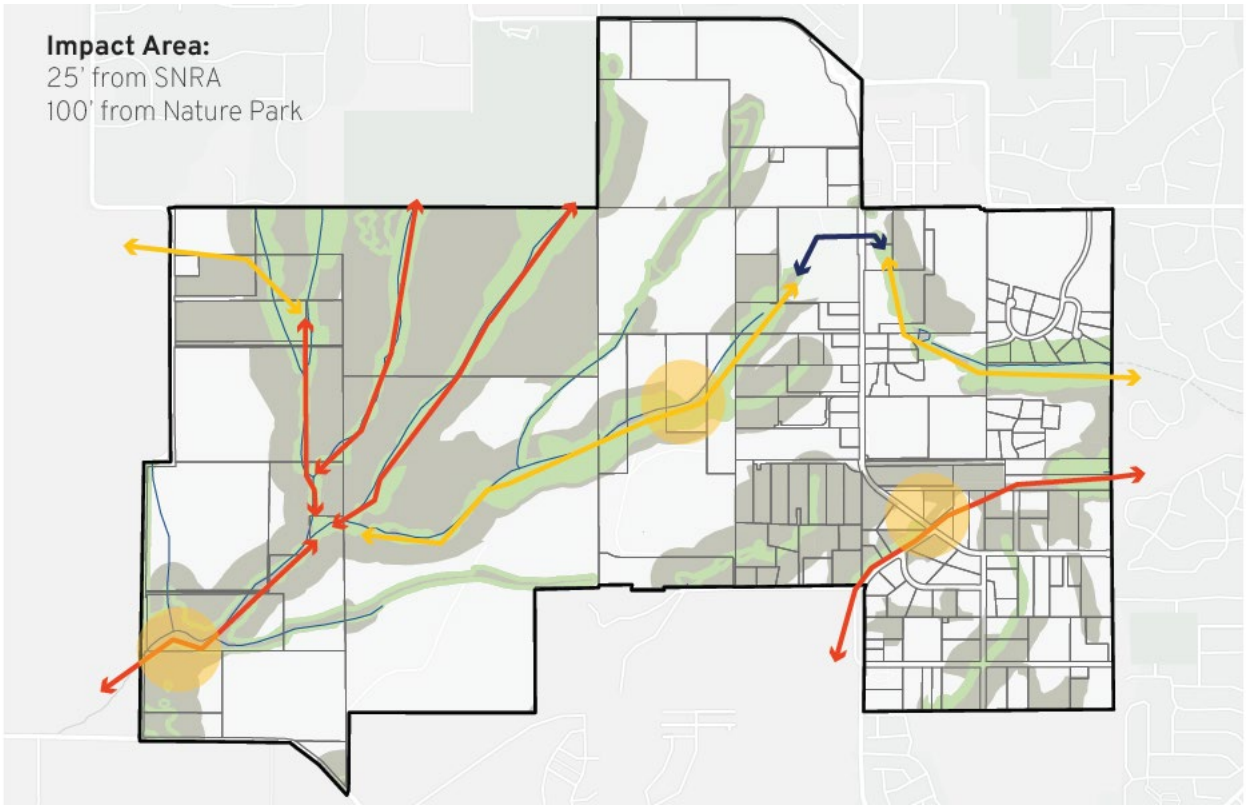



## PROTECT AND ENHANCE WILDLIFE CORRIDORS

The wildlife corridors of Cooper Mountain follow the tributaries of McKernan Creek and Summer Creek. They connect many areas of high-quality habitat, linking the diverse habitats in Cooper Mountain Nature Park to the lower wetland areas of McKernan Creek.

Figure 5 shows Cooper Mountain's wildlife corridors that were inventoried in 2022. Primary wildlife corridors provide habitat and safe passage for birds, large mammals and amphibians, whereas secondary wildlife corridors are better suited for smaller mammals.

**Figure 5: Draft Significant Natural Resource Area and Wildlife Corridors**




YELLOW (circle) = Wildlife crossing

YELLOW (line) = Primary wildlife corridor (Large mammal passage, such as deer and coyote, is highly recommended.)

RED (line) = Primary wildlife corridor (Large mammal passage feasibility/benefit unknown, but further review may be warranted. Smaller animals would still benefit.)

BLUE = Secondary wildlife corridor (May not be suitable and/or high benefit for large mammals, but still beneficial to smaller animals.)

GRAY = Draft SNRA

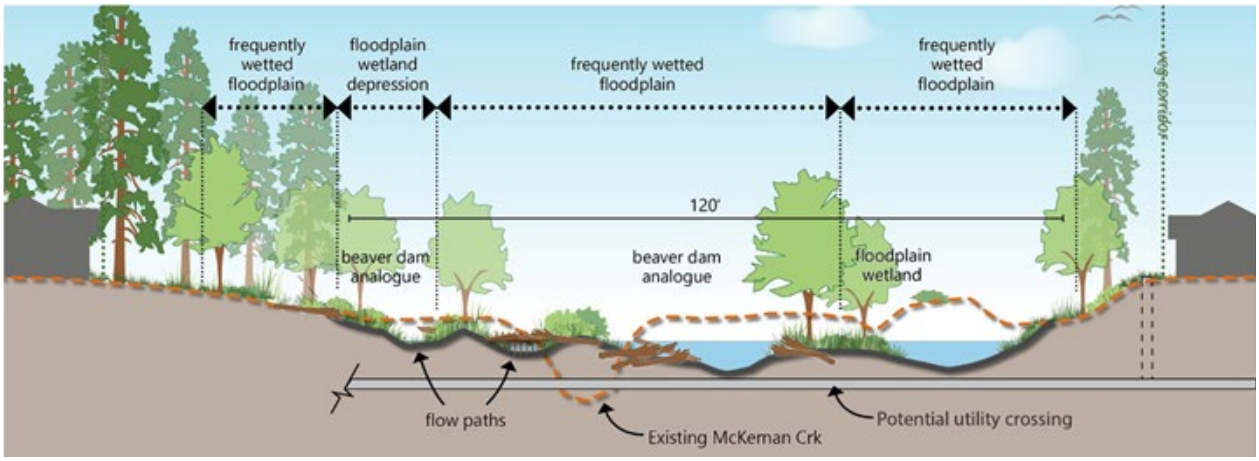
GREEN = Riparian corridors

The Community Plan aims to protect the highest quality corridors, and where possible, enhance other corridors for continued wildlife use as development occurs over time. Protecting significant natural resources, establishing impact areas and expanding tree protections collectively protect and enhance wildlife corridors. Other tools and strategies include integrating stormwater management with natural systems, such as planting stormwater facilities with wildlife friendly landscaping to provide additional habitat; promoting restoration of streams and tributary areas; limiting infrastructure stream crossings and installing wildlife crossings where stream crossings are required; and requiring wildlife friendly fencing and lighting adjacent to corridors, where possible.

## INTEGRATE BEST PRACTICES FOR STORMWATER MANAGEMENT

The Community Plan incorporates stormwater management recommendations from the Cooper Mountain Utility Plan. One potential strategy is the Resilient Stream Corridors concept. A resilient stream corridor is an emerging conservation strategy that may offer an innovative approach for protecting and restoring stream and riparian habitat health in the region. The primary purpose of a resilient stream corridor is to use natural processes to dissipate energy from high streamflow events and preserve or restore natural floodplain, stream, and riparian functions. A resilient stream corridor has a wider cross section to collect and manage stormwater, while expanding habitat areas. The corridor serves as the stormwater management system, rather than relying on large structural facilities (like stormwater ponds) to manage surface runoff from urban areas.

**Figure 6: Resilient Stream Corridor Concept**




A resilient stream corridor may ultimately provide numerous social and ecosystem benefits, such as reduced stream incision and erosion, improved flood storage, reduced strain on stormwater/sewer systems, improved water quality, and accessible natural streams for residents to enjoy. Figure 6 illustrates some of the possibilities for incorporating the resilient stream corridors approach in the Cooper Mountain area.

## MCKERNAN CREEK GREENWAY

The McKernan Creek Greenway will be a central and defining feature of the Cooper Mountain area. It is planned as a two-mile long regional trail and greenway, open to all. The greenway will integrate public access, trails, natural resources and stormwater management to support both the ecological and community health of the area.

The greenway follows the alignment for the McKernan Regional Trail and the Route 1 corridor across the upper portion of Cooper Mountain (See Figure 9 in the Transportation section). Starting at the corner of SW 175th and Weir Road, the greenway

extends west to upper McKernan Creek, then follows the creek to its lower floodplain area at the Community Park and SW Grabhorn Road undercrossing.

The greenway will be an active transportation corridor within a short distance of six Cooper Mountain neighborhoods. It will connect visitors and the local community to Cooper Mountain's natural heritage, with opportunities for environmental education and stewardship. Along with other wildlife corridors, the greenway provides habitat and pathways for wildlife to move through the area. The public facilities section of the Community Plan also describes how the greenway will support utility corridors and best practice stormwater and natural resource management.

**Figure 7: McKernan Creek Greenway**

The project team is working on updates to a McKernan Creek Greenway Diagram that visually communicates how key pieces of the greenway might relate to each other.

# CLIMATE RESILIENCE

## Goal: Improve community resilience to climate change and hazards

Climate resilience is the ability of a community to mitigate and adapt to climate change and hazards (natural and manmade). Mitigation involves taking actions to reduce or slow down the effects of climate change, such as providing active transportation options that reduce greenhouse gas emissions associated with car travel. Adaptation refers to changing rules or behaviors to survive in a new or different environment. This might include requiring drought-tolerant trees to be planted in place of native trees because drought-tolerant trees are more likely to thrive in warmer, drier months.

Tool and strategies that aim to improve community resilience include, but are not limited to:

- Opportunities for small and attached dwellings, which promotes energy efficiency in residential development.
- Policies, plans and code standards that will reduce transportation-related greenhouse gas emissions through walkable neighborhoods, and bicycle and pedestrian facilities that connect neighborhoods and key destinations.
- Implementation of the SNRA Overlay to protect the unique natural systems of Cooper Mountain and integrate them into future neighborhoods.
- Tree canopy goals and requirements that will help reduce heat island effects from urban development.
- Best practice stormwater planning to minimize and mitigate flooding and erosion, and enhance water quality and provide flexibility to manage increasing rainfall and larger storm events.
- Opportunities to provide purple pipe water infrastructure (pipes that recycle water and remove contaminants) to reduce the use of treated water and recharge groundwater.
- A transportation network with pedestrian and vehicular connectivity that allows first responders to provide emergency response to the Community Plan area.

# PUBLIC FACILITIES & INFRASTRUCTURE

**Goal: Provide public facilities and infrastructure needed for safe, healthy communities**

The Community Plan's public facilities goal will be implemented through the following strategies:

- Provide a range of parks and community gathering spaces
- Support expansion of Cooper Mountain Nature Park
- Coordinate and Implement Utility Plans
- Establish McKernan Creek Regional Trail

## PROVIDE A RANGE OF PARKS AND COMMUNITY GATHERING SPACES

The Cooper Mountain Community Plan identifies a range of park types and uses that will be incorporated across the Community Plan area. Conceptual park locations were identified in close coordination with the Tualatin Hills Park and Recreation District and other stakeholders. The map is conceptual and guiding. It shows opportunities for coordinating park sites with their neighborhood context, trails, viewpoints and other attributes.

### Community parks

The Community Plan area includes Cooper Mountain Nature Park and Winkelman Park, which are both regional destinations for a variety of recreational uses. A new community park is proposed in the Cooper Lowlands neighborhood, adjacent to the McKernan Creek Greenway and Cooper Lowlands (along Tile Flat) neighborhood center. This location provides a signature park amenity near the intersection of important green spaces, higher density residential development, and good transportation access for all modes of travel.

As a larger park, the new community park could serve the entire Cooper Mountain area and provide sports fields and active recreation, activities which typically require more space. The Concept Map shows this park as a desired outcome, recognizing that any community park is subject to funding and site acquisition.

### Neighborhood parks

A neighborhood park is proposed in each of the nine neighborhoods. The goal is that all homes are served by parks within a half-mile walkable area. Neighborhood park access should not require crossing of arterials, and the park network is connected by trails to the McKernan Creek Greenway and the regional trail system.

THPRD lists standards for neighborhood parks, so that the size, and amenities are tailored to the needs of the surrounding neighborhood. When topography allows, parks larger than one acre should include a sports field for larger recreation opportunities.

