



## **APPENDIX I**

2018 Regional Transportation Plan

# **Performance evaluation documentation**

**December 6, 2018**

[oregonmetro.gov/rtp](http://oregonmetro.gov/rtp)

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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.

Regional Transportation Plan website: [\*\*oregonmetro.gov/rtp\*\*](http://oregonmetro.gov/rtp)

The preparation of this strategy was financed in part by the U.S. Department of Transportation, Federal Highway Administration and Federal Transit Administration. The opinions, findings and conclusions expressed in this strategy are not necessarily those of the U.S. Department of Transportation, Federal Highway Administration and Federal Transit Administration.

## Purpose

This appendix contains data outputs from the system performance evaluation conducted for the 2018 Regional Transportation Plan (RTP). The data is derived from the regional travel demand model.

Chapter 7 of the RTP reports on the system performance using this data. Appendix M (Regional Analysis) describes key model assumptions and methodologies used in the analysis.

## List of System Performance Evaluation Data

- System Performance Measures for Intra- Metropolitan Planning Area (MPA) trips
- System Performance Measures for Total Region trips
- Mode Share By RTP Subarea (work and non-work person trips)
  - Region
  - Metropolitan Planning Area (MPA)
  - City of Portland
  - Urban Clackamas County
  - Urban Washington County
  - East Multnomah County
- Transit Efficiency
- Auto Travel Times
- Transit Travel Times
- Freight Travel Times
- Bike Travel Times
- Vehicle Hours of Delay
- Freight Truck Vehicle Hours of Delay
- ODOT facilities with unacceptable congestion (locations that fail to meet Interim Regional Mobility Policy in Table 2.4 of the RTP and Table 7 of the Oregon Highway Plan)
  - 2015 Base Year (Mid-day and PM Peak)
  - 2015 Base Year (PM Peak only)
  - 2040 Constrained (Mid-day and PM Peak)
  - 2040 Constrained (PM Peak only)

- Maps of Throughway network locations with unacceptable congestion (locations that fail to meet Interim Regional Mobility Policy in Table 2.4 of the RTP)
  - 2015 Base Year (12-1 PM)
  - 2027 No Build (12-1 PM)
  - 2027 Constrained (12-1 PM)
  - 2040 No Build (12-1 PM)
  - 2040 Constrained (12-1 PM)
  - 2040 Strategic (12-1 PM)
  - 2015 Base Year (4-6 PM)
  - 2027 No Build (4-6 PM)
  - 2027 Constrained (4-6 PM)
  - 2040 No Build (4-6 PM)
  - 2040 Constrained (4-6 PM)
  - 2040 Strategic (4-6 PM)
  
- Maps of Arterial network locations with unacceptable congestion (locations that fail to meet Interim Regional Mobility Policy in Table 2.4 of the RTP)
  - 2015 Base year (12-1 PM)
  - 2027 No Build (12-1 PM)
  - 2027 Constrained (12-1 PM)
  - 2040 No Build (12-1 PM)
  - 2040 Constrained (12-1 PM)
  - 2040 Strategic (12-1 PM)
  - 2015 Base Year (4-6 PM)
  - 2027 No Build (4-6 PM)
  - 2027 Constrained (4-6 PM)
  - 2040 No Build (4-6 PM)
  - 2040 Constrained (4-6 PM)
  - 2040 Strategic (4-6 PM)



2018 Regional Transportation Plan (RTP) Update

System Performance Measures for Intra-MPA\* Trips

\* within Metropolitan Planning Area (excludes Clark County, Washington)

Final  
12/6/18

		2015 Base	2027 No Build	2027 Constrained	2040 No Build	2040 Constrained	2040 Strategic
<b>Demographic Data</b>							
1	Population	1,605,672	1,904,815	1,904,815	2,178,848	2,178,848	2,178,848
	change from 2015		299,143 18.6%	299,143 18.6%	573,176 35.7%	573,176 35.7%	573,176 35.7%
2	Households	636,467	776,202	776,202	896,451	896,451	896,451
	change from 2015		139,735 22.0%	139,735 22.0%	259,984 40.8%	259,984 40.8%	259,984 40.8%
3	Employment	895,094	1,071,017	1,071,017	1,240,653	1,240,653	1,240,653
	change from 2015		175,924 19.7%	175,924 19.7%	345,560 38.6%	345,560 38.6%	345,560 38.6%
<b>Network Data</b>							
1	a Total Road Miles in Network	3,721	3,742	3,769	3,742	3,809	3,840
	change from 2015		21 0.6%	48 1.3%	21 0.6%	88 2.4%	120 3.2%
	change from 2040 No Build					67 2.4%	98 3.2%
	b Throughway Miles	235	235	235	235	241	241
	change from 2015		0 0.0%	0 0.0%	0 0.0%	6 2.4%	6 2.4%
	c Arterial Miles	3,486	3,507	3,533	3,507	3,568	3,599
	change from 2015		21 0.6%	48 1.4%	21 0.6%	82 2.4%	114 3.3%
	change from 2040 No Build					61 2.3%	92 3.2%
2	a Total Lane Miles	5,489	5,575	5,683	5,575	5,828	5,950
	change from 2015		86 1.6%	194 3.5%	86 1.6%	339 6.2%	461 8.4%
	change from 2040 No Build					253 6.1%	375 8.3%
	b Throughway Lane Miles	630	640	657	640	680	687
	change from 2015		10 1.6%	27 4.3%	10 1.6%	50 7.9%	57 9.1%
	change from 2040 No Build					40 7.8%	47 8.9%
	c Arterial Lane Miles	4,859	4,935	5,026	4,935	5,148	5,263
	change from 2015		76 1.6%	167 3.4%	76 1.6%	289 5.9%	403 8.3%
	change from 2040 No Build					213 5.9%	327 8.2%
<b>Travel Data - Average Weekday (AWD)</b>							
1	a AWD Total Person Trips	6,224,054	7,340,172	7,337,871	8,390,990	8,387,620	8,387,686
	change from 2015		1,116,118 17.9%	1,113,817 17.9%	2,166,936 34.8%	2,163,566 34.8%	2,163,632 34.8%
	b AWD Total Work Trips (share of total person trips)	1,899,560 30.5%	2,294,557 31.3%	2,293,281 31.3%	2,672,289 31.8%	2,669,797 31.8%	2,669,609 31.8%
	change from 2015		394,997 20.8%	393,721 20.7%	772,729 40.7%	770,237 40.5%	770,049 40.5%
	c AWD Total Non-Work Trips (share of total person trips)	4,324,494 69.5%	5,045,615 68.7%	5,044,589 68.7%	5,718,701 68.2%	5,717,823 68.2%	5,718,077 68.2%
	change from 2015		721,121 16.7%	720,095 16.7%	1,394,207 32.2%	1,393,329 32.2%	1,393,583 32.2%
2	AWD Total Passenger Vehicle Person Trips	5,104,062	5,961,525	5,861,911	6,778,806	6,586,163	6,541,616
	change from 2015		857,463 16.8%	757,849 14.8%	1,674,744 32.8%	1,482,101 29.0%	1,437,554 28.2%
	change from 2040 No Build					-192,643 21.9%	-237,190 21.2%
3	AWD Total Passenger Vehicle Trips	3,755,180	4,398,754	4,299,527	5,016,335	4,834,680	4,797,704
4	AWD Total Passenger Vehicle VMT	20,798,618	24,534,300	24,128,244	27,879,927	27,098,119	26,883,845
	change from 2015		3,735,682 18.0%	3,329,626 16.0%	7,081,309 34.0%	6,299,501 30.3%	6,085,227 29.3%
	change from 2040 No Build					-781,808 -2.8%	-996,082 -3.6%



