

Agenda



Metro

600 NE Grand Ave.
Portland, OR 97232-2736

Meeting: Transportation Policy Alternatives Committee (TPAC) Workshop
Date: Wednesday, November 8, 2023
Time: 9:00 a.m. to 12:00 p.m.
Place: Virtual meeting held via Zoom
video recording is available online within a week of meeting
[Connect with Zoom](#)
Passcode: 810060
Phone: 888-475-4499 (toll free)

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|-------------------|---|--|
| 9:00 a.m. | Call meeting to order and Introductions <ul style="list-style-type: none">• Committee input on creating a Safe Space at TPAC | Chair Kloster |
| 9:05 a.m. | Comments from the Chair and Committee Members <ul style="list-style-type: none">• Federal Aid Urban Boundary (FAUB) Review (Chair Kloster)• Updates from committee members around the Region (all) Public communications on agenda items | |
| 9:13 a.m. | Consideration of TPAC workshop summary, Oct. 11, 2023
Edits/corrections sent to Marie Miller | Chair Kloster |
| 9:15 a.m. | Regional Freight Delay and Commodities Movement Study Update
Purpose: Inform TPAC on e-commerce growth impacts, regional level findings on commodities movement, existing freight mobility and reliability issues, freight access issues, and answers to the freight policy questions. | Tim Collins, Metro
Chris Lamm,
Cambridge Systematics |
| 10:00 a.m. | Regional Transportation Safety Performance Report
Purpose: Provide an update on traffic deaths and serious injuries in the region and seek feedback on the <i>DRAFT Safe Streets for All: Regional Transportation Safety Update to JPACT and the Metro Council</i>

<i>A 5-10 minute break will be provided in meeting</i> | Lake McTighe, Metro |
| 11:00 a.m. | 2027-30 State Transportation Improvement Program (STIP)
– options being discussed at Oregon Transportation Commission
Purpose: Provide TPAC an update on the 2027-2030 State Transportation Improvement Program (STIP) development process in anticipation of the decision before the Oregon Transportation Commission on November 9, 2023. | Chris Ford, ODOT |
| 11:35 a.m. | Great Streets Program updates: Final project list
Purpose: To provide TPAC an update on Oregon Department of Transportation’s Great Streets program selection of project awards. | Chris Ford, ODOT |
| 11:55 a.m. | Committee comments on creating a safe space at TPAC | Chair Kloster |
| 12:00 p.m. | Adjournment | Chair Kloster |

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ការគោរពសិទ្ធិពលរដ្ឋរបស់ ១ សំរាប់ព័ត៌មានអំពីកម្មវិធីសិទ្ធិពលរដ្ឋរបស់ Metro ឬដើម្បីទទួលបានពាក្យបណ្តឹងរើសអើងសម្រាប់សេវាសាខាសេវាសាខា www.oregonmetro.gov/civilrights។
បើលោកអ្នកត្រូវការអ្នកបកប្រែភាសានៅពេលអង្គប្រជុំសាធារណៈ សូមទូរស័ព្ទមកលេខ 503-797-1700 (ម៉ោង 8 ព្រឹកដល់ម៉ោង 5 ល្ងាច ថ្ងៃធ្វើការ) ប្រាំពីរថ្ងៃ ថ្ងៃធ្វើការ មុនថ្ងៃប្រជុំដើម្បីអាចឲ្យគេសម្រួលតាមសំណើរបស់លោកអ្នក ។

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2023 TPAC Work Program

As of 10/26/2023

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

All meetings are scheduled from 9am - noon

<p><u>TPAC meeting, November 3, 2023</u></p> <p>Comments from the Chair:</p> <ul style="list-style-type: none"> • Committee member updates around the Region (Chair Kloster & all) • Monthly MTIP Amendments Update (Ken Lobeck) • Fatal crashes update (Lake McTighe) • Federal Aid Urban Boundary Comment Reminder (Chair Kloster) <p>Agenda Items:</p> <ul style="list-style-type: none"> • MTIP Formal Amendment 23-5365 <u>Recommendation to JPACT</u> (Lobeck, 10 min) • Ordinance 23-1496 on 2023 Regional Transportation Plan and Appendices <u>Recommendation to JPACT</u> (Kim Ellis, Metro, 110 min) • 2023 High Capacity Transit Strategy (Resolution No. 23-5348) <u>Recommendation to JPACT</u> (Ally Holmqvist, Metro; 40 min) • Committee Wufoo reports on Creating a Safe Space at TPAC (Chair Kloster; 5 min) 	<p><u>TPAC workshop, November 8, 2023</u></p> <p>Agenda Items:</p> <ul style="list-style-type: none"> • Regional Freight Delay and Commodities Movement Study Update (Tim Collins, Metro/Chris Lamm, Cambridge Systematics; 45 min) • Regional Transportation Safety Performance Report (Lake McTighe, 60 min) • 2027-30 STIP – options being discussed at OTC (Chris Ford, ODOT; 35 min) • Great Streets Program updates: Final project list (Chris Ford, ODOT; 20 min)
<p><u>TPAC meeting, December 1, 2023</u></p> <p>Comments from the Chair:</p> <ul style="list-style-type: none"> • Committee member updates around the Region (Chair Kloster & all) • Monthly MTIP Amendments Update (Ken Lobeck) • Fatal crashes update (Lake McTighe) • Administrative amendment to 2023-24 UPWP to increase budget for Climate Smart Implementation program (John Mermin) <p>Agenda Items:</p> <ul style="list-style-type: none"> • MTIP Formal Amendment 23-XXXX <u>Recommendation to JPACT</u> (Lobeck, 10 min) • 2027-30 Metropolitan Transportation Improvement Program and Regional Flexible Fund Allocation Program Direction (information and input) (Ted Leybold/Grace Cho, Metro; 45 min) • EPA Climate Pollution Reduction Grant (Eliot Rose, 45 min) • Committee Wufoo reports on Creating a Safe Space at TPAC (Chair Kloster; 5 min) 	

Parking Lot: Future Topics/Periodic Updates

- | | |
|---|--|
| <ul style="list-style-type: none"> • Columbia Connects Project • Best Practices and Data to Support Natural Resources Protection • TV Highway Corridor plan updates • High Speed Rails updates (Ally Holmqvist) | <ul style="list-style-type: none"> • MTIP Formal Amendment I-5 Rose Quarter discussion (Ken Lobeck) • I-5 Rose Quarter Project Briefing (Megan Channell, ODOT) • I-5 Interstate Bridge Replacement program update |
|---|--|

Agenda and schedule information E-mail: marie.miller@oregonmetro.gov or call 503-797-1766.

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Meeting minutes



Metro

600 NE Grand Ave.
Portland, OR 97232-2736

Meeting: **Transportation Policy Alternatives Committee (TPAC) and Metro Technical Advisory Committee (MTAC) Workshop**

Date/time: Wednesday October 11, 2023 | 9:00 a.m. to 12:00 p.m.

Place: Virtual online meeting via Web/Conference call (Zoom)

Members Attending

Tom Kloster Chair
Karen Buehrig
Allison Boyd
Dyami Valentine
Judith Perez
Eric Hesse
Jaimie Lorenzini
Jay Higgins
Mike McCarthy
Tara O'Brien
Chris Ford
Gerik Kransky
Sarah Iannarone
Danielle Maillard
Indi Namkoong
Victor Saldanha
Tom Armstrong
Laura Terway
Steve Koper
Jessica Pelz
Neelam Dorman
Bret Marchant
Mike O'Brien

Affiliate

Metro
Clackamas County
Multnomah County
Washington County
SW Washington Regional Transportation Council
City of Portland
City of Happy Valley and Cities of Clackamas County
City of Gresham & Cities of Multnomah County
City of Tualatin and Cities of Washington County
TriMet
Oregon Department of Transportation
Oregon Department of Environmental Quality
Community Representative, The Street Trust
Community Representative, Oregon Walks
Community Representative, Verde
MTAC, Washington County Citizen
MTAC, City of Portland
MTAC, City of Happy Valley, Clackamas Co. other cities
MTAC, City of Tualatin, Washington Co. other cities
MTAC, Washington County
MTAC, Oregon Department of Transportation
MTAC, Greater Portland, Inc.
MTAC, Green Infrastructure, Design & Sustainability

Alternates Attending

Sarah Paulus
Gregg Snyder
Glen Bolen
Jason Gibbens
Kamran Mesbah
Vee Paykar

Affiliate

Multnomah County
City of Hillsboro and Cities of Washington County
Oregon Department of Transportation
Washington State Department of Transportation
MTAC, Clackamas County Citizen
MTAC, Multnomah County Citizen

Faun Hosey
Jean Senechal Biggs
Cassera Phipps
Jacqui Treiger

MTAC, Washington County Citizen
MTAC, Second largest city in WA County: Beaverton
MTAC, Clean Water Services
MTAC, Oregon Environmental Council

Members Excused

Laurie Lebowsky-Young
Lewis Lem
Bill Beamer
Ellie Gluhosky
Jasia Mosley
Jasmine Harris
Katherine Kelly
Steve Gallup
Shawn M. Donaghy
Ned Conroy
Joseph Edge
Carol Chesarek
Erik Olson
Terra Wilcoxson
Dan Dias
Aquilla Hurd-Ravich
Anna Slatinsky
Greg Dirks
Katherine Kelly
Jamie Stasny
Adam Barber
Gary Albrecht
Laura Kelly
Manuel Contreras, Jr.
Gery Keck
Cindy Detchon
Nina Carlson
Tom Bouillion
Cat Plein
Brett Morgan
Nora Apter
Rachel Loftin
Preston Korst
Erik Cole
Andrea Hamberg

Affiliate

Washington State Department of Transportation
Port of Portland
TPAC community member at large
TPAC community member, OPAL
TPAC community member at large
Federal Highway Administration
City of Vancouver
Clark County
C-Tran System
Federal Transit Administration
MTAC, Clackamas County Citizen
MTAC, Multnomah County Citizen
MTAC, City of Lake Oswego
MTAC, City of Gresham
MTAC, City of Hillsboro
MTAC, City of Oregon City
MTAC, City of Beaverton
MTAC, City of Wood Village
MTAC, City of Vancouver
MTAC, Clackamas County
MTAC, Multnomah County
MTAC, Clark County
MTAC, OR Dept. Land Conservation & Development
MTAC, Clackamas Water Environmental Services
MTAC, Tualatin Hills Park & Rec District
MTAC, North Clackamas School District
MTAC, NW Natural
MTAC, Port of Portland
MTAC, Forth
MTAC, 1000 Friends of Oregon
MTAC, Oregon Environmental Council
MTAC, Community Partners for Affordable Housing
MTAC, Home Builders Assn. of Metropolitan Portland
MTAC, Schnitzer Properties, Inc.
MTAC, Multnomah County Public Health

Guests Attending

Andrew Plambeck
Ari Del Rosario

Affiliate

Portland Streetcar, Inc.
Portland Bureau of Transportation

Ariadna
Bryan Graveline
Chris Smith
Cody Meyer
Dakota Meyer
Jeff Owen
Kelsey Lewis
Kirsten Beale
Mat Donata
Max Nonnamaker
Sara Wright
Tess Bloom

GTT
Portland Bureau of Transportation
No More Freeways
OR Dept. of Land Conservation & Development
City of Troutdale
HDR
SMART
WSP
City of Hillsboro
Multnomah County Health Department
City of Portland
EPA Region 10

Metro Staff Attending

Ally Holmqvist, Cindy Pederson, Eliot Rose, Eryn Kehe, Grace Cho, Grace Stainback, Isaiah Jackman, John Mermin, Kim Ellis, Lake McTighe, Lakeeyscia Griffin, Marie Miller, Marne Duke, Matt Bihn, Molly Cooney-Mesker, Ted Leybold, Thaya Patton, Tim Collins, Tom Kloster

Call to Order and Introductions

Chair Kloster called the meeting to order at 9:00 a.m. Introductions were made. Reminders where Zoom features were found online was reviewed. The link for providing 'safe space' at the meeting was shared in the chat area.

Comments from the Chair and Committee Members

- Federal Aid Urban Boundary (FAUB) Review (Tom Kloster) A brief review was provided with the Federal Aid Urban Boundary, part of how the census plays out with our Federalized planning boundaries. The link to the proposed MPA boundary that Metro is considering for recommendation to the Governor with updated map and portal to share comments was given: here is the ODOT interactive map and comment portal for the federal transportation planning boundary updates that are underway in Oregon:
<https://experience.arcgis.com/experience/a7c266e96058473d9e8423c7789f66e7>
- Tara O'Brien noted that TriMet just started the 2025 service planning process with the Forward Together plan. Updates on route changes and proposed service changes could be found via the link shared: <https://trimet.org/betterbus/servicechanges-fy25proposed.htm#more>
- Neelam Dorman announced ODOT Transportation & Growth Management (TGM) projects awarded for projects in Region 1 for the 2023 cycle. The City of Forest Grove was noted for the Tualatin Valley Highway Access Management Implementation project. North Clackamas Parks and Rec District was noted for their Trails System Plan. TriMet was noted for their Park & Ride Optimization Plan. For questions and interest in the TGM program contact Glen Bolen, ODOT.

Public Communications on Agenda Items - none received

Consideration of TPAC workshop summary, September 13, 2023 (Chair Kloster) Edits or corrections were asked to be sent to Marie Miller. No edits/corrections were received. Meeting summary approved.

2023 Regional Transportation Plan – Discussion of Key Policy Topics (Kim Ellis, Metro) Chair Kloster provided an overview with the planned process for the committees. Metro is required to meet the Federal timeline for approving the 2023 RTP. MTAC is scheduled to act on this Oct. 18 with a recommendation to MPAC. TPAC is scheduled to act on this Nov. 3 with a recommendation to JPACT. The staff recommendations presented today on key topics are opportunities for discussion for questions, feedback and suggested edits toward making the final recommendations as their committee action. Kim Ellis noted staff recommendations responded to previous engagement and public comment on the Draft RTP and HCT Strategy.

Key policy topic #1: Investment emphasis recommendations: Better align the project list with RTP goals and policies

- Project list adjustments in the 2023 RTP
- Regular reports on safety investments
- Improve project list development and review process for 2028 RTP
- JPACT oversight with community and business leaders
- Improve metrics and evaluation tools
- Policy guidance for project sponsors
- Longer review and refinement period

Comments from the committee:

- Karen Buehrig suggested edits – ~~Crossed out text~~ is remove text; underlined text is new POLICY TOPIC 1 (*more was shared on rationales and proposed changes, see recording*)
 1. ~~Ensure Accountability: Ensure project partners for the Interstate Bridge Replacement Program, I-5 Rose Quarter Project and the I-205 Toll Project are accountable to adopted commitments and desired outcomes to address safety, climate and equity priorities for each project. THIS IS COVERED UNDER PRICING POLICY ITEM.~~
 4. Improve the RTP project list development and review process in advance of the 2028 RTP:
 - a. Update Chapter 8 in the 2023 RTP to identify post-RTP work in advance of the 2028 RTP Call for Projects. Specific recommendations include:
 - ii. Recommend Metro conduct a review of the 2023 RTP project list development process in advance of the 2028 RTP update. The intended outcome of this review is an improved project assessment process that better aligns project selection with community and regional priorities. ~~This work could be informed by the review of metrics and tools described above, as well as the JPACT subcommittee described below.~~ THE JPACT SUBCOMMITTEE IS NOT NEEDED TO DISCUSS THIS ISSUE. THIS IS AN ISSUE FOR TRANSPORTATION FUNDING.
 - iii. ~~Recommend Metro create a JPACT subcommittee that guides the 2028 RTP Call for Projects solicitation and prioritization process. The subcommittee should include representation from~~

JPACT, MPAC, ODOT, TriMet, and community and business leaders. THIS IS AN ITEM FOR TRANSPORTATION FUNDING.

~~b. Post RTP adoption, recommend that all agencies align investment priorities with the updated Oregon Transportation Plan, Transportation Planning Rule and the 2023 RTP to advance for consideration in the 2027-2030 MTIP, 2027-2030 RFFA process and the 2028 RTP update. THIS IS UNACHIEVABLE SINCE THE TRANSPORTATION FUNCTIONAL PLAN WILL NOT BE COMPLETED UNTIL 2025.~~

- Indi Namkoong asked for clarification with changes under item 4 around the JPACT subcommittee. It was asked if proposed work in these items move to the group that will be convening for transportation funding conversations under topic 3, a possible duplication? Ms. Buehrig noted to address the fact that within the priority there is interest in having more funding available for transit and less funding for freeways. That is a conversation for transportation funding. There needs to be money available for our transit agencies to be able to work at the issues with amounts they are getting, to allow them to set priorities for better policies with that money. To her understanding at setting the priorities with the RTP, each jurisdiction forecasts their own budget and then try to stay within that budget for saying what's in the near-term and far-term. That's the foundation of building the RTP project list. It's the structural way we've been given for sending projects and getting them listed. Ms. Namkoong asked if the changes to the Transportation Functional Plan changed the local priority process with not being finalized until 2025, then the alignment might not happen after that. Ms. Buehrig noted quicker work on the Functional Plan would have been helpful to help align with RTP goals. But jurisdictions will move forward with the process.
- Eric Hesse asked to confirm the implications of these suggestions is that the conversations JPACT subcommittee are addressed elsewhere and redundant. Ms. Buehrig agreed. Ms. Ellis noted each time we go through solicitations and call for projects JPACT and Metro Council provide policy direction which will continue into the next RTP. Whether subcommittee or oversight, part of the staff recommendation was to have more agreement on priorities, recognizing local TSPs go through a deliberate process, and as they come into a regional plan they need to support regional priorities. Each agency works within their budget forecasts. We have provided policy direction and coordination that agencies can use to leverage funding.

Policy Topic 1 – Investment Emphasis provided by Jaimie Lorenzini

Requested Change or Feedback (*more was shared on rationales and proposed changes, see recording*)
Amendment Request: Policy Topic 1 (Investment Mix), add new Metro staff recommendation:

5. Continue to improve coordination and support for small jurisdictions.

i. Following adoption of the 2023 RTP, develop strategies to increase the capacity of smaller jurisdictions to compete more effectively for funding opportunities, including but not limited to RFFA.

ii. Prior to the 2028 RTP Call for Projects, develop strategies to reduce the staff time burden on small jurisdictions and increase their capacity to participate in the RTP development process.

iii. Prior to the 2028 RTP Call for Projects, consider strategies to reduce the financial and administrative burden on non-state agencies submitting projects on state or multi-jurisdictional facilities.

Rationale:

CTAC convened on September 5 to discuss the pending RTP update. Within that conversation, jurisdictions raised concern about their ability to effectively participate in the RTP process given their limited staff capacity. Moreover, when funding streams do come available, they are less likely to be competitive as they have less capacity and fewer resources to develop competitive grant applications. It is also difficult to manage and accurately budget for federal projects. Finally, there are equity concerns around jurisdictions carrying the financial burden of projects on ODOT facilities that should otherwise be maintained and funded by ODOT, as well as multijurisdictional facilities.

To that end, I think we could metaphorically raise all ships by growing the technical capacity of smaller agencies, like Gladstone or King City, through strategies like grant writing workshops/mentorships, building a dashboard of how-to's, longer or staged application periods, help with graphic design, etc. I would be willing to pitch in with getting something off the ground.

Comments from the committee:

- Ted Leybold noted that following the adoption of the RTP we'll immediately be getting into an update to the MTIP and RFFA program direction which is what JPACT and Metro Council will provide to Metro staff in terms of what objectives they are trying to achieve in the next round of funding allocation in the RFFA process and how they want to utilize the MTIP program to help shape the overall transportation program in the short term with transportation investments in the region. Part of that process will be gathering information on how we can improve. This issue for helping smaller jurisdictions, either increase their capacity or be more effective with applications or have more of a voice with investments in the region. The next RFFA cycle starts in January and runs through spring 2024.
- Kim Ellis for a more direct statement on point iii. Local agencies submitted over \$800 million on the ODOT system. Urban arterials cross over major arterials and multiple facilities. Ms. Lorenzini noted there are also multiple owners on facilities. How do we leverage those when holding conversations on elevating investments on state facilities that we don't actually own, and how do we effectively submit projects without drawing down resources.
- Tara O'Brien asked for clarification with possible burden to Metro staff in adding strategies and coordination (referring to ii), and if Chapter 8 was the right place for this recommendation. Chair Kloster noted if this amended language is important to move us forward to help local cities with TSPs it should be there. Additional requests for Metro capacity can be discussed within Metro.
- Sarah Iannarone noted the importance of staying equity focused and making sure people who have been historically marginalized from our transportation investments are staying prioritized. Smaller jurisdictions have not always focused on equity when prioritizing projects. Support and coordination can help bring an equity focus to projects. It was questioned on the amount of money ODOT has for projects, which is always about prioritizing and where funding will go. Whether roadway or transit project it should meet the needs of the community with an equity focus lens. Language in the recommendation can help us reach our equity goals for multimodal transportation with this additional support.
- Jaimie Lorenzini noted yes, we need to upgrade these orphan highways but believe there is a place in the RTP for roads and capacity projects. It's the context in which we look at them and they can get to our equity focus goals. It was added part of the reason we ask for capacity is reaching other goals, such as regional housing.
- Jean Senechal Biggs noted the importance of definitions used, such as equity. It was thought the comments were more to do with capacity for smaller jurisdictions. The quality of the work getting project lists completed should not be diminished, while strategies to include equity in our projects can be developed.

- Jaimie Lorenzini agreed to the rewording. It was noted that if we can help smaller jurisdictions be more effective in telling the story in finding the right type of data, they can show how we are reaching our goals and priorities. It's important to look outside the region at impacts, with better grant applications and coordination that will help leverage funding in the region.

2. Pricing policy implementation recommendations: Ensure regional concerns are addressed in NEPA processes and in project implementation

- Ensure NEPA processes address local and regional concerns related to tolling and follow through on project partner commitments
- Apply RTP pricing policy in future JPACT and Metro Council decisions on toll projects

Comments from the committee:

- Chris Ford suggested alternative language with more time spent to discuss details.

(more was shared on rationales and proposed changes with edits marked in blue, see recording)

1a. ODOT and regional partners must agree upon and document a revenue sharing approach that directs a portion of toll and/or pricing revenues to projects that address safety and diversion impacts to local streets from tolling on ODOT facilities.

ODOT Concern: Toll revenue allocation is not within the purview of ODOT or regional partners. This is the OTC responsibility as the state tolling authority and is also subject to federal requirements.

ODOT proposed text: **As established under Oregon Revised Statute Chapter 383, the Oregon Transportation Commission (OTC) is the state's tolling authority and decisionmaker on allocation of toll revenues. The use of toll revenues is subject to federal laws, the Oregon Constitution (Article IX, section 3a), state law, the Oregon Highway Plan, and OTC Policy. Specific allocation decisions regarding the revenues from toll projects are made by the OTC using an extensive public engagement process.**

ODOT and regional partners will work together to understand the potential revenues from the I-205 and RMPP projects, and the amount of net revenue that may be available to fund projects that address safety and diversion impacts to local streets from tolling on ODOT facilities.

1b. ODOT must bring the work of the Equity and Mobility Advisory Committee (EMAC) into the analysis, discussion and decision-making about the revenue raising potential of tolling and/or pricing.

ODOT Concern: Although toll revenue allocation is not within the purview of ODOT or its advisory committees, no specific requirements are noted in this action beyond what ODOT is already doing in its work with the EMAC, who remain highly involved in the I-205 and RMPP projects as well as with the work of STRAC and RTAC.

ODOT proposed text: ODOT must bring the work of the Equity and Mobility Advisory Committee (EMAC) into the analysis, discussion and influencing decision-making about the revenue raising potential of tolling and/or pricing consistent with EMAC's foundational statements accepted by the OTC.

1c. ODOT should evaluate and address diversion at the mobility corridor level as part of the NEPA projects underway, such as: i. ODOT/RMPP technical team should produce a series of flow bundle

(select link) maps that can visualize the origins and destinations of users of I-5 and I-205 for the different RMPP project options.

ODOT Concern: 1c and 1ci are duplicative of the NEPA process underway. Methodology is still in development with partners and FHWA and should not be prescribed in the RTP for a project that has not yet been evaluated. Metro and other partners have opportunity to provide input into methods, but ultimately diversion impact analysis falls within the NEPA process with FHWA as the lead agency for oversight.

Text clarified in 1ci to align with what we think Metro is requesting (instead of hundreds of maps).

ODOT proposed text: ODOT will evaluate, document and address diversion on local routes where diversion is identified as part of the ongoing NEPA analyses, consistent with Federal Requirements.
i. ODOT/RMPP technical team should produce one set of maps for each RMPP Option based on select-link analysis that show the major routes in the region conveying vehicles to/from I-5/I-205, including identified mobility corridors.

1e. ODOT must utilize local data and conditions to complete an analysis of the potential for using one or more managed lanes to address congestion, raise revenues for needed expansion, and minimize diversion created by the I-205 Toll Project within the project area from OR 43 to the Stafford Road interchange.