Table 2 lists the nine new neighborhood parks planned for Cooper Mountain and opportunities for siting the parks to serve the needs of each neighborhood. Some sites could serve adjacent high-density housing, others could provide public access to high

quality viewpoints or greenway areas. These opportunities should be considered during development review and park implementation.

**Table 2:**
**Neighborhood Parks Planned for Cooper Mountain**

| Neighborhood | Park Acreage | Opportunities |
|---|---|---|
| Cooper Lowlands | 2 acres | Sites are adjacent to multi-dwelling zones |
| Horse Tale | 2 acres | Adjacent to multi-dwelling zone; adjacent to trail; potential colocation with city water reservoir |
| Skyline | 2 acres | Site is adjacent to multi-dwelling zone; good viewpoints; adjacent to trail |
| McKernan | 2 acre | Good viewpoints; adjacent to trail and natural resources; site serves both McKernan and Hilltop neighbors |
| Hilltop | 3 acres | Potential sports fields; good viewpoints |
| Weir | 2 acres | Serves neighborhoods north and south of Weir Road |
| Siler Ridge | 3 acres | Adjacent to multi-dwelling and mixed-use zone; adjacent to trail |
| High Hill | 2 acre | Wooded site; good access via High Hill Lane; the natural area to the southeast, serves Alvord Lane neighbors |
| Grabhorn Meadow | 3 acres | Good viewpoints; adjacent to mixed use and multi-dwelling zones |
| **TOTAL** | **26 acres** | |

### Urban plazas

The Community Plan includes urban plazas in each neighborhood center to support community gatherings. Per THPRD standards, such plazas are intended for urban settings with higher density development and would ideally be incorporated into commercial/mixed use areas. The plazas should be designed as public gathering spaces that foster community interaction and civic pride. Urban plazas would be incorporated into the development of the commercial areas in the Cooper Lowlands and Hilltop neighborhoods.

### Trailhead parks

Small trailhead parks should be located at key entry points to the trail network, such as at an entrance to the Cooper Mountain Nature Park and at access points to the McKernan Creek Greenway. Trailhead parks are not shown on the Concept Plan Map because the locations

will be identified as neighborhoods and trails are designed. Trailhead parks may include amenities such as wayfinding, restrooms, play equipment and seating for trail users.

**Figure 8: Parks Map**

The project team is working on updates to the Parks map with THPRD. To view draft locations for potential parks in this document, see **Figure 2**.

## SUPPORT EXPANSION OF COOPER MOUNTAIN NATURE PARK

Cooper Mountain Nature Park is the crown jewel park and greenspace on Cooper Mountain. It is 230 acres in total, and the southern portion (140 acres) is within the Community Plan area. The Community Plan calls for the park to be within the Significant Natural Resource Area Overlay zone, with an Impact Area buffer around the park's perimeter.

The expansion of Cooper Mountain Nature Park, likely to the south, has been explored for many years. Such expansion was strongly supported by the community during the Community Plan process. The City of Beaverton supports the expansion of the Nature Park. The City will continue to coordinate with Metro, property owners, and others as expansion possibilities are discussed.

## COORDINATE AND IMPLEMENT UTILITY PLANS

The city intends for utility infrastructure – water (potable and non-potable), sewer, and stormwater management – to be proactively planned and implemented across the Plan area. The City is preparing a Cooper Mountain Utility Plan in conjunction with this Community Plan. The housing goals and planned commercial areas will require significant expansion of the public facilities. The utility plan will outline a framework of required public utility services that are needed to support growth of Cooper Mountain.

The concept plan includes locations of existing and potential reservoir locations, which increase service capacity and improve resiliency for the City's water system. The Utility Plan is considering opportunities to incorporate non-potable (purple pipe) water reuse strategies, through aquifer storage and recovery systems, similar to what is currently in place in the South Cooper Mountain area.

Where feasible, water service and sewer trunklines will be co-located with transportation corridors (roads or trails) to provide maintenance access and long term asset management. The city will coordinate with Clean Water Services and developers to provide sewer service to all planned neighborhoods.

Stormwater management will be integrated with other public uses. Examples include locating low impact development approaches for water quality treatment within right-of-way, landscaped stormwater treatment facilities in parks and urban plazas, or regional facilities adjacent to protected natural areas. The Utility Plan will outline a regional stormwater strategy for the McKernan Creek subbasin that considers opportunities to

restore degraded natural resources and manage stormwater through resilient stream corridors.

The city's intended outcome is to streamline the delivery of the utility systems needed to support the growth of Cooper Mountain.



**An existing water reservoir on SW Kemmer Road**

## ESTABLISH MCKERNAN CREEK REGIONAL TRAIL

The Community Plan includes strategies to protect natural resources across Cooper Mountain, including the greenway along McKernan Creek. This plan places a high value on connecting neighborhoods to natural areas. The concept map shows the preferred location of a new regional trail along McKernan Creek, with connections to the existing THPRD trail network. The trails provide access and viewpoints to natural areas, while protecting the natural resources that are a defining feature of Cooper Mountain. Connecting trails will provide walkable access from most Cooper Mountain neighborhoods, Winkelman Park, and Cooper Mountain Nature Park.

# TRANSPORTATION

**Goal: Provide safe, convenient access to important destinations while supporting transportation options, including walking and biking.**

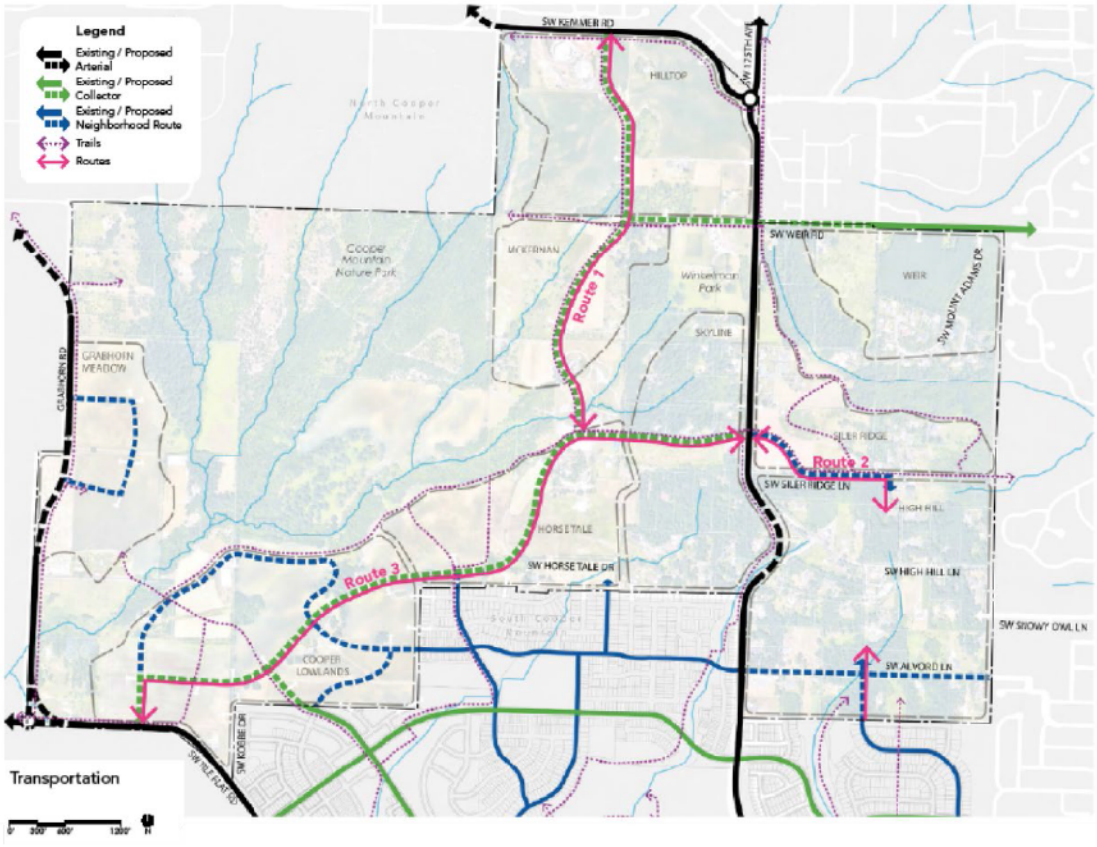
Beaverton is committed to building a complete, well-maintained, universally accessible, and connected system of public streets that provides a way for people of all ages and abilities to travel safely, comfortably, and reliably to where they want to go.

The Community Plan's transportation goal will be implemented through the outcomes listed below and described in this section. The planned outcomes are to:

- Create complete streets
- Provide many active transportation choices and connections
- Plan and design for transit readiness
- Create a connected network

The Transportation Concept Map illustrates a connected network of pedestrian routes, bike paths, trails, and a hierarchy of streets: arterials, collectors, neighborhood routes, and potential local streets (Figure 9).

**Figure 9: Conceptual Transportation Corridors**



## COMPLETE STREETS

Beaverton's Complete Streets Policy says Beaverton's streets should be designed to be safe and feel safe for everyone. They are designed for speeds that reduce the chance of death or serious injury and give priority to the needs of those who are most vulnerable.

Complete streets make it easier and safer for people to move along and across the street. They are designed for people moving in many ways: walking[1], biking, using micromobility[2] devices, taking public transit, driving a car, transporting goods, or delivering services.

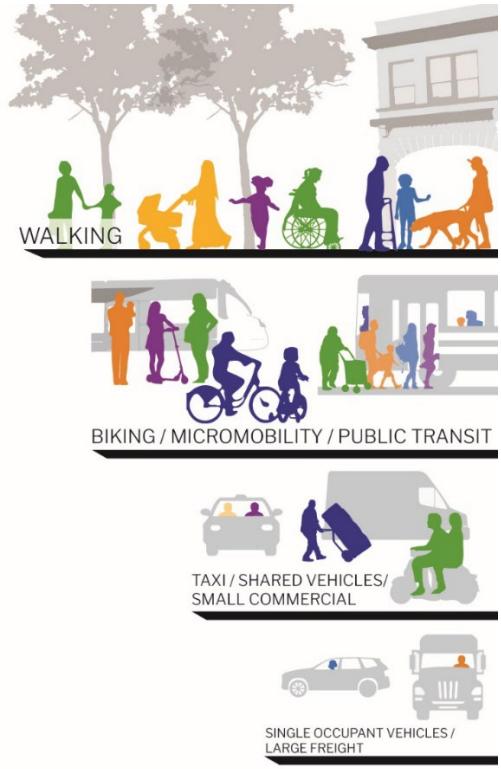
Complete streets connect communities and get people, goods, and services to the places they need to go. They clean the water and air and advance the city toward its greenhouse gas emission reduction goals.

The Complete Streets policy prioritizes public use of the street in the following order:

1. Walking
2. Biking / Micromobility /Public Transit
3. Taxi / Shared Vehicles / Small Commercial Service and Delivery Vehicles
4. Single Occupant Vehicles and Large Freight Vehicles

[1] Walking is an inclusive physical activity term that includes people using assistive mobility devices.
[2] Small, low-speed, human- or electric-powered transportation device, including bicycles, scooters, electric-assist bicycles, electric scooters (e-scooters), and other small, lightweight, wheeled conveyances.

**Figure 10: A multi-modal hierarchy for complete streets design**




Cooper Mountain design and transportation investment decisions will be consistent with the Complete Streets policy and its guiding principles.

- Design for safer, slower speeds with the goal of eliminating fatalities and severe injury crashes on streets in Beaverton.
- Give priority and protection to street users who face the most risk of death or serious injury – those outside of a vehicle and moving at the slowest speed – through the design and operation of intersections.
- Create pedestrian-scaled places and streetscapes that are interesting, enjoyable, and engaging for people, no matter which mode of travel they choose.
- Use design elements like lighting, culturally relevant public art, and placemaking elements to create an environment where people of all races, ethnicities, genders, ages and abilities feel welcome and safe from crime and harassment while using the street.
- Design streets to be responsive to current and planned neighborhood context by addressing the scale and type of activities in the area such as retail and entertainment, employment, residential, parks, and industrial uses.
- Design streets to function as enjoyable public spaces that foster social connection and enhance the health and well-being of the community.
- Design streets to work for all people and center people who have been most impacted by past policy choices or are most vulnerable in our current system,

including communities of color, children and their caregivers, seniors, and people with disabilities.