2018 Regional Transportation Plan (RTP) Update

System Performance Measures for Intra-MPA\* Trips

\* within Metropolitan Planning Area (excludes Clark County, Washington)

Final  
12/6/18

		2015 Base	2027 No Build	2027 Constrained	2040 No Build	2040 Constrained	2040 Strategic
5	AWD Passenger Vehicle VMT/Capita change from 2015 change from 2040 No Build	13.0	12.9 -0.1 -0.6%	12.7 -0.3 -2.2%	12.8 -0.2 -1.2%	12.4 -0.4 -4.0%	12.3 -0.6 -4.7% -0.5 -4.8%
6	AWD Passenger Vehicle VMT/Employee change from 2015 change from 2040 No Build	23.24	22.91 -32.9% -1.4%	22.53 -70.8% -3.0%	22.47 -76.4% -3.3%	21.84 -139.4% -6.0%	21.67 -156.7% -6.7% -0.8 0.0
7	Single Occupant Vehicle (SOV) Percent of Person Trips	44.7%	44.5%	43.3%	44.6%	42.6%	42.2%
8	Non-SOV Percent of Person Trips (shared ride, walk, bike, transit)	55.3%	55.5%	56.7%	55.4%	57.4%	57.8%
9	AWD Average Trip Length (miles)	4.9	4.9	5.0	4.9	5.0	5.0
10	AWD Passenger Vehicle Average Trip Length (miles)	6	6	6	6	6	6
11	AWD Home-Based Work Average Trip Length (miles)	7.72	7.84	7.90	7.89	7.96	7.97
12	AWD Home-Based Work Passenger Vehicle Average Trip Length (miles)	8.25	8.43	8.52	8.51	8.59	8.57
<b>Passenger Vehicle Data - PM 2 Hour Peak</b>							
1	PM 2-HR Passenger Vehicle Average Travel Time (minutes)	12	13.3	13.2	13.5	13.6	13.4
2	PM 2-HR Average Passenger Vehicle Travel Speed (miles per hour)	27	26	26	25	25.2	25.5
3	a PM 2-HR Total Congested miles (0.9 <= v/c < 1) (share of total miles in network) change from 2015 change from 2040 No Build	60 1.6%	99 2.7% 39.7 66.4%	88 2.3% 28.4 47.5%	131 3.5% 71.6 119.9%	127 3.3% 67.5 113.1%	120 3.1% 60.8 101.8% -10.8 -8.2%
	b PM 2-HR Throughway Congested miles (share of throughway miles in network) change from 2015 change from 2040 No Build	30 12.8%	44 18.5% 13.6 45.1%	41 17.3% 10.7 35.7%	50 21.1% 19.7 65.4%	53 22.2% 23.4 77.9%	54 22.6% 24.3 80.9% 4.6 9.3%
	c PM 2-HR Arterial Congested miles (share of arterial miles in network) change from 2015 change from 2040 No Build	30 0.8%	56 1.6% 26.1 88.1%	47 1.3% 17.6 59.5%	82 2.3% 51.9 175.2%	74 2.1% 44.1 148.7%	66 1.8% 36.5 123.1% -15.5 -19.0%
4	a PM 2-HR Total Severely Congested miles (v/c >=1) (share of total miles in network) change from 2015 change from 2040 No Build	31 0.8%	63 1.7% 32.1 104.1%	52 1.4% 21.6 69.9%	91 2.4% 60.5 196.2%	73 1.9% 42.0 136.0%	66 1.7% 35.1 113.7% -25.5 -27.9%
	b PM 2-HR Throughway Severely Congested miles (share of throughway miles in network) change from 2015 change from 2040 No Build	15 6.3%	25 10.5% 9.8 66.2%	19 7.9% 3.8 25.8%	31 13.1% 16.1 108.9%	23 9.4% 8.0 53.9%	20 8.1% 4.8 32.1% -11.4 -36.7%
	c PM 2-HR Arterial Severely Congested miles (share of arterial miles in network) change from 2015 change from 2040 No Build	16 0.5%	38 1.1% 22 139.0%	34 1.0% 18 110.6%	60 1.7% 44 276.7%	50 1.4% 34 211.7%	46 1.3% 30 188.9% -14 -23.3%
5	PM 2-HR Passenger Vehicle Hours	112,494	139,330	135,603	157,550	155,104	153,217
6	a PM 2-HR Passenger Vehicle Hours of Delay (share of total PM 2 Passenger Vehicle Hours)	5,519 4.9%	10,641 7.6%	9,239 6.8%	13,563 8.6%	12,140 7.8%	11,351 7.4%
	b PM 2-HR Throughway VHD (share of total PM 2 Passenger Vehicle Hours)	3,526 3.1%	6,639 4.8%	5,707 4.2%	7,900 5.0%	7,077 4.6%	6,588 4.3%
	c PM 2-HR Arterial VHD (share of total PM 2 Passenger Vehicle Hours)	1,993 1.8%	4,003 2.9%	3,533 2.6%	5,663 3.6%	5,063 3.3%	4,762 3.1%
Vehicle Hours of Delay (VHD) is the time accrued above the travel time at v/c=0.9							
<b>Passenger Vehicle Data - Midday 1 Hour</b>							
1	MD 1-HR Passenger Vehicle Average Travel Time (minutes)	10	11	11	11	11	11
2	MD 1-HR Average Passenger Vehicle Travel Speed (miles per hour)	30	29	30	28	29	29
3	a MD 1-HR Total Congested miles (0.9 <= v/c < 1) (share of total miles in network)	11 0.3%	23 0.6%	21 0.6%	61 1.6%	36 0.9%	33 0.9%
	b MD 1-HR Throughway Congested miles (share of freeway miles in network)	8 3.3%	12 5.3%	12 4.9%	34 14.5%	17 7.2%	17 6.9%
	c MD 1-HR Arterial Congested miles (share of arterial miles in network)	4 0.1%	10 0.3%	10 0.3%	27 0.8%	18 0.5%	17 0.5%