ODOT Concern: This appears to try to link the I-205 Toll Project with evaluation of a managed lane on I-205 for the Phase 2 improvements. This could delay the I-205 Toll Project and undermine the NEPA process. Proposed text separates these projects.

ODOT proposed text: Consistent with the ongoing I-205 NEPA processes, ODOT will utilize the Metro Regional Travel Demand Model and other models that rely on state, regional and local data to evaluate tolling options for I-205.

ODOT will conduct a separate analysis to determine if a managed lane concept on I-205 between OR43 and Stafford Road is viable. This analysis will include an evaluation of using one or more managed lanes to address congestion, raise revenues for needed expansion, and minimize diversion in the project area.

1f. JPACT and Metro Council should clarify expectation of ODOT to prepare findings that document how the RTP pricing policies and actions, and previous ODOT commitments adopted by JPACT and the Metro Council are addressed when requesting JPACT and the Metro Council consideration of future MTIP amendments for toll projects.

ODOT Concern: Action 1F is concerning as it proposes adding a new process to a programming action that is not consistent with the existing RTP and MTIP processes. Any such process should be consistent and required for all projects, not only for ODOT pricing projects.

ODOT proposed text: Consistent with the ongoing RMPP and I-205 NEPA processes and regional and state requirements, ODOT will prepare findings that document how the projects are consistent with the clarifying commitments in the Letter of Agreement (dated April 25, 2022) between Metro and ODOT and signed by Metro Council President and the ODOT Director.

Comments from the committee:

- Eric Hesse asked for clarification on the intent with 1b directed at reconciling language. With the Nexus list, do they all need to be in the RTP? Ms. Ellis noted the staff recommendation asks what the role of that list is and how it relates to the RTP. Some of the projects are in the RTP but many of the projects in the list that request agencies to prepare a Nexus list are based on planning that didn't account for tolling which ODOT plans for more analysis around diversion and other impacts that may be needed for mitigation. It's a gray area to help us as a region try to make it less gray.
 - Karen Buehrig suggested edits – ~~Crossed out text~~ is remove text; underlined text is new POLICY TOPIC 2 (*more was shared on rationales and proposed changes, see recording*)
1. Update Chapter 8 to identify work needed to address local and regional concerns prior to implementation of tolling projects:

~~d. TPAC and JPACT should identify what is reconciled and not reconciled with the ODOT nexus project list and ODOT Public Transportation Strategy projects so there is a clear way to track post RTP adoption.~~

f. JPACT and Metro Council should clarify expectation of ODOT to prepare findings that document how the RTP pricing policies and actions, and previous ODOT commitments adopted by JPACT and the Metro Council are addressed when requesting JPACT and the Metro Council consideration of future MTIP amendments for toll projects.

Add the following language to the Tolling Project description Chapter 8:

Page 8-68

8.3.1.6: All pricing projects implemented within the Portland Metro area must align with the Pricing Policies within Chapter 3. As the I-205 Toll Project develops and future phases and cost adjustments are brought into the MTIP, reports shall be submitted outlining progress on compliance with the Pricing Policies designed to supplement the information available for MTIP review.

Page 8-70

8.3.1.7: All pricing projects implemented within the Portland Metro area must align with the Pricing Policies within Chapter 3. As the I-5 & I-205 Regional Mobility Pricing Project develops and future phases and cost adjustments are brought into the MTIP, reports shall be submitted outlining progress on compliance with the Pricing Policies designed to supplement the information available for MTIP review.

- Tara O'Brien asked for clarification on 1f that recommended ensuring what the RTP pricing policy is for MTIP amendments for any tolling projects. Is this ensuring alignment with other RTP policies part of other MTIP amendments? Ted Leybold noted for all MTIP amendments there needs to be consistency for RTP requirements. The level of analysis is not as rigorous on

smaller projects as what we instituted for major projects (generally \$100 million or more). For major projects we do more rigorous quantitative analysis on RTP consistency. This language is clarifying these prior project agreements adopted under the umbrella of the RTP and would become part of the rigorous analysis that we do on MTIP amendments.

- Mike McCarthy noted the concern with the RTP relating to tolling and how the commitment in the RTP with tolling in the region plays out with discussions on different sides of this issue. Ms. Ellis noted the policy is defining tolling and how it would be implemented in the region. It's not requiring tolling and the NEPA process looks at alternatives. At the end of the day the process will determine what the preferred version is and will include whether it includes pricing or other strategies. It does not dictate pricing implemented but the process covers benefits, impacts and tradeoffs. Different purposes are looked at for revenue raising, others for GHG reduction and other goals.

It was noted that part of the concern comes from the modeling for climate action or GHG reduction/VMT reduction. Tolling is seen to account for certain percentages or certain amount of progress with these goals. If tolling is not implemented we would then need to revise those assumptions in the next RTP. Ms. Ellis agreed. There will continue to be state level discussions about assumptions or revenues and funding. Updating the RTP to reflect changes would happen in the next RTP.

It was asked what the possibility would be if they were replacing tolling with something like usage based revenue that could be tolling but also a gas tax per mile speed, or other ideas on the table. Ms. Ellis noted that's part of the conversation that's been identified in Chapter 3. It was asked to confirm the RTP doesn't add any commitment to the region's tolling, but it says if tolling does happen here's some of the things in how it needs to work. It was noted the OTC would decide if tolling is determined, but more discussions on climate impacts, how to account for progress, revenue for funding and maintaining the system would all need further analysis.

- Chris Ford noted that MTIP amendments for large projects also included TriMet projects in scale as those to ODOT. In terms of tolling and revenue it was suggested to review the Region 1ACT meeting (<https://www.oregon.gov/odot/Get-Involved/Pages/ACT-R1.aspx>) which provides helpful context on all revenue discussions. As we work through the language on the pricing system it was advised to be cautious with the language in terms of different pricing mechanisms and programs.

A 5-minute break was taken in the meeting

3. Regional transportation funding recommendations: Secure more funding for projects that advance regional goals

- Expand regional efforts to bring more transportation funding to the region
 - Develop annual JPACT work program for 2024
 - Participate in State level funding discussions
 - Prepare for 2025 Legislative session
 - Increase competitiveness for Federal funding opportunities
 - Research on potential new revenues
 - Secure long-term funding for transit

Per Jaimie Lorenzini: *(more was shared on rationales and proposed changes, see recording)*
Amendment requested to Policy Topic 3, Metro staff recommended action 1, “Expand regional efforts on transportation funding”. Request following language be added.

e. accelerating transportation infrastructure and transit-supportive development in Urban Growth Boundary expansion areas consistent with the 2040 Growth Concept.

Rationale:

The Metro Council has placed an increasing emphasis on land readiness for areas within the Urban Growth Boundary. Some areas, however, face significant barriers to providing transportation infrastructure. Whereas this land is critical for addressing the present housing crisis, it is critical that our region work together to address and mitigate barriers to multimodal transportation infrastructure in urbanizing areas. Perhaps a meaningful first step could be incorporating more emphasis on UGB expansion areas in the following programs:

- 8.2.2.7 Regional Travel Options (RTO) and Safe Routes to School Programs
- 8.2.2.10 Regional Transit-Oriented Development Program
- 8.2.2.11 Investment Areas Program Metro’s Investment Areas

Comments from the committee:

- Jean Senechal Biggs agreed on the challenge between the housing crisis and urban growth expansion with the infrastructure needed to be assessable and ready to take our transportation infrastructure needs with limited resources in the jurisdictions when it comes to funding sources. It’s a challenge to compete for funding when going from rural to urban with the criteria required.
- Chris Ford suggested a call for an update to the 2040 Growth Concept given the housing affordability issues and the way the economy has changed. Transportation investments are not necessarily fully aligned with land use changes. Chair Kloster suggested this could be put in the ordinance as part of the recommendation. Or part of the staff report transmittal written for both committees to move forward. Metro Council is the entity that has to figure it out. Ms. Ellis noted Part 2 to Exhibit C - see comments/recommendations 345 and 367 related to 2040 Growth Concept update. If additional language is suggested this can be made part of the recommendation.
- Indi Namkoong noted transportation costs are such a huge component of housing affordability past the sticker price of construction. It’s the second largest expense for most households and that’s driven largely by the cost of owning/using cars. If the rent goes down but your driving costs/time go up, you’re often not saving much... transit, bike/ped investments are critical tools to make growing neighborhoods truly affordable for everyone, particularly folks for whom the costs of private auto ownership are out of reach or would require substantial sacrifices elsewhere. The CNT has an interesting tool getting at this relationship <https://htaindex.cnt.org/>

Per Karen Buehrig *(more was shared on rationales and proposed changes, see recording)*

Policy Topic 3: Transportation Funding

1. a. developing state and federal funding legislative priorities position supported by JPACT and the Metro Council, including the need to maintain the transportation system, invest more in transit and active transportation, address resiliency of bridges and the system, and create dedicated funding for active transportation, transit, **Great Streets** and Willamette River and other major bridges;

- Mike McCarthy asked if we could write something in there that allows us to use federal funds more efficiently. Chair Kloster noted it helps to be able to move local funds into those projects with federal funds helps move the burden onto projects making smaller projects less burdensome. Wording such as “seek funding opportunities that allow us to vocalize the RTP projects and their funding source” was suggested.
- Eric Hesse noted a concern having an allocation discussion in stipulating in Chapter 8 how we plan to use all the RTP funds without fully prioritizing projects. There are several constrained funding streams, given ODOT ties to OTC directives, prioritization from public comments and unknown funding at this point.
- Tara O’Brien advised not getting too detailed in defining all the work plan items for the subcommittee in the RTP. This discussion is mostly our response to the public comments. It was not supported to accelerate construction in the language with additional parts without further discussion on prioritization when funding known.
- Dyami Valentine suggested taking it up a level and looking at the five goals. Something not really reflected is vibrant economy and mobility. Staying at the goal level is more appropriate.

4. Climate tools and analysis recommendations: Improve tools to better inform policy and investment decisions that impact climate.

- Update climate analysis to reflect current fleet mix
- Continue to improve evaluation and modeling tools to assess the climate impacts of transportation investments
- Request state review of key state assumptions underlying region’s climate strategy and targets
- Take actions to support EV transition

Comments from the committee:

- Chris Ford noted ODOT recently developed the Oregon Transportation Emissions Website to show STS progress. It contains up to date information on implementing the actions in the STS and progress towards achieving the state GHG reduction goal. ODOT and DLCD are expecting to add CFFEC reporting data in 2025-26 when available. Materials from these might be included somewhere in the RTP <https://www.oregontransportationemissions.com/>

Per Karen Buehrig (*more was shared on rationales and proposed changes, see recording*)

Policy Topic 4: Climate Tools and Analysis

5. Take action to support Federal and State electrification efforts: Update Chapter 8 to identify actions for improved coordination and assessing the needs and gaps ~~add creation of a electric vehicle (EV) action plan that identifies~~ in local and regional actions to advance transportation electrification in the greater Portland region a way that complements existing state and federal policies and programs.

Potential local and regional actions may include:

- setting a vision for what the electrified future looks like, describing roles and responsibilities in the private sector and at various governmental levels in helping to achieve that vision;
- identifying gaps in current private/federal/state actions that local and regional agencies can fill and identifying potential implementation actions that address identified gaps and sources of implementation funding. This could include such actions as: best practices for ensuring EV

charger availability at multi-family developments - starting with those funded by Metro via the TOD and Affordable Housing programs;

- making shared EVs available (e.g., expanding car sharing and shared e-bikes/scooters, including via both site and citywide deployments); providing access to e-bikes (e.g., providing free trials at events, funding consumer rebates);
 - preparing EV-ready code amendments to ensure that it is easy and cheap to install EVs, especially at new multifamily development;
 - partnering with businesses to increase charger availability at retail and other common opportunity-charging destinations; and
 - siting and funding a limited number of high-profile public charging demonstration projects (e.g., Electric Avenue).
-
- Eric Hesse appreciated staff responses from public comments on these issues. The tools can show us important variables for our forecasts. A link was shared for the Oregon Modeling Users Group Oct. 26 meeting with information about recent developments in greenhouse gas analysis. Acknowledgement was given on efforts with other groups working on climate strategies to help us align in direction and guidance. More discussion sessions to share information was suggested.
 - Gerik Kransky supports more discussion sessions on the issue. DEQ staff is invested heavily in the electrical fleet planning and development and offers help on support of this with the RTP.
 - Chris Ford suggested a future TPAC/MTAC workshop focused on climate activities could be helpful.
 - Dyami Valentine suggested we have Eliot Rose discuss the Climate Pollution Reduction Grant to the future workshop.

5. Mobility policy implementation recommendations: Finalize the mobility policy to inform system planning needs and support local land use decisions.

- Continue shift from a sole focus on congestion to a broader multimodal approach that prioritizes access, efficiency, equity, safety, reliability, and travel options
- Complete work with local and state partners before implementation:
 - Develop approach and guidance for use of Vehicle Miles Traveled (VMT) and multimodal system completeness measures to inform land use decisions
 - Review travel speed threshold for throughways with traffic signals and use of VMT per employee measure

Per Jaimie Lorenzini (*more was shared on rationales and proposed changes, see recording*)

Request on Policy Topic 5 (Mobility Policy Implementation), Metro staff recommended action 1.c:

The new mobility policy tools could be helpful, but it's very difficult to explain to a layperson how all the different tools will work together to improve our current practice. **Please consider simplifying information about the mobility policy and putting together a one-pager or infographic reference to help us explain the tools and their applicability to practitioners, elected, and community members.**

Amendment Requested to Policy Topic 5 (Mobility Policy Implementation), Metro staff recommended action 1.d:

d. Define future analysis needed to determine an appropriate throughway speed threshold for signaled throughways and that this work will be completed **in collaboration with affected jurisdictions and the Metro Transportation Policy Alternatives Committee** as part of the Regional Transportation Functional Plan update (2024-25) and in coordination with the update to the Oregon Highway Plan (2023-24)

Amendment Requested to Policy Topic 5 (Mobility Policy Implementation), generally:

The new mobility policy metrics could provide helpful indicators, but we should be careful when drawing conclusions from the findings, recognizing that the metrics for acceptable congestion may not reflect how people feel when using the system. **Is there a way to soften our acceptance of mobility policy measures until Metro completes the outstanding analysis?**

Per Karen Buehrig (*more was shared on rationales and proposed changes, see recording*)

Policy Topic 5: Mobility Policy

Supportive of recommended Actions.

Need to add the following language to Chapter 3

Additional language should be added to Page 3-57 that clearly states **“Since implementing the mobility performance targets and thresholds are more complex than in the past, the following description of their application is an example and will be refined further within the Regional Transportation Functional Plan update. Sections 3.2.5.2 and 3.2.5.3. will be updated after completion of the update of the Regional Transportation Plan Update”**

Refine Mobility Policy 6 to read:

Use mobility performance targets and thresholds for system planning and evaluating the impacts of plan amendments, SUCH AS ~~including~~: Vehicle Miles Traveled (VMT) per capita for home-based trips, ~~VMT/Employee for commute trips to/from work~~, system completeness for all travel modes and travel speed and reliability

Ms. Ellis agreed on the first proposed edit with additional language. There were concerns with the second proposed edits to refine Mobility Policy 6 with changing “including” to “such as” since it gets away from the work that led up to measures, and it’s stepping away from moving forward. The VMT/Employee commute trips aren’t part of the targets and can be removed.

Comments from the committee:

- Gregg Snyder noted that from the City of Hillsboro they are 100% behind the proposed edits from Ms. Buehrig. In the totality of the consent agenda and the proposed comments there is a feeling we are looking at possible postponing the Mobility Policy in the Regional Transportation Functional Plan. Ms. Ellis noted the Mobility Policy would be in the RTP and apply to the Functional Plan. But the local implementation is pending amendments of the draft Transportation Functional Plan, depending on how it would be implemented at the local level.

Referring to comments from the City of Beaverton, Washington County has all these growth areas as part of our urban existence and they contain all the urban housing we will have in the County including what’s in the UGB area. There are 34,000 dwelling units. We need a mobility policy that we can actually apply to bring lands in from the urban reserves and build that much needed housing. Is this policy going to help us move out of the urban reserve to the urban

transition? Will it move at the same speed or slow us down? I believe it's the metric we look at this in terms of housing.

- Mike McCarthy agreed with Ms. Lorenzini on having a score card on what kind of action does this apply to. It was suggested to have staff recommendation i. for an evaluation of the safety and diversion impacts of this policy. It was asked this before the next phase of the Regional Transportation Functional Plan. Ms. Ellis noted this was included as part of the staff recommendations but later pulled due to the fact the comments related largely to tolling. It was felt more appropriate to have this analysis as part of project evaluations.

Mr. McCarthy noted diversions happen for a lot of reason and tolling is one of them. There are many people using backroads to get around causing congestion. Ms. Ellis noted the policy flags problems with congestion trends and kicks off analysis to find solutions. Chair Kloster suggested having this a Chapter 8 work program to look at diversion, or some language suggestions for the RTP for recommendation.

- Eric Hesse noted that as we look at the totality of edits and how we can prioritize around landing the mobility policy it appears one key component is connected to the Regional Transportation Functional Plan. It was agreed there is more work to be done with issues raised and how our system can do them. It was suggested to have an evaluation of the impacts by how employees generate new data with travel demand.
- Jean Senechal Biggs agreed on comments of where we are with the Mobility Policy. It was agreed we give the Transportation Functional Plan a top priority.
- Dyami Valentine also supported prioritizing the update to the Regional Transportation Functional Plan.

Chair Kloster provided ideas for members to follow up with staff on questions or suggested language proposed for motions/amendments planned. For questions or follow ups for the 2023 High Capacity Transit Strategy action before the Nov. 3 TPAC meeting, the committee was encouraged to contact Ally Holmqvist. These comments would be shared with TriMet.

2023 High Capacity Transit Strategy - Discussion (Ally Holmqvist, Metro) This agenda item was not discussed.

Committee comments on creating a safe space at TPAC - none received

Adjournment

There being no further business, workshop meeting was adjourned by Chair Kloster at 11:59 a.m.

Respectfully submitted,

Marie Miller, TPAC/MTAC Recorder

Attachments to the Public Record, TPAC/MTAC workshop meeting, October 11, 2023

Item	DOCUMENT TYPE	DOCUMENT DATE	DOCUMENT DESCRIPTION	DOCUMENT No.
1	Agenda	10/11/2023	10/11/2023 TPAC/MTAC Workshop Agenda	101123T-01
2	2023 MTAC Work Program	9/22/2023	2023 MTAC Work Program as of 9/22/2023	101123T-02
3	2023 TPAC Work Program	9/29/2023	2023 TPAC Work Program as of 9/29/2023	101123T-03
4	TPAC Workshop minutes	9/13/2023	Draft minutes of TPAC Workshop meeting, 9/13/2023	101123T-04
5	Memo	10/4/2023	TO: MTAC & TPAC members and interested parties From: Kim Ellis, AICP, RTP Project Manager RE: 2023 Regional Transportation Plan (RTP): Discussion of Key Policy Topics and Next Steps	101123T-05
6	ORDINANCE NO. 23-1496	N/A	ORDINANCE NO. 23-1496 FOR THE PURPOSE OF AMENDING THE 2018 REGIONAL TRANSPORTATION PLAN (RTP) TO COMPLY WITH FEDERAL AND STATE LAW AND AMENDING THE REGIONAL FRAMEWORK PLAN	101123T-06
7	Exhibit A to Ordinance No. 23-1496	July 10, 2023	Exhibit A to Ordinance No. 23-1496 PUBLIC REVIEW DRAFT 2023 Regional Transportation Plan	101123T-07
8	Exhibit B to Ordinance No. 23-1496	9/29/2023	Exhibit B to Ordinance No. 23-1496 Chapter 2 Regional Framework Plan	101123T-08
9	Part 1 to Exhibit C to Ordinance No. 23-1496	9/29/2023	Part 1 to Exhibit C to Ordinance No. 23-1496 Key policy topics for discussion to address for the 2023 Regional Transportation Plan and beyond	101123T-09
10	Attachment 1 to Part 1 to Exhibit C to Ordinance No. 23-1496	9/29/2023	Attachment 1 to Part 1 to Exhibit C to Ordinance No. 23-1496 Key JPACT and Metro Council discussions and actions on ODOT projects in the greater Portland area undergoing the NEPA process	101123T-10
11	Attachment 2 to Part 1 to Exhibit C to Ordinance No. 23-1496	9/25/2023	Attachment 2 to Part 1 to Exhibit C to Ordinance No. 23-1496 ODOT Projects Adopted in 2024-27 MTIP and 2024-27 STIP with RTP ID 12095	101123T-11
12	Exhibit C to Ordinance No. 23-1496: Part 2	9/29/2023	Exhibit C to Ordinance No. 23-1496: Part 2 2023 RTP and HCT Strategy Comments Received and Recommended Actions	101123T-12

Item	DOCUMENT TYPE	DOCUMENT DATE	DOCUMENT DESCRIPTION	DOCUMENT No.
13	Memo	10/4/2023	TO: TPAC and MTAC members and interested parties From: Ally Holmqvist, Senior Transportation Planner RE: 2023 High Capacity Transit Strategy Adoption: Recommendations and Legislation	101123T-13
14	RESOLUTION NO. 23-5348	N/A	RESOLUTION NO. 23-5348 FOR THE PURPOSE OF ADOPTING THE 2023 HIGH CAPACITY TRANSIT STRATEGY	101123T-14
15	Exhibit A to Resolution No. 23- 5348	July 10, 2023	Exhibit A to Resolution No. 23-5348 HIGH CAPACITY TRANSIT Strategy	101123T-15
16	Exhibit B to Resolution No. 23- 5348	9/29/2023	Exhibit B to Resolution No. 23-5348 2023 HCT Strategy Summary of Comments and Recommended Actions	101123T-16
17	Staff Report	9/27/2023	STAFF REPORT: IN CONSIDERATION OF RESOLUTION NO. 23-5348 ADOPTING THE 2023 HIGH CAPACITY TRANSIT STRATEGY	101123T-17
18	Presentation	10/11/2023	2023 Regional Transportation Plan Discussion	101123T-19
19	Proposed edits	10/11/2023	Proposed edits presented by Karen Buehrig, Clackamas County	101123T-19
20	Proposed edits	10/11/2023	Proposed edits presented by Jaimie Lorenzini, City of Happy Valley	101123T-20
21	Proposed edits	10/11/2023	Proposed edits presented by Chris Ford, ODOT	101123T-21



Memo

Date: November 1, 2023
To: Transportation Policy Alternatives Committee (TPAC), Metro Technical Advisory Committee (MTAC), and interested parties
From: Lake McTighe, Principal Planner
Subject: DRAFT SS4A Regional Transportation Safety Update to JPACT and the Metro Council

Purpose

Provide TPAC, MTAC, and interested parties with an update on traffic deaths and serious injuries in the region and seek feedback on the *DRAFT Safe Streets for All: Regional Transportation Safety Update to JPACT and the Metro Council* before bringing it to the Joint Policy Advisory Committee on Transportation (JPACT) and the Metro Council in December and January.

Background

The Metro Council and JPACT adopted the 2018 [Regional Transportation Safety Strategy](#) with a goal of eliminating traffic deaths and life changing injuries by 2035. Using a data driven and Safe System approach, the Regional Safety Strategy provides strategies and actions to address serious traffic safety problems.

To support implementation of the Regional Safety Strategy and local and state safety action plans, Metro provides periodic progress reports on safety targets and actions to JPACT, the Metro Council, and other regional partners. The *DRAFT Safe Streets for All: Regional Transportation Safety Update to JPACT and the Metro Council* is the third in-depth update since the Regional Safety Strategy was adopted in 2018.

Previous in-depth updates on roadway safety were provided:

- In 2022, as part of the 2023 Regional Transportation Plan (RTP) update [Needs Assessment](#) and [Needs Assessment Fact Sheets](#), which were the foundation for draft [Chapter 4: Our Growing Changing Region](#) in the 2023 RTP.
- In 2021, with the [2019 traffic fatalities and serious injuries annual performance report](#) and the [2-Year Progress Report of the Regional Transportation Safety Strategy](#).

Safe Streets for All Program

Metro has been awarded a federal [Safe Streets for All grant](#) (SS4A). The grant enables Metro to dedicate more resources and time to coordinate and support roadways safety efforts across the region. In addition to regional safety activities, the grant provides funding to the City of Tigard, Washington County, and Multnomah County and the cities of East Multnomah County, to develop Transportation Safety Action Plans. There are three more cycles of the SS4A federal grant (2024, 2025, 2026) with opportunity for additional funding for planning and capital projects.

The *DRAFT Safe Streets for All: Regional Transportation Safety Update to JPACT and the Metro Council* provides an update on traffic fatalities and serious injuries and a framework to support discussions with Metro's technical and policy advisory committees and the Metro Council as Metro begins to coordinate efforts with government and community partners to implement the Safe Streets for All program. The report is addressed to JPACT and the Metro Council, the governing bodies responsible for regional transportation decisions. Metro is seeking feedback on the draft report to accurately reflect regional coordination before it is presented to JPACT and the Metro Council.