- Design streets to provide equitable access to housing, jobs, recreation, services, retail, and other opportunities, regardless of race, income, English language proficiency, or vehicular access.
- Use trees, plants, rain gardens, green infrastructure, and other design features that define the character of the street to shade and cool people walking, reduce energy consumption, and absorb and clean stormwater runoff.
- Use interim, quick-build techniques and materials when resources are scarce and/or where a street may benefit from a faster or more iterative process and solution to reach desired community outcomes.
- Use data, analysis, and performance monitoring to support decision-making, and learn from peer cities applying a Complete Streets approach.
- Encourage the provision of street designs that quickens the community's transition to e-bikes, other forms of electric micromobility, and electric vehicles, while adhering to the modal hierarchy.

## ACTIVE TRANSPORTATION

Consistent with the Complete Streets Policy, the active transportation network in Cooper Mountain will serve all ages and abilities with the streets, sidewalks, trails, bike facilities and other infrastructure they need to safely walk, bike and roll to their destinations. The layout and design of transportation corridors connect neighborhoods and key destinations.

Cooper Mountain's pedestrian facilities, bikeways, and trails will serve many users: pedestrians moving through neighborhoods; students traveling to schools; people biking from one neighborhood to another; people traveling to community parks, neighborhood parks, and the McKernan Creek Greenway; and more.

Safety will be prioritized through multiple strategies. The planned multi-use paths, McKernan Creek Regional Trail, collector routes, and neighborhood routes will have protected bike and pedestrian facilities with a physical barrier between automobiles and those walking, biking, and using micromobility devices. Slower speeds will be an important safety measure for all new streets and major improvements.

Cooper Mountain's trail system includes the McKernan Regional Trail, community trails, and nature trails. The City will implement this planned system of trails in coordination with THPRD and Metro for trails connecting to the Nature Park.




**A protected bike lane in a mixed-use neighborhood**

## TRANSIT READINESS

The Community Plan's land use zoning and transportation network are planned to support future transit. The two neighborhood centers, mixed use zones, multi-dwelling housing locations, and complete street network provide walkable access to transit along key streets. The primary transit destinations in the area include:

- Hilltop commercial area and multi-dwelling areas
- Siler Ridge mixed-use zone and multi-dwelling area
- Mountainside High School
- South Cooper Mountain Main Street
- Tile Flat commercial center
- A planned Cooper Mountain community park
- Multi-dwelling areas along the collector road planned between Tile Flat and 175th.

## CONNECTED NETWORK

The following sections summarize the planned improvements and key issues for each street type in the Community Plan and assumes all roads and streets are designed as complete streets.

### Arterial Streets

The arterials that serve Cooper Mountain - SW 175th, SW Kemmer Road, SW Tile Flat, and SW Grabhorn Road - are planned to serve multiple roles. Arterials will continue to be regional routes for trips going through the Cooper Mountain area to other destinations.

Arterials should be designed as complete streets. Key improvements to existing arterials include:

- SW 175th: Realign the "kink" south of Siler Ridge Lane, including a wildlife-friendly undercrossing; upgrade to a 3-lane urban street with multi-use path on one side; provide buffered bike lanes and sidewalks; provide intersection control and safe crossings at Route 3 and at SW Weir Road.
- SW Kemmer Road: Upgrade to a 3-lane urban street with multi-use path on the south side; provide buffered bike lanes and sidewalks; design provide intersection control and a safe crossing at Route 1.
- SW Tile Flat Road: Continue the 3-lane urban upgrade with multi-use path focused on the north (urban) side of the street. The south side will have a rural edge under current County policy.
- SW Grabhorn Road: Upgrade to a 3-lane urban street with multi-use path focused on the east (urban) side of the street. A wildlife-friendly undercrossing will be built at McKernan Creek. The west side will have a rural edge under current County policy.

### Collector Streets

The collector streets - SW Weir, Route 1 and Route 3 - are the connecting routes between Cooper Mountain's future neighborhoods. The key features of the planned routes include:

- SW Weir Road: Connects SW Beaverton to Cooper Mountain; provides gateway and access to the Hilltop neighborhood center and areas west of SW 175th; design tailored to the context of Winkelman Park on the south side and mixed use development on the north side; includes the McKernan Creek Regional Trail.
- Route 1: Provides a parallel option to SW 175$^{th}$ between SW Kemmer Road and Route 3; A safe and comfortable route for local trips away from regional traffic; many opportunities for scenic viewpoints; supports emergency access to the neighborhoods west of SW 175th; includes the McKernan Regional Trail integrated into the street design; designed as a 3-lane cross section, except in steeper natural resource areas where a 2- lane section may be considered; includes a wildlife-friendly crossing of McKernan Creek; provides a corridor for trunk utilities.
- Route 3: East-west corridor connecting SW 175th and adjacent neighborhoods to central and western Cooper Mountain and SW Tile Flat Road; connects five neighborhoods to the Tile Flat commercial center and access to five multi-dwelling sites; corridor for trunk utilities and the potential new water reservoir; requires a study for the intersection with SW 175th.

### Neighborhood Routes

The Community Plan's neighborhood routes provide connectivity within neighborhoods. General locations of key neighborhood routes are described below, though specific locations for neighborhood routes may shift with development patterns.

- Grabhorn Meadow: This neighborhood route provides a loop that defines two access points to SW Grabhorn Road. The city will work with Washington County regarding design exceptions to allow the connections. Typically, the County would require a collector-level connection to SW Grabhorn Road, but a neighborhood route may be more appropriate due to the size and planned traffic for this neighborhood.
- Cooper Lowlands: A neighborhood route is planned as the access to lands north of the Community Park. This neighborhood route can also include the McKernan Creek Regional Trail and serve as a utility corridor.
- High Hill: A future neighborhood route will likely be needed through the Siler Ridge Neighborhood to connect Siler Ridge Road and South Cooper Mountain. The routing is flexible and will be determined as part of future development planning.

### Local streets

Potential locations for local street intersections with the above-described streets are shown on Figure 9 .The actual local street network will be determined when development occurs in compliance with the Development Code. The plan's goals for local streets are to:

- Create walkable blocks and neighborhoods;
- Extend the street pattern from South Cooper Mountain; and
- Provide direct and convenient routes to parks, trails, and other community destinations.

### Wildlife crossings

New bridges (vehicular and pedestrian-bike) should be designed for safe passage of wildlife at four key locations:

- Where Route 1 crosses McKernan Creek
- The SW 175th "kink" realignment
- The pedestrian-bike bridge between Cooper Lowlands and Grabhorn Meadow
- The SW Grabhorn Road crossing of McKernan Creek

The City will work with agency partners and natural resource stakeholders to design these crossings and ensure wildlife connectivity is maintained.

### Transfers between different travel methods

A connected system also benefits from the ability to transfer between different ways of moving around. These mobility hubs could be locations to transfer between transit, bicycle rentals, micromobility rentals, and commuter/rideshare drop-off locations. Potential locations for this could include commercial areas, schools, and areas with significant numbers of homes.

# COMMERCIAL AREAS

**Goal: Provide opportunities for viable commercial uses, including places to work and places to buy goods and services**

The Community Plan's key outcomes for commercial areas are:

- Promote commercial and entrepreneurial opportunities by creating two commercial centers
- Expand opportunities for commercial uses by incorporating mixed-use areas in Cooper Mountain
- Provide for small-scale commercial opportunities near where people live, such as in limited locations in Residential Mixed areas to provide better access to goods and services and more entrepreneurial opportunities,

## TWO NEIGHBORHOOD COMMERCIAL CENTERS

The Community Plan identifies two new neighborhood commercial areas – Hilltop and Tile Flat. The neighborhood commercial areas will be pedestrian-oriented, mixed-use areas that are focal points for the community. They are planned for a mix of commercial and residential (largely middle housing and apartments) uses to create vibrant, walkable areas. They also would be good for locations civic uses, such as a library branch, and other community destinations.

The neighborhood centers should feature pedestrian-oriented design, including:

- Buildings next to or near the sidewalk with windows, interesting building faces, pedestrian-scale lighting, awnings, and signage
- Parking behind the buildings (rather than between the building and the street), under buildings, or in structures.
- Residential buildings with windows and doors facing the street
- Complete streets that provide high-quality space for people walking, using bicycles, using mobility devices, waiting for transit or using other methods to move around or through Cooper Mountain
- An urban plaza and spaces for people to gather

## RESIDENTIAL COMMERCIAL SITES

Residential Commercial mixed-use areas are shown in several areas (Cooper Lowlands, Grabhorn Meadow, Hilltop, and Siler Ridge), to increase the opportunity for commercial uses. Commercial uses are allowed but not required in these areas. This designation is mapped next to the two neighborhood commercial areas, which will allow the commercial sites to expand or be supported by adjacent housing (mostly middle housing or apartments). These designations also are shown in areas near parks and multi-family areas to provide commercial opportunities near recreational destinations and homes.

Mixed-Use Area



Small Grocery Store




## SMALL-SCALE COMMERCIAL

Small-scale commercial uses will be allowed in the Residential Mixed areas to provide opportunities for residents to have walkable access to goods and services. Smaller commercial uses also provide entrepreneurship opportunities and places for people to gather with their neighbors. Examples include a coffee shop, a small grocery store, a hair salon or a childcare facility. These areas would mostly likely be allowed near parks, Multi-unit Residential areas, and along neighborhood routes that connect homes to busier collector or arterial streets.

The design of these businesses should be small in scale, so the buildings and commercial operations are more consistent with the building sizes and activity levels of the residential areas.

# COOPER MOUNTAIN COMMUNITY PLAN POLICIES

## COMPREHENSIVE PLAN & ZONING DISTRICT MATRIX

The Comprehensive Plan is a document that guides Beaverton's future growth and development over the next 20 years. It has 10 chapters (or "elements") to guide this work. Each chapter has goals and policies that provide more direction. Chapter 3 (Land Use) includes the land use map with land use designations organized in four categories (Mixed Use, Commercial, Residential Neighborhoods and Employment/Industrial).

**What is land use?** Land use designations indicate what the land can be used for, such as housing, shops, restaurants, offices, schools, parks or industry. Regulating land use allows cities to combine activities that complement each other, such as housing and schools, and separate others that may be harmful, such as housing and heavy manufacturing.

Land use designations in the Comprehensive Plan have implementing zoning districts that provide rules for neighborhood development. Please note that the Land Use Map for the Cooper Mountain project area is still under development.

**What is zoning?** Zoning is the practice of establishing the appropriate mix of uses in different areas and setting site and building design expectations. Each zone may have different allowed land uses as well as minimum or maximum building height, setbacks and density.

For Cooper Mountain, the proposed land use designations and implementing zoning districts for Cooper Mountain are provided in Table 3. These are draft land use designations and zoning districts. Feedback from decision makers and the community could result in changes to the table below.

**Table 3. Comprehensive Plan and Zoning District Matrix**

| Comprehensive Plan Designation | Implementing Zoning Districts |
|---|---|
| **Mixed Use Areas** | |
| **Cooper Mountain Mixed Use*** | CM-CS, Cooper Mountain – Community Service*<br>CM-HDR, Cooper Mountain – High Density Residential District*<br>CM-MR. Cooper Mountain – Multi-dwelling Residential* |
| **Neighborhoods** | |
| **Cooper Mountain Residential*** | CM-MR, Cooper Mountain – Multi-dwelling Residential*<br>CM-RM, Cooper Mountain Residential Mixed* |

* Comprehensive Plan Designations and Implementing Zoning Districts that can only be used in the Cooper Mountain Community Plan area

# LAND USE

**Goal: Create equitable neighborhoods that integrate housing variety, provide access to parks and natural areas, support commercial areas and prioritize safe and convenient ways to walk and bike within and between neighborhoods.**

## LAND USE POLICIES

a) Apply the Cooper Mountain Mixed Use land use designation in areas:
   i. Where site conditions, such as land with slight slopes, support higher density multi-dwelling options; and
   ii. Where a mix of multi-dwellings and commercial uses provides flexibility or improves development feasibility; and
   iii. Where commercial activity is necessary to ensure community members within the Cooper Mountain area and surrounding areas have access to goods, services, and community gathering places, including areas near intersections with at least one arterial; and
   iv. Along arterial roads with relatively high visibility; and
   v. Near community and neighborhood parks that are near collector streets.

b) Apply the Cooper Mountain Residential land use designation in areas:
   i. Where site conditions, such as land with steep slopes, are better suited for single-detached dwellings and lower density multi-dwelling options; and
   ii. Relatively farther from any intersection with an arterial; and

c) Distribute residential zones that have higher minimum densities in all developable subareas of the Cooper Mountain Community Plan area. CM-MR zoning is most appropriate near:
   i. Near land with Cooper Mountain Mixed Use land designations; and
   ii. Near commercial centers; and
   iii. Along future transit routes identified by TriMet or Washington County; and
   iv. Along collector streets; and
   v. Along neighborhood routes in areas without nearby higher density multi-dwelling options; and
   vi. Near neighborhood and community parks; and
   vii. In locations that improve multi-dwelling residents' equitable access to commercial uses, nature, and parks/recreation.

d) Designate at least two commercial centers with a minimum size of 5 acres in different parts of the plan area in Cooper Mountain. The centers will:
   i. Allow a mix of commercial and residential uses at relatively high densities to create vibrant, walkable areas; and
   ii. Provide people living and working in Cooper Mountain with the ability to access the centers through safe and convenient ways to travel, such as walking and biking.
   iii. Serve as priority locations for civic uses and regulated affordable housing.

e) Provide zoning and development intensity near the commercial centers, including zoning that allows additional commercial uses as an option, and provides flexibility

for additional commercial, mixed-use and multi-dwelling development that will add to the vibrancy of the area.

f) Apply zoning for small commercial centers in areas:
    i. Along arterials or collectors; and
    ii. Along neighborhood routes with higher density multi-dwelling options; and
    iii. Near multi-use paths.
g) Allow small-scale commercial uses in residential neighborhoods that are:
    i. Near areas zoned for higher density multi-dwellings; and
    ii. Near parks (excluding the Cooper Mountain Nature Park) and other key destinations; and
    iii. Along Neighborhood Routes west of 175th Avenue.
h) The city will support efforts by THPRD to find, acquire and develop appropriate sites for neighborhood parks within the Community Plan area.