2018 Regional Transportation Plan (RTP) Update

System Performance Measures for Intra-MPA\* Trips

\* within Metropolitan Planning Area (excludes Clark County, Washington)

Final  
12/6/18

		2015 Base	2027 No Build	2027 Constrained	2040 No Build	2040 Constrained	2040 Strategic
4	a MD 1-HR Total Severely Congested miles (v/c >=1) (share of total miles in network)	5 0.1%	10 0.3%	10 0.3%	19 0.5%	14 0.4%	12 0.3%
	b MD 1-HR Throughway Severely Congested miles (share of throughway miles in network)	2 0.7%	5 2.1%	5 2.1%	9 3.8%	6 2.5%	5 1.9%
	c MD 1-HR Arterial Severely Congested miles (share of arterial miles in network)	3 0.1%	5 0.1%	5 0.1%	10 0.3%	8 0.2%	7 0.2%
5	MD 1-HR Passenger Vehicle Hours	38,422	46,556	45,473	55,146	52,658	51,951
6	a MD 1-HR Passenger Vehicle Hours of Delay (share of total MD 1 Passenger Vehicle Hours)	326 0.8%	801 1.7%	701 1.5%	1,668 3.0%	986 1.9%	891 1.7%
	b MD 1-HR Throughway VHD (share of total MD 1 Passenger Vehicle Hours)	198 0.5%	584 1.3%	515 1.1%	1211 2.2%	647 1.2%	578 1.1%
	c MD 1-HR Arterial VHD (share of total MD 1 Passenger Vehicle Hours)	127 0.3%	217 0.5%	186 0.4%	457 0.8%	339 0.6%	313 0.6%
	Vehicle Hours of Delay (VHD) is the time accrued above the travel time at v/c=0.9						
<b>Freight Data - Average Weekday (AWD)</b>							
1	AWD Total Truck Trips	26,451	35,666	35,666	45,649	45,649	45,649
	change from 2015		9,215 0.35	9,215 0.35	19,197 0.73	19,197 0.73	19,197 0.73
	change from 2040 No Build					- 0.0%	- 0.0%
2	AWD Truck Average Trip Length (miles)	14	14	14	14	14	14
3	Freight Network Lane Miles	1851	1879	1913	1879	1956	1992
	change from 2015		28 1.5%	61 3.3%	28 1.5%	105 5.7%	141 7.6%
	change from 2040 No Build					77 4.1%	113 6.0%
<b>Freight Data - 4-5 PM</b>							
1	4-5p Truck Average Travel Time (minutes)	29	32	31	34	33	33
2	4-5p Truck Hours	631	940	920	1274	1260	1250
3	a 4-5p Truck Vehicle Hours of Delay (time accrued above v/c > 0.9)	88	212	170	330	244	234
	b 4-5p Truck Vehicle Hours of Delay on Freight Network	81	198	159	311	225	215
<b>Freight Data - 5-6 PM</b>							
1	5-6p Truck Average Travel Time (minutes)	29	32	32	34	34	33
2	5-6p Truck Hours	498	742	727	1008	993	985
3	a 5-6p Truck Vehicle Hours of Delay (time accrued above v/c > 0.9)	79	177	141	282	202	192
	b 5-6p Truck Vehicle Hours of Delay on Freight Network	72	165	131	265	184	176
<b>Freight Data - PM 2 Hour Peak</b>							
1	PM 2-HR Truck Average Travel Time (minutes)	29	32	31	34	34	33
2	PM 2-HR Truck Hours	1128	1682	1647	2283	2253	2235
3	a PM 2-HR Truck Vehicle Hours of Delay (time accrued above v/c > 0.9)	167	388	311	612	446	426
	change from 2015		221 132.4%	144 86.3%	445 266.5%	279 166.8%	259 155.0%
	b PM 2-HR Truck Vehicle Hours of Delay on Freight Network	154	364	290	576	409	392
<b>Freight Data - 12-1 PM</b>							
1	MD 1-HR Truck Average Travel Time (minutes)	25.8	27.8	27.4	29.9	29.1	28.9
2	MD 1-HR Truck Hours	859	1,246	1,230	1,718	1,670	1,658
3	a MD 1-HR Truck Vehicle Hours of Delay (time accrued above v/c > 0.9)	30	96	88	225	97	92
	change from 2015		66 218.4%	58 192.2%	195 650.7%	67 224.5%	62 205.8%
	b MD 1-HR Truck Vehicle Hours of Delay on Freight Network	24	81	74	200	82	77
<b>Freight Data - 1-3 PM</b>							
1	1pm - 3pm Truck Hours	1,664	2,447	2,395	3,600	3,318	3,268
	change from 2015		784 47.1%	732 44.0%	1937 116.4%	1654 99.4%	1604 96.4%