As the SS4A program gets underway, Metro will be developing more in-depth and nuanced analysis. Using the *DRAFT Safe Streets for All: Regional Transportation Safety Update to JPACT and the Metro Council* as a starting place, Metro is seeking guidance and input from the Metro Council and Metro's technical and policy committees and other partners on what analysis and information will increase understanding of safety challenges and solutions, and what strategies should be pursued to effectively advance safety. Metro will put together a regional safety work group to guide the work plan and support coordination.

Questions for TPAC and MTAC

Metro requests feedback from members of TPAC, MTAC and other interested parties to finalize the *DRAFT Safe Streets for All: Regional Transportation Safety Update to JPACT and the Metro Council* before it presented to JPACT and the Metro Council.

Specifically:

- Do you have feedback on how the information in the report is framed, to support a productive discussion at JPACT and the Metro Council?
- Do you have feedback on the safety actions listed in Tables 1 and 3 of the report? Are there actions that should be added? Are there actions that need further discussion?
- Is there anything missing that you think should be included in the report that would support productive discussion at JPACT and the Metro Council?
- Do you have input on the makeup and role of a regional safety work group?

Next Steps

- November 30, 2023 – Deadline to provide feedback on the Draft report, please email comments to lake.mctighe@oregonmetro.gov
- December 14, 2023 –Present report at JPACT meeting, discussion of regional safety.
- January 2024 (Date TBD) –Present report at Metro Council work session, discussion of regional safety.
- Spring 2024 – Convene regional SS4A safety work group.
- Fall 2024 –Provide status update on serious crashes and on the Safe Streets for All project to JPACT and Metro Council.

Attachments

- *DRAFT Safe Streets for All: Regional Transportation Safety Update to JPACT and Metro Council* (October 31, 2023)



Safe Streets for All

Regional transportation safety update to JPACT and the Metro Council

DRAFT October 2023



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Metro is the federally mandated metropolitan planning organization designated by the governor to develop an overall transportation plan and to allocate federal funds for the region.

The Joint Policy Advisory Committee on Transportation (JPACT) is a 17-member committee that provides a forum for elected officials and representatives of agencies involved in transportation to evaluate transportation needs in the region and to make recommendations to the Metro Council. The established decision-making process assures a well-balanced regional transportation system and involves local elected officials directly in decisions that help the Metro Council develop regional transportation policies, including allocating transportation funds. 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/safety

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LETTER FROM THE DIRECTOR

Our region is facing growing roadway safety challenges as seen across the United States and in Oregon. These challenges reflect systemic issues impacting communities large and small, but that disproportionately impact lower income and communities of color.

The multifaceted nature of traffic safety challenges may appear daunting, but it is crucial that we tackle them collectively and strategically, with a sense of shared purpose and unwavering commitment to eliminating traffic-related deaths and serious injuries. With federal funding Metro can work with partners to focus more deeply on roadway safety using the Safe System Approach over the next few years.

Our goal is to transform our region into a place where every resident, regardless of their background, income, or zip code, can enjoy the benefits of safe, accessible, and reliable transportation. Together, we will not only make our roadways safer but also work to right the historical and contemporary injustices that have disproportionately impacted our communities for far too long. This will require dedication, collaboration, and innovative thinking, and I have no doubt that we are up to the challenge.

Our safety program staff have prepared this report to kick-off the implementation of our federally funded Safe Streets for All (SS4A) project. This report will be used to frame initial discussions with regional partners as we develop our work plan. We want to learn what data and information Metro can provide to support local, regional and state efforts and determine what additional questions we need to be asking to arrive at effective solutions. As the regional government and MPO, Metro serves as the regional convenor and coordinator with the intention of making our collective actions more effective.

Working together in coordination we will realize a future where death and serious injuries are no longer consequences of using our transportation system.

Sincerely,



Catherine Ciarlo, Director
Planning, Research and Development

PURPOSE

This report provides a preliminary overview of traffic-related deaths and life changing injuries in the greater Portland region since 2017 and a summary of actions undertaken in the past few years by regional, state and local partners since 2021, when the last comprehensive update was provided to the Metro Council and Metro's technical and policy committees with the [2-Year Progress Report on the Regional Transportation Safety Strategy](#).¹

The data presented in this report represent real people—members of our regional community. The victims of traffic crashes are family members, friends, and coworkers in our region.

This report was developed to support discussions with Metro's technical and policy advisory committees and the Metro Council as Metro begins to coordinate efforts with government and community partners to implement the Safe Streets for All project. As that project gets underway, Metro will be developing more in-depth and nuanced analysis. Using this report as a starting place, Metro is seeking guidance and input from the Metro Council and Metro's technical and policy committees and other partners on what analysis and information will increase understanding of safety challenges and solutions.

Metro received a federal Safe Streets for All grant for the purpose of supporting regional, local and statewide efforts to address traffic safety problems in the region. Metro will coordinate with government, community, and business partners on the Safe Streets for All project over the next few years on this effort. The final section of the report lists high-level actions that would benefit from coordinated efforts.

¹ Metro Regional Transportation Safety Strategy 2-year progress report, June 2021. <https://www.oregonmetro.gov/sites/default/files/2021/08/03/RTSS-progress-report-20210603.pdf>.

INTRODUCTION AND THE SAFE SYSTEM APPROACH

In the past ten years, state, regional and local transportation agencies and the communities they serve have adopted and begun implementing transportation safety action plans with goals to eliminate traffic deaths and life-changing injuries using the proven [Safe System Approach](#),² recognizing that this approach has been successful in greatly reducing serious crashes in other places.³

- 2016 - City of Portland adopts the first Vision Zero Plan in the state, with a goal to eliminate traffic fatalities and serious injuries by 2025.
- 2018 - JPACT and the Metro Council adopt the Regional Transportation Safety Strategy with the goal to eliminate traffic deaths and life changing injuries by 2035.
- 2019 - Clackamas County adopts the updated Drive to Zero safety action plan, with a goal to eliminate fatal and serious injury crashes by 2035. The County developed the first safety plan in the state in 2012.
- 2021 - Oregon Transportation Commission adopts the Transportation Safety Action Plan with a goal to eliminate traffic deaths by 2035.
- 2023 - Metro updates the 2023 Regional Transportation Plan, including regional safety policies embedded in the Safe System approach; the City of Hillsboro begins development of a safety action plan, and the City of Tigard, Multnomah County and the cities of East Multnomah County, and Washington County prepare to develop safety action plans.

The Safe System approach relies on multiple, complementary safety interventions for all people who use our roadways to prevent crashes from occurring in the first place and to reduce harm if a crash occurs.

When the Metro Council and JPACT adopted a regional strategy to eliminate traffic deaths and life changing injuries, it was clear that confronting this challenge would be neither easy nor quickly resolved. People dying on our highways, streets, and roads is an ingrained and persistent problem, one that many in society have come to accept as part of our everyday lives.

² ITF (2022), Road Safety Annual Report 2022, OECD Publishing, Paris.

<https://www.itf-oecd.org/sites/default/files/docs/irtad-road-safety-annual-report-2022.pdf>

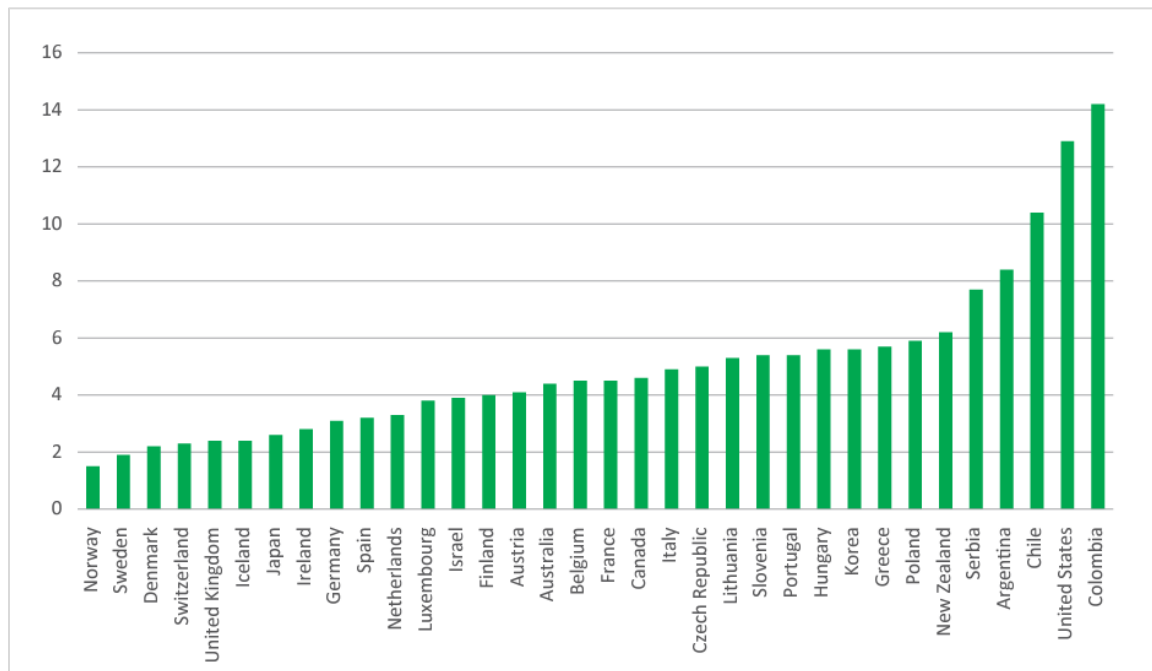
³ ITF (2022), Road Safety Annual Report 2022, OECD Publishing, Paris.

<https://www.itf-oecd.org/sites/default/files/docs/irtad-road-safety-annual-report-2022.pdf>

In recognition of the need to substantially change how the region views and addresses roadway safety, the [Regional Transportation Safety Strategy](#) commits to the Safe System Approach the region’s guiding principle.

The Safe System Approach has been used with great success in a growing number of nations and cities around the world and has now taken hold in the United States. The Safe System Approach has origins in Sweden through its Vision Zero program and with the Sustainable Safety program in the Netherlands. These early adopters experienced impressive decreases in roadway deaths—each with at least a 50% reduction in fatalities between 1994 and 2019. The concept has spread to other countries in Europe and beyond with notable success in Australia and New Zealand. The progress of these counties, compared to the United States, is illustrated in Figure 1.

Figure 1 Road fatalities per 100,000 people in International Traffic Safety Data and Analysis Group (IRTAD) countries, 2021



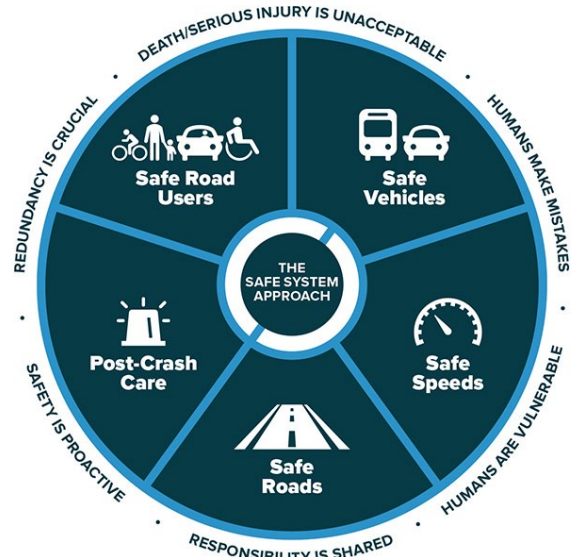
Source: International Transport Road Safety Annual Report 2022

While Figure 1 shows that there are over 12 traffic fatalities for every 100,000 people in the United States, the 2017-2021 per capita fatality rate in the greater Portland region is 6 people per 100,000 people, closer to some of the countries that are moving in the right direction. The regional per capita rate is lower than Oregon’s (12). Washington County has the lowest fatality rate in the region (4). Clackamas and Multnomah County have fatality rates double that of Washington County (8). Refer to Table 5 for per capita 2017-2021 fatality rates for Oregon, the region, the three counties, and all cities in the region.

Safe System Approach Elements and Principles

There are five elements of the Safe System Approach:

- **Safe People.** Encourage safe, responsible behavior by people who use our roads and create conditions that prioritize their ability to reach their destination unharmed.
- **Safe Roads.** Design roadway environments to mitigate human mistakes and account for injury tolerances, to encourage safer behaviors, and to facilitate safe travel by the most vulnerable users.
- **Safe Vehicles.** Expand the availability of vehicle systems and features that help to prevent crashes and minimize the impact of crashes on both occupants and non-occupants.
- **Safe Speeds.** Promote safer speeds in all roadway environments through a combination of thoughtful, context-appropriate roadway design, targeted education and outreach campaigns, and enforcement.
- **Post-Crash Care.** Enhance the survivability of crashes through expedient access to emergency medical care while creating a safe working environment for vital first responders and preventing secondary crashes through robust traffic incident management practices.



With the Safe System approach, these five elements work together to create a safe, redundant transportation system. In such a system, if one layer fails another layer is in place to prevent serious harm.

Six principles underpin the Safe System approach:

- **Death and serious injuries are unacceptable.** The Safe System approach rejects the idea that these are simply the price of mobility.
- **People make mistakes,** so the transportation system should be designed and operated to avoid death and serious injuries when a crash occurs.
- **Human bodies are vulnerable** and have physical limits for tolerating crash forces before death or serious injury occurs; therefore, it is critical to design and operate a transportation system and vehicles that is human-centric and accommodates physical human vulnerabilities.

- **Responsibility is shared** among those who design, build, and manage streets and vehicles, those who use these streets and vehicles, and those who provide care after crashes.
- **Safety is proactive.** Systemic change is needed to prevent serious crashes.
- **Redundancy is crucial.** If one layer of the system fails, another layer is in place to prevent serious injury.



A cyclist rides their bicycle through a crosswalk at a roundabout along a tree lined street, a pedestrian stands on the corner in Orenco Station, Hillsboro

Source: Metro

INTERSECTION OF TRAFFIC SAFETY AND PUBLIC HEALTH

Preventing fatal and serious traffic injuries is an intersectional issue that is not only about the physical design of roadways but also social, economic, and political power. Solutions for improving road safety and preventing serious crashes are more effective when they are developed with an understanding of contextual factors that impact roadway safety. Including holistic solutions to address upstream public health issues including mental health, discrimination, substance abuse, income inequality, and housing and job insecurity, will make roadways safer for everyone.

“Public health is focused on creating a safe transportation system through street design, but we are acutely aware of the need to also address contextual factors such as housing, mental and behavioral health, substance abuse, and cost of living.” Public Health Data Report: Traffic Crash Deaths in Multnomah County, August 2023

Roadways are the meeting places of communities and can reflect the health of communities. Supporting solutions that complement traffic safety countermeasures, such as affordable housing and substance abuse rehabilitation will result in better outcomes.

Figure 2 Upstream Approach to Public Health Issues



Figure 2 illustrates an upstream approach to addressing roadway safety. Core to the concept is promoting healthy environments including roads and streets, preventing injury by creating a transportation system where traffic crashes do not result in serious injury, and addressing social injustice to address the root causes of traffic safety disparities.

Source: BCCDC Foundation for Population and Public Health

NOTABLE SAFETY ACTIONS SINCE 2021

The actions needed to significantly improve safety, protect people from traffic death and injury, and achieve a cultural shift that treats roadway deaths as unacceptable are multi-year endeavors. Although it may take years of sustained effort to realize substantial reductions in lives lost due to traffic crashes, regional partners have been taking actions to target our most significant and urgent problems to improve road traffic safety.

Table 1 provides a summary of notable actions of local, regional, and state governments with the support and championship of communities and advocates. These actions are in addition to ongoing city, county, regional, state, and advocacy led safety programs.



A cyclist exits a separated bikeway in SE Portland.

Source: Metro

Table 1 Notable Safety Actions Since 2021

Safe System Approach element	Notable safety actions since 2021
Safe People	<p>Awarded \$1.6 million regional funds to local SRTS programs for education and encouragement activities across the region.</p> <p>Passed the 2023 Bike Bus Bill (House Bill 3014) giving schools more flexibility spending state transportation funds.</p> <p>Instituted modifications to the Safe Routes to School program in the 2023 Omnibus Transportation Bill (House Bill 2099) increasing the radius for eligible schools, and updates to DMV regulations related to safety.</p> <p>Passed the 2021 Driving Under the Influence of Psilocybin bill (House Bill 3140).</p> <p>Added clarifications to laws related to Driving Under the Influence of Intoxicants (Senate Bill 201).</p>
Safe Roads	<p>Approved \$613 million for capital projects to improve safety in the FY 21-24 and 24-27 MTIP, including \$14 million for SRTS infrastructure projects and \$47.4 million in regional funds.</p> <p>Applied the ODOT Blueprint for Urban Design to all urban projects scoped for the 2024/2027 STIP cycle, and several projects in the 2021/2024 STIP.</p> <p>Advanced safety improvements on high injury urban arterials, such as: Outer Division Safety Project, 82nd Avenue; 122nd Avenue SS4A, OR 8 at East Lane (Cornelius) Pedestrian Safety Project, OR 141: SW Hall Boulevard Pedestrian Safety Improvements.</p> <p>Continued planning for safety improvement on high injury urban arterials, including: Tualatin Valley Highway Transit Project, McLoughlin Boulevard Investments Strategy, 82nd Avenue Transit Project.</p> <p>Established the state Jurisdictional Transfer Advisory Committee (House Bill 2793) to recommend highways for jurisdictional transfer.</p>
Safe Vehicles	<p>Developed research examining the role of vehicle design and speed as a factor in the severity of pedestrian injury in Oregon.</p>
Safe Speeds	<p>Expansion of Portland’s use of cameras in traffic enforcement, up to 40 cameras at the end of 2024.</p> <p>Passed legislation to allow all cities in Oregon to install traffic cameras and set designated speeds on certain types of residential streets at up to 10 miles below the statutory speed (provided it’s not less than 20 mph) (House Bill 2095).</p> <p>Passed legislation (House Bill 4105) making it easier for jurisdictions to review and issue citations based on photo radar.</p>
Post-Crash Care	<p>No new activities reported.</p>

UPDATE ON THE ROADWAY SAFETY PROBLEM

Traffic violence continues to be one of the major public health crises facing many communities in the greater Portland region. In a trend seen in the region, in Oregon, and across the United States the number of traffic deaths have been on the rise for the past decade.

While cities, counties, the state, and the region make significant investments in proven safety measures, other factors that impact safety have been moving in the wrong direction. These factors include, increasing car size and car weight and increasing driver speed.

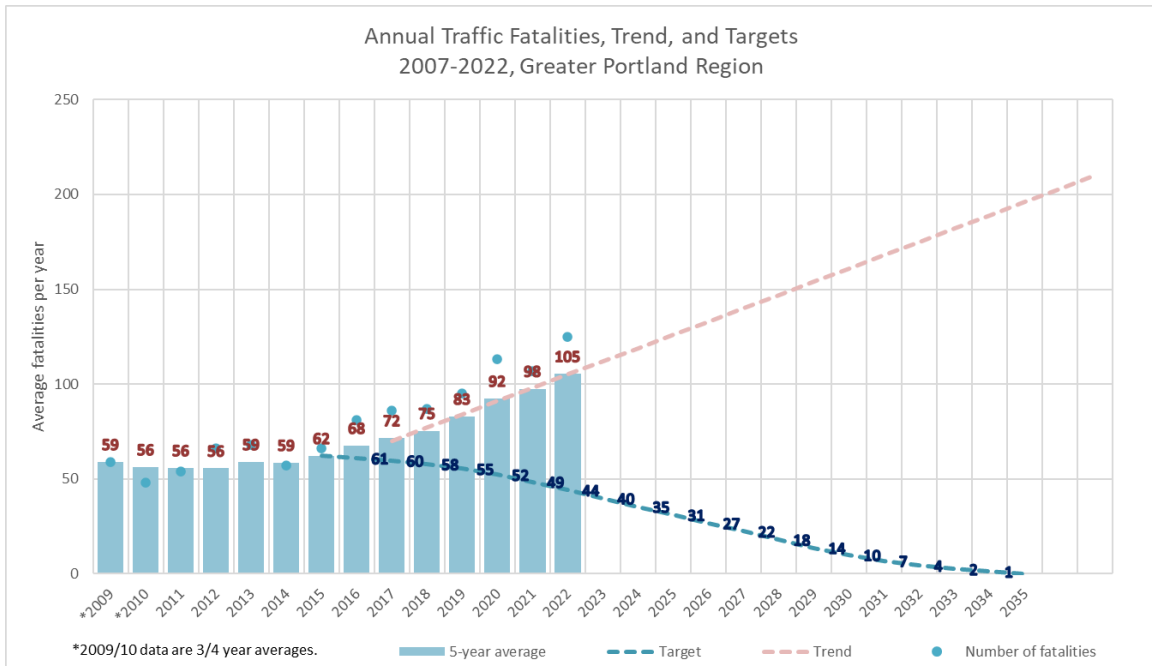
It will likely take years of sustained investments in proactive and systemic safety countermeasures that separate roadway users and calm traffic to realize substantial reductions in lives lost due to traffic crashes.

Analysis of traffic crashes in the greater Portland region since 2017 indicate:

- Traffic deaths are increasing.
- Pedestrian deaths have risen disproportionately over the past decade.
- Black and Native American people are at much higher risk of being killed in a traffic crash whether driving, walking, or bicycling.
- Intoxicated driving is a leading risk factor for deadly crashes.
- High traffic speeds continue to be a risk factor.
- Increasingly heavier, larger vehicles on roadways is a growing risk factor.
- Arterial roadways account for most deadly crashes.

Figure 3 illustrates that the region is not on track towards zero traffic deaths and serious injuries. The blue bars and red numbers show the increase in the annual average traffic deaths each year since 2009. The blue numbers and blue dotted line indicate regional targets. The average number of yearly traffic deaths increased 56% between 2016 and 2022, increasing, on average, by 8% each year.

Figure 3 Annual Traffic Fatalities, Trend, and Targets 2007-2022, Greater Portland Region



Source: ODOT crash data 2007-2021, ODOT preliminary crash data 2022, Metro 2018 RTP targets

Compared to 2021, traffic deaths in the greater Portland region in 2022⁴ increased:

- 17% - 125 lives were lost, the highest total number recorded since 2007.
- 29% for people walking - 49 pedestrians were killed, the highest number recorded since 2007, the first year of data that Metro began tracking.
- 80% among motorcyclists, 27 motorcyclists were killed, the highest number recorded since 2007.

2021 Safety Performance Measures

Safety performance measures compare observed number and rate of traffic fatalities and serious injuries to targets set in the 2018 Regional Transportation Plan. The region is not on track to meet its targets. In fact, across all the measures summarized in Table 2, the region’s streets have gotten less safe since compared to baseline data established in 2015.

⁴ Preliminary 2022 Fatal & Serious Injury data, Oregon Department of Transportation, <https://tvc.odot.state.or.us/tvc/>

Table 2 Federal Safety Performance Measures, Greater Portland Region, 2017-2021

Performance Measure	5-year rolling averages		
	2015 Baseline	2021 Target	2021 Actual
Number of fatalities	62	49	98
Fatalities per 100 million vehicle miles traveled	0.6	0.4	0.9
Number of serious injuries	458	357	544
Serious injuries per 100 million vehicle miles traveled	4.5	3.3	5.0
Number of non-motorized fatalities and serious injuries	113	95	122

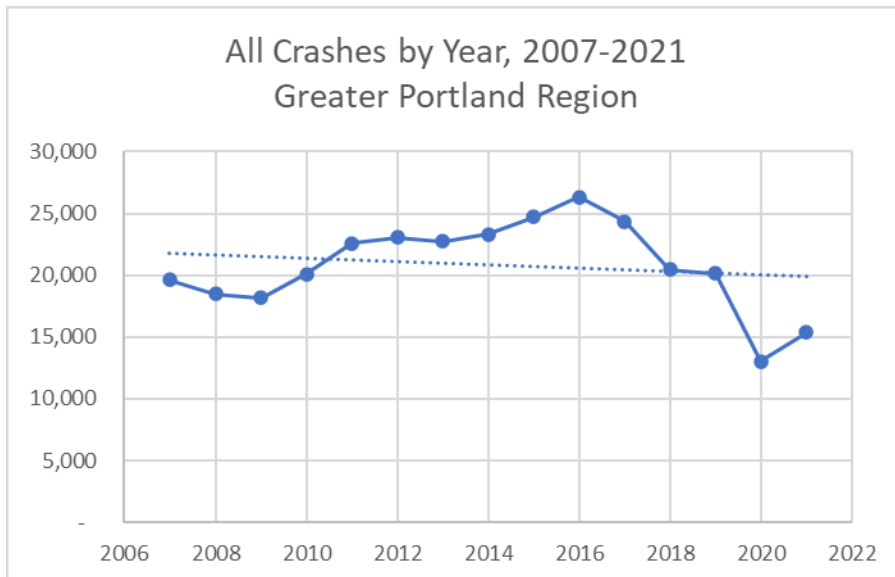
Source: Source: ODOT crash data 2017-2021, analyzed by Metro

Fatality Trends

While the total number of crashes has decreased since 2007, as shown in Figure 4, the number of deadly crashes has increased, especially in the past five years, shown in Figure 5. The increase is due primarily to the increase in pedestrian fatalities. The number of serious injury or life-changing crashes after remaining somewhat constant since 2007 increased 134% from 2020 to 2022, shown in Figure 6.