**Figure xx. Draft Comprehensive Plan Land Use Map**

***Staff Note:*** *Staff is currently working on an updated Draft Comprehensive Plan Land Use map based on the Preferred Approach Concept presented to City Council in October 2022. An updated map may be available late spring/summer 2023.*

# HOUSING

## GOAL: Provide New Housing in a Variety of Housing Types and for All Income Levels

### HOUSING POLICIES

a) The city will increase housing supply by establishing minimum densities as a tool to ensure the planned number of homes in the Community Plan is implemented.
b) The city will promote affordable rental and home ownership housing choices in every neighborhood in a variety of housing types consistent with the city's identified housing needs. The city should consider a target of at least 450 regulated affordable homes in Cooper Mountain.
c) Include housing variety in neighborhoods and developments to provide choices that can accommodate a range of ages, incomes, abilities, and household sizes.
d) Integrate housing types in neighborhoods and developments so many housing needs can be met throughout Cooper Mountain.
e) Design housing development to enhance or reduce negative effects on natural resource areas and wildlife habitat while providing community access to views or access natural areas and nature, including integrating natural elements into neighborhood design.

# NATURAL RESOURCES

**Goal: Preserve, incorporate, connect, and enhance natural resources**

## GENERAL NATURAL RESOURCE POLICIES:

a) Protect Cooper Mountain natural resources, including but not limited to stream corridors, riparian areas, upland habitat, and wetlands, and integrate natural features into neighborhoods and the community. Tools and strategies to accomplish this policy include:
   i. Significant Natural Resource Area overlay zoning (see below)
   ii. Impact Area regulations
   iii. Tree protection and mitigation
   iv. Wildlife corridor management
   v. Steep slope protections
   vi. Effective storm water management
   vii. Encouraging development in areas that do not have significant natural resources and discouraging development in areas with significant natural resources.

b) Encourage equitable community member access, both visual and physical, to natural areas through methods that balance natural resource and habitat preservation with the need for people to connect with nature. Tools include but are not limited to:
   i. Designing neighborhoods with continuous and/or frequent public access to natural areas, rather than private property borders that prevent community visual and physical access to natural areas; and
   ii. Providing trails adjacent to natural areas and, where impacts can be mitigated, alongside or into the Cooper Mountain Nature Park; and
   iii. Providing occasional but frequent public open spaces and viewpoints along street rights of way or trail rights of way that abut natural areas and parks.
   iv. The city will create Development Code provisions that promote equitable community member public access consistent with this policy.

## SIGNIFICANT NATURAL RESOURCE AREA POLICIES:

a) The city will encourage preservation in significant natural resources through implementation of a Significant Natural Resource Area (SNRA) overlay Zone and its accompanying regulations (Figure 2). Significant natural resources include Riparian Habitat (Class 1 and 2), Upland Habitat (Class A and B), and the Cooper Mountain Nature Park - as shown on the city's SNRA Map. The purpose of the SNRA overlay is to:
   i. Provide protection and conservation of significant natural resources.
   ii. Balance conservation with economic use.
   iii. Guide development review.
   iv. Promote intergovernmental cooperation in natural resource management.
   v. Complement the city's tree protection regulations.

b) The city will develop SNRA overlay regulations to:
    i. Identify the area and activities that are subject to the SNRA overlay regulations.
    ii. Provide development standards and guidelines as needed to preserve significant natural resources areas, protect wildlife habitat and mobility, and regulate tree canopy inside the SNRA overlay while:
        1. Allowing exemptions and exceptions for uses that the city determines will have minimum or positive impacts, such as invasive tree removal or resource enhancement, on natural resources; and
        2. Allowing exemptions or exceptions for uses that are necessary for a public purpose, such as trails or utilities; and
        3. Allowing development to occur in limited disturbance areas under certain circumstances, such as if the impacts are temporary or necessary to provide reasonable use of a property; and
    iii. Promote mitigation for SNRA impacts, such as replanting or fee-in-lieu of mitigation; and
    iv. Provide a method for reviewing SNRA boundary amendments to respond to new information, such as a study or a technical report.
    v. Establish design standards for features such as lighting, fencing, trails, bridges and other utility features in the SNRA overlay to reduce impacts on wildlife.

**Figure xx. Draft Significant Natural Resources and Impact Areas map**

***Staff Note:*** *Staff is currently working on an updated Draft Significant Natural Resources and Impact Areas map based on the Natural Resources approach presented to City Council in November 2022. An updated map may be available late spring/summer 2023.*

***Staff Note:*** *Draft policies for Impact Areas are still under review. Staff is reviewing tree policy memos with policy considerations that may result in additional changes.*

## IMPACT AREAS POLICIES

a) The city will include an Impact Area adjacent to the SNRA overlay to protect natural resources and provide a buffer area that limits adverse impacts of development on the adjacent significant natural resources. (Figure 2)
b) The city will develop Impact Area regulations to:
    i. Identify the area and activities that are subject to the Impact Area regulations.
    ii. Provide development standards and guidelines as needed to provide a buffer area that protects adjacent significant natural resources areas and wildlife habitat and mobility, and regulates tree canopy inside the Impact Area while:
        1. Allowing exemptions and exceptions for uses that the city determines will have minimum or positive impacts, such as

invasive tree removal or resource enhancement, on natural resources; and
2. Allowing exemptions or exceptions for uses that are necessary for a public purpose, such as trails or utilities; and
3. Allowing development to occur in limited disturbance areas under certain circumstances, such as if the impacts are temporary or necessary to provide reasonable use of a property; and

iii. Promote mitigation for impacts to natural resources in Impact Areas, such as replanting or fee-in-lieu of mitigation; and
iv. Provide a method for reviewing Impact Area amendments, for example when SNRA boundary amendments are proposed and Impact Area boundaries need to be adjusted.
v. Establish design standards for features such as lighting, fencing, trails, bridges and other utility features in the Impact Area to reduce impacts on wildlife.

***Staff Note:*** *Draft policies for Tree Canopy are still under review. Staff is reviewing tree policy memos with policy considerations that may result in additional changes. Among other things, staff may add policies regarding commercial timber harvests to this section after additional research and analysis has been completed.*

**TREE CANOPY POLICIES**

a. Establish minimum tree canopy requirements that consider:
    i. Higher preservation standards inside SNRAs and Impact Areas and moderate preservation standards outside of SNRAs and Impact Areas.
    ii. Innovative approaches to meeting tree canopy requirements in developments of different sizes and configurations.
    iii. Effective ways to reduce the urban heat island effect.
    iv. The benefits of diverse, mixed-age forests.
    v. Equitable access to the environmental and social benefits of trees.
b. Provide incentives that encourage the retention of native, drought-tolerant, and mature trees, which collectively provide higher quality habitat and support diverse, mixed-age forests.
c. Promote mitigation for tree loss or removal, such as a requirement for the on-site replacement of trees, off-site plantings, and fee-in-lieu payments.
d. Improve city standards that provide guidance on which trees are appropriate to plant in certain locations, such as inside SNRAs and near sidewalks.
e. Improve city standards that promote the longevity of newly planted and existing trees.

***Staff Note:*** *Staff may add polices regarding incentives for wildlife corridors outside of SNRAs after additional research and analysis has been completed.*

## WILDLIFE CORRIDORS POLICIES

a. Manage wildlife corridors identified on the Wildlife Corridor Map to support use by wildlife, limit impacts from permitted development, and preserve the connectivity of the corridors within and outside the Cooper Mountain planning area.
b. Design stream crossings, such as for roads and trails, so that they allow passage by large mammals through the corridors on the Wildlife Corridor Map. (Figure xx)
c. Prioritize protection of interior habitat, which exists beyond the habitat edge and inside a natural resource area, over edge habitat, which refers to the boundary between two landscape elements, such as when a tree grove abuts a residential development, since interior habitat provides a more stable environment for birds, mammals and amphibians.

# CLIMATE RESILIENCE

## Goal: Improve community resilience to climate change and hazards

### CLIMATE RESILIENCE POLICIES:

a) Reduce greenhouse gas emissions by providing and promoting walking, biking, transit, and other active transportation options.
b) Incorporate neighborhood design that reduces people's risk of hazards and provides safe access if evacuation is required.
c) The city will develop code standards and guidelines that reduce risks to life and property in steeply sloped areas and in areas with identified geologic hazards, such as through identifying those areas, reducing density of homes in those areas, requiring necessary geotechnical studies; and providing additional requirements for developments that are affected by steeply sloped areas or areas with geologic hazards
d) Implement, where feasible, the city's purple pipe water program that routes cleaned stormwater to irrigate green spaces like parks, school grounds, and yards and to provide additional water flows to streams in the drier months.
e) Evaluate and monitor potential wildfire risk identified by the Department of Forestry, and if risk is moderate or higher, update development code regulations that prioritize safety and reduce potential damage from wildfires.
f) Provide pedestrian and vehicular connectivity that will create access and egress consistent with city and Tualatin Valley Fire & Rescue (TVF&R) standards, which will allow TVF&R, Beaverton Police Department, and other first responders to provide emergency response to the Community Plan area.

# PUBLIC FACILITIES & INFRASTRUCTURE

**Goal: Provide public facilities and infrastructure needed for safe, healthy communities**

## PARKS POLICIES

a) The City supports the expansion of the Cooper Mountain Nature Park and will coordinate with Metro, THPRD, property owners, and others as expansion plans are evaluated and proposed by Metro.

b) The city will work with THPRD and property owners to implement a Community Park, applying the following principles:
   i. The preferred location is in the Cooper Lowlands neighborhood.
   ii. The park will provide active and passive recreation as well as related amenities to accommodate a variety of visitors/users, including people living with disabilities according to THPRD's most recently approved Parks Functional Plan.
   iii. The park design will follow THPRD's most recently approved Parks Functional Plan and will seek to balance community recreation need with the ecological health of sensitive natural resources on site, while also considering compatibility and integration with adjacent land uses.
   iv. The park will be accessible by the active transportation network.

c) Provide Neighborhood Parks in each Community Plan neighborhood per the minimum acreages in the following table:

| Neighborhood | Park Acreage |
|---|---|
| Cooper Lowlands | 2 acres |
| Horse Tale | 2 acres |
| Skyline | 2 acres |
| McKernan | 2 acres |
| Hilltop | 3 acres |
| Weir | 2 acres |
| Siler Ridge | 3 acres |
| High Hill | 2 acres |
| Grabhorn Meadow | 3 acres |
| **TOTAL** | **21 acres** |

d) Establish Neighborhood Parks to be key features of neighborhood design by applying the following principles:
   i. Accessible by walking and biking without significant barriers such as arterial streets and steep slopes.

   ii. Geographically locate parks to serve the greatest anticipated population within a 10 minute walk to promote community gathering through proximity to trails, neighborhood or community transportation networks, and land uses such as commercial, mixed use, and multi-dwelling residential.
   iii. Prioritize sites with greater developable acreages, with a target of at least 75% developable acreage, to allow for active recreation on sites greater than one acre.
   iv. Co-locate with other public uses.
   v. Provide visibility for the surrounding neighborhood and scenic viewpoints.
e) Incorporate an Urban Plaza in each commercial area where commercial is required.
f) Provide Trailhead Parks consistent with THPRD standards at key entry points to the trail network

**PUBLIC FACILITIES AND INFRASTRUCTURE POLICIES**

a) Locate land uses that promote social interaction and/or provide services to the community, such as libraries, in or near commercial centers and/or regulated affordable housing sites
b) Implement Active Transportation Policies – See Transportation section.
c) Implement, where feasible, the city's purple pipe water program
d) Promote co-location of road or trail alignments and utility corridors.*(under review)*
e) Plan, design, and implement utility corridors to protect natural resources, applying the following principles:
   i. Minimize impact to McKernan Creek, Summer Creek, and riparian habitat.
   ii. Provide passage for deer and other large mammals, such as by elevating bridges to allow animals to pass underneath or burying utilities.
   iii. Work with natural resource stakeholders during the public facility design process.
f) Coordinate with Clean Water Services to implement a regional stormwater strategy for the McKernan Creek subbasin, that considers opportunities to restore degraded natural resources and manage stormwater through resilient stream corridors.
g) Promote low impact development approaches (LIDA) for stormwater management and other approaches to integrate stormwater facilities with parks, trails, and natural resource areas.