2018 Regional Transportation Plan (RTP) Update

System Performance Measures for Intra-MPA\* Trips

\* within Metropolitan Planning Area (excludes Clark County, Washington)

Final  
12/6/18

		2015 Base	2027 No Build	2027 Constrained	2040 No Build	2040 Constrained	2040 Strategic
<b>Transit Data</b>							
1	AWD Total Transit Trips (originating riders)	258,991	361,919	448,639	433,274	612,526	666,733
	change from 2015		102,929	189,648	174,283	353,535	407,742
	change from 2040 No Build			73.2%	67.3%	136.5%	157.4%
2	Transit Percent of Person Trips	4.2%	4.9%	6.1%	5.2%	7.3%	7.9%
<b>Pedestrian Data</b>							
1	AWD Total Walk Trips (does not include walk trips to transit)	461,305	544,429	554,276	633,489	649,729	646,532
	change from 2015		83,124	92,971	172,184	188,424	185,227
	change from 2040 No Build			20.2%	37.3%	40.8%	40.2%
2	Walk Percent of Person Trips	7.4%	7.4%	7.6%	7.5%	7.7%	7.7%
<b>Bicycle Data</b>							
1	AWD Total Bike Trips	232,240	288,076	293,030	342,802	347,874	344,268
	change from 2015		55,836	60,790	110,562	115,634	112,028
	change from 2040 No Build			26.2%	47.6%	49.8%	48.2%
2	Bike Percent of Person Trips	3.7%	3.9%	4.0%	4.1%	4.1%	4.1%
3	AWD Bike Miles Traveled (BMT)	750,707	970,434	997,531	1,198,724	1,231,769	1,204,307
4	AWD BMT/Capita	0.47	0.51	0.52	0.55	0.57	0.55



2018 Regional Transportation Plan (RTP) Update

System Performance Measures for Total Region\* Trips

\* includes Clackamas, Multnomah, Washington and Clark counties

Final  
12/6/18

	2015 Base	2027 No Build	2027 Constrained	2040 No Build	2040 Constrained	2040 Strategic
<b>Demographic Data</b>						
1 Population	2,190,615	2,601,873	2,601,873	2,962,646	2,962,646	2,962,646
2 Households	850,898	1,035,124	1,035,124	1,187,018	1,187,018	1,187,018
3 Employment	1,072,925	1,315,085	1,315,085	1,530,551	1,530,551	1,530,551
<b>Network Data</b>						
1 a Total Road Miles in Network	7,256	7,287	7,313	7,287	7,422	7,457
change from 2015		31 0.4%	57 0.8%	31 0.4%	166 2.3%	201 2.8%
change from 2040 No Build					135 2.3%	170 2.8%
b Throughway Miles	418	418	418	418	436	436
change from 2015		0 0.0%	0 0.0%	0 0.0%	18 4.2%	18 4.2%
c Arterial Miles	6,838	6,869	6,895	6,869	6,986	7,021
change from 2015		31 0.4%	57 0.8%	31 0.4%	148 2.2%	183 2.7%
change from 2040 No Build					118 2.2%	153 2.7%
2 a Total Lane Miles	9,845	9,970	10,081	9,970	10,438	10,565
change from 2015		125 1.3%	236 2.4%	125 1.3%	593 6.0%	720 7.3%
change from 2040 No Build					468 5.9%	595 7.2%
b Throughway Lane Miles	1,040	1,053	1,070	1,053	1,140	1,147
change from 2015		13 1.2%	30 2.9%	13 1.2%	100 9.6%	108 10.3%
change from 2040 No Build					88 9.5%	95 10.2%
c Arterial Lane Miles	8,805	8,918	9,011	8,918	9,298	9,418
change from 2015		113 1.3%	206 2.3%	113 1.3%	493 5.6%	613 7.0%
change from 2040 No Build					380 5.5%	500 6.9%
<b>Travel Data - Average Weekday (AWD)</b>						
1 a AWD Total Person Trips	8,446,441	10,063,976	10,063,976	11,483,797	11,483,797	11,483,797
b AWD Total Work Trips (share of total person trips)	2,558,926 30.3%	3,136,477 31.2%	3,136,477 31.2%	3,650,364 31.8%	3,650,364 31.8%	3,650,364 31.8%
c AWD Total Non-Work Trips (share of total person trips)	5,887,515 69.7%	6,927,499 68.8%	6,927,499 68.8%	7,833,433 68.2%	7,833,433 68.2%	7,833,433 68.2%
2 AWD Total Passenger Vehicle Person Trips	7,218,904	8,542,112	8,459,647	9,696,612	9,584,067	9,552,967
3 AWD Total Passenger Vehicle Trips	5,360,275	6,364,853	6,280,866	7,242,867	7,136,163	7,113,057
4 AWD Total Passenger Vehicle VMT	33,757,069	40,079,516	39,802,005	45,299,449	44,936,098	44,725,477
change from 2015		6,322,447 18.7%	6,044,936 17.9%	11,542,380 34.2%	11,179,029 33.1%	10,968,408 32.5%
change from 2040 No Build					-363,351 -0.8%	-573,972 -1.3%
5 AWD Passenger Vehicle VMT/Capita	15.4	15.4	15.3	15.3	15.2	15.1
change from 2015		0.0 0.0%	-0.1 -0.7%	-0.1 -0.8%	-0.2 -1.6%	-0.3 -2.0%
change from 2040 No Build					-0.1 -1.6%	-0.2 -2.0%
6 AWD Passenger Vehicle VMT/Employee	31.5	30.5	30.3	29.6	29.4	29.2
change from 2015		-1.0 -3.1%	-1.2 -3.8%	-1.9 -5.9%	-2.1 -6.7%	-2.2 -7.1%
change from 2040 No Build					-0.2 -0.8%	-0.4 -1.3%
7 Single Occupant Vehicle (SOV) Percent of Person Trips	45.5%	45.6%	44.6%	45.7%	44.1%	43.8%
8 Non-SOV Percent of Person Trips (shared ride, walk, bike, transit)	54.5%	54.4%	55.4%	54.3%	55.9%	56.2%
9 AWD Average Trip Length (miles)	5.6	5.7	5.7	5.6	5.7	5.8
10 AWD Passenger Vehicle Average Trip Length (miles)	6.3	6.3	6.3	6.3	6.3	6.3
11 AWD Home-Based Work Average Trip Length (miles)	9.2	9.2	9.2	9.2	9.2	9.2
12 AWD Home-Based Work Passenger Vehicle Average Trip Length (miles)	10.0	10.0	10.1	10.0	10.0	10.0
<b>Passenger Vehicle Data - PM 2 Hour Peak</b>						
1 PM 2-HR Passenger Vehicle Average Travel Time (minutes)	14.2	14.8	14.7	14.9	14.9	14.8
2 PM 2-HR Average Passenger Vehicle Travel Speed (miles per hour)	30.6	29.0	29.4	28.1	28.6	28.9
3 a PM 2-HR Total Congested miles (0.9 <= v/c < 1) (share of total miles in network)	63 0.9%	109 1.5%	96 1.3%	149 2.0%	141 1.9%	136 1.8%
b PM 2-HR Throughway Congested miles (share of throughway miles in network)	31 7.4%	44 10.6%	42 10.0%	52 12.4%	56 12.8%	56 13.0%
c PM 2-HR Arterial Congested miles (share of arterial miles in network)	32 0.5%	64 0.9%	55 0.8%	97 1.4%	86 1.2%	79 1.1%