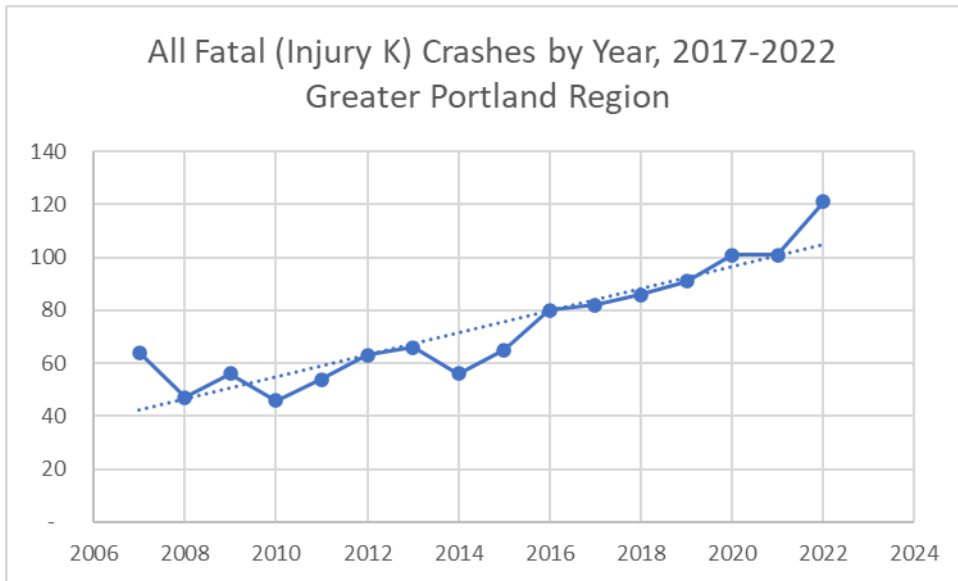
This pattern points to the need to focus on the contributing factors of fatal traffic crashes, namely intoxication, speed, roadway design, pedestrian safety, and heavier vehicles.

Figure 4 All Crashes by Year, 2007-2021 Greater Portland Region



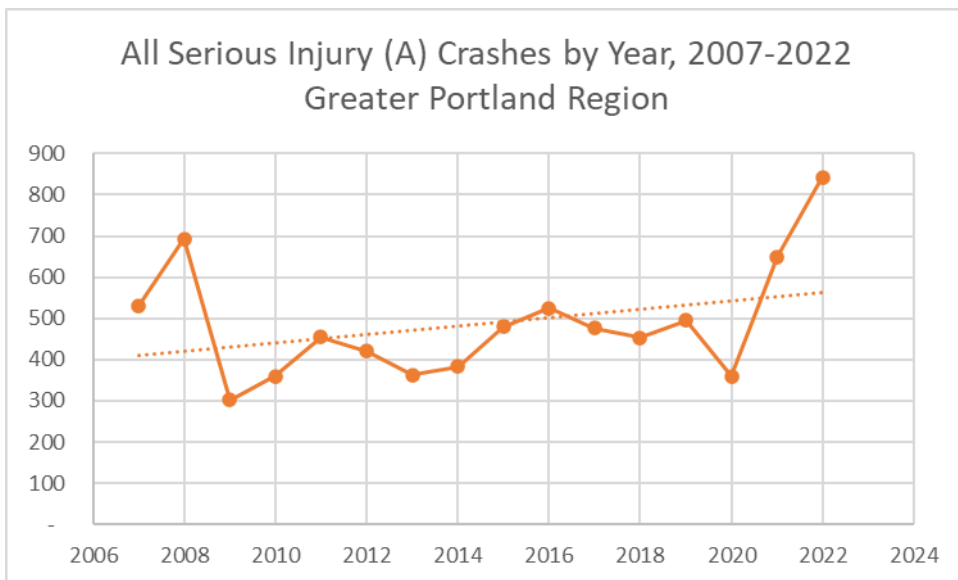
Source: ODOT crash data 2007-2021

Figure 5 All Fatal (Injury K) Crasher by Year, 2017-2022 Greater Portland Region



Source: ODOT crash data 2007-2021

Figure 6 All Serious Injury (A) Crashes by Year, 2007-2022 Greater Portland Region



Source: ODOT crash data 2007-2021

Race and Ethnicity

Within the three counties, Native Americans and Black people are being killed in traffic crashes at higher rates than white people. Analysis from the National Highway Traffic Administration concludes that by several measures, roadway travel is less risky for white people than for most other race-ethnicity groups; this

disparity persists, even accounting for the amount and mode of travel.⁵ And, recent analysis from Multnomah County Health Department found that rising traffic fatality rates in the region are largely driven by growing pedestrian fatalities, the impacts of which are disproportionately experienced by Black, Indigenous, and people of color (BIPOC), people with lower incomes, and people likely experiencing houselessness.⁶

For all traffic fatalities 2017-2022 in Clackamas, Multnomah and Washington counties:

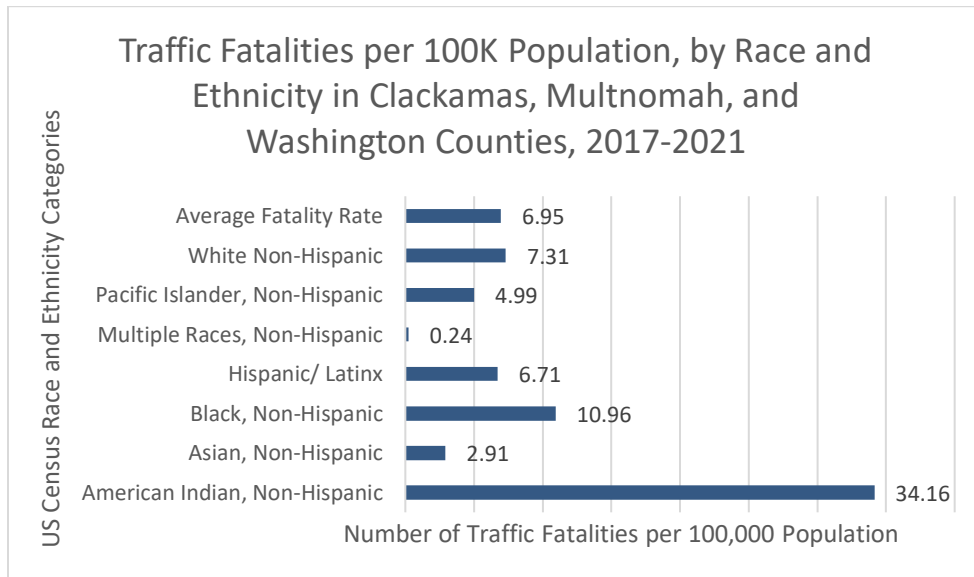
- Black people experience a fatality rate 40% higher than white people, though lower than the national average.
- Native Americans experience a traffic fatality rate that is 129% higher than white people.
- Hispanic/ Latinx people experience a traffic fatality rate that is 18% lower than white people, and Asian people experience a traffic fatality rate that is 186% lower than white people. This is consistent with national rates.⁷
- Black pedestrians are killed at a rate twice as high compared to white pedestrians, and Native American pedestrians experience a traffic fatality rate that is 141% higher than the rate of white pedestrians.
- Three quarters of serious pedestrian and bicycle crashes, and 65% of all serious crashes, occur in areas identified as Equity Focus Areas.

⁵Evaluating Disparities in Traffic Fatalities by Race, Ethnicity, and Income, NHTSA, United States Department of Transportation, January 2022
<https://crashstats.nhtsa.dot.gov/Api/Public/ViewPublication/813188>

⁶ Public Health Data Report: Traffic Crash Deaths in Multnomah County Taking a Safe System approach to address traffic-related fatality trends & contributing factors, Multnomah County, 2020-2021 August 2023 https://multco-web7-psh-files-usw2.s3-us-west-2.amazonaws.com/s3fs-public/Revised_Final_MultCo%20traffic%20deaths%202020_2021_0.pdf

⁷ Disparities by Race or Ethnic Origin, National Safety Council
<https://injuryfacts.nsc.org/motor-vehicle/road-users/disparities-by-race-or-ethnic-origin/>

Figure 7 Traffic Fatalities per 100k Population, by Race and Ethnicity in Clackamas, Multnomah, and Washington Counties, 2017-2021



Source: Fatality Analysis Reporting System, 2017-2021, Race and Ethnicity Population Estimates 2020 Census, Metro

Pedestrians

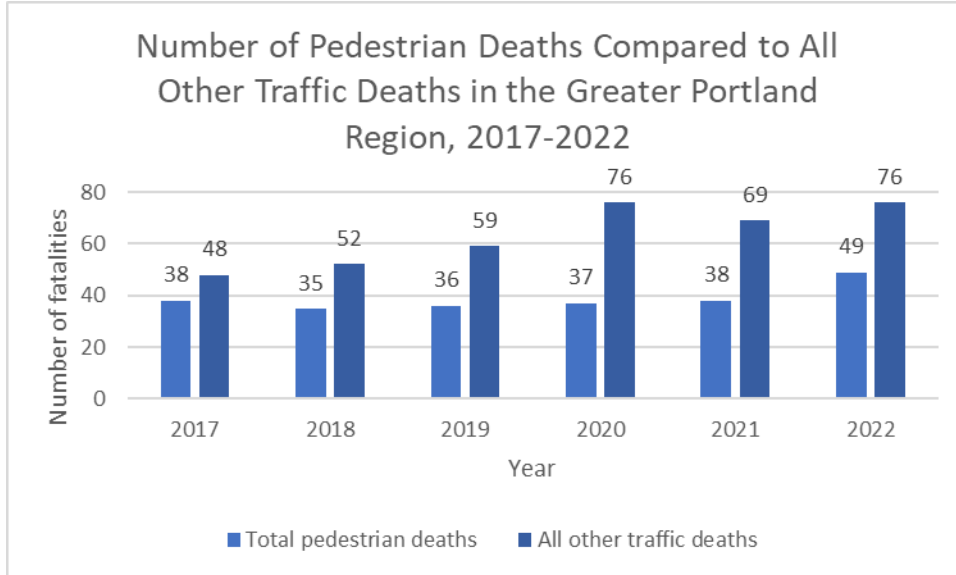
Fatal pedestrian traffic deaths in the region, in Oregon, and across the United States continue to rise; the [2022 Dangerous by Design](#) report⁸ identified Oregon in the top 20 states that are most dangerous for pedestrians based on pedestrian fatalities between 2016 and 2020.

- People walking are more likely to die in traffic crashes than people traveling by other modes of transportation. While pedestrians are involved in only 2.5% of all crashes, they represent 38% of all traffic fatalities.
- Preliminary crash data for 2022 suggests that it will likely to be the highest count of pedestrian deaths since Metro began tracking crashes, with 49 people were killed in a traffic crash while walking, a 29% increase from 2021.
- Dark or dim light conditions are a contributing factor in fatal pedestrian crashes - 75% of pedestrian deaths in the region occur when it is dark or dim out, while 57% of motor vehicle occupant deaths, 50% of bicycle deaths, and 44% of motorcycle deaths occur in dark/dim lighting conditions.⁹

⁸ 2022 Dangerous by Design, Smart Growth America, <https://smartgrowthamerica.org/dangerous-by-design/>

⁹ Dim/dark lighting conditions are darkness-no streetlights, darkness-with street lights, dawn (twilight), dusk (twilight).

Figure 8 Number of Pedestrian Deaths Compared to All Other Traffic Deaths in the Greater Portland Region, 2017-2022

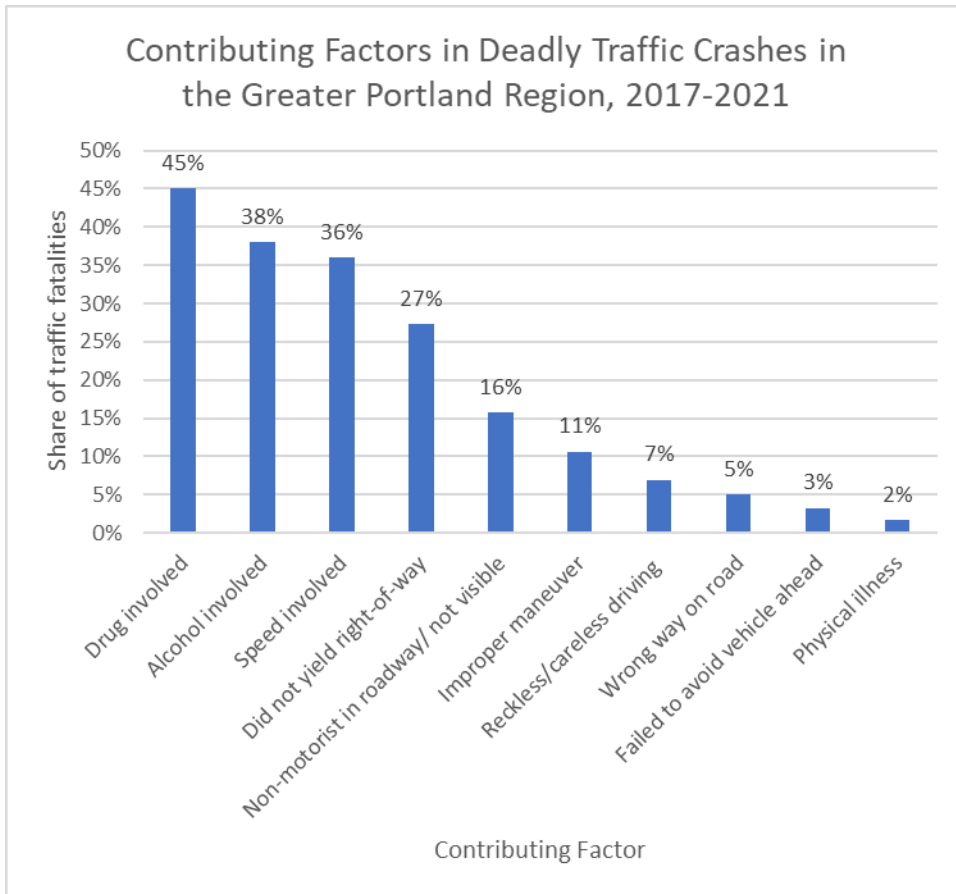


Source: ODOT crash data 2007-2021, ODOT preliminary crash data 2022

Speed and Intoxication

While there are many factors that contribute to the likelihood of a crash occurring, higher speeds and drugs and alcohol are among the top contributing factors to deadly crashes in the region.

Figure 9 Contributing Factors in Deadly Traffic Crashes, Greater Portland Region, 2017-2021



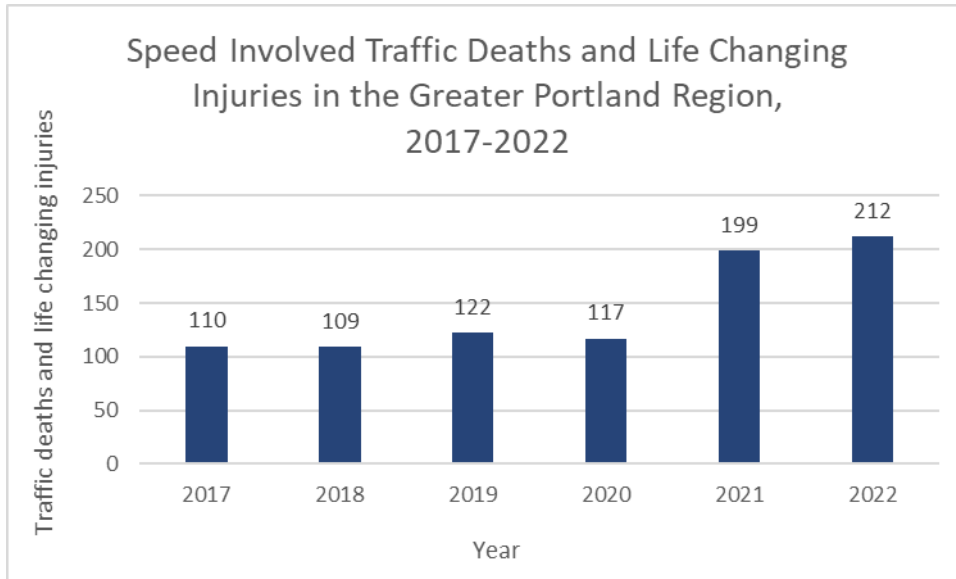
Source: ODOT crash data 2007-2021

Crash causes, speed involved flag, drug and alcohol involved flag

- Speed involved crashes tend to be deadlier: 36% of all traffic deaths involve speeding, while only 7% of all crashes involve speeding.
- Speed involved traffic fatalities and life changing injuries in the region have doubled since 2017 and increased 81% from 2020 to 2022 reflecting a national trend. In 2020 there were 117 traffic deaths involving speed, in 2022 there were 212.
- 51% of fatalities in motor-vehicle-only crashes (crashes not involving pedestrians, motorcyclists or bicyclists) involved speeding (average of 2017-2021 crash data).
- 15% of pedestrian fatalities involve speed, and 18% of all motorcycle crashes and 45% of fatal motorcycle crashes involve speed
- 38% of all traffic deaths involve alcohol: 41% of motor vehicle occupant deaths, 36% of pedestrian deaths, 28% of motorcyclist deaths, and 19% of bicyclist deaths involve alcohol.

- 49% of all traffic deaths involve drugs: 49% of motor vehicle occupant deaths, 49% of pedestrian deaths, 43% of motorcyclist deaths, and 44% of bicyclist deaths involve drugs.

Figure 10 Speed Involved Traffic Deaths and Life Changing Injuries in the Greater Portland Region, 2017-2022



Source: ODOT crash data 2007-2021, ODOT preliminary 2022 fatal and serious injury data

Vehicle Design

Heavier vehicles are contributing to more deadly crashes. The share of larger and heavier vehicles in the United States and Oregon has been steadily rising over the past ten years, as shown in Figure 11 and Figure 12.

The growing share of heavier vehicles correlates to the increase in deadlier crashes and pedestrian fatalities. Research indicates that larger vehicles including pickups, SUVs, CUVs, and vans significantly increase the odds of a pedestrian being seriously or fatally injured in the event of a crash, even at lower speeds.^{10, 11}

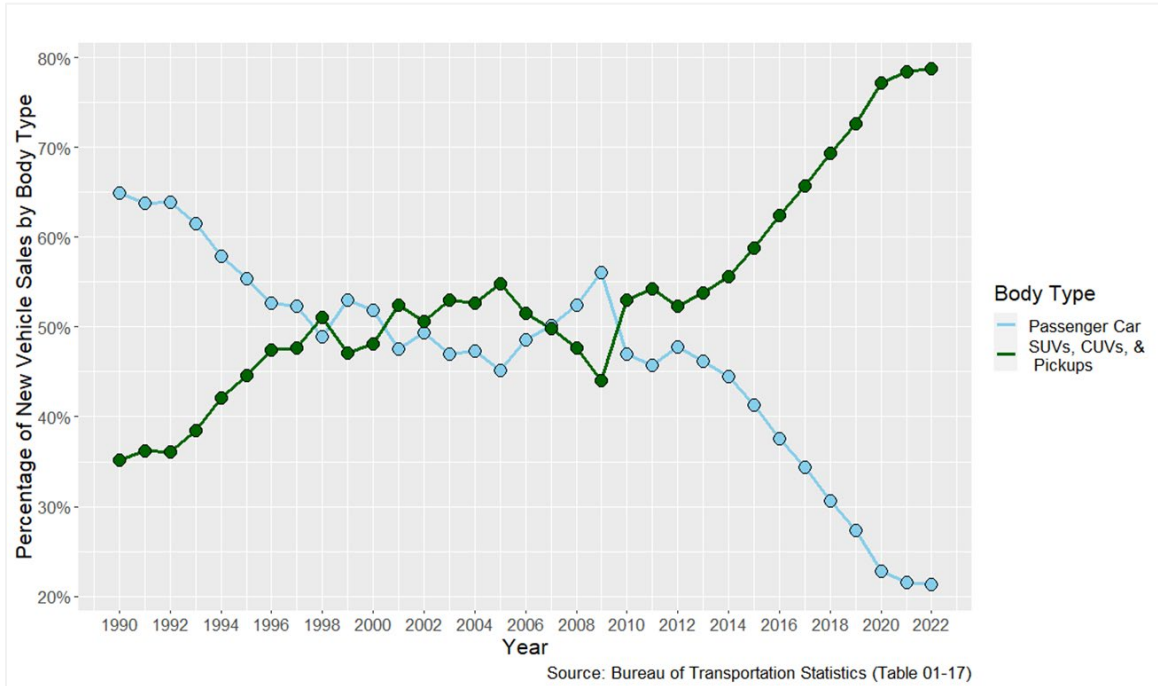
As vehicles get larger the impact of speed may be even more pronounced. Many people are familiar by now with the graphics showing the impact of speed on survivability for people walking, such as shown in Figure 13 from the National Traffic Safety Board and Smart Growth America. An article by Smart Growth America points out that “One important bit of fine print is that the data behind this

¹⁰ Vehicle Design and Speed: Factors Associated with Pedestrian Injury Severity in the 1 Pacific Northwest, Josh F. Roll, Oregon Department of Transportation, Submitted for presentation and publication at the 103rd Annual Meeting of the Transportation Research Board, Submitted 8/1/2023

¹¹ SUVs Responsible for More Pedestrian Deaths, December 22, 2003
<https://today.rowan.edu/news/2003/12/suvs-responsible-more-pedestrian-deaths.html>

graphic (and almost all the other versions you see all over the internet) are sourced from a 1995 European study that predates the significant shift of the vehicle fleet (and increase in size) of the last two decades. This means that, today, it could be that the likelihood of surviving crashes with an “average” vehicle in the US—at all speed levels—could be even worse than the graphic shows, because the “average” vehicle is so much larger today—and getting bigger.”¹²

Figure 11 Percentage Change of New Vehicle Sales by Body Type, 1990-2022



¹² “Bigger vehicles are directly resulting in more deaths of people walking” Steve Davis, April 12, 2021, Smart Growth America, <https://smartgrowthamerica.org/bigger-vehicles-are-directly-resulting-in-more-deaths-of-people-walking/>

Figure 12 Average Vehicle Weight by Body Type Over Time in Oregon, 2009-2022

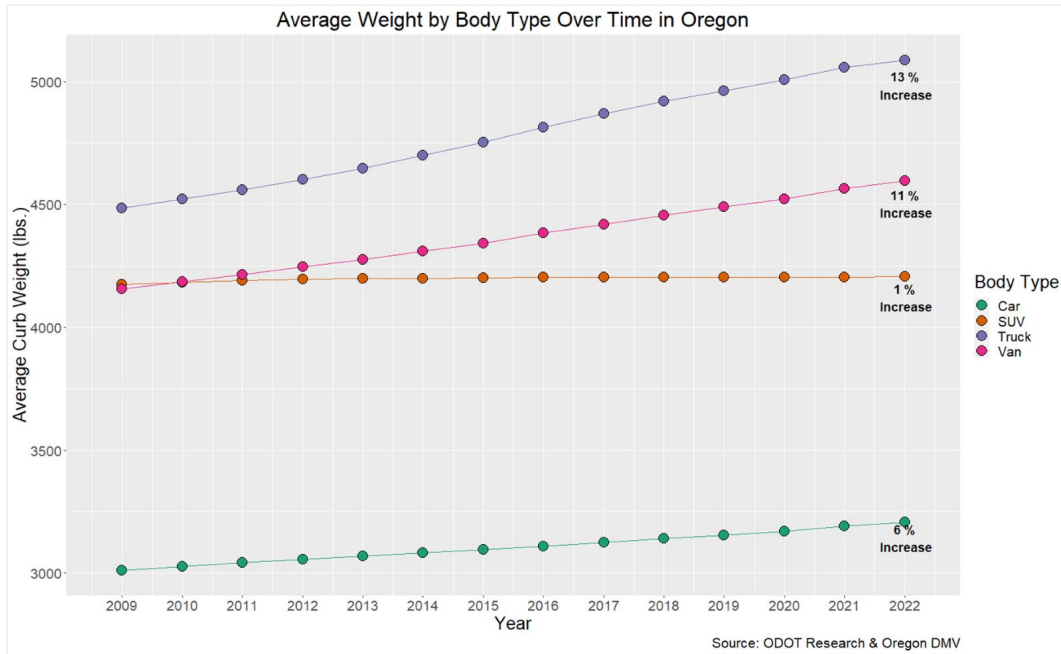
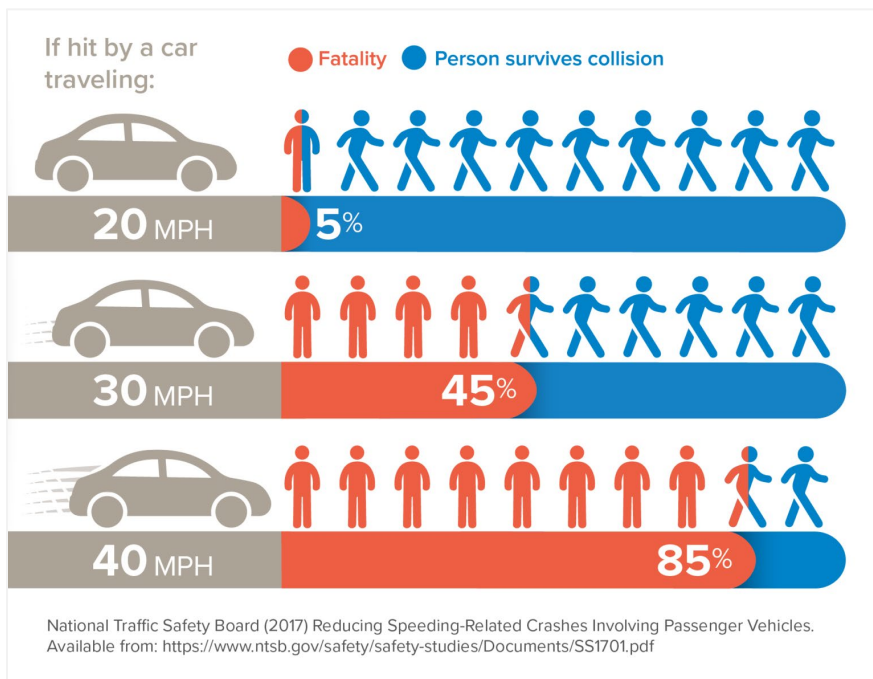