**MCKERNAN CREEK REGIONAL TRAIL POLICIES**

a) The city and its agency partners, such as Tualatin Hills Park & Recreation District and Clean Water Services, will integrate public access, trails, natural resource areas, stormwater management, and other utilities to support the ecological and community health of Cooper Mountain and include these elements in plans and rules implemented by property owners and developers.
b) Protect natural resources along the McKernan Creek Regional trail in accordance with the policies listed in the Natural Resources section of this plan.

c) Evaluate and determine a trail alignment that generally follows the corridor along McKernan Creek identified in the Cooper Mountain Community Plan Concept Map, and where possible, aligns or connects with roads or trails near the corridor.
d) Provide scenic viewpoints along the McKernan Creek Regional trail.
e) Coordinate with THPRD to provide equitable access to the McKernan Creek Regional Trail and amenities, where applicable, for different cultural, ethnic, and socioeconomic groups that historically have not benefited from access to natural areas due to physical, geographic, or transportation-related barriers.
f) The city will define and initiate a McKernan Creek Regional Trail implementation program to refine the concept, prepare designs, and create an action plan for funding and construction.

# TRANSPORTATION

**Goal: Provide safe, convenient access to important destinations while supporting transportation options, including walking and biking.**

## ACTIVE TRANSPORTATION POLICIES

a) Extend and connect Beaverton's bicycle network to Cooper Mountain and classify bike facilities, consistent with Beaverton's Active Transportation Plan.
b) The city shall plan for and make transportation policy, design, and investment decisions consistent with its Complete Streets policy. Streets in the Cooper Mountain Community Plan area shall:
    i. Be designed with the goal of preventing all death and serious injuries while using the street.
    ii. Prioritize the needs of the community's most vulnerable, including communities of color, children and their caregivers, seniors and people with disabilities.
    iii. Provide easy, dignified, and affordable access to places for people who cannot drive, or choose not to drive, for the trip they need to make.
    iv. Reflect the fact that everyone is a pedestrian and benefits from generous, attractive, and socially activated walking environments.
    v. Make walking, biking, and transit a viable and desirable transportation option for people of all ages and abilities.
    vi. Be designed to advance the city toward its goal of 100% greenhouse gas emissions reduction by 2050.
    vii. Facilitate an equitable, community-wide transition from gas powered vehicles to electric vehicles.
    viii. Accommodate the movement of goods and services to sustain a vibrant local, regional, and state economy.
    ix. Comply with federal, state, and regional regulations.
    x. Be planned, designed, built, and maintained in accordance with the design principles and modal hierarchy in Beaverton's complete street policy, as indicated in Figure 10.
c) Connect people to key destinations in the neighborhood, through design of the pedestrian and bike network.
d) Provide protected pedestrian and bicycle facilities along arterials, collectors, and neighborhood routes and incorporate facilities for people walking, bicycling and using other active transportation methods in the McKernan Creek Regional Trail.
e) Implement Cooper Mountain’s trails in coordination with THPRD, and with Metro for trails connecting to the Nature Park, as follows:
    i. Integrate the multi-use trails planned for SW Kemmer, SW 175th, SW Tile Flat Road, and SW Grabhorn Road as part of street improvements.
    ii. Illuminate paved multi-use trails to provide for safer nighttime travel routes for people walking and biking.
    iii. Coordinate with THPRD on planning for the McKernan Creek Regional Trail

iv. Provide opportunities for scenic viewpoints and environmental education along the McKernan Creek Regional Trail
v. Coordinate the McKernan Creek Regional Trail with the Utility Plan
vi. Extend the community trails from South Cooper Mountain, consistent with the Active Transportation Concept Map
vii. Connect active transportation facilities to the Nature Park's nature trails, consistent with Active Transportation Map

f) Plan, design, and implement a pedestrian-bike bridge to connect the Cooper Lowlands and Grabhorn Meadow neighborhoods, applying the following principles:
   i. Minimize impact to McKernan Creek and riparian habitat
   ii. Provide passage for deer and other large mammals, such as by elevating the bridge to allow animals to pass underneath
   iii. Work with natural resource stakeholders during the design process
   iv. Coordinate bridge design and construction with Utility Plan.
g) Integrate Americans with Disabilities Act standards and guidelines into the design and implementation of active transportation facilities

**TRANSIT POLICIES**

a) Ensure the mix and intensity of uses, community destinations, street design, and other characteristics of the Community Plan area support the future provision of transit service to the area.
b) Coordinate with TriMet regarding future fixed route transit service.
c) Coordinate with Washington County regarding future on-demand, microtransit service.
d) The city will coordinate with TriMet and other mobility providers to promote access to public transportation and private mobility services, and the ability to transfer between those services easily and efficiently, by dedicating public right of way towards bus stop and bus layover needs. This will include promoting mobility hubs where those transfers are most likely, such as the commercial centers along 175th Avenue and Tile Flat Road.

***Staff Note:*** *Draft policies for Complete and Connected Streets are still under review. Street designs would also be dependent on slopes, ground conditions and other engineering considerations. Staff is still evaluating how specific these policies need to be, and how that relates to future implementation efforts.*

**COMPLETE AND CONNECTED STREETS POLICIES**

a) Implement the city's Complete Streets Policy and tailor street designs to their land use context.
b) Design Community Plan's arterial streets consistent with the city's Complete Streets Policy, Transportation System Plan (TSP) and the elements listed below.
    i. Coordinate with Washington County on arterial planning, funding, improvements, and future transfer of jurisdiction from the County to the City of Beaverton.
    ii. Arterial streets will include protected bicycle and pedestrian facilities.
    iii. **SW 175th:** Realign the "kink", potentially including a wildlife-friendly crossing; and upgrade to a 3-lane urban street with separated pedestrian and bicycle facilities.
    iv. **SW Kemmer:** Upgrade to a 3-lane urban street with multi-use path on the south side with separated pedestrian and bicycle facilities; design and implement the intersection at Route 1.
    v. **SW Tile Flat Road:** Continue the urban upgrade started in South Cooper Mountain, including a multi-use path on the north (urban) side of the street. The south side will have a rural edge per County policy.
    vi. **SW Grabhorn Road:** Reconfigure a 3-lane urban street with multi-use path on the east (urban) side of the street. A wildlife-friendly undercrossing will be built at McKernan Creek. The west side will have a rural edge per County policy.
b) Design and build collector streets consistent with the city's Complete Streets Policy, TSP and the following:
    i. Collector streets will include protected bicycle and pedestrian facilities.
    ii. **SW Weir Road:** The Weir Road cross-section will:
        1. Include the McKernan Creek Regional Trail on the south side.
    iii. **Route 1:** The Route 1 alignment and cross-section will:
        1. Include and integrate the McKernan Creek Regional Trail. Scenic viewpoints will be included along the trail.
        2. Minimize impacts to sloped and natural resource areas. A cross-section with 2 travel lanes may be permitted where the city determines it will be beneficial to minimizing impacts.
        3. Include a wildlife-friendly crossing of McKernan Creek
        4. Be coordinated with the Utility Plan.
    iv. **Route 3:** The Route 3 alignment and cross-section will:
        1. Minimize impacts to sloped and natural resource areas. A cross-section with 2 travel lanes may be permitted where the city determines it will be beneficial to minimizing impacts.
        2. Be coordinated with the Utility Plan.

c) Design and build neighborhood routes consistent with the city's Complete Streets Policy, TSP, and the following:
    i. Neighborhood routes will include protected bicycle and pedestrian facilities.
    ii. **Grabhorn Meadow Neighborhood Route:** This neighborhood route provides a loop with two planned access points to SW Grabhorn Road, an arterial street.
    iii. **Cooper Lowlands Neighborhood Route adjacent to McKernan Creek:** This neighborhood route is planned as the access to lands north of the Community Park. The neighborhood route will include the McKernan Creek Regional Trail where it is adjacent to natural resources along McKernan Creek.
    iv. **High Hill Neighborhood Route:** This neighborhood route will connect Siler Ridge Road to South Cooper Mountain. The routing is flexible so it can be adapted to topography, tree preservation and existing homes. The High Hill Neighborhood Route will be determined as part of future development reviews.
d) Extend streets from, and connect to, streets in South Cooper Mountain
e) Design bridges (vehicular and pedestrian-bike) for safe passage of deer and other large mammal in the following locations:
    i. Where Route 1 crosses McKernan Creek
    ii. The realignment of SW 175th Avenue
    iii. The pedestrian-bike bridge between the Cooper Lowlands and Grabhorn Meadow neighborhoods
    iv. The SW Grabhorn Road crossing of McKernan Creek
f) The city will work with agency partners, stakeholders and community members to plan and design the bridges listed above.

# COMMERCIAL AREAS

**Goal: Provide opportunities for viable commercial uses, including places to work and places to buy goods and services.**

## COMMERCIAL AREAS POLICIES

a) Ensure Cooper Mountain's commercial centers are pedestrian-oriented, mixed-use areas that are focal points for the community. The centers will:
   i. Implement pedestrian-oriented design, consistent with, Goal 3.6.1, Policy d, of the Land Use Element:
      1. Commercial and mixed-use buildings located next to the sidewalk with windows, interesting facades, pedestrian-scale design features (e.g., lighting, awnings and signage), and majority of parking located behind, above, or beneath development
      2. Residential buildings with windows and doors facing the street, and privacy provided through landscaping, grade changes, and modest setbacks
      3. Complete streets and sidewalks that provide high-quality space for pedestrians and protect pedestrians from traffic (by using physical barriers or buffers such as curbside parking, landscaping, trees and street furniture)
   ii. Include areas for community gathering, including an urban plaza consistent with Tualatin Hills Park & Recreation District standards
   iii. Provide direct, convenient access to nearby housing and parks and trail connections to the McKernan Creek Regional Trail, a Metro-designated regional trail, and other nearby trails and bicycle facilities.

b) Allow small-scale commercial activity within the Cooper Mountain Residential land use designation to provide opportunities for residents to have access to goods and services, provide entrepreneurship opportunities, support at-home work options that reduce automobile usage and create potential places for people to see and meet with fellow neighbors.

c) Regulate small-scale commercial uses in residential zones through zoning provisions that:
   i. Define allowed and conditional uses as well as prohibited uses
   ii. Limit the scale and configuration of commercial structures to be compatible with the scale of their residential context

# FUNDING STRATEGIES

**Goal: Identify feasible, responsible funding strategies to turn the vision into a reality.**

## FUNDING STRATEGIES POLICIES

***Staff Note:*** *Policies will be added as part of the Infrastructure Funding Plan, which is currently being developed by staff. An update on the Infrastructure Funding Plan may be available in summer/fall 2023.*

# *Martin G. Slapikas*

*709 N. Tomahawk Island Drive*

*Portland, Oregon 97217*


**June 28, 2023**

**Metro Council**
**600 NE Grand Ave.**
**Portland, OR 97232**

**Re: Interstate Bridge Replacement Hayden Island Ground Improvement Study Amendment**

**Dear "Council President Peterson and members of council."**

Metro's stated purpose of this amendment is to make the necessary funding corrections, increases and fund reprogramming to the 2021-24 MTIP (Metropolitan Transportation Improvement Program).