2018 Regional Transportation Plan (RTP) Update

System Performance Measures for Total Region\* Trips

\* includes Clackamas, Multnomah, Washington and Clark counties

Final  
12/6/18

	2015 Base		2027 No Build		2027 Constrained		2040 No Build		2040 Constrained		2040 Strategic	
4 a PM 2-HR Total Severely Congested miles (v/c >=1) (share of total miles in network)	36	0.5%	71	1.0%	59	0.8%	107	1.5%	85	1.2%	77	1.0%
b PM 2-HR Throughway Severely Congested miles (share of throughway miles in network)	15	3.6%	25	5.9%	19	4.5%	31	7.5%	23	5.2%	20	4.5%
c PM 2-HR Arterial Severely Congested miles (share of arterial miles in network)	21	0.3%	46	0.7%	40	0.6%	76	1.1%	63	0.9%	57	0.8%
5 PM 2-HR Passenger Vehicle Hours	184,685		227,531		223,387		257,208		254,215		252,033	
6 a PM 2-HR Passenger Vehicle Hours of Delay (share of total PM 2 Passenger Vehicle Hours)	5,701	3.1%	11,010	4.8%	9,545	4.3%	14,182	5.5%	12,649	5.0%	11,837	4.7%
b PM 2-HR Throughway VHD (share of total PM 2 Passenger Vehicle Hours)	3,575	1.9%	6,722	3.0%	5,790	2.6%	8,035	3.1%	7,207	2.8%	6,702	2.7%
c PM 2-HR Arterial VHD (share of total PM 2 Passenger Vehicle Hours)	2,126	1.2%	4,287	1.9%	3,755	1.7%	6,147	2.4%	5,442	2.1%	5,135	2.0%
Vehicle Hours of Delay (VHD) is the time accrued above the travel time at v/c=0.9												
<b>Passenger Vehicle Data - Midday 1 Hour</b>												
1 MD 1-HR Passenger Vehicle Average Travel Time (minutes)	11.8		12.1		12.0		12.4		12.2		12.2	
2 MD 1-HR Average Passenger Vehicle Travel Speed (miles per hour)	33.3		32.3		32.6		31.0		31.8		32.0	
3 a MD 1-HR Total Congested miles (0.9 <= v/c < 1) (share of total miles in network)	13	0.2%	24	0.3%	23	0.3%	63	0.9%	36	0.5%	34	0.5%
b MD 1-HR Throughway Congested miles (share of throughway miles in network)	8	1.9%	13	3.0%	12	2.8%	35	8.3%	17	4.0%	17	3.8%
c MD 1-HR Arterial Congested miles (share of arterial miles in network)	5	0.1%	11	0.2%	12	0.2%	28	0.4%	19	0.3%	17	0.2%
4 a MD 1-HR Total Severely Congested miles (v/c >=1) (share of total miles in network)	5	0.1%	12	0.2%	10	0.1%	21	0.3%	16	0.2%	14	0.2%
b MD 1-HR Throughway Severely Congested miles (share of Throughway miles in network)	2	0.4%	5	1.2%	5	1.2%	9	2.1%	6	1.4%	5	1.1%
c MD 1-HR Arterial Severely Congested miles (share of arterial miles in network)	3	0.1%	7	0.1%	5	0.1%	12	0.2%	10	0.1%	9	0.1%
5 MD 1-HR Passenger Vehicle Hours	61,947		75,302		74,042		88,321		84,725		83,885	
6 a MD 1-HR Passenger Vehicle Hours of Delay (share of total MD 1 Passenger Vehicle Hours)	326	0.5%	817	1.1%	715	1.0%	1,720	1.9%	1,013	1.2%	918	1.1%
b MD 1-HR Throughway VHD (share of total MD 1 Passenger Vehicle Hours)	198	0.3%	589	0.8%	520	0.7%	1,235	1.4%	647	0.8%	578	0.7%
c MD 1-HR Arterial VHD (share of total MD 1 Passenger Vehicle Hours)	128	0.2%	228	0.3%	195	0.3%	485	0.5%	366	0.4%	340	0.4%
Vehicle Hours of Delay (VHD) is the time accrued above the travel time at v/c=0.9												
<b>Freight Data - Average Weekday (AWD)</b>												
1 AWD Total Truck Trips	70,792		92,943		92,943		116,940		116,940		116,940	
2 AWD Truck Average Trip Length (miles)	26.6		26.0		26.0		25.7		25.6		25.6	
3 Freight Network Lane Miles	2,647		2,680		2,713		2,680		2,769		2,806	
			33	1.2%	67	2.5%	33	1.2%	123	4.6%	159	6.0%
									90	3.3%	126	4.7%
<b>Freight Data - PM 2 Hour Peak</b>												
1 PM 2-HR Truck Average Travel Time (minutes)	42.7		45.5		44.8		47.1		46.8		46.5	
2 PM 2-HR Truck Hours	4,398		6,148		6,054		8,017		7,954		7,916	
3 a PM 2-HR Truck Vehicle Hours of Delay (time accrued above v/c > 0.9)	173		403		322		638		469		448	
b PM 2-HR Truck Vehicle Hours of Delay on Freight Network	157		371		296		590		422		403	
<b>Freight Data - 12-1 PM</b>												
1 MD 1-HR Truck Average Travel Time (minutes)	38.8		40.4		40.0		42.5		41.3		41.1	
2 MD 1-HR Truck Hours	3,423		4,675		4,631		6,183		6,014		5,982	
3 a MD 1-HR Truck Vehicle Hours of Delay (time accrued above v/c > 0.9)	30		97		89		232		100		95	
b MD 1-HR Truck Vehicle Hours of Delay on Freight Network	24		82		75		205		82		77	
<b>Freight Data - 1-3 PM</b>												
1 1pm - 3pm Truck Hours	6,605		9,136		8,982		12,761		11,827		11,710	
			2,531	38.3%	2,377	36.0%	6,156	93.2%	5,222	79.1%	5,105	77.3%