Figure 13 Probability of Survival Based on Speed of Vehicle Impact



Urban Arterials

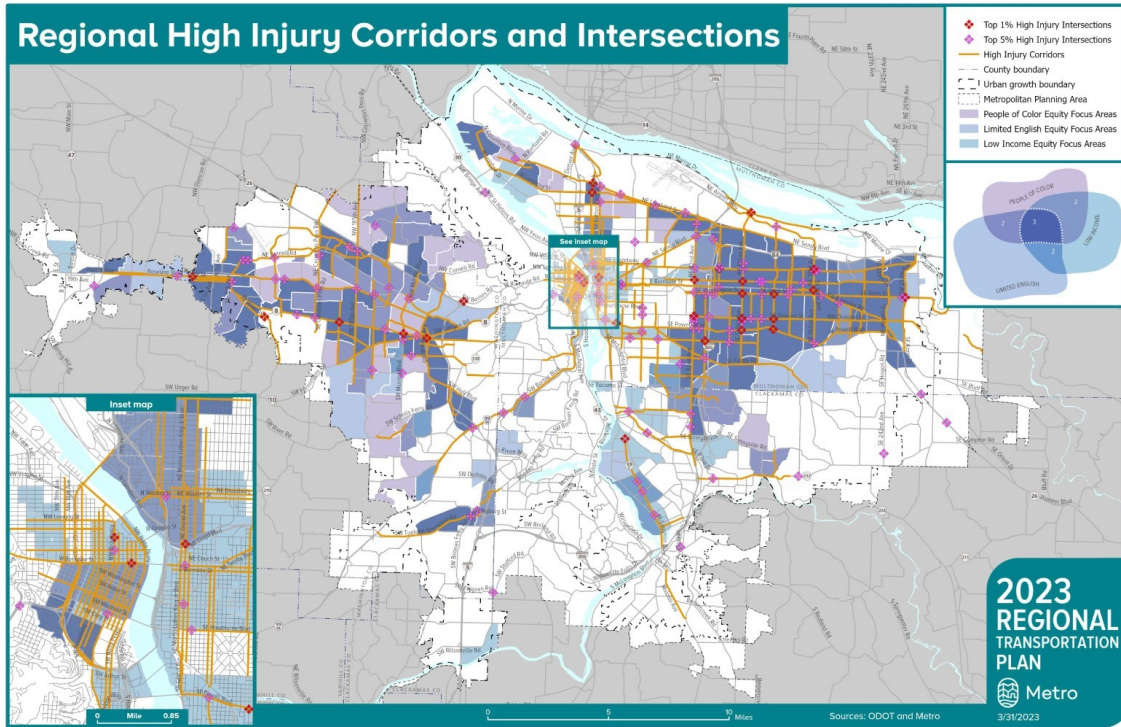
Urban arterials are critical transport corridors. They are transit and freight routes, and important routes for trips made by car, walking and bicycling. They typically have speeds of at least 35 mph with four or more travel lanes and they carry tens of thousands of vehicles per day. Without systemic safety interventions, these roads are more dangerous due to a combination of high traffic speeds and volumes, more lanes, a mix of travel modes and auto-oriented design and land uses. These safety issues are exacerbated for pedestrians and bicyclists. Most regional high injury corridors are urban arterials. Most speed involved, and drug and alcohol involved serious crashes occur on urban arterials.¹³

- 68% of traffic deaths and serious injuries occur on urban arterials; 41% of traffic deaths and serious injuries occur on major arterials, which make up only 5% of the roadway miles in the region.
- There is more than one fatal crash every year on every mile of the deadliest high injury corridors in the region.
- 54% of high injury corridors and 71% high injury intersections are in equity focus areas, disproportionately impacting people of color and people with lower incomes.
- 59% of all alcohol involved crashes, 62% of all drug involved crashes, and 55% of all speed involved crashes occur on arterials.

Figure 14 shows regional high injury corridors, intersections and equity focus areas (census tracts that above regional average populations of people of color, people with limited English proficiency and people with low incomes) identified in the Regional Transportation Plan. Sixty percent of all fatal and serious crashes and all pedestrian and bicycle crashes in the region are on these corridors, which account for about 6% of all roadway miles.

¹³ Metro 2016-2020 High Injury Corridors Dashboard, 2022
<https://experience.arcgis.com/experience/6b5ae16aad814e6e81546bcc4ffdf964>

Figure 14 Regional High Injury Corridors, Intersections and Equity Focus Areas¹⁴



Source: Draft 2023 Regional Transportation Plan

¹⁴ Regional High Injury Corridors and Intersections Dashboard (2016-2020 crashes), <https://experience.arcgis.com/experience/6b5ae16aad814e6e81546bcc4ffdf964>

TAKING ACTION – NEW SAFETY STRATEGIES

The actions needed to significantly improve safety are multi-year endeavors. Although it may take years of sustained effort to realize substantial reductions in lives lost due to traffic crashes, regional partners continue to implement short and long-term strategies and actions to target our most significant and urgent problems to improve road traffic safety.

The Safe System Approach requires a culture that places safety and equity first and foremost in road system investment decisions. Systemic interventions that focus on creating a safe transportation system are needed to address the safety trends highlighted in this report.

Table 3 provides proposed strategies and actions that local, regional, and state governments, communities and advocates could focus on in the coming years, in addition to ongoing city, county, regional, state, and advocacy led safety programs.



Two adults and a child walk on a sidewalk along Tualatin Valley Highway in Cornelius.

Source: Metro

Table 3 Planned and proposed safety strategies

Safe System Approach element	Planned and proposed safety strategies for the next two years
Safe People	<p>Continue investments in stable housing, harm prevention, and behavioral health.</p> <p>Support legislation to lower legal limits for blood alcohol content (BAC) to 0.05 or lower. Countries with lower BAC levels have lower fatality rates.</p> <p>Develop in-depth pedestrian traffic crash analysis with corresponding countermeasures and strategies.</p> <p>Develop in-depth crash victim analysis (age, seat belt use, BAC level, etc.)</p>
Safe Roads	<p>Form a regional work group and convene interagency partners for coordination.</p> <p>Develop strategies for additional funding (including SS4A) and prioritize HSIP and other funding for systemic, corridor wide safety interventions on the urban arterials where most deadly crashes occur, with a focus on pedestrian safety and speed reduction.</p> <p>Pilot ODOT Vulnerable User Crash Response team.</p> <p>Hold workshops on street design, such as “Improving Pedestrian Safety on Urban Arterials: Learning from Australasia.”</p> <p>Implement findings from the Oregon Vulnerable Road User Assessment Safety Assessment.</p> <p>Develop regional high injury corridor profiles.</p> <p>Develop in-depth assessment of primary causes and contributing factors of serious crashes for each county and city in the region.</p>
Safe Vehicles	<p>Identify and focus on interventions and incentives to reduce the impact of heavier vehicles.</p> <p>Support legislation that prioritizes people when considering the safety of new cars.</p> <p>Gather data to understand kinetic energy involved in crashes.</p> <p>Advocate for state-level policies adopting intelligent speed technology systems and alcohol detection systems in new vehicles.</p>
Safe Speeds	<p>Focus on reducing speeds on high injury urban arterials through automated enforcement, roadway design and lowering posted speeds to a maximum of 30mph.</p> <p>Increase the number of fixed speed and red-light cameras in the region.</p> <p>Develop SS4A safety camera toolkit to support implementation.</p> <p>Hold workshop on speed setting and speed management.</p>
Post-Crash Care	<p>Complete a scan of best practices for EMS response times to crash sites and assessment of needs.</p> <p>Review state and national (NRSS) strategies on post-crash care to identify strategies that could be supported at the regional level.</p> <p>Use planned data exchange to link EMS response activities and hospital outcomes.</p>

DATA AND METHODS

Data and Geography

Unless otherwise specified, all analysis uses the Metropolitan Planning Area (MPA) boundary. Other boundaries used include county and city boundaries.

- ODOT crash data 2007-2021, summarized by Metro and available at [RLIS Discovery](#).¹⁵ Also see [ODOT Crash Statistics and Reports](#).¹⁶
- [Preliminary 2022 Fatal & Serious Injury data](#), Oregon Department of Transportation¹⁷
- Fatal Analysis Reporting System ([FARS](#))¹⁸
- Metro streets data available at RLIS Discovery
- Race and Ethnicity Population Estimates 2020 Census, Metro
- American Community Survey, 1-Year and 5-Year

Data Tables

- Between 2017 and 2021 in the greater Portland region, there were 93,322 crashes documented in ODOT crash data. 232,435 people were involved in crashes, and 184,279 vehicles (including bicycles and motorcycles).
- Between 2007 and 2021, there were 312,422 crashes documented in the ODOT crash data.

¹⁵ Metro RLIS <https://rlisdiscovery.oregonmetro.gov/search?q=crash>

¹⁶ ODOT Crash Statistics and Reports <https://www.oregon.gov/odot/data/pages/crash.aspx>

¹⁷ TDS Crash Reports <https://tvc.odot.state.or.us/tvc/>

¹⁸ <https://www.nhtsa.gov/research-data/fatality-analysis-reporting-system-fars>

Table 4 Crashes in the Greater Portland Area, 2007-2021

Year	Fatal Injury Crash (K)	Serious Injury Crash (A)	Minor Injury Crash (B)	Possible Injury Crash (C)	No Apparent Injury/PDO (O)	Total
2007	64	531	2,132	4,837	12,073	19,637
2008	47	693	1,936	5,029	10,755	18,460
2009	56	302	1,873	6,042	9,921	18,194
2010	46	359	2,310	7,117	10,267	20,099
2011	54	455	2,489	8,404	11,191	22,593
2012	63	421	2,653	8,556	11,371	23,064
2013	66	363	2,429	7,666	12,213	22,737
2014	56	383	2,512	8,219	12,123	23,293
2015	65	480	2,655	9,881	11,635	24,716
2016	80	525	2,701	10,099	12,902	26,307
2017	82	477	2,581	9,019	12,174	24,333
2018	86	453	2,502	8,537	8,858	20,436
2019	91	495	2,281	8,326	8,970	20,163
2020	101	360	1,647	4,851	6,051	13,010
2021	101	649	3,276	4,514	6,840	15,380
Total All Years	1,058	6,946	35,977	111,097	157,344	312,422

Table 5 2021 Traffic Fatality Rates per 100,000 People

Geography	Population Estimate	Total fatalities 2017-2021	Fatality rate per 100,000 people
State of Oregon	4,246,155	2541	12
Region (MPA)	1,740,845	488	6
Clackamas County	422,537	174	8
Multnomah County	803,377	337	8
Washington County	600,811	123	4
City of Beaverton	98,204	18	4
City of Cornelius	12,893	3	5
City of Durham	2,073	0	0
City of Fairview	10,439	6	11
City of Forest Grove	25,767	3	2
City of Gladstone	12,017	2	3
City of Gresham	113,106	54	10
City of Happy Valley	23,442	8	7
City of Hillsboro	106,651	25	5
City of Johnson City	451	0	0
City of King City	4,992	0	0
City of Lake Oswego	40,390	4	2
City of Maywood Park	1,054	0	0
City of Milwaukie	21,108	1	1
City of Oregon City	37,160	10	5
City of Portland	642,218	248	8
City of Rivergrove	545	0	0
City of Sherwood	20,281	1	1
City of Tigard	54,750	6	2
City of Troutdale	16,353	8	10
City of Tualatin	27,821	2	1
City of West Linn	27,173	3	2
City of Wilsonville	25,887	2	2
City of Wood Village	4,435	3	14

Source: ODOT 2021 crash data, American Community Survey, 1-year and 5-Year population estimates. Notes: 1) Portland Metropolitan Planning Area geographically defined as Oregon Census tracts that intersect Metropolitan Planning Area boundary. 2) 1-year estimates only available for geographies with 65,000 persons or more.

RESOURCES

The following resources support efforts of communities to apply the Safe System approach and make streets safer for all.

Reports, Plans and Strategies

- [2023 Progress Report on the National Roadway Safety Strategy](#), United States Department of Transportation, February 2023
- [Public Health Data Report: Traffic Crash Deaths in Multnomah County Taking a Safe System approach to address traffic-related fatality trends & contributing factors](#), Multnomah County, 2020-2021, August 2023
- [Vision Zero Portland 2022 Deadly Traffic Crash Report](#), City of Portland, 2022
- [Oregon FFY 2023 Highway Safety Plan](#), Oregon Department of Transportation
- [Regional Transportation Safety Strategy](#), 2018, Metro

Data and Tools

- [Fatality and Injury Reporting System Tool \(FIRST\)](#) This query tool allows a user to construct customized queries from the Fatality Analysis Reporting System (FARS) and from the Crash Report Sampling System (CRSS).
- [Oregon Health Authority, Oregon Transportation Safety Dashboard](#)
- [Metro 2016-2020 High Injury Corridors Dashboard](#)

Race and Ethnicity

- [Disparities by Race or Ethnic Origin](#), National Safety Council
- [Evaluating Disparities in Traffic Fatalities by Race, Ethnicity, and Income](#), NHTSA, United States Department of Transportation, January 2022
- [Race and income disparities in pedestrian injuries: Factors influencing pedestrian safety inequity](#), Josh Roll, Nathan McNeil, Transportation Research Part D: Transport and Environment, Volume 107, 2022

Pedestrian Safety, Speed, and Urban Arterials

- [Global Benchmarking Program: Reducing Pedestrian Fatalities and Serious Injuries on Urban Signalized Arterials](#), United States Department of Transportation, September 2022
- [Safe and Healthy Urban Arterials](#), Policy Brief, Metro RTP, 2023
- [Speeding Away from Zero: Rethinking a Forgotten Traffic Safety Challenge](#), Governors Highway Safety Association, January 2019
- [Speed Safety Camera Program Planning and Operations Guide](#), United States Department of Transportation, 2023

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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October 30, 2023

Memo

Date: Wednesday, November 1, 2023
To: Transportation Policy Alternatives Committee (TPAC) and Interested Parties
From: Grace Cho, Senior Transportation Planner
Subject: 2027-2030 STIP Update – ODOT Staff Recommendation on the Distribution of Revenues to ODOT Programs for federal fiscal years 2028 through 2030

Purpose

Provide TPAC an update on the 2027-2030 State Transportation Improvement Program (STIP) development process in anticipation of the decision before the Oregon Transportation Commission (OTC) on November 9, 2023.

Background

At the July 2023 meeting, members of TPAC received a presentation by ODOT staff providing an overview of the 2027-2030 STIP development process and solicited input on several key questions before the OTC. The OTC is set to make its first major decision for the 2027-2030 STIP development process at its November 2023 meeting. This decision is focused on forecasting revenues available in fiscal years 2028 through 2030 and “dividing up the money” among the ODOT funding categories.¹ The estimated revenue total for the years 2027-2030 is \$2.94 billion statewide. However, after taking a conservative revenue forecasting approach, accounting for a dire revenue outlook for the state highway trust fund, and accounting for funding restrictions pertaining to certain federal fund types or state legislative requirements, various required or negotiated pass through agreements, and debt service payments, ODOT staff estimates the remaining discretionary revenue available to allocate to ODOT funding programs is \$70 million statewide.

The Portland metropolitan region submitted the comment letter to the Oregon Transportation Commission at the end of October providing the region’s input as how to invest the \$70 million in available discretionary revenues. The comment letter also supported the region’s willingness to work together with the Commission on raising more transportation revenues.

Metro’s Role in the 2027-2030 STIP

As the designated and federally recognized metropolitan planning organization (MPO) for the Portland region, JPACT and the Metro Council are responsible for approving the 2027-2030 Metropolitan Transportation Improvement Program (MTIP) – the regional, near-term investment strategy for fiscal years 2027-2030. The development of the MTIP utilizes the federal 3 “C’s” process: comprehensive, cooperative, and continuous, with agencies in the region that allocate and utilize federal transportation funds, including ODOT as they consider allocating funds to projects within the metropolitan area. Successful coordination with the Commission is to ensure the selection of projects within the metropolitan area that will utilize ODOT administered funds and propose inclusion in the MTIP, reflect shared goals by the region and the state. Once the MTIP is approved by JPACT and the Metro Council, it is to be included without change into the STIP.

2027-2030 STIP Update – ODOT Staff Recommendation and Program Updates

¹ Overview information on the STIP development process and the ODOT funding categories can be found as attachment 1 to this cover memo.

ODOT staff will provide an update on the ODOT staff recommendation for the allocation of forecasted revenues to the different ODOT funding categories and programs that will go before the OTC on November 9th.

Next Steps

Following the decision by the OTC, ODOT staff will finalize the amount of revenues available for each of the individual ODOT funding programs (e.g. Preservation program in Fix-It, Rail Crossings program in Safety). Once the distribution of revenues are finalized, the individual ODOT funding programs will begin their allocation processes for selecting transportation projects to receive funding. Throughout the allocation processes, ODOT will provide updates and gather feedback at TPAC to keep members informed of the processes as well as help preview those transportation projects and programs which ODOT will request inclusion in the 2027-2030 MTIP.

Attachment 1 – STIP Development Steps and ODOT Funding Categories

There are three phases for developing the 2027-2030 STIP. The following are the three phases:

- **“Dividing up the money:** *Based on the Commission’s policies, priorities and goals, the Oregon Transportation Commission (OTC) – the entity to approve the STIP – divides the money among programs that fix roads and bridges, address safety problems, provide more options to get around and improve our transportation system— both state highways and local roads. The OTC will decide how to divide up the money by the end of 2023.*
- **Picking projects:** *Once ODOT knows how much money each program has to spend it starts picking projects. Data on conditions, safety and congestion to come up with a list of the highest priority projects that help make progress toward meeting goals. Project costs and schedules are estimated. ODOT works with advisory committees made up of local elected officials and citizens to help understand which projects are most important to Oregon communities. Those committees help ODOT staff come up with a list of the best projects that fit within budgets and help meet goals. The list of projects becomes the draft STIP.*
- **Public review and approval:** *The draft STIP will go out for public review in early 2026 for comment on the list of projects.”*

ODOT has used a funding category structure to organize the discussion with the OTC in “dividing up the money” phase of the 2027-2030 STIP development. The following are the categories in discussion.²

- **Enhance Highway:** Highway projects that expand or enhance the transportation system.
- **Fix-it:** Projects that maintain or fix the state highway system.
- **Safety:** Projects focused on reducing fatal and serious injury crashes on Oregon’s roads.
- **Public and Active Transportation:** Bicycle, pedestrian, public transportation and transportation options projects and programs.
- **Local Programs:** Funding to local governments for priority projects.
- **Other Functions:** Workforce development, planning and data collection and administrative resources using federal funds.

² Within each category there are many individual programs. Funding categories and individual programs are subject to change as part of the OTC discussion.

Memo



Date: Wednesday, November 1, 2023
To: Transportation Alternatives Policy Committee (TPAC) and Interested Parties
From: Grace Cho, Senior Transportation Planner - Metro
Subject: ODOT's Great Streets Program Update and Final Awards

Purpose: To provide TPAC an update on Oregon Department of Transportation's (ODOT) Great Streets program selection of project awards.

Background: When the Bipartisan Infrastructure Law (BIL) – also known as the Infrastructure Investment and Jobs Act (IIJA) – passed into law in November 2021, transportation agencies including the ODOT, metropolitan planning organizations, and transit agencies received an increase transportation revenues through 2026. As part of ODOT's deliberations for where to invest these new flexible discretionary transportation revenues to emerge from BIL-IIJA, the Oregon Transportation Commission accepted the ODOT staff recommendation to create a new funding program known as Great Streets. The purpose and intention of the Great Streets program is to address the safety and multimodal gaps as well as the declining roadway conditions of the state highways that pass through communities which have historically focused on moving traffic. From previous experience and learnings through other projects, such as 82nd Avenue, ODOT acknowledges the current structure of transportation funding programs makes it difficult to make comprehensive investments into a single facility. The new infusion of discretionary transportation funding through BIL-IIJA provided an opportunity to try a new approach with the creation of the Great Streets program to address the issue.

Great Streets Program Update: Since its inception in Spring 2022, ODOT staff have undertaken an internal solicitation, prioritization, and selection process to identify those state-owned district highways to award Great Streets funding. The process has included a technical evaluation of applications, ODOT's internal scoping exercises, and a review committee to prioritize applications. The final projects to award Great Streets funding is anticipated to go before the Oregon Transportation Commission for approval at their November meeting. ODOT staff will be providing TPAC an update on the Great Streets prioritization process with a focus on those applications being nominated for Great Streets funding from the Portland metropolitan region to help bring awareness to the upcoming project.

Next Steps: Once approved by the Oregon Transportation Commission, ODOT staff will begin the process to implement the awarded project. For those projects in the Portland metropolitan region, one of the first steps will be to request programming through an amendment to the 2024-2027 MTIP. TPAC, JPACT and Metro Council will have a role in the approval of the amendment to the 2024-2027 MTIP.

MEMO SUBJECT

FROM

DATE

Materials following this page were distributed at the meeting.



Regional Freight Delay and Commodities Movement Study

Mobility and reliability, freight policy, freight access issues

TPAC Workshop, November 8, 2023

Tim Collins, Metro

Chris Lamm, Cambridge Systematics

Presentation Outline

- Regional key findings on commodities movement
- Mobility and Reliability Issues
- Regional Freight Policy Questions and Lessons Learned
- Freight Access Criteria
- Next Steps

2. Key Regional Commodity Flow Findings for 2020

1. Locations with largest daily dollar values for 'All Goods':
 - I-5 south of downtown Portland to Wilsonville
 - I-84 east of I-205 to Troutdale
 - I-5 north of downtown Portland to Vancouver
2. Electronics, Food, Misc. Manufacturing, and Motor Vehicles are the most common commodity types, by percentage of daily dollar value, on all the interstate and state highways.

Regional Commodity Flow example: I-5 and I-205 - North end of the region

1. Daily \$ values for 'All Goods' exiting at north end of the region:

- I-5 NB at Columbia River is \$67.1 M
- I-205 NB at the Columbia River is \$24.7 M

2. Daily \$ values for 'All Goods' entering at north end of the region:

- I-5 SB at Columbia River is \$65.5 M
- I-205 SB at the Columbia River is 49.2 M

Growth rates by percent increases (from 2020 to 2045)

- Growth rates at Marine Dr. west of I-5 indicate increases in industrial activity at and near Terminal 6.
- Growth rates near Terminal 4 indicate robust growth in commodities traveling by truck into and out of the marine terminals and industrial businesses in the Rivergate area.