The amendment is:

> Interstate Bridge Replacement - Hayden Island ground improvement study (HIGIS): implement the new United States Department of Transportation bridge improvement program study to ODOT in support of the Interstate 5 bridge replacement project to help mitigate seismic risks. This includes assessing soil stabilization techniques including solid mixing, compaction grouting, jet grouting and the use of stone columns to minimize soil liquefaction during the preliminary engineering stage of the project.

---

**RATIONALE**

**Human Environment**

The Hayden Island Ground Improvement Study (HGIS) represents the tip of the IBR program construction. If this proposed study is anything like the testing performed during the preliminary engineering stage of the Columbia River Crossing project, **the Study will significantly affect the human environment** - the quality of life - of the residents of Hayden Island for yet an undetermined length of time.

Should the Ground Improvement Study and bridge construction launch as presented by an IBR proposal, HINooN believes that construction equipment would inundate island residents. As a result, the Island community would experience adverse living conditions, including, but not limited to, traffic disruptions to everyday life both on the island and when trying to leave the island. There would also be increased air pollution, loud noises, and vibrations. These problems would seriously impact Hayden Island residents, businesses, and visitors.

It is no secret that our neighborhood association prefers a third crossing (Bridge or Tunnel) over the Columbia River. It makes common sense if you believe in the economic growth or our State of Oregon. However, my attention was directed toward an immersed tube tunnel (ITT) option introduced to the Island community by our neighborhood association. My research was directed toward IBR documents prepared for ODOT and WSDOT addressing the ITT option for the river Those documents were instrumental in dismissing an independent evaluation of an Immersed Tube Tunnel option for the I-5 crossing.

**Natural Environment**

However, the documents – three iterations of *Tunnel Concept Assessment* - leads me to believe the **proposed** Interstate Bridge Replacement **Hayden Island Ground Improvement Study may also impact the natural environment.** Metro's study amendment includes assessing soil stabilization techniques including solid mixing, compaction grouting, jet grouting and the use of stone columns to minimize soil liquefaction during the preliminary engineering stage of the project.

The **Hayden Island Ground Improvement Study (HIGIS) and the Immersed Tube Tunnel Option share the same I-5 bridge influence area. I suspect the HIGIS, the ITT, and the various proposed Modified Locally Preferred Alternatives of the I-5 Interstate bridge also share the footprint overlay.**

**For example:**

**There are three iterations of the *Tunnel Concept Assessment* pertaining *to* tribal concerns included in the review of an Immersed Tube Tunnel suitability.**

**Iteration #1, dated July 14, 2021, stated*: "There are tribal concerns about burials along the Columbia River shoreline.***[1]

[1] I-5 Interstate Bridge Replacement Program, *Tunnel Concept Assessment,* (Prepared for Oregon Department of Transportation, Washington State Department of Transportation), July 14, 2021, p. 29, Sec 5.3.

**Challenged by a State of Washington retired engineer, a request was filed with ODOT, asking for files regarding tribal concerns.**[2]

**ODOT's response was, "No files found." However, the IBR remediated Iteration #1.** [3] **Keeping the same date of July 14, 2021, Iteration #2 now reads, *"There are tribal concerns about*** [redacted]

**Iteration #3, now labelled Revision #1, dated April 19, 2023, reads, *"There are tribal concerns about burials along the Columbia River shoreline."*[4]**

**HINooN had requested an Independent, professional, expert review of the Immersed Tube Tunnel (ITT) option. The IBR dismissed the ITT option using Iteration #1 dated July 21, 2021.**

**Finding additional statements in the three** *Tunnel Concept Assessment studies* applied to the Hayden Island Ground Improvement study, further demonstrate the need for an Environmental Impact Statement or Environmental Risk Assessment before funding the HIGIS.

To illustrate:

The HIGIS would need to consider, and diminish, the potential of adverse environmental impacts during the study and any future bridge construction.[5]

The IBR *Tunnel Concept Assessment, Revision 1*, states grouting-type programs include the risk of cementitious material release into the river. [6]

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[2] ODOT Public Records Request, Washington Resident, *"Greg Johnson, Interstate Bridge Replacement administrator, has stated at meetings and in the press that native tribal governments are opposed to dredging a trench for an immersed tunnel. Please send all letters, emails, meeting and conversation notes, and other documents between native tribal governments or leaders and the Interstate Bridge Replacement Program."* October 6, 2022, p. 29, Sec .5.3.

[3] I-5 Interstate Bridge Replacement Program, *Tunnel Concept Assessment, Remediated*, (Prepared for Oregon Department of Transportation, Washington State Department of Transportation), July 14, 2021, p. 29, Sec 5.3.

[4] I-5 Interstate Bridge Replacement Program, *Tunnel Concept Assessment, Revision 1*, (Prepared for Oregon Department of Transportation, Washington State Department of Transportation), April 19, 2023, p. 19, Sec 5.2.

[5] I-5 Interstate Bridge Replacement Program, *Tunnel Concept Assessment, Revision 1*, (Prepared for Oregon Department of Transportation, Washington State Department of Transportation), April 19, 2023, p. 17, Sec 3.2.

[6] Ibid. p. 17, Sec 3.2.

Study methods requiring vibration to advance a probe into the subsurface materials also risk the release of cementitious material into the river. [7]

Additionally, construction vibration could cause impacts to historic structures and archeological resources.[8]

There are tribal concerns about burials along the Columbia River shoreline.[9]

**CONCLUSION**

It is my opinion the proposed Hayden Island Ground Improvement Study will, or even may, significantly affect the human and natural environment. The study sets the stage for future adverse environmental impacts.

The **Hayden Island Ground Improvement Study (HIGIS) and the Immersed Tube Tunnel Option share the same I-5 bridge influence area. I suspect the HIGIS, the ITT, and the various proposed Modified Locally Preferred Alternatives of the I-5 Interstate bridge also share the same footprint overlay.**

The Hayden Island community understands the importance of the I-5 transportation corridor. The Island community was at the epicenter of terminated CRC project for over ten years and now, we are once again at the epicenter of an I-5 Interstate Bridge Replacement Program (IBRP).

I suggest Metro prepare an Environmental Impact Statement or Assessment regarding the proposed Hayden Island Ground Improvement Study amendment to prepare the Hayden Island community and the public for the environmental consequences of a proposed I-5 Interstate Bridge Replacement.

These comments reflect the information available to me as of the date of this submission. They will be updated as additional relevant material becomes available.

Sincerely

Martin G. Slapikas

Martin G. Slapikas

[7] Ibid.

[8] Ibid. p. 28, Sec. 5.3

[9] Ibid.



# Metro Regional Supportive Housing Services

*FY22 regional annual report*

SHS Oversight Committee | June 2023

# Agenda

- Supportive housing services overview
- First year progress and highlights
- Regional oversight committee recommendations

# Supportive housing services: Core values

- Strive toward stable housing for all
- Lead with racial equity, work toward racial justice
- Center people with lived experience
- Fund proven solutions and innovate to improve
- Leverage existing capacity and resources
- Ensure transparent oversight and accountability
- Demonstrate outcomes with stable housing
- Embrace regionalism and local experience

# Regional funding and goals

- **$200-250 million per year**
- **10-year goals**
  - **Reduce barriers** to housing stability for Communities of Color
  - **5,000** chronically homeless people secure permanent housing
  - **10,000** households experiencing/at risk of homelessness secure or maintain permanent housing

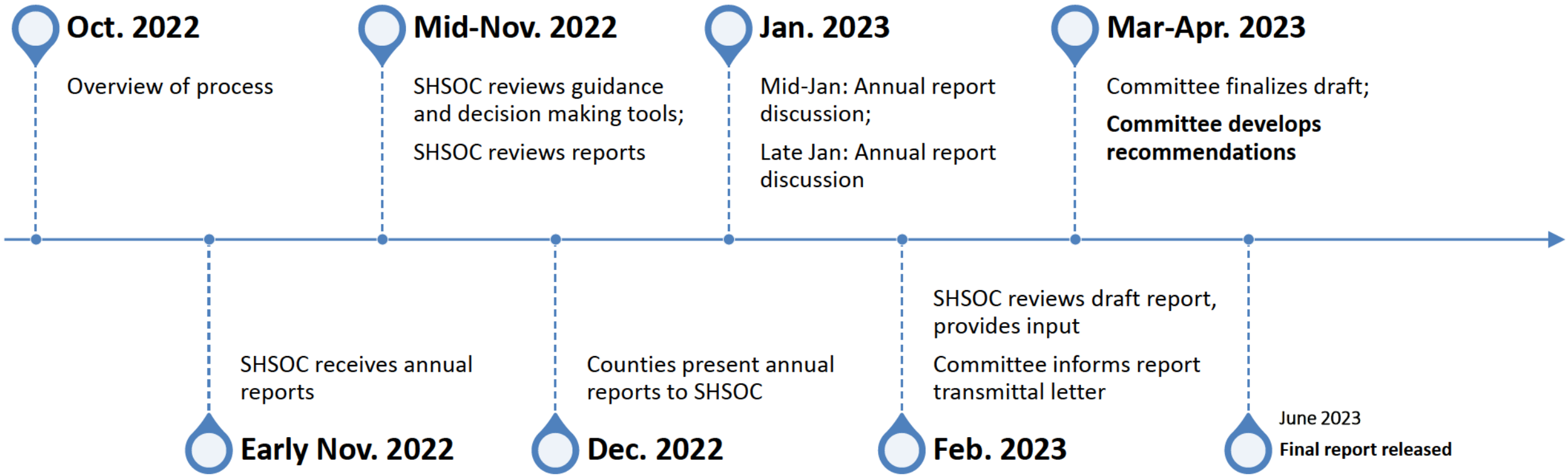


# Role of the SHS oversight committee

To provide **independent program oversight** on behalf of the Metro Council



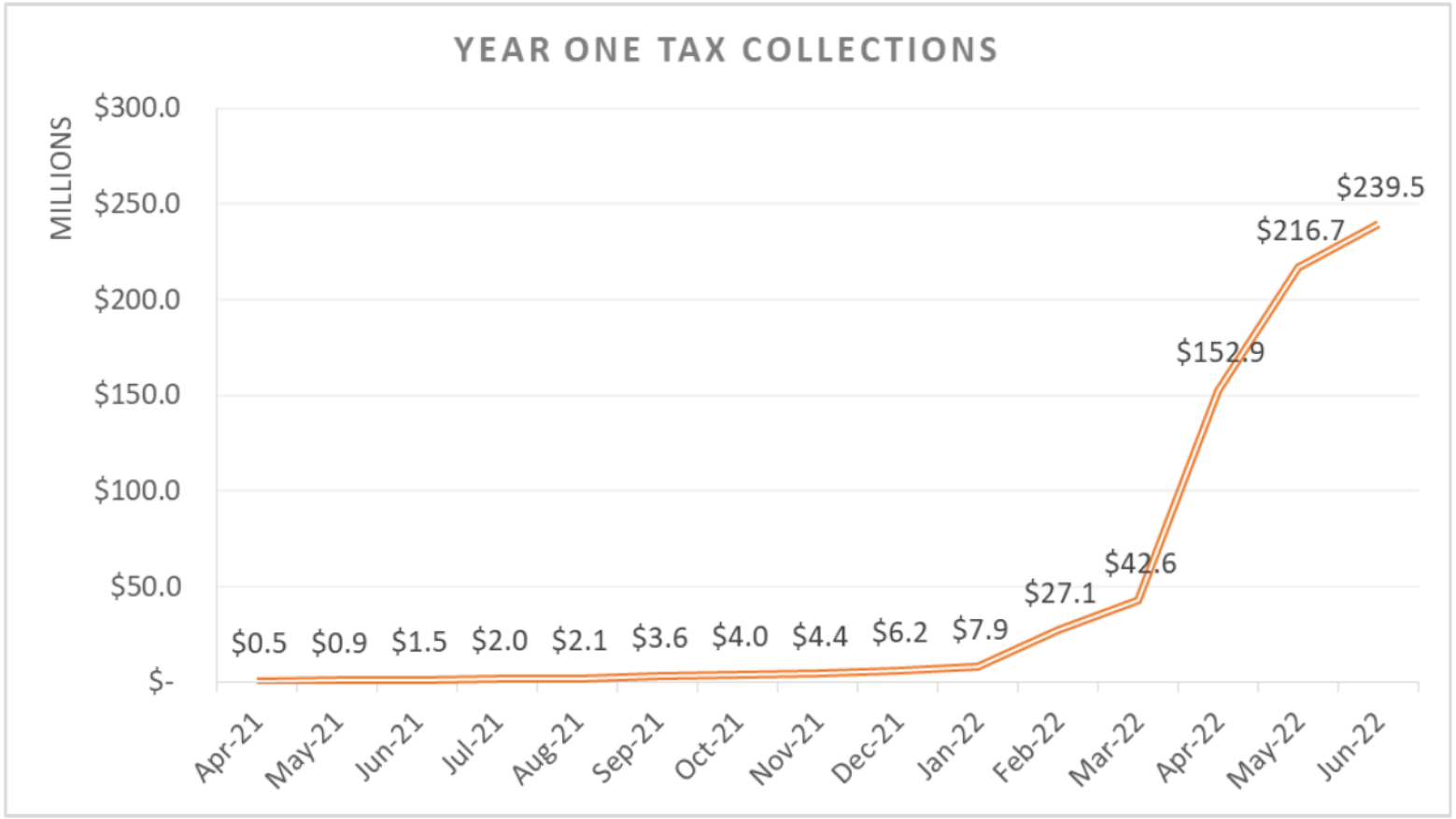
# Oversight committee annual review process