2018 Regional Transportation Plan (RTP) Update

**System Performance Measures for Total Region\* Trips**

\* includes Clackamas, Multnomah, Washington and Clark counties

Final  
12/6/18

		2015 Base	2027 No Build	2027 Constrained	2040 No Build	2040 Constrained	2040 Strategic
<b>Transit Data</b>							
1	AWD Total Transit Trips (originating riders)	282,410	391,559	480,533	465,778	665,671	722,479
	change from 2015		109,150	198,123	183,368	383,261	440,069
	change from 2040 No Build		38.6%	70.2%	64.9%	135.7%	155.8%
2	Transit Percent of Person Trips	3.3%	3.9%	4.8%	4.1%	5.8%	6.3%
<b>Pedestrian Data</b>							
1	AWD Total Walk Trips (does not include walk trips to transit)	595,902	705,153	716,833	816,270	834,713	831,198
2	Walk Percent of Person Trips	7.1%	7.0%	7.1%	7.1%	7.3%	7.2%
<b>Bicycle Data</b>							
1	AWD Total Bike Trips	261,332	323,967	329,491	384,339	390,002	386,461
2	Bike Percent of Person Trips	3.1%	3.2%	3.3%	3.3%	3.4%	3.4%
3	AWD Bike Miles Traveled (BMT)	872,136	1,127,190	1,159,859	1,390,577	1,428,249	1,401,477
4	AWD BMT/Capita	0.4	0.4	0.4	0.5	0.5	0.5

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Mode Share By RTP Subarea (work and non-work person trips)

12/06/18

AWD Trips by Mode - Region

	2015 Base		2027 No Build		2027 Constrained		2040 No Build		2040 Constrained		2040 Strategic	
	trips	share	trips	share	trips	share	trips	share	trips	share	trips	share
<b>Drive Alone</b>	3,841,191	45.5%	4,587,790	45.6%	4,492,891	44.6%	5,249,310	45.7%	5,059,908	44.1%	5,025,082	43.8%
<b>work</b>	1,804,460	70.5%	2,181,160	69.5%	2,123,607	67.7%	2,522,050	69.1%	2,407,618	66.0%	2,386,740	65.4%
<b>non-work</b>	2,036,731	34.6%	2,406,630	34.7%	2,369,284	34.2%	2,727,260	34.8%	2,652,290	33.9%	2,638,343	33.7%
<b>Shared Ride</b>	3,377,712	40.0%	3,954,322	39.3%	3,966,755	39.4%	4,447,302	38.7%	4,524,159	39.4%	4,527,884	39.4%
<b>work</b>	305,854	12.0%	375,204	12.0%	375,135	12.0%	434,696	11.9%	431,332	11.8%	427,738	11.7%
<b>non-work</b>	3,071,859	52.2%	3,579,118	51.7%	3,591,621	51.8%	4,012,606	51.2%	4,092,827	52.2%	4,100,146	52.3%
<b>Transit</b>	282,410	3.3%	391,559	3.9%	480,533	4.8%	465,778	4.1%	665,671	5.8%	722,479	6.3%
<b>work</b>	153,352	6.0%	210,416	6.7%	261,596	8.3%	250,792	6.9%	362,632	9.9%	391,805	10.7%
<b>non-work</b>	129,058	2.2%	181,143	2.6%	218,937	3.2%	214,985	2.7%	303,038	3.9%	330,674	4.2%
<b>Walk</b>	595,902	7.1%	705,153	7.0%	716,833	7.1%	816,270	7.1%	834,713	7.3%	831,198	7.2%
<b>work</b>	178,851	7.0%	217,927	6.9%	222,044	7.1%	257,022	7.0%	263,084	7.2%	261,505	7.2%
<b>non-work</b>	417,051	7.1%	487,226	7.0%	494,790	7.1%	559,248	7.1%	571,630	7.3%	569,693	7.3%
<b>Bike</b>	261,332	3.1%	323,967	3.2%	329,491	3.3%	384,339	3.3%	390,002	3.4%	386,461	3.4%
<b>work</b>	116,409	4.5%	151,771	4.8%	154,096	4.9%	185,804	5.1%	185,698	5.1%	182,576	5.0%
<b>non-work</b>	144,922	2.5%	172,196	2.5%	175,395	2.5%	198,536	2.5%	204,304	2.6%	203,885	2.6%
<b>School Bus</b>	303,442	3.6%	335,552	3.3%	335,537	3.3%	367,033	3.2%	367,137	3.2%	367,087	3.2%
<b>Total Person Trips</b>	8,446,441		10,063,976		10,063,976		11,483,797		11,483,797		11,483,797	
<b>Total Work Trips</b>	2,558,926		3,136,477		3,136,477		3,650,364		3,650,364		3,650,364	
<b>Total Non-Work Trips</b>	5,887,515		6,927,499		6,927,499		7,833,433		7,833,433		7,833,433	
<b>Non-SOV trips*</b>	4,517,355	<b>54.0%</b>	5,375,001	<b>54.0%</b>	5,493,612	<b>55.0%</b>	6,113,689	<b>53.8%</b>	6,414,545	<b>55.9%</b>	6,468,022	<b>56.3%</b>
<b>Bike + Walk + Transit*</b>	1,139,643	<b>13.6%</b>	1,420,679	<b>14.3%</b>	1,526,857	<b>15.3%</b>	1,666,387	<b>14.7%</b>	1,890,386	<b>16.5%</b>	1,940,138	<b>16.9%</b>
<b>% PM-2hr Work Trips</b>		<b>40.4%</b>		<b>41.4%</b>		<b>41.4%</b>		<b>42.1%</b>		<b>42.1%</b>		<b>42.1%</b>
<b>% PM-2hr Non-Work Trips</b>		<b>59.6%</b>		<b>58.6%</b>		<b>58.6%</b>		<b>57.9%</b>		<b>57.9%</b>		<b>57.9%</b>