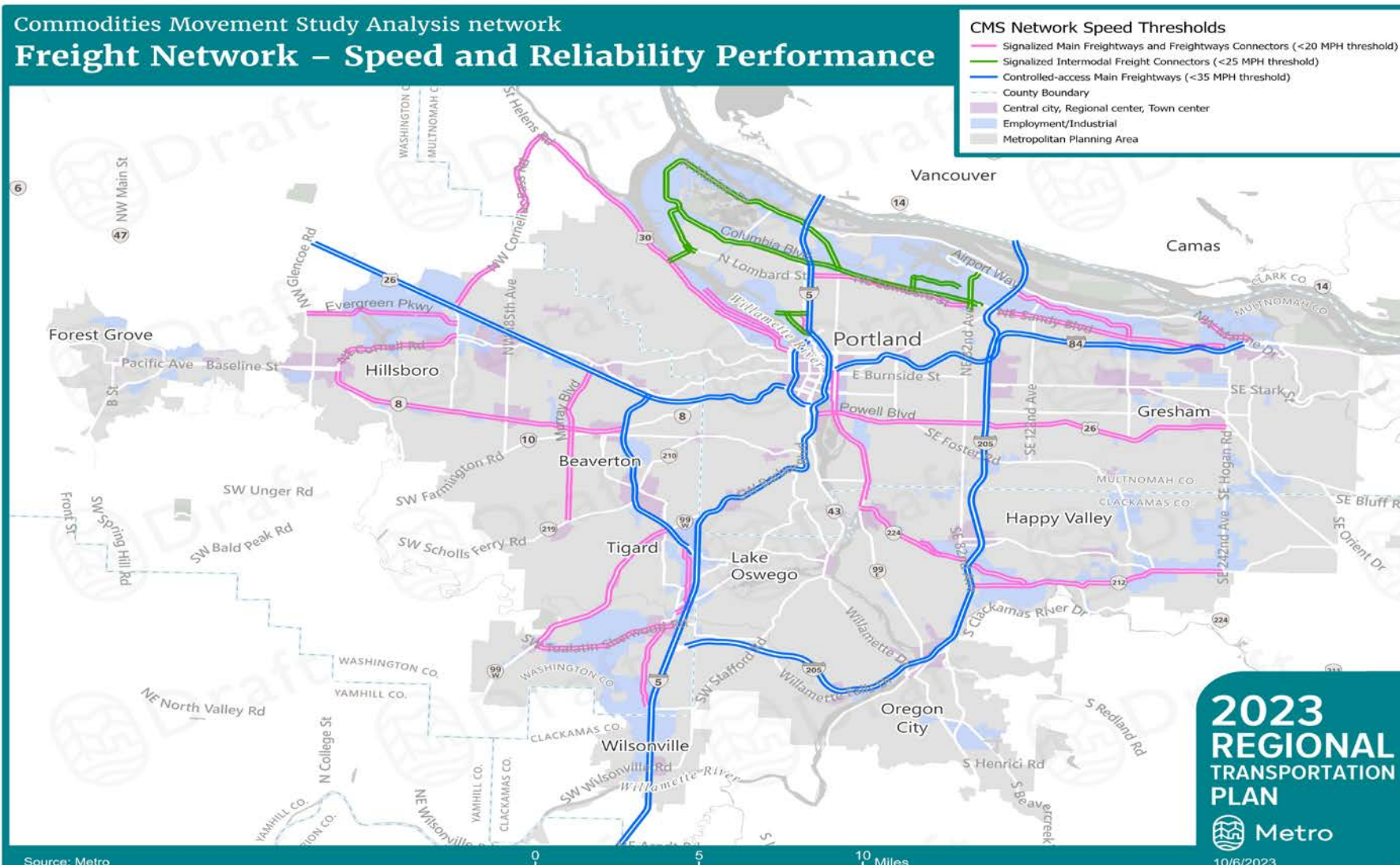
3. Regional Mobility Policy update based on average speeds

- Regional Mobility Policy update – Measures hours of reduced average speeds throughout the day on regional throughways that exceed these thresholds:
 1. **Less than 35 mph** for up to 4 hours, on regional throughways with limited access
 2. **Less than 20 mph** for up to 4 hours, on regional throughways with signals and other access

Commodities Movement Study (CMS) expands the network for freight mobility

- Commodities Movement Study – Measured freight mobility throughout the day on the regional freight network that don't meet these thresholds:
 1. **Less than 35 mph** for up to 4 hours, on freeways
 2. **Less than 25 mph** for up to 4 hours, on regional intermodal connectors
 3. **Less than 20 mph** for up to 4 hours, on highways with signals and other signalized freight network routes

Freight network used for average speed and travel time reliability analysis



In Portland – 2019 average speeds and travel time reliability analysis thresholds

2019 Observed

Weekday average

- 0-3 hours slower than speed threshold
- 3-4 hours slower than speed threshold
- 4-7 hours slower than speed threshold
- more than 7 hours slower than speed threshold
- County Boundary
- Central city, Regional center, Town center
- Employment/Industrial
- Metropolitan Planning Area

2019 AM Travel Time Reliability Index (6a-10a)

congested travel time versus typical conditions

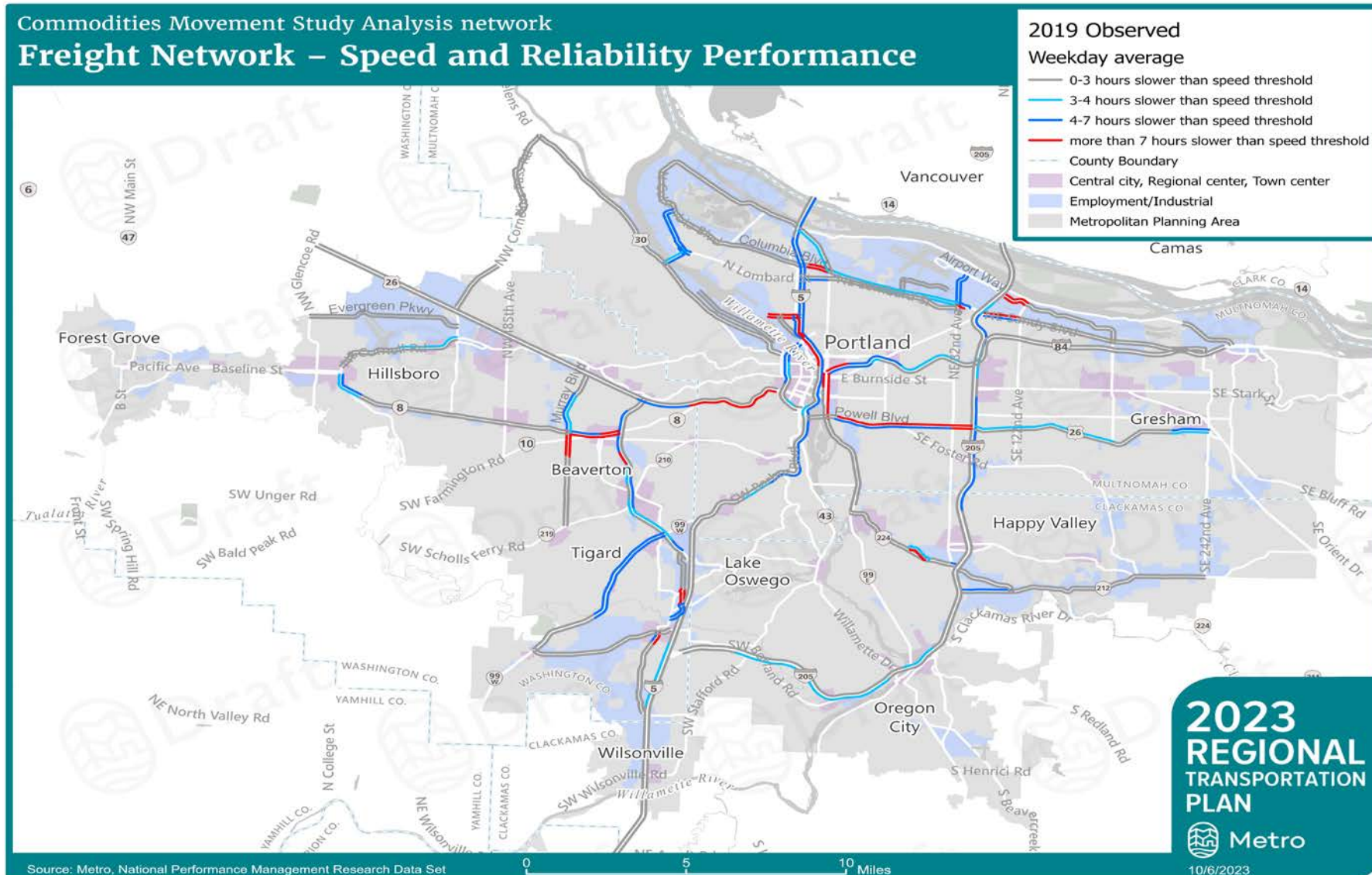
- $\leq 1.5x$ longer
- $>1.5-2x$ longer
- $>2-3x$ longer
- more than $3x$ longer

2019 Mid-day Travel Time Reliability Index (10a-4p)

congested travel time versus typical conditions

- $\leq 1.5x$ longer
- $>1.5-2x$ longer
- $>2-3x$ longer
- more than $3x$ longer

Freight Network Map - 2019 Observed average speeds with hours slower than speed threshold



What is the Travel Time Reliability Index (TTRI)?

- Measures travel times at different times of the day for each of the segments on the regional transportation system
- This study looks at the TTRI for the AM travel times from 6 to 10am, and the Mid-day travel times from 10 am to 4 pm
- The TTRI does not measure congestion; locations can be reliably congested during a period of the day.

Existing Mobility and Reliability Issues

- Identified top locations with speed or reliability issues
 - HOC – Hours of Congestion (Speed below threshold)
 - TTR – Travel Time Reliability (How long can it take relative to normal)
- The following slides summarizes the performance of corridor segments and how they compare relative to other facilities
 - Top Tier Issues
 - Second Tier Issues
 - Third Tier Issues

TABLE KEY	HOC	TTR (AM or MIDDAY)
<u>Top Tier Issue</u> (Relative to Other Facilities)	<u>7+ Hours</u>	<u>3+ Times as long</u>
<u>Second Tier Issue</u> (Relative to Other Facilities)	<u>4 to 7 Hours</u>	<u>2 to 3 Times as long</u>
Third Tier Issue (Relative to Other Facilities)	3 to 4 Hours	Under 2 Times as long

Existing Mobility and Reliability Issues

CORRIDOR	LOCATION	SPEED (HOC)	TTR (AM)	TTR (MIDDAY)
OR 217	SB (Walker to Denny)	<u>4.7 to 7.2</u>	<u>3.8 to 4.8</u>	<u>2.6 to 4.8</u>
	NB (72 nd to Hall)	<u>3.3 to 4.6</u>	<u>2.6 to 4.6</u>	<u>2.0 to 3.8</u>
	SB (Denney to Scholls Ferry)	2.5 to 3.6	<u>2.0 to 2.9</u>	N/A
US 26	EB (Canyon to Vista)	<u>8.4 to 12.3</u>	N/A	<u>2.8</u>
	EB (217 to Canyon)	<u>4.5</u>	<u>3.6</u>	<u>2.6</u>

- OR 217 has both the top tier of daily speed and reliability issues – particularly southbound from Walker to Denney (current project)
- US26 Eastbound has one of the longest durations of speed under the threshold and also has reliability issues

Existing Mobility and Reliability Issues

CORRIDOR	LOCATION	SPEED (HOC)	TTR (AM)	TTR (MIDDAY)
I-405	NB (US 26 to I-5)	<u>3.6 to 4.5</u>	N/A	<u>3.9 to 4.7</u>
	SB (US 26 to I-5)	<u>4.4 to 6.4</u>	<u>2.7 to 3.7</u>	<u>3.1 to 4.2</u>
I-5 (North)	SB (Marine to I-84)	<u>5.3 to 9.1</u>	<u>2.0 to 2.4</u>	<u>2.3 to 3.3</u>
	NB (I-84 to WA)	<u>5.0 to 6.8</u>	N/A	<u>4.5 to 6.7</u>
I-84	WB (I-205 to OR99E)	<u>3.9 to 7.7</u>	N/A	<u>2.0 to 2.1</u>
	EB (OR99E to Sandy)	<u>3.5 to 5.6</u>	N/A	<u>1.8 to 2.2</u>
I-5 (South)	SB (I-205 to B. Ferry)	3.1	N/A	<u>4.7</u>
	NB (Capitol to Mult.)	3.1	<u>2.3</u>	N/A
	NB (Dart. to Capitol)	N/A	<u>3.2</u>	N/A

- **I-405** has Tier 2 duration of low speeds, but higher degree of unreliability
- **I-5 North** has generally longer duration of low speed (Tier 1 and Tier 2) and high midday unreliability
- **I-84** also longer duration of lower speed, though reliability better than I-5 North
- **I-5 South** generally fewer hours of low speed, but unreliability higher in some segments

Existing Mobility and Reliability Issues

CORRIDOR	LOCATION	SPEED (HOC)	TTR (AM)	TTR (MIDDAY)
I-205	NB (J. Cr to Stark)	<u>4.9 to 5.4</u>	<u>2.6</u>	<u>2.4 to 3.0</u>
	NB (Glisan to AW)	<u>3.3 to 4.8</u>	N/A	<u>2.1 to 4.0</u>
	NB (Stafford to OR43)	3.1 to 3.5	N/A	<u>2.2 to 2.7</u>
	SB (82 nd to OR99E)	3.2	<u>2.4</u>	<u>2.0 to 2.6</u>
	NB (Sunnyside to J Cr)	N/A	<u>2.3</u>	<u>3.0</u>
	SB (OR212 to 82 nd)	N/A	<u>4.1</u>	1.9
	SB (WA to Powell)	N/A	N/A	<u>2.3 to 3.1</u>

- **I-205** does not have any segments that fall into the Tier 1 speed threshold, but some segments have up to six hours below the speed threshold
- Many locations have travel time reliability ranging from 2 to 3 times the normal travel time

Existing Mobility and Reliability Issues

CORRIDOR	LOCATION	SPEED (HOC)	TTR (AM)	TTR (MIDDAY)
Columbia Blvd	EB (I-5 to OR 99E)	<u>11.1</u>	<u>2.3</u>	<u>2.2</u>
	WB (OR99E to I-5)	<u>11.2</u>	1.8	1.8
	EB (OR213 to I205)	<u>10.0</u>	<u>2.0</u>	<u>2.9</u>
Airport Way	WB (122 nd to I-205)	<u>7.7</u>	N/A	2.1
	EB (122 nd to I-205)	<u>8.4</u>	N/A	N/A
Powell Blvd	WB (I-205 to Ross Is)	<u>7.3 to 9.9</u>	<u>1.8 to 2.1</u>	<u>1.8 to 2.2</u>
	EB (82 nd to I-205)	<u>9.2</u>	<u>2.2</u>	<u>2.4</u>
	EB (Ross Is to 82 nd)	<u>7.0</u>	N/A	N/A

- Three arterials also stand out and have 7+ hours with speeds below the threshold (20 mph for signalized roadways)
 - **Columbia Boulevard** had longest duration under the speed threshold and identified reliability issues in AM and midday
 - **Powell Boulevard** has some reliability issues while **Airport Way** generally does not have reliability issue except for the westbound midday

Regional Freight Policy Questions: Lessons Learned

Q1

What are **emerging trends** in the freight sector that have certain types of impacts on the transportation system?

Q2

When and how should the public sector **play a role** in addressing the growth **impacts that e-commerce** and goods delivery is having?

Q3

Are there **new ways to address goods movement performance** and what is relevant to know about freight and goods movement?

Q4

What are ways in which the freight sector can **reduce greenhouse gas emissions**?

Q1: Emerging Trends

What are **emerging trends** in the freight sector that have certain types of impacts on the transportation system?

Trend	Global “Big Picture” Impacts	Portland Regional Impacts: \$ <i>Economic Impacts</i> + <i>Transportation Impacts</i>
Mitigating risks/uncertainty	<ul style="list-style-type: none"> - Diversifying production locations - “Reshoring” production and materials sourcing 	<ul style="list-style-type: none"> \$ New manufacturing job opportunities + Origins and destinations, modes, routes, etc., may change
Technological advancement <i>(A.I., terminal and vehicle automation, 3D printing, etc.)</i>	<ul style="list-style-type: none"> - Could reduce transportation costs and facilitate more diverse and resilient supply chains 	<ul style="list-style-type: none"> \$ Potential to gain a regional economic competitiveness advantage + Improved efficiency, reduced truck delay
Growth in e-commerce demand	<ul style="list-style-type: none"> - Emphasis on “time-definite” delivery - Increase in foreign imports to the U.S. - Networks of fulfillment and delivery centers in/near population centers 	<ul style="list-style-type: none"> \$ Increased jobs in some sectors; \$ Increased pressure on industrial real estate + Net effects of e-commerce are not well understood + Last-mile challenges in many Portland neighborhoods and other urban/mixed-use centers

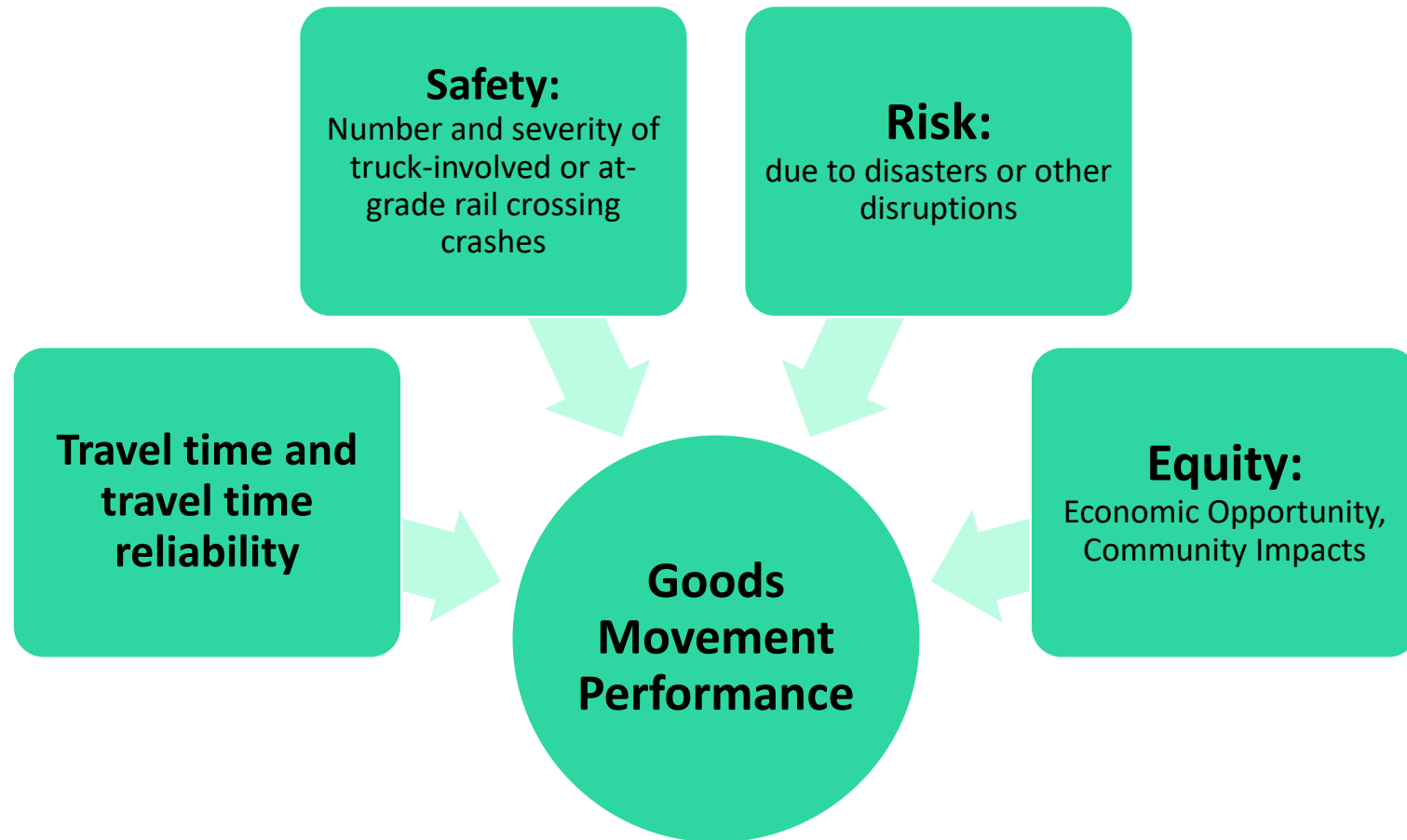
When and how should the public sector **play a role** in addressing the growth **impacts that e-commerce** and goods delivery is having?

Q2: Public Sector Role in E-Commerce Impacts

Issue/Impact	How to Address the Issue
Curb access, double-parking, etc.	Context-sensitive curb management and parking strategies , including right-sizing loading zones, flexible curb zones, and reservation systems (see Task 5.2 technical memorandum)
Land use: Warehouse and fulfillment center development	Conduct an inventory of land use appropriate for warehouse and fulfillment center development and assess capacity versus need. Monitor development and redevelopment trends in industrial districts. Might changes to land use policies be needed to promote or discourage certain development types?
Land use: “Dark store” conversions	Review land use regulations to determine if dark store conversions are feasible. Conduct outreach to determine if and where such conversions may be desirable or undesirable. Adjust land use regulations as necessary.
Augment the public’s understanding of e-commerce trends and impacts	Purchase available data, perform analysis and integrate with existing modeling tools in order to estimate the transportation system effects of e-commerce and last-mile deliveries. Incorporate findings into planning documents and public/stakeholder engagement activities

Q3: Goods Movement Performance

Are there new ways to address goods movement performance and what is relevant to know about freight and goods movement?



What are ways in which the freight sector can reduce greenhouse gas emissions?

Q4: Reducing Freight Emissions

Methods for reducing freight emissions:

- Transition fleets to alternative fuels
- Mode shift (truck to rail for long-haul)
- Alternative last-mile delivery solutions (cargo bikes, delivery robots, etc.)
- Continue to improve routing efficiency (using A.I. and other tools).



Image sources: Top: Daimler Trucks North America; Bottom: Portland Bureau of Transportation, image captured from a video titled "2040 Freight Featured Perspective: B-Line Sustainable Urban Delivery, 2022."

Economic Context

Key Trend(s)	Potential Actions
Growth in e-commerce and legacy industry are contributing to continued growth in demand for <u>industrial real estate</u>	<ul style="list-style-type: none">• Assess industrial land needs based upon volume of goods/cargo instead of employment alone• Review land use/development regulations to preserve industrial land for industrial use• Consider remediation and access issues that may be limiting development potential on some sites• Review land use/development regulations to consider “dark store” and other conversion/re-use opportunities
<u>Office vacancies</u> remain high 3 years after the onset of COVID. More companies may downsize or vacate office space as leases come up for renewal.	<ul style="list-style-type: none">• The City of Portland is easing barriers to conversion of office space to residential use, however there are challenges to converting buildings.• PBOT may need to consider how a widespread changeover from office to residential impacts loading zone and other delivery-related needs.• Changeover may also have impacts on the types of retail and other services that locate in Central City. There could be freight/loading needs that need to be considered.

Freight Access Criteria

- Reduce delay and improve reliability
- Address network gaps (missing links, dimensional or weight constraints, etc.)
- Reduce fatal and severe crashes
- Address community impacts, especially in Equity Focus Areas

Locations Where Improved Access is Needed

Location	Access Criteria					
	Delay/ Reliability	Network Gaps	Safety (crashes 2017-2021)		No. of Equity Focus Area Tracts	Develop- able Site Access
			Serious Injury	Fatal		
I-5 from I-405 to OR 217	✓		19	2	3	
I-5 from OR 217 to Wilsonville	✓		26	2	2	✓
I-5 from I-84 to Vancouver (including N. Going St. and OR 99E north of Columbia Blvd.)	✓	✓	30	14	8	✓
I-84 and SE Powell from I-5 or Ross Island Br. to I-205	✓		45	15	15	
US 30 from I-405 to (and including) the St. Johns Br.	✓		10	3	1	
Gateway to Troutdale corridor (I-84, Powell Blvd., Sandy Blvd. and Airport Way east of I-205)	✓	✓	77	37	21	✓
US 26 from I-405 to OR 217	✓		27	0	1	
OR 217 (US 26 to I-5)	✓		23	0	6	✓
I-205 from I-84 to OR 99E	✓		42	10	13	
I-205 from OR 99E to I-5	✓		8	1	0	✓
North Marine Dr near T6 gate			7	2	0	✓

Next Steps: Final Report Outline

- Executive Summary
 1. Introduction
 2. Project Team and Stakeholder Participation
 3. Regional Freight Policy Framework and Policy Questions
 4. Commodities Movement by Trucks
 5. Network Performance
 6. Trends Impacting Current and Future Commodity Movements
 7. Addressing Goods Movement Performance
 8. Study Recommendations and Freight Policy
 9. Next Steps and Further Research

Comments and feedback

Questions?





Metro

Draft Safe Streets for All:

Regional transportation safety update
to JPACT and the Metro Council

Presentation to TPAC, MTAC
and interested parties

November 2023



Purpose of SS4A report and today's discussion

- Purpose of report: Provide a safety update and framework discussions on regional transportation safety
- Purpose of today's discussion: Provide an overview of the report and seek feedback on the draft report before bringing it JPACT and the Metro Council

Background

- 2035 target of zero traffic deaths and serious injuries adopted by elected Metro Council and Joint Policy Advisory Committee on Transportation
- Adopted Regional Transportation Safety Strategy established data driven policies, strategies and actions
- Previous updates in 2021 and 2022
- Safe Streets for All federal grant – increased resources to focus on safety for next two years

oregonmetro.gov/safety



2023 Regional Transportation Plan Update

Zero is the region's goal. A safe system is how we get there.

In the greater Portland region, traffic fatalities and severe injuries are on the rise. People walking are more likely to die in crashes than people using other modes of transportation.