# FY22 (July 1, 2021-June 30, 2022) regional performance to goals

| Type | Goal | As of June 30, 2022 |
|---|---|---|
| People placed into permanent housing | 1,700 people/households | **1,674 people placed** |
| Shelter beds | 700 beds | **689+ beds** |
| People served with eviction prevention services | 1,000 people served | **9,222 people served** |

# Revenue collection and distribution




- $239.5 million collected
- $209.3 distributed
  - Clackamas $44.6 mil
  - Multnomah $94.9 mil
  - Washington $69.8 mil

# Key highlights of FY22

- Strong foundation laid for local and regional infrastructure
- Strengthened partnerships
- Expanded regional coordination
- New and innovative approaches to programming



# Challenges

- Building a new/expanded system takes time
- Ramping up cannot happen all at once
- Difficult to hire and retain staff, especially direct service staff
- Spending issues
- Data and reporting alignment



‘Highly unusual labor market’ of 2022 analyzed in Oregon report

By Meerah Powell (OPB) and Rob Manning (OPB)
July 13, 2022 4:50 p.m.

The state report confirms hiring problems and other workforce difficulties facing employers.



Jobs Issue 2022: A Historic Labor Shortage Is Making Oregon Employers Downright Desperate

“For every seven unemployed people, there are 10 jobs available.”

# Regional oversight committee recommendations

# Recommendations: Category 1

## Regional communication strategy

Create a robust communication strategy on the progress and nature of Metro supportive housing services that effectively reaches the broader community.

# Recommendations: Category 2

## Budgeting/financial reporting and expectations

Update reporting templates by the start of FY23-24 to clearly show quarterly and annual progress toward annual work plan goals.

# Recommendations: Category 3

## Workforce issues

Develop a work plan and timelines that incorporate short-term and long-term strategies for addressing workforce issues.

- Multi-year capacity building investments for service providers
- Address service provider wage/compensation equity

# Recommendations: Category 4

## Program expansion: Cross sector coordination

Identify and implement regional strategies that facilitate integration of health services, with a focus on behavioral health including mental health and substance use services, that lead to increased service access/options for people experiencing homelessness.

# Recommendations: Category 5

## Data, reporting and evaluation

Ensure that all reporting, evaluation and program needs are being met.

Create a plan to address ongoing regional data alignment and community input needs, including developing regional data definitions, standards and methodologies.

# Transforming lives

## 'My place in the world'

Lives transformed by Metro's supportive housing services fund



# Nature in Neighborhoods Capital Grants

## June 2023

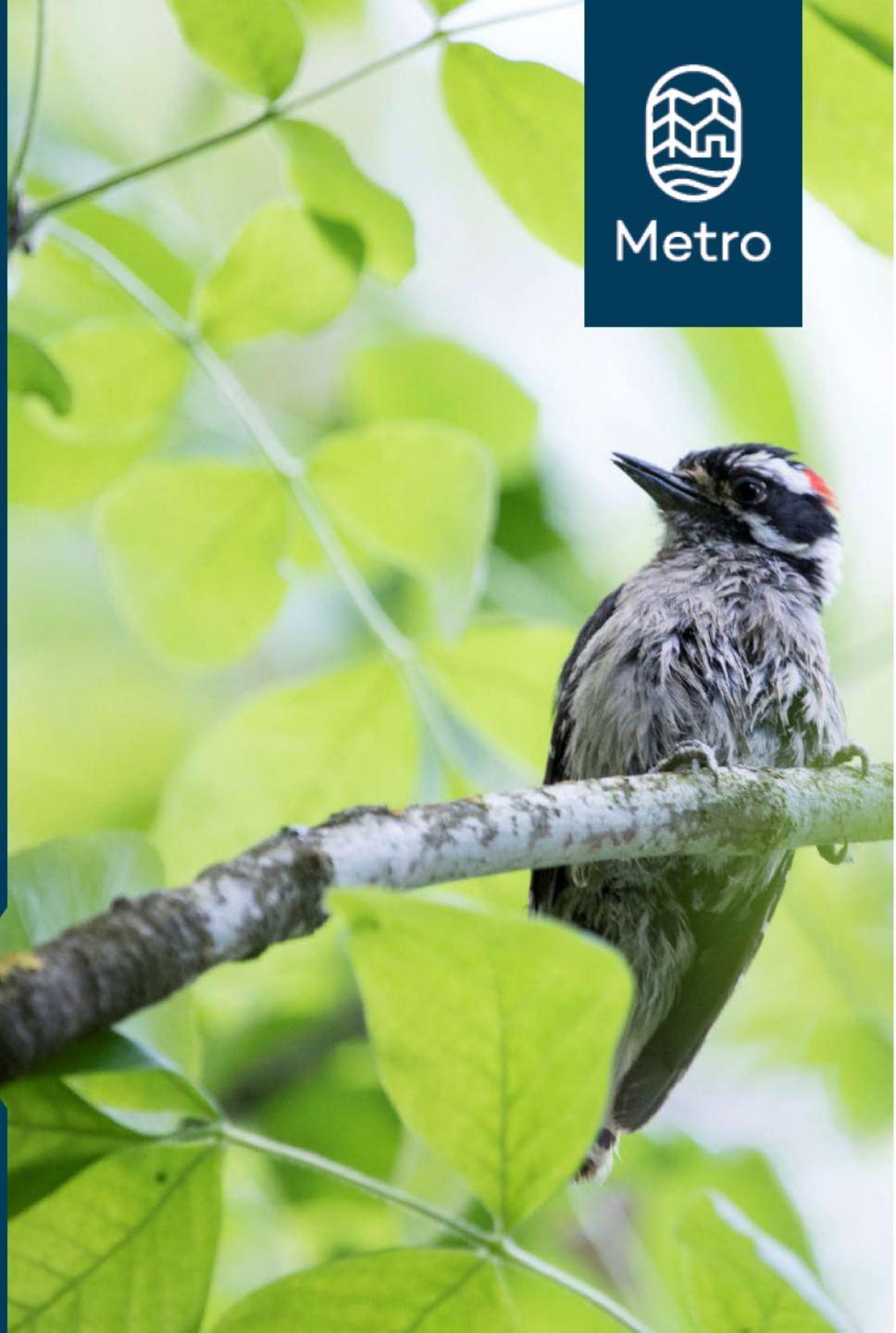


# $475 million and 6 programs to improve water quality, protect fish and wildlife habitat and connect people to nature

## Bond criteria

- Advance racial equity
- Prepare for climate change
- Conduct meaningful engagement

oregonmetro.gov/parksandnaturebond



# $40 million for Nature in Neighborhoods capital grants

- Funds projects that increase nature at the neighborhood scale and partnerships between park providers, community organizations and others
- Multiple rounds of competitive capital grants, including $2.7 million for the 2023 cycle
- Community Choice grants up to $2 million in bond funds



# Friends of Tryon Creek

Gabe Sheoships

Executive Director



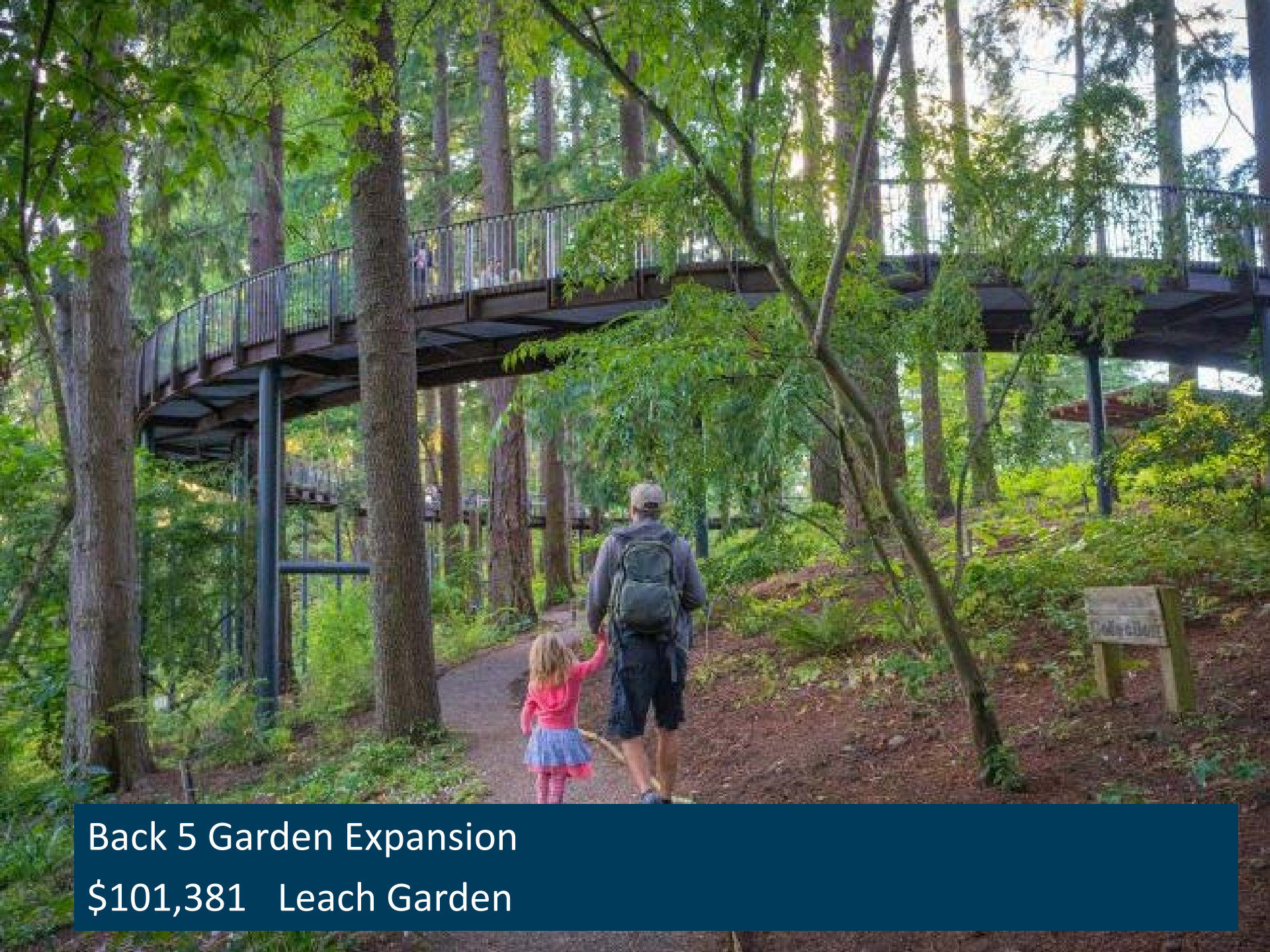
# Review committee recommendation

Review

- Chips Janger, Urban Green
- Colleen Mitchell, City of Portland, Bureau of Environmental Services
- Vio Rubiani, Seeding Justice
- S.K. Amaro, City of Portland, Bureau of Environmental Services
- Max Zapf Geller, Portland State University student

Program Design

- Blanca Gaytan Farfan, East Portland Rising Community Projects
- Theresa Huang, Urban Greenspaces Institute
- Jeffrey Lee City of Portland, Bureau of Environmental Services
- Jairaj Singh, Unite Oregon
- Alisa Chen, Grow Portland
- Kevin Hughes, Hillsboro Parks and Recreation