\*Does not include School Bus trips in calculations

Source: Metro Travel Demand Model

Mode Share By RTP Subarea (work and non-work person trips)

12/06/18

AWD Trips by Mode - MPA

	2015 Base		2027 No Build		2027 Constrained		2040 No Build		2040 Constrained		2040 Strategic	
	trips	share	trips	share	trips	share	trips	share	trips	share	trips	share
<b>Drive Alone</b>	2,784,580	44.7%	3,269,020	44.5%	3,179,426	43.3%	3,739,553	44.6%	3,574,378	42.6%	3,541,403	42.2%
<b>work</b>	1,296,694	68.3%	1,533,342	66.8%	1,479,630	64.5%	1,770,185	66.2%	1,673,663	62.7%	1,654,224	62.0%
<b>non-work</b>	1,487,886	34.4%	1,735,677	34.4%	1,699,796	33.7%	1,969,368	34.4%	1,900,714	33.2%	1,887,179	33.0%
<b>Shared Ride</b>	2,319,483	37.3%	2,692,505	36.7%	2,682,485	36.6%	3,039,253	36.2%	3,011,785	35.9%	3,000,212	35.8%
<b>work</b>	216,468	11.4%	261,104	11.4%	259,767	11.3%	302,254	11.3%	296,016	11.1%	292,888	11.0%
<b>non-work</b>	2,103,015	48.6%	2,431,401	48.2%	2,422,718	48.0%	2,736,999	47.9%	2,715,769	47.5%	2,707,325	47.3%
<b>Transit</b>	258,991	4.2%	361,919	4.9%	448,639	6.1%	433,274	5.2%	612,526	7.3%	666,733	7.9%
<b>work</b>	134,840	7.1%	187,618	8.2%	235,798	10.3%	225,597	8.4%	320,487	12.0%	347,488	13.0%
<b>non-work</b>	124,151	2.9%	174,301	3.5%	212,841	4.2%	207,677	3.6%	292,039	5.1%	319,245	5.6%
<b>Walk</b>	461,305	7.4%	544,429	7.4%	554,276	7.6%	633,489	7.5%	649,729	7.7%	646,532	7.7%
<b>work</b>	147,820	7.8%	177,550	7.7%	181,164	7.9%	208,821	7.8%	214,562	8.0%	213,109	8.0%
<b>non-work</b>	313,485	7.2%	366,879	7.3%	373,112	7.4%	424,668	7.4%	435,168	7.6%	433,423	7.6%
<b>Bike</b>	232,240	3.7%	288,076	3.9%	293,030	4.0%	342,802	4.1%	347,874	4.1%	344,268	4.1%
<b>work</b>	103,739	5.5%	134,943	5.9%	136,922	6.0%	165,432	6.2%	165,069	6.2%	161,900	6.1%
<b>non-work</b>	128,502	3.0%	153,133	3.0%	156,107	3.1%	177,370	3.1%	182,805	3.2%	182,368	3.2%
<b>School Bus</b>	199,677	3.2%	219,035	3.0%	219,019	3.0%	239,350	2.9%	239,418	2.9%	239,345	2.9%
<b>Total Person Trips</b>	6,224,054		7,340,172		7,337,871		8,390,990		8,387,620		8,387,686	
<b>Total Work Trips</b>	1,899,560		2,294,557		2,293,281		2,672,289		2,669,797		2,669,609	
<b>Total Non-Work Trips</b>	4,324,494		5,045,615		5,044,589		5,718,701		5,717,823		5,718,077	
<b>Non-SOV trips*</b>	3,272,019	<b>54.0%</b>	3,886,929	<b>54.3%</b>	3,978,429	<b>55.6%</b>	4,448,818	<b>54.3%</b>	4,621,914	<b>56.4%</b>	4,657,745	<b>56.8%</b>
<b>Bike + Walk + Transit*</b>	952,536	<b>15.7%</b>	1,194,424	<b>16.7%</b>	1,295,944	<b>18.1%</b>	1,409,565	<b>17.2%</b>	1,610,129	<b>19.6%</b>	1,657,533	<b>20.2%</b>
<b>% PM-2hr Work Trips</b>		<b>40.7%</b>		<b>41.5%</b>		<b>41.5%</b>		<b>42.2%</b>		<b>42.2%</b>		<b>42.2%</b>
<b>% PM-2hr Non-Work Trips</b>		<b>59.3%</b>		<b>58.5%</b>		<b>58.5%</b>		<b>57.8%</b>		<b>57.8%</b>		<b>57.8%</b>

\*Does not include School Bus trips in calculations

Source: Metro Travel Demand Model

Mode Share By RTP Subarea (work and non-work person trips)