The region's approach to safety

In 2021, the Metro Council and Joint Policy Advisory Committee on Transportation adopted a target to reach zero traffic deaths and serious injuries by 2035. To achieve this goal, Metro and the region's transportation agencies employ a Safe System approach. The Safe System approach prevents the most serious crashes by holistically considering

Figure 8. Components of the Safe System approach



Did you know...

About half (50%) of planned capital investments in the fiscally constrained 2023 RTA were safety benefit projects.

Traffic fatalities in the Portland region have been increasing, except among people bicycling.

Speeding, alcohol, and drugs are the most common contributing factors for crashes in the region. From 2018 to 2021, speed was involved in 30% of fatal crashes.

Total crashes fell during the COVID-19 pandemic because fewer people were driving. However, the crashes that occurred were more likely to be fatal.

The Portland region has fewer fatal crashes than other metro regions. Though it is the sixth most populous region in the US, it has the sixth highest rate of pedestrian traffic fatalities. This is in part because our commitment to compact urban growth is working.

The regional pedestrian fatality rate increased from 1.6 in 2018 to 1.9 in 2021. This seems to be part of a national trend – the pedestrian fatality rate also rose across the US and in almost all metro regions during that same time period. Larger metros may be making greater investments in pedestrian safety.



2018 Regional Transportation Plan Regional Transportation Safety Strategy

A strategy to achieve Vision Zero in the greater Portland region

December 6, 2018

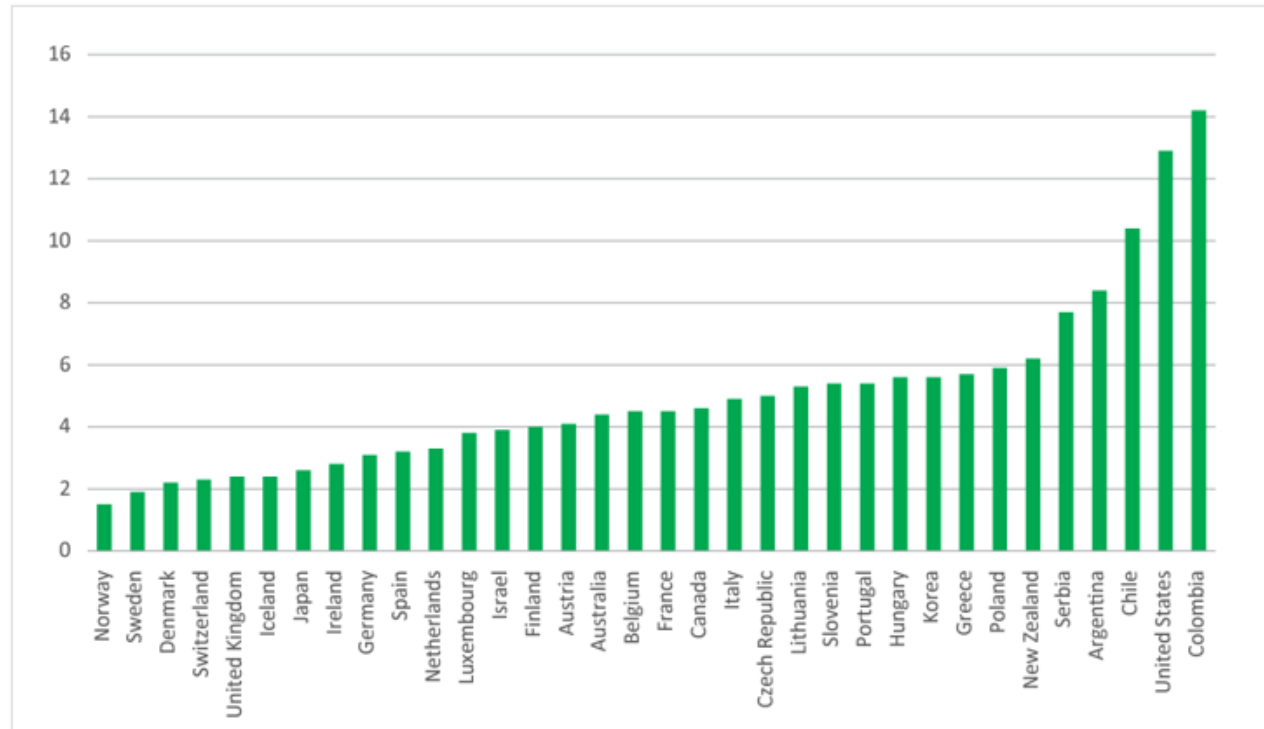
oregonmetro.gov/safety



Introduction and Safe System Approach

More communities in the region are starting to use the Safe System Approach, recognizing that this approach has been successful in greatly reducing serious crashes in other places

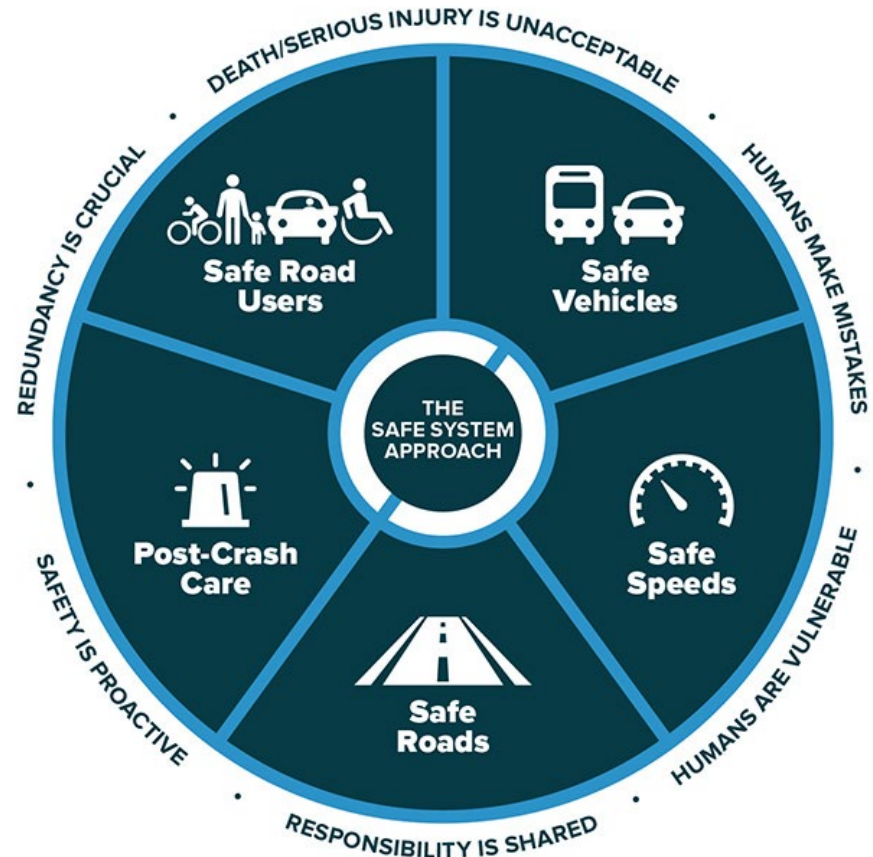
Figure 1 Road fatalities per 100,000 people in International Traffic Safety Data and Analysis Group (IRTAD) countries, 2021



Source: International Transport Road Safety Annual Report 2022

Safe System Approach Elements and Principles

The Safe System approach relies on multiple, complementary safety interventions for all people who use our roadways to prevent crashes from occurring in the first place and to reduce harm if a crash occurs.



The Safe System Approach
5 Elements and 6 Principles

Intersection of Traffic Safety and Public Health

Including holistic solutions to address upstream public health issues including mental health, discrimination, substance abuse, income inequality, and housing and job insecurity, will make roadways safer for everyone.

Figure 2 Upstream Approach to Public Health Issues



Figure 2 illustrates an upstream approach to addressing roadway safety. Core to the concept is promoting healthy environments including roads and streets, preventing injury by creating a transportation system where traffic crashes do not result in serious injury, and addressing social injustice to address the root causes of traffic safety disparities.

Source: BCCDC Foundation for Population and Public Health

Draft - Notable Safety Actions Since 2021 (Table 1 in report)

The actions needed to significantly improve safety are multi-year endeavors.

Although it may take years of sustained effort to realize substantial reductions in lives lost due to traffic crashes, regional partners have been taking actions to target our most significant and urgent problems to improve road traffic safety.

Table 1 Notable Safety Actions Since 2021

Safe System Approach element	Notable safety actions since 2021
Safe People	<p>Awarded \$1.6 million regional funds to local SRTS programs for education and encouragement activities across the region.</p> <p>Passed the 2023 Bike Bus Bill (House Bill 3014) giving schools more flexibility spending state transportation funds.</p> <p>Instituted modifications to the Safe Routes to School program in the 2023 Omnibus Transportation Bill (House Bill 2099) increasing the radius for eligible schools, and updates to DMV regulations related to safety.</p> <p>Passed the 2021 Driving Under the Influence of Psilocybin bill (House Bill 3140).</p> <p>Added clarifications to laws related to Driving Under the Influence of Intoxicants (Senate Bill 201).</p>
Safe Roads	<p>Approved \$613 million for capital projects to improve safety in the FY 21-24 and 24-27 MTIP, including \$14 million for SRTS infrastructure projects and \$47.4 million in regional funds.</p> <p>Applied the ODOT Blueprint for Urban Design to all urban projects scoped for the 2024/2027 STIP cycle, and several projects in the 2021/2024 STIP.</p> <p>Advanced safety improvements on high injury urban arterials, such as: Outer Division Safety Project, 82nd Avenue; 122nd Avenue SS4A, OR 8 at East Lane (Cornelius) Pedestrian Safety Project, OR 141: SW Hall Boulevard Pedestrian Safety Improvements.</p> <p>Continued planning for safety improvement on high injury urban arterials, including: Tualatin Valley Highway Transit Project, McLoughlin Boulevard Investments Strategy, 82nd Avenue Transit Project.</p> <p>Established the state Jurisdictional Transfer Advisory Committee (House Bill 2793) to recommend highways for jurisdictional transfer.</p>
Safe Vehicles	<p>Developed research examining the role of vehicle design and speed as a factor in the severity of pedestrian injury in Oregon.</p>
Safe Speeds	<p>Expansion of Portland's use of cameras in traffic enforcement, up to 40 cameras at the end of 2024.</p> <p>Passed legislation to allow all cities in Oregon to install traffic cameras and set designated speeds on certain types of residential streets at up to 10 miles below the statutory speed (provided it's not less than 20 mph) (House Bill 2095).</p> <p>Passed legislation (House Bill 4105) making it easier for jurisdictions to review and issue citations based on photo radar.</p>
Post-Crash Care	<p>No new activities reported.</p>

Actions Since 2021– Safe People (Table 1)

- Awarded \$1.6 million regional funds to local SRTS
- Passed the 2023 Bike Bus Bill
- Instituted modifications to the Safe Routes to School program and updates to DMV regulations related to safety.
- Passed the 2021 Driving Under the Influence of Psilocybin bill (House Bill 3140).
- Added clarifications to laws related to Driving Under the Influence of Intoxicants (Senate Bill 201).

Actions Since 2021– Safe Roads (Table 1)

- Approved \$613 million in MTIP safety projects
- Applied the ODOT Blueprint for Urban Design to all urban projects scoped for the 2024/2027 STIP cycle, and several projects in the 2021/2024 STIP
- Advanced safety and planning improvements on urban arterials
- Established the state Jurisdictional Transfer Advisory Committee (House Bill 2793) to recommend highways for jurisdictional transfer

Actions Since 2021– Safe Vehicles (Table 1)

- Developed research examining the role of vehicle design and speed as a factor in the severity of pedestrian injury in Oregon



Source: Consumer Reports

Actions Since 2021– Safe Speeds (Table 1)

- Expansion of Portland’s use of cameras in traffic enforcement, up to 40 cameras at the end of 2024
- Passed legislation to allow all cities in Oregon to install traffic cameras and set designated speeds on certain types of residential streets
- Passed legislation (House Bill 4105) making it easier for jurisdictions to review and issue citations based on photo radar

Actions Since 2021– Post-Crash Care (Table 1)

- No new activities yet reported



Source: Metro

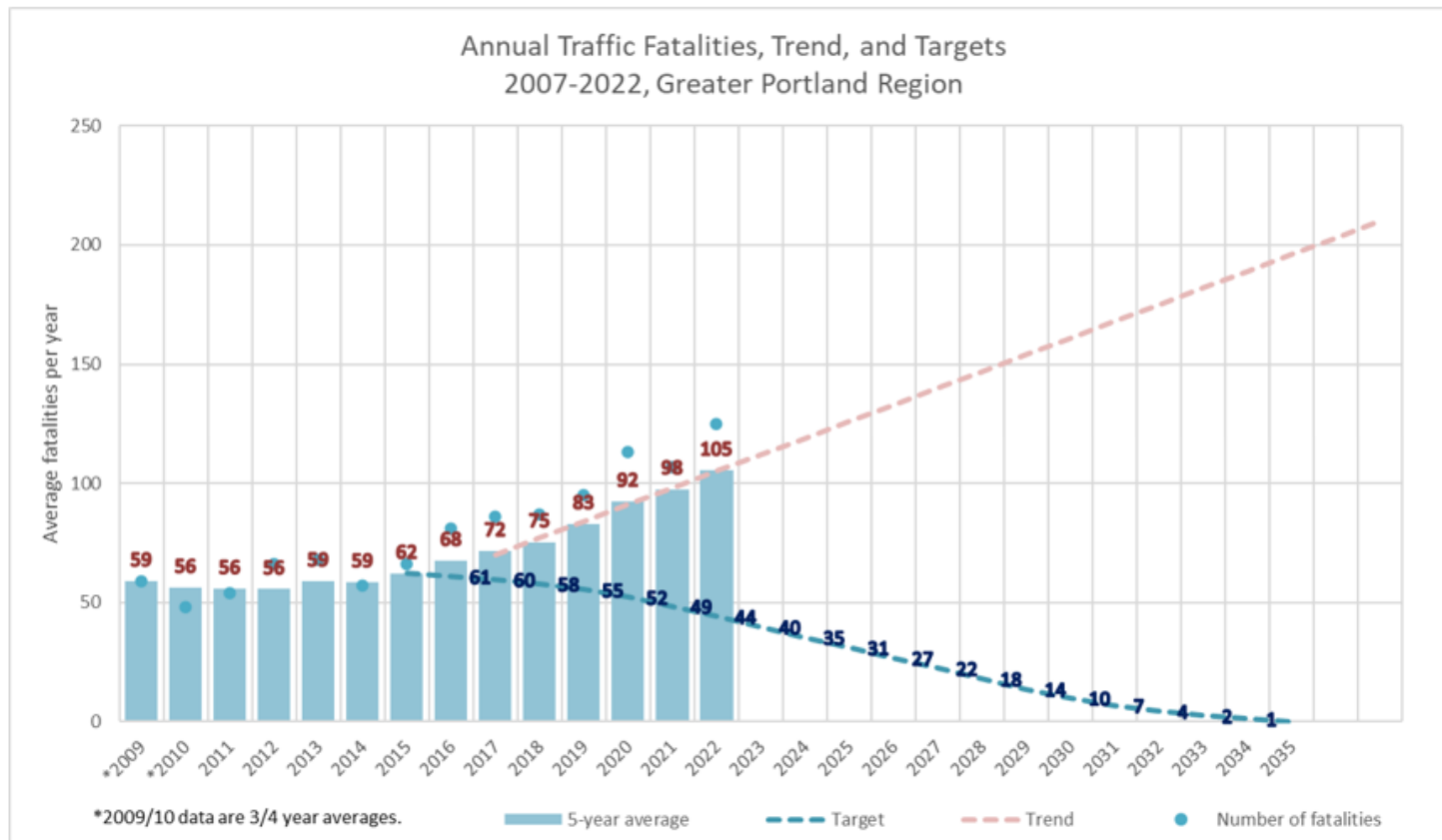
Update on the Roadway Safety Problem

Analysis of traffic crashes in the greater Portland region since 2017 indicate:

- Traffic deaths are increasing, and pedestrian deaths have risen disproportionately over the past decade.
- Black and Native American people are at much higher risk of being killed in a traffic crash whether driving, walking, or bicycling.
- Intoxicated driving, high traffic speeds, and increasingly heavier and larger vehicles increase risk.
- Arterial roadways account for most deadly crashes.

Update on the Roadway Safety Problem

Figure 3 Annual Traffic Fatalities, Trend, and Targets 2007-2022, Greater Portland Region



Source: ODOT crash data 2007-2021, ODOT preliminary crash data 2022, Metro 2018 RTP targets

Safety Performance Measures

Table 2 Federal Safety Performance Measures, Greater Portland Region, 2017-2021

Performance Measure	5-year rolling averages		
	2015 Baseline	2021 Target	2021 Actual
Number of fatalities	62	49	98
Fatalities per 100 million vehicle miles traveled	0.6	0.4	0.9
Number of serious injuries	458	357	544
Serious injuries per 100 million vehicle miles traveled	4.5	3.3	5.0
Number of non-motorized fatalities and serious injuries	113	95	122

Source: Source: ODOT crash data 2017-2021, analyzed by Metro

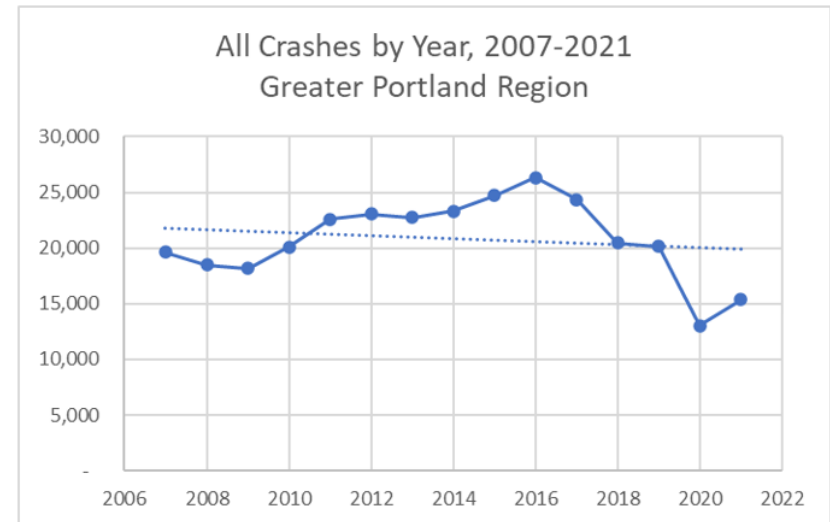
Across all the measures summarized in Table 2, the region's streets have gotten less safe since compared to baseline data established in 2015.

Fatality Trends

While the total number of crashes has decreased since 2007, the number of deadly crashes has increased.

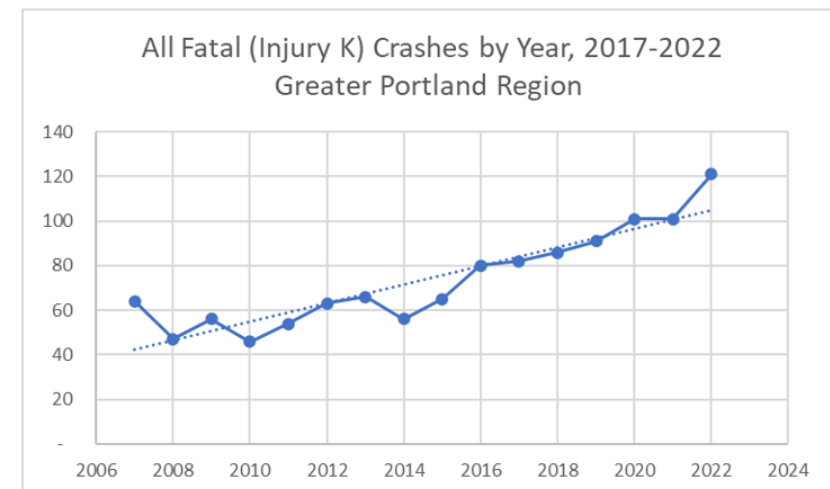
This pattern points to the need to focus on the contributing factors of fatal traffic crashes, namely intoxication, speed, roadway design, pedestrian safety, and heavier vehicles.

Figure 4 All Crashes by Year, 2007-2021 Greater Portland Region



Source: ODOT crash data 2007-2021

Figure 5 All Fatal (Injury K) Crashes by Year, 2017-2022 Greater Portland Region

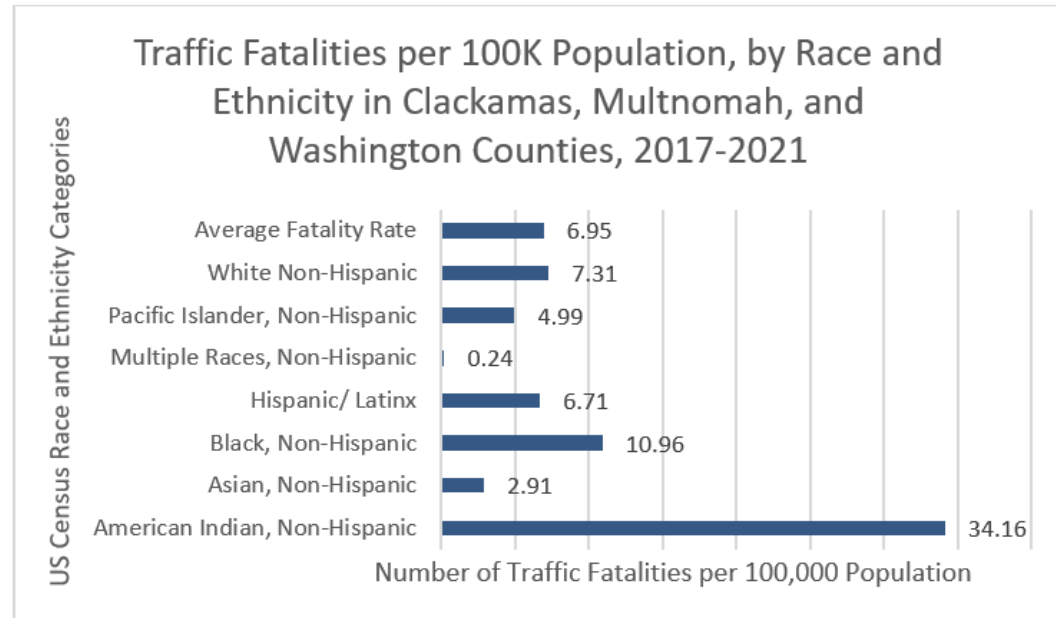


Source: ODOT crash data 2007-2021

Race and Ethnicity

Within the three counties, Native Americans and Black people are being killed in traffic crashes at higher rates than white people.

Figure 7 Traffic Fatalities per 100k Population, by Race and Ethnicity in Clackamas, Multnomah, and Washington Counties, 2017-2021

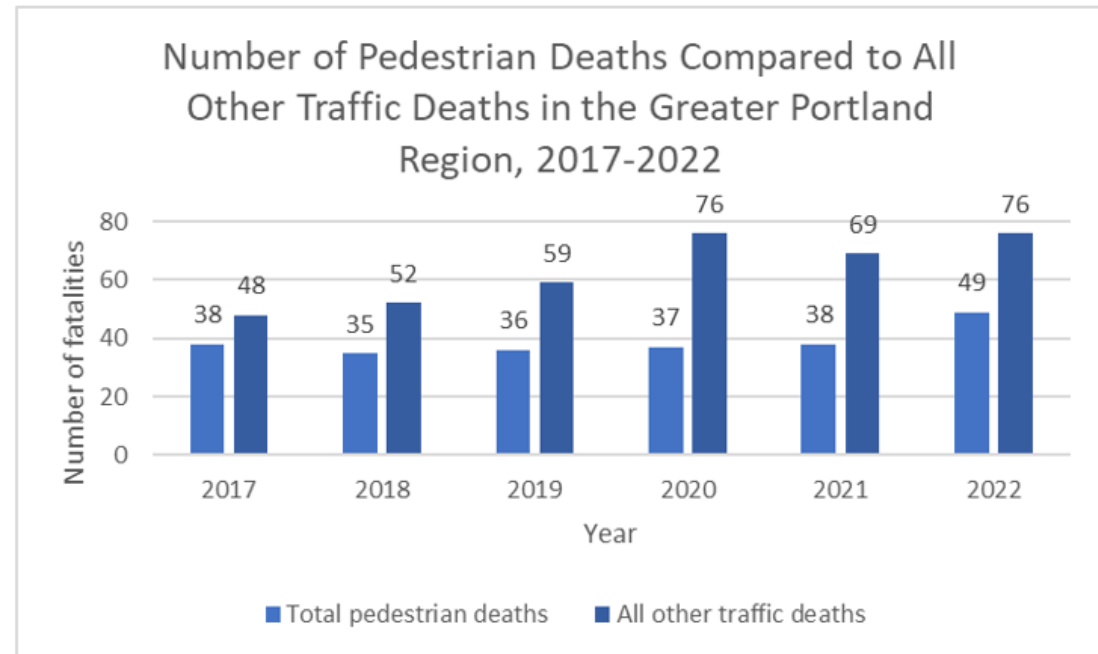


Source: Fatality Analysis Reporting System, 2017-2021, Race and Ethnicity Population Estimates 2020 Census, Metro

Pedestrians

While pedestrians are involved in only 2.5% of all crashes, they represent 38% of all traffic fatalities.