Back 5 Garden Expansion

$101,381 Leach Garden



3-Creeks Restoration Project

$620,000 Clackamas Water Environment Services



Future Generations at Tryon Creek

$350,000 Friends of Tryon Creek



Connecting more people to nature by improving accessibility and education and gathering spaces at Hoyt Arboretum

$500,000 - Hoyt Arboretum Friends

# Milwaukie Neighborhood Park Development

$350,000 City of Milwaukie





Gresham Civic Hub

$389,000 Tri-Met



Hillside Park

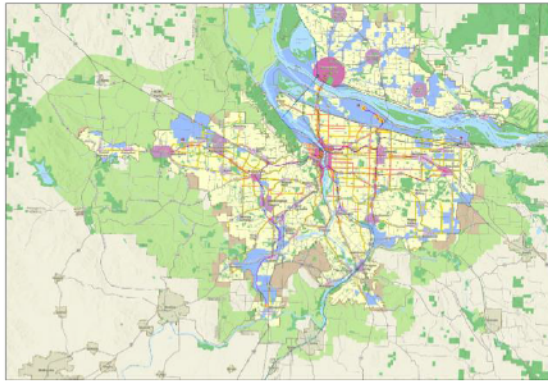
$389,000 Housing Authority of Clackamas County

oregonmetro.gov

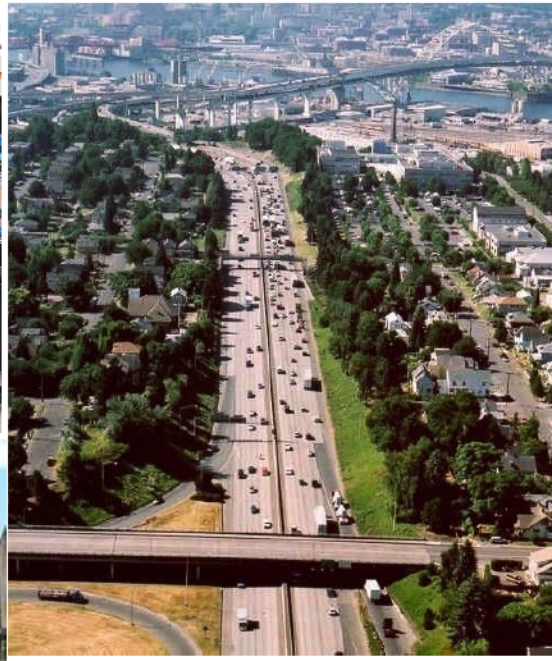


# 2023 Regional Transportation Plan Update













Metro Council

June 29, 2023

Tom Kloster, Regional Planning Manager

Kim Ellis, RTP Project Manager

Metro

# Key outcome for today




**Request Council approval of Resolution No. 23-5343**

*Approval of this resolution supports releasing the draft RTP, project list and HCT strategy for public review.* ***This action does not adopt policy, projects or a plan – that comes in the fall.***

# Resolution No. 23-5343

## Releases these exhibits for public review and policy discussion:




Exhibit A

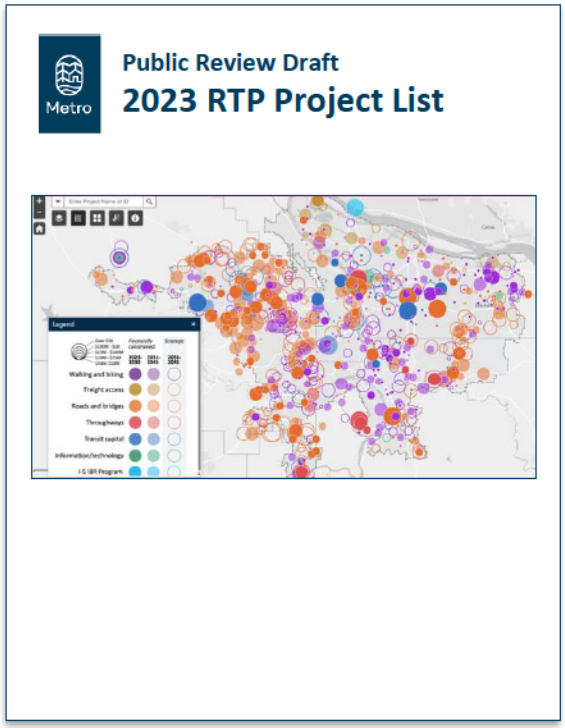



Exhibit B

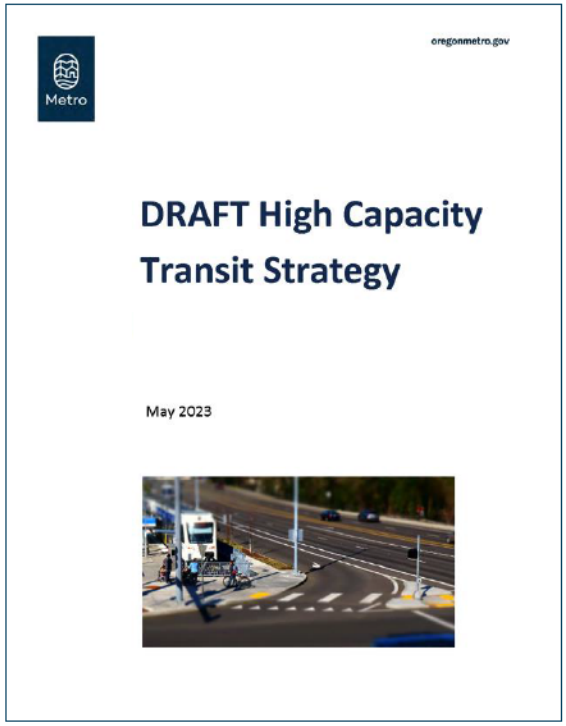



Exhibit C

# Many meaningful opportunities to listen, learn and collaborate




6 JPACT/Council Workshops

4 Consultation meetings with federal, state and regional agencies

6 Consultation meetings with Tribes

*From Oct. 2021 to June 15, 2023*

# What we've heard from community outreach and engagement

## Safety is the top concern

**Traffic safety** is a concern while walking and biking

**Personal safety** – including hate crimes, harassment, and unsafe interactions with others – is a concern for people taking transit, or walking to / waiting at stations

## We are facing a climate emergency

**Major RTP projects** do not do enough to reduce emissions

## Prioritize maintenance

**Streets and sidewalks** need repair; **Buses and MAX** cars need maintenance

## Invest more in transit service

The **transit network** needs to be more **affordable, efficient and accessible**

## Walking is a priority

Many parts of the region **need more sidewalks**, and all **sidewalks need to be ADA accessible**.

# New and updated policies that reflect what we heard

Added **new policies** for **pricing, mobility, and resilience**

Updated **policy maps for equity focus areas, high injury corridors and networks**

Updated **transit policies** to reflect updated **high capacity transit strategy**

Clarified existing policies for **throughways and arterials** related to mobility

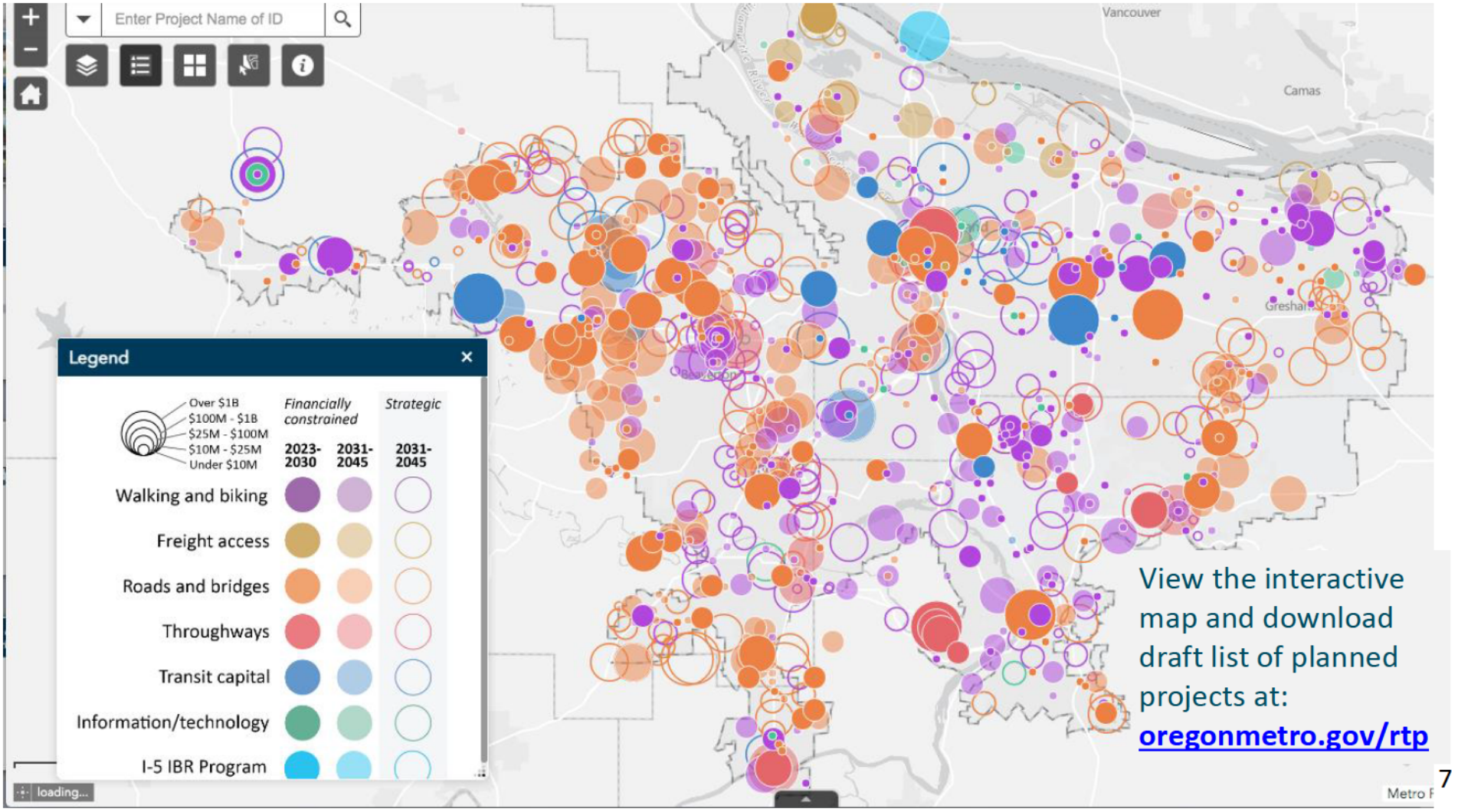
Made minor updates to **other** policies








# More than $73 billion planned by 2045



# Mixed progress toward RTP outcomes

- In most cases, the **RTP makes progress** toward regional goals, **but falls short** of meeting several target outcomes
- The region is **on track to meet climate targets** if state-led actions (including congestion pricing and VMT road user fee) come to fruition
- The RTP advances **mobility, equity and economy** goals but more investment in transit is needed
- More near-term investment in safety (particularly on urban arterials) is needed **to meet our safety targets**




*Draft 2023 RTP Goals developed by JPACT and Metro Council with input from MPAC and CORE*

*Climate and mobility analysis will continue this summer.*

# Opportunities to further advance RTP goals in the near-term (by 2030)

1. **Jurisdictional partners can update descriptions** to specify project features that will improve regional goals
2. **Re-prioritize or shift project timing to accelerate projects that:**
   - invest in safety on and around transit
   - address safety on high injury corridors
   - complete regional network gaps
   - invest in Equity Focus Areas
3. **Specify locations of bundled safety and active transportation projects on urban arterials** so they can be evaluated against regional goals



# 45-day comment period builds on engagement conducted to date

The public comment period for the RTP is from July 10 - Aug. 25, 2023.

**SUBMIT YOUR PUBLIC COMMENT HERE**






- Online survey
- Online comment form
- Email, letters and phone
- Public hearing on 7/27/23
- Metro Council and regional advisory committee discussions
- Consultation with Tribes
- Consultation with federal, state, regional and resource agencies
- County-level coordinating committee briefings

# What's ahead?

| | |
|---|---|
| **June 29** | Council action to release draft 2023 RTP, projects and draft HCT Strategy for public review |
| **July 10 –August 25** | Public comment period |
| **Fall** | MPAC, JPACT and Council review of public input and final action on 2023 RTP |

# Learn more about the Regional Transportation Plan at:



Metro

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

**oregonmetro.gov/rtp**