Figure 8 Number of Pedestrian Deaths Compared to All Other Traffic Deaths in the Greater Portland Region, 2017-2022

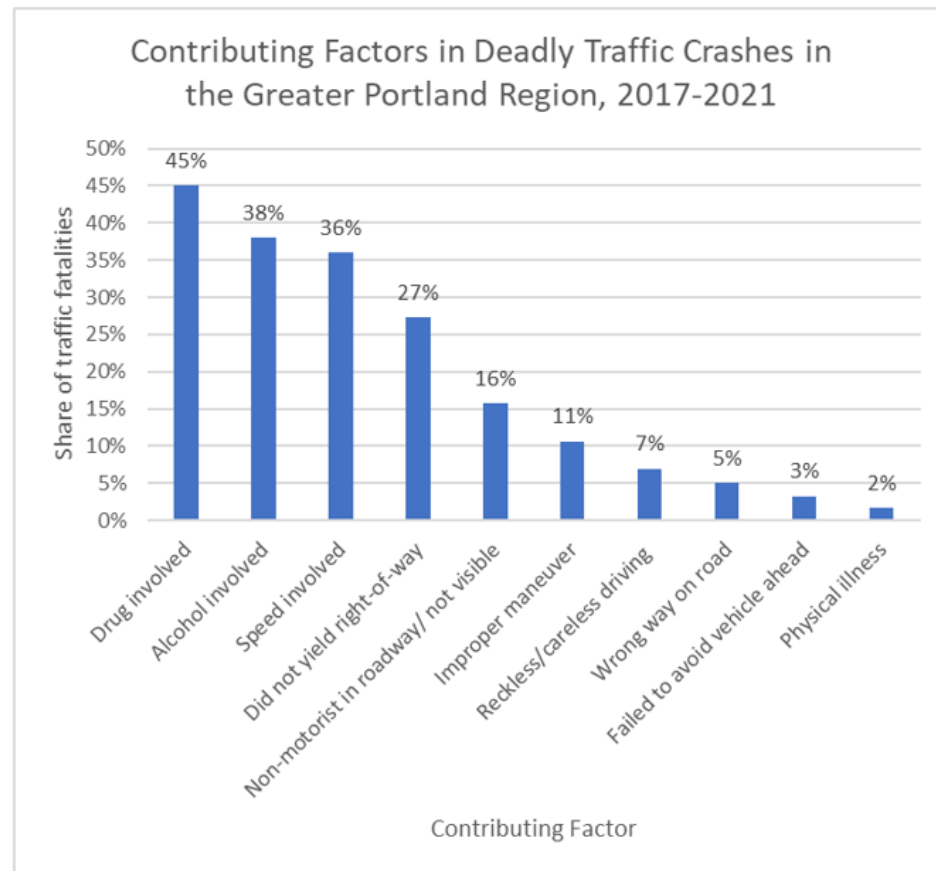


Source: ODOT crash data 2007-2021, ODOT preliminary crash data 2022

Speed and Intoxication

While there are many factors that contribute to the likelihood of a crash occurring, higher speeds and drugs and alcohol are among the top contributing factors to deadly crashes in the region.

Figure 9 Contributing Factors in Deadly Traffic Crashes, Greater Portland Region, 2017-2021



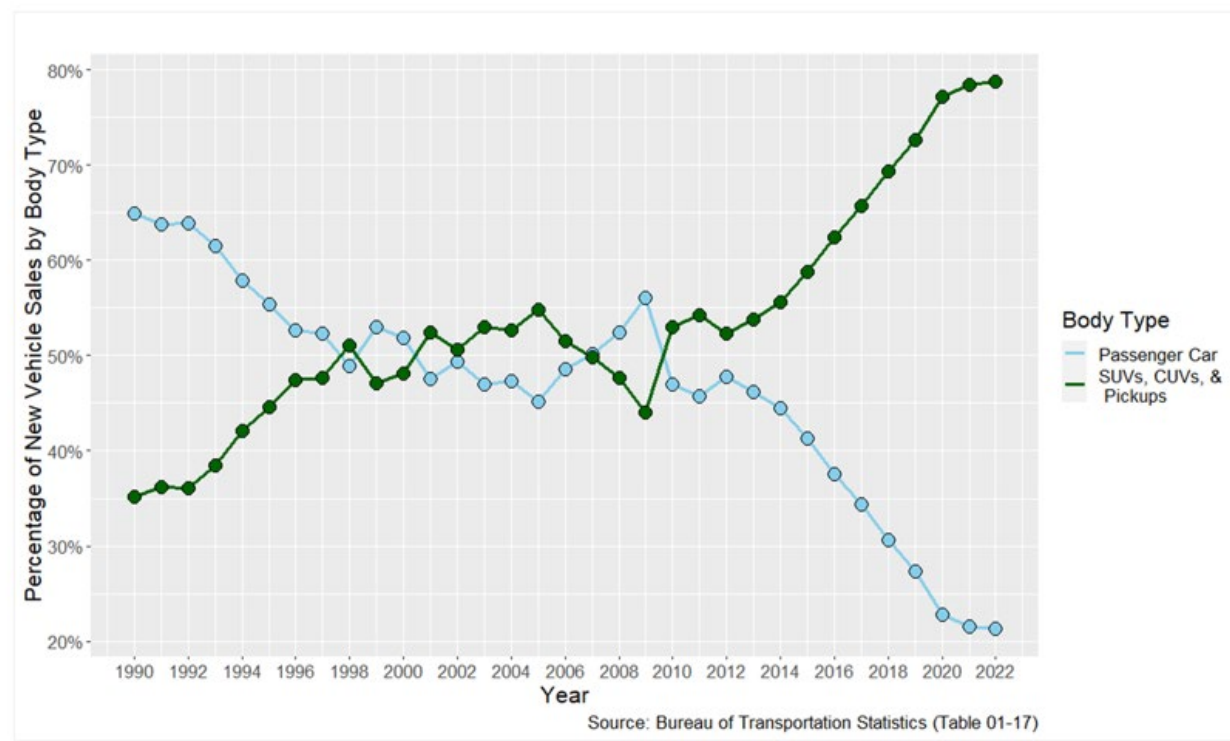
Source: ODOT crash data 2007-2021

Crash causes, speed involved flag, drug and alcohol involved flag

Vehicle Design

The growing share of heavier vehicles correlates to the increase in deadlier crashes overall and pedestrian fatalities in particular.

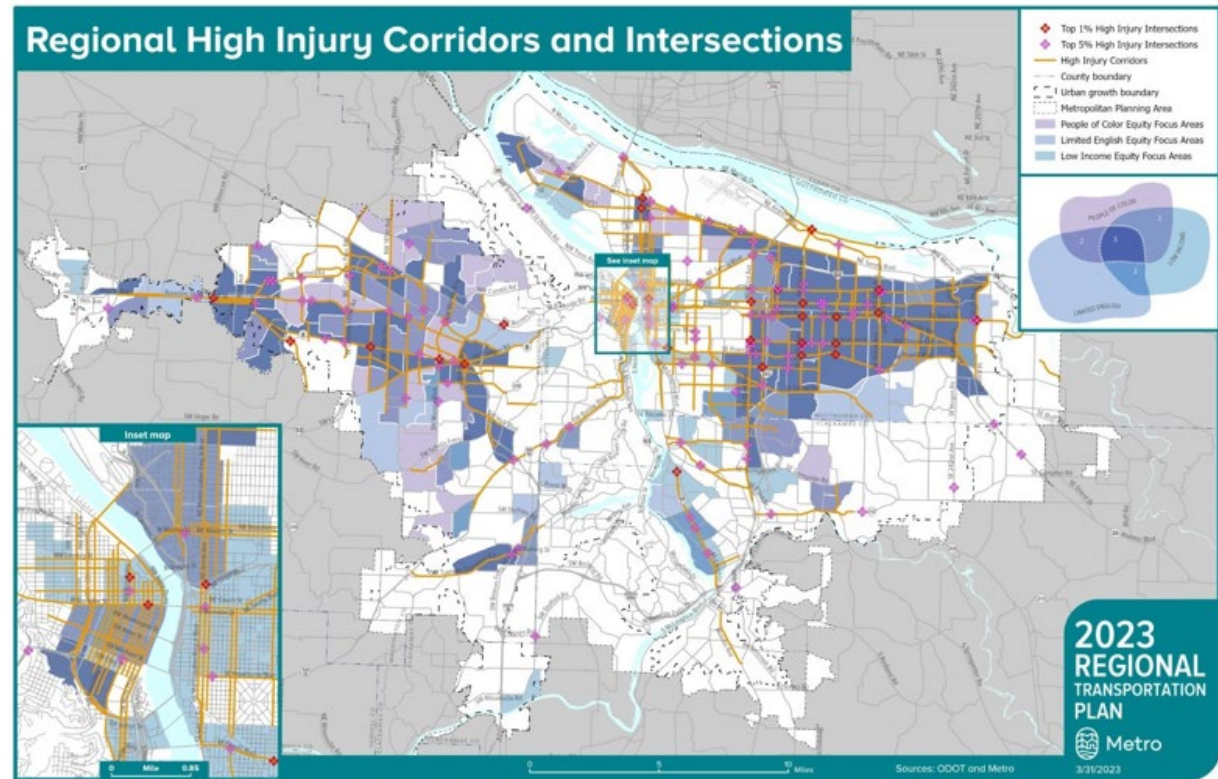
Figure 11 Percentage Change of New Vehicle Sales by Body Type, 1990-2022



Urban Arterials

68% of traffic deaths and serious injuries occur on urban arterials, and 41% of traffic deaths and serious injuries occur on major arterials, which make up only 5% of the roadway miles in the region.

Figure 14 Regional High Injury Corridors, Intersections and Equity Focus Areas¹⁴



Source: Draft 2023 Regional Transportation Plan

Taking Action – New Safety Strategies (Table 3 in report)

The Safe System Approach requires a culture that places safety and equity first and foremost in road system investment decisions.

Systemic interventions that focus on creating a safe transportation system are needed to address the safety trends in the region.

Table 3 Planned and proposed safety strategies

Safe System Approach element	Planned and proposed safety strategies for the next two years
Safe People	<p>Continue investments in stable housing, harm prevention, and behavioral health.</p> <p>Support legislation to lower legal limits for blood alcohol content (BAC) to 0.05 or lower. Countries with lower BAC levels have lower fatality rates.</p> <p>Develop in-depth pedestrian traffic crash analysis with corresponding countermeasures and strategies.</p> <p>Develop in-depth crash victim analysis (age, seat belt use, BAC level, etc.)</p>
Safe Roads	<p>Form a regional work group and convene interagency partners for coordination.</p> <p>Develop strategies for additional funding (including SS4A) and prioritize HSIP and other funding for systemic, corridor wide safety interventions on the urban arterials where most deadly crashes occur, with a focus on pedestrian safety and speed reduction.</p> <p>Pilot ODOT Vulnerable User Crash Response team.</p> <p>Hold workshops on street design, such as "Improving Pedestrian Safety on Urban Arterials: Learning from Australasia".</p> <p>Implement findings from the Oregon Vulnerable Road User Assessment Safety Assessment.</p> <p>Develop regional high injury corridor profiles.</p> <p>Develop in-depth assessment of primary causes and contributing factors of serious crashes for each county and city in the region.</p>
Safe Vehicles	<p>Identify and focus on interventions and incentives to reduce the impact of heavier vehicles.</p> <p>Support legislation that prioritizes people when considering the safety of new cars.</p> <p>Gather data to understand kinetic energy involved in crashes.</p> <p>Advocate for state-level policies adopting intelligent speed technology systems and alcohol detection systems in new vehicles.</p>
Safe Speeds	<p>Focus on reducing speeds on high injury urban arterials through automated enforcement, roadway design and lowering posted speeds to a maximum of 30mph.</p> <p>Increase the number of fixed speed and red-light cameras in the region.</p> <p>Develop SS4A safety camera toolkit to support implementation.</p> <p>Hold workshop on speed setting and speed management.</p>
Post-Crash Care	<p>Complete a scan of best practices for EMS response times to crash sites and assessment of needs.</p> <p>Review state and national (NRSS) strategies on post-crash care to identify strategies that could be supported at the regional level.</p> <p>Use planned data exchange to link EMS response activities and hospital outcomes.</p>

Draft New Actions - Safe People (Table 3)

- Continue investments in stable housing, harm prevention, and behavioral health
- Support legislation to lower legal limits for blood alcohol content (BAC) to 0.05 or lower
- Develop in-depth pedestrian traffic crash analysis with corresponding countermeasures and strategies.
- Develop in-depth crash victim analysis (age, seat belt use, BAC level, etc.)

Draft New Actions - Safe Roads (Table 3)

- Form a regional safety work group and develop strategies for additional funding
- Pilot ODOT Vulnerable User Crash Response team, implement findings from the Oregon VRU Assessment
- Hold workshops on safety and street design
- Develop regional high injury corridor profiles
- Develop in-depth assessment of primary causes and contributing factors of serious crashes for each county and city in the region

Draft New Actions - Safe Vehicles (Table 3)

- Identify and focus on interventions and incentives to reduce the impact of heavier vehicles
- Support legislation that prioritizes people when considering the safety of new cars
- Gather data to understand kinetic energy involved in crashes
- Advocate for state-level policies adopting intelligent speed technology systems and alcohol detection systems in new vehicles

Draft New Actions - Safe Speeds (Table 3)

- Focus on reducing speeds on high injury urban arterials through automated enforcement, roadway design and lowering posted speeds to a maximum of 30mph
- Increase the number of fixed speed and red-light cameras in the region
- Develop SS4A safety camera toolkit to support implementation
- Hold workshop on speed setting and speed management

Draft New Actions – Post-Crash Care (Table 3)

- Complete a scan of best practices for EMS response times to crash sites and assessment of needs
- Review state and national (NRSS) strategies on post-crash care to identify strategies that could be supported at the regional level
- Use planned data exchange to link EMS response activities and hospital outcomes

Next steps

- November 30, 2023 – Deadline to provide feedback
- December 14, 2023 –JPACT
- January 16, 2024 (tent.) –Metro Council work session
- Spring 2024 – Convene regional SS4A safety work group
- Fall 2024 –Provide status update on serious crashes and on the Safe Streets for All project to JPACT and Metro Council

Discussion questions

- Do you have feedback on how the information in the report is framed, to support a productive discussion at JPACT and Metro Council?
- Do you have feedback on the safety actions listed in Tables 1 and 3 of the report?
- Is there anything missing that you think should be included in the report that would support productive discussion at JPACT and Metro Council?
- Do you have input on the makeup and role of a regional safety work group?

oregonmetro.gov/safety

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2027-2030 STIP Development

Transportation Policy Alternatives Committee

November 8, 2023

What is the STIP?

Capital Program Funds

Federal (FHWA & FTA) & State Funds
Construction Projects On State & Local Roads
Public & Active Transportation Programs & Projects

What is NOT in the STIP

**State-Funded
Multimodal
Grant
Programs:
STIF/CO**

**Maintaining &
Operating State
Highways**

**State Highway
Fund to Cities &
Counties**

**Revenue &
Administrative
Functions**

**2024 –
2027 STIP
Program
Funding
Categories**

FIX-IT

Projects that preserve or fix the state highway system– bridges, pavement, culverts, etc.

SAFETY

Projects focused on reducing fatal and serious injury crashes on Oregon’s roads

ENHANCE HIGHWAY

Highway projects that expand or enhance the state highway system

PUBLIC AND ACTIVE TRANSPORTATION

Bicycle, pedestrian, public transportation and transportation options projects & programs

LOCAL GOVERNMENT PROGRAMS

Funding to cities, counties, and others for priority projects

ADA CURB RAMPS

Construction of curb ramps to make sidewalks accessible for people experiencing a disability

OTHER FUNCTIONS

Workforce development, planning, data collection and other programs using federal money



'27-'30 STIP Timeline

- OTC discussions and public outreach in May through November
- OTC approves funding allocation in November
- Project scoping and selection in 2024-2025
- Public comment/OTC approval in 2026

'27-'30 STIP Funding Constraints

- Rapidly increasing construction costs
- Federal infrastructure bill expires in 2026
- State Highway Fund revenues are flat
- Transfer of funds to operations and maintenance
- ADA commitment



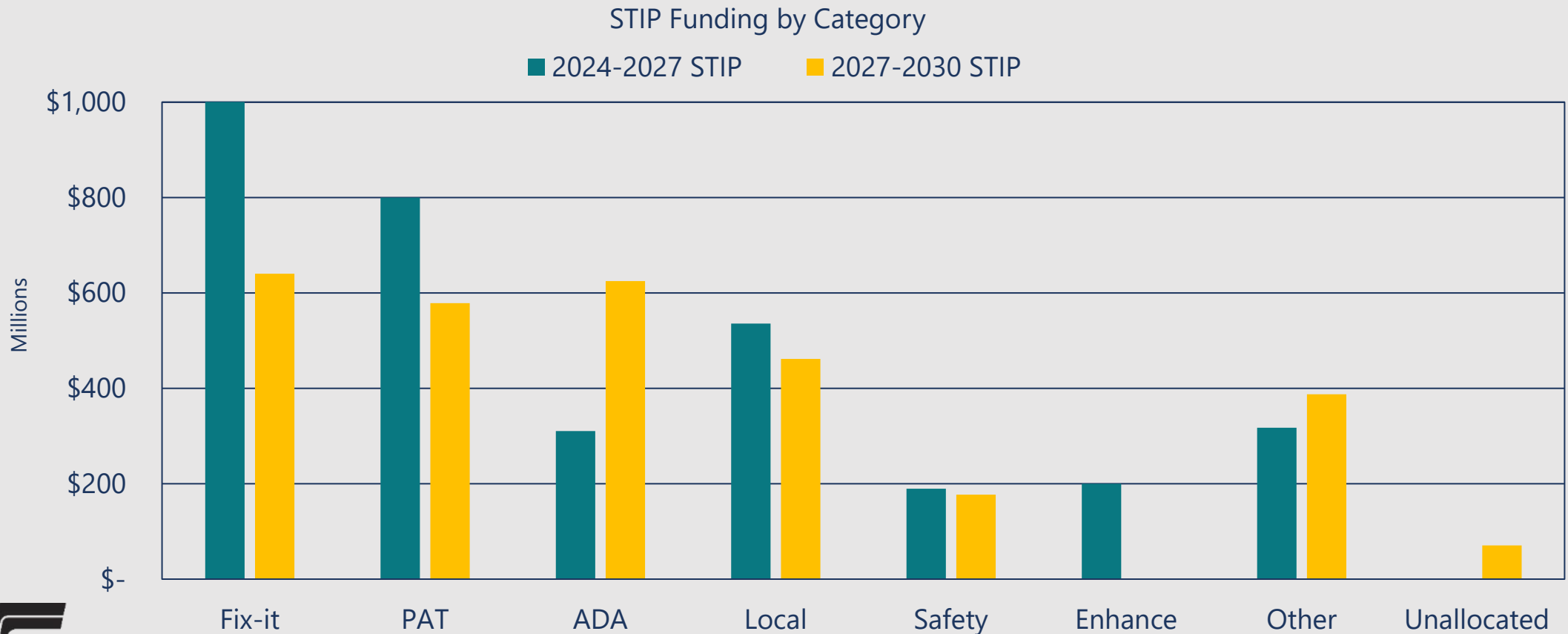
Considerations for allocating funding in 27-30

- Most STIP funding is federally directed to specific categories, or required by the state
- Increased ADA investments are legally required
- Consider priority system needs
- Consider public feedback
- Scale approach to amount of funding



Less Funding Per Category for 27-30 STIP

'24-'27 STIP allocations compared to '27-'30 STIP base minimum



Public Feedback: Consistent Themes

- Strong support for Fix-It investments statewide, especially in rural areas
- Strong support for Public & Active Transportation investments, especially in urban areas
- Positive feedback on Great Streets to address multiple, community or corridor needs at once
- Support for comprehensive safety improvements
- Interest in investing in climate & environmental projects
- Concern about ensuring a fair regional distribution of funds and a desire to invest in regional and local priorities

'27-'30 STIP Allocation - \$2.94B

OTP Goals

- Mobility
- Sustainability & Climate Action
- Equity
- Safety
- Stewardship of Public Resources
- Economic and Community Vitality

\$2.87B Directed

Bridge
Safety
Active Transportation
Etc.

\$70M Unallocated

(recommendation)

Leverage
Funds

Safety
Climate
Equity

Recommendation to OTC for unallocated \$70M

- “Great Streets 2.0”
- Strategic funding to advance safety, climate and equity outcomes in a corridor or community
- Take a leverage approach to add funds to complementary investments such as ADA updates and ARTS investments





Next Steps for 2027-2030 STIP

- OTC approval of proposed 2027-2030 STIP allocations
- Communication & outreach to interested parties
- Project scoping
- Project selection
- Public comment on Draft STIP
- OTC approval July 2026

Great Streets

November 8, 2023 UPDATE



BACKGROUND

- OTC allocated \$50M IIJA funding to create Great Streets Program
 - \$35M will be allocated based on the Project Review Team's recommendation
- Improve safety and multimodal accessibility needs on ODOT highways in incorporated areas that serve as main streets in urban and rural areas
- Provide single source of funding to comprehensively address corridor needs



ELIGIBILITY

- **Safety**
 - What are the safety risk factors that will be mitigated?
 - **Multimodal Access**
 - How will improvements improve access to the local network?
-
- **ODOT-owned State Highways**
 - ODOT Regions will submit projects with input from ACTs and local jurisdictions
 - Projects must be part of an adopted plan to be considered

PROJECT SELECTION & EVALUATION

- Safety (50 pts, 30:20 split)
 - Multimodal Connectivity (50 pts, 50:0)

 - Equity (25 pts, 15:10 split)
 - Climate Mitigation (25 pts, 15:10 split)
 - Local Support and Engagement (20 pts, 15:5 split)
-
- Leverage Opportunities (10 pts)
 - Project Readiness (10 pts)
 - State of Good Repair Status (10 pts)

("Split" = data criteria / engineering review : Project Review Team evaluation)

FINAL PROJECT LIST

Project	Region
US 30 BYP / Lombard (Portland)	1
US 101 / Pacific Way (Gearhart)	2
OR 422 & OR 422S Spur (Chiloquin)	4
OR 207 / SW 11 th Street (Hermiston)	5

US 30 BYP / LOMBARD (PORTLAND)

Safety (50 pts)	Multimodal Access (50 pts)	Equity (25 pts)	Climate (25 pts)	Local Support & Engagement (20 pts)	Leverage (10 pts)	Project Readiness (10 pts)	State of Good Repair (10 pts)
42.19	43.13	18.75	14.38	14.03	3.06	3.75	5.00

- MP 4.92 to MP 4.65 (0.27 miles)
- \$15,829,335

US 30 BYP / LOMBARD (PORTLAND)



OR 422 & OR 422S SPUR (CHILOQUIN)

Safety (50 pts)	Multimodal Access (50 pts)	Equity (25 pts)	Climate (25 pts)	Local Support & Engagement (20 pts)	Leverage (10 pts)	Project Readiness (10 pts)	State of Good Repair (10 pts)
32.19	41.25	24.69	20.31	15.63	5.31	4.69	6.88

- MP 5.29 to MP 4.14 & MP 4.58 to MP 4.39 (1.34 miles)
- \$15,737,700

OR 422 & OR 422S SPUR (CHILOQUIN)



OR 207 / SW 11TH STREET (HERMISTON)

Safety (50 pts)	Multimodal Access (50 pts)	Equity (25 pts)	Climate (25 pts)	Local Support & Engagement (20 pts)	Leverage (10 pts)	Project Readiness (10 pts)	State of Good Repair (10 pts)
43.13	43.75	23.72	13.75	15.28	4.38	5.31	4.38

- MP 9.1 to MP 8.19 & MP 8.26 to 8.68 (.95 miles)
- \$11,021,000

OR 207 / SW 11TH STREET (HERMISTON)



US 101 / PACIFIC WAY (GEARHART)

Safety (50 pts)	Multimodal Access (50 pts)	Equity (25 pts)	Climate (25 pts)	Local Support & Engagement (20 pts)	Leverage (10 pts)	Project Readiness (10 pts)	State of Good Repair (10 pts)
44.38	39.39	16.88	12.19	14.88	6.06	3.44	8.75

- MP 19 to MP 17.3 (1.7 miles)
- \$12,395,508

US 101 / PACIFIC WAY (GEARHART)



NEXT STEPS

- Reaching back to partners about the program and process
- Summarizing lessons learned and takeaways from the proof-of-concept approach
- Program project for amendment into the 2024-27 STIP
- Regions pursuing agreements with local partners

QUESTIONS?



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Great Streets Webpage: <https://www.oregon.gov/odot/RPTD/Pages/Great-Streets-Program.aspx>