12/06/18

AWD Trips by Mode - City of Portland

	2015 Base		2027 No Build		2027 Constrained		2040 No Build		2040 Constrained		2040 Strategic	
	trips	share	trips	share	trips	share	trips	share	trips	share	trips	share
<b>Drive Alone</b>	847,641	39.1%	911,869	37.7%	879,488	36.5%	1,008,355	37.2%	949,962	35.2%	940,696	34.9%
<b>work</b>	365,415	55.9%	389,097	52.3%	370,814	50.1%	428,872	50.8%	398,020	47.5%	393,670	47.0%
<b>non-work</b>	482,226	31.8%	522,772	31.3%	508,674	30.5%	579,483	31.1%	551,942	29.7%	547,026	29.5%
<b>Shared Ride</b>	755,155	34.8%	812,131	33.6%	802,798	33.3%	890,290	32.9%	870,710	32.3%	866,188	32.2%
<b>work</b>	65,235	10.0%	72,997	9.8%	71,244	9.6%	81,058	9.6%	76,680	9.1%	75,864	9.0%
<b>non-work</b>	689,921	45.6%	739,133	44.2%	731,554	43.8%	809,232	43.4%	794,030	42.8%	790,325	42.6%
<b>Transit</b>	149,199	6.9%	201,953	8.4%	237,173	9.8%	243,282	9.0%	316,404	11.7%	334,620	12.4%
<b>work</b>	69,332	10.6%	93,721	12.6%	110,947	15.0%	113,495	13.4%	146,281	17.4%	154,074	18.4%
<b>non-work</b>	79,867	5.3%	108,232	6.5%	126,225	7.6%	129,787	7.0%	170,123	9.2%	180,545	9.7%
<b>Walk</b>	252,016	11.6%	291,504	12.1%	292,870	12.2%	335,203	12.4%	336,120	12.5%	333,061	12.4%
<b>work</b>	89,625	13.7%	104,388	14.0%	104,645	14.1%	120,507	14.3%	120,403	14.4%	119,130	14.2%
<b>non-work</b>	162,390	10.7%	187,116	11.2%	188,225	11.3%	214,696	11.5%	215,717	11.6%	213,931	11.5%
<b>Bike</b>	152,235	7.0%	186,895	7.7%	187,198	7.8%	220,191	8.1%	217,178	8.1%	214,600	8.0%
<b>work</b>	64,585	9.9%	83,367	11.2%	83,170	11.2%	100,467	11.9%	97,353	11.6%	95,537	11.4%
<b>non-work</b>	87,651	5.8%	103,528	6.2%	104,028	6.2%	119,724	6.4%	119,825	6.5%	119,063	6.4%
<b>School Bus</b>	33,462	1.5%	33,230	1.4%	33,183	1.4%	35,048	1.3%	34,857	1.3%	34,789	1.3%
<b>Total Person Trips</b>	2,168,558		2,415,769		2,409,886		2,709,563		2,695,617		2,693,880	
<b>Total Work Trips</b>	654,192		743,570		740,820		844,399		838,737		838,275	
<b>Total Non-Work Trips</b>	1,514,367		1,672,199		1,669,066		1,865,164		1,856,880		1,855,605	
<b>Non-SOV trips*</b>	1,308,605	<b>60.7%</b>	1,492,482	<b>62.1%</b>	1,520,038	<b>63.3%</b>	1,688,967	<b>62.6%</b>	1,740,412	<b>64.7%</b>	1,748,469	<b>65.0%</b>
<b>Bike + Walk + Transit*</b>	553,450	<b>25.7%</b>	680,351	<b>28.3%</b>	717,240	<b>29.9%</b>	798,677	<b>29.6%</b>	869,701	<b>32.3%</b>	882,281	<b>32.8%</b>
<b>% PM-2hr Work Trips</b>		<b>40.3%</b>		<b>41.0%</b>		<b>41.0%</b>		<b>41.4%</b>		<b>41.4%</b>		<b>41.4%</b>
<b>% PM-2hr Non-Work Trips</b>		<b>59.7%</b>		<b>59.0%</b>		<b>59.0%</b>		<b>58.6%</b>		<b>58.6%</b>		<b>58.6%</b>

\*Does not include School Bus trips in calculations

Source: Metro Travel Demand Model

Mode Share By RTP Subarea (work and non-work person trips)

12/06/18

AWD Trips by Mode - Urban Clackamas County

	2015 Base		2027 No Build		2027 Constrained		2040 No Build		2040 Constrained		2040 Strategic	
	trips	share	trips	share	trips	share	trips	share	trips	share	trips	share
<b>Drive Alone</b>	268,953	44.0%	341,634	44.4%	334,356	43.6%	401,643	44.7%	387,486	43.5%	383,973	43.2%
<b>work</b>	108,372	74.5%	138,897	74.3%	135,130	72.8%	165,708	74.1%	158,640	71.7%	156,696	71.1%
<b>non-work</b>	160,581	34.5%	202,737	34.8%	199,226	34.3%	235,935	35.0%	228,846	34.2%	227,277	34.0%
<b>Shared Ride</b>	242,778	39.7%	304,206	39.6%	304,830	39.8%	352,657	39.3%	350,392	39.3%	348,938	39.3%
<b>work</b>	16,168	11.1%	20,805	11.1%	20,718	11.2%	24,882	11.1%	24,638	11.1%	24,381	11.1%
<b>non-work</b>	226,611	48.7%	283,401	48.7%	284,112	49.0%	327,776	48.6%	325,754	48.6%	324,557	48.6%
<b>Transit</b>	4,252	0.7%	6,145	0.8%	9,358	1.2%	7,061	0.8%	13,115	1.5%	15,961	1.8%
<b>work</b>	1,588	1.1%	2,353	1.3%	3,953	2.1%	2,716	1.2%	5,900	2.7%	7,375	3.3%
<b>non-work</b>	2,664	0.6%	3,792	0.7%	5,405	0.9%	4,344	0.6%	7,216	1.1%	8,586	1.3%
<b>Walk</b>	55,707	9.1%	69,614	9.1%	71,831	9.4%	82,314	9.2%	86,687	9.7%	85,876	9.7%
<b>work</b>	14,767	10.1%	19,010	10.2%	19,639	10.6%	23,252	10.4%	24,480	11.1%	24,247	11.0%
<b>non-work</b>	40,940	8.8%	50,605	8.7%	52,192	9.0%	59,062	8.8%	62,207	9.3%	61,629	9.2%
<b>Bike</b>	11,653	1.9%	14,643	1.9%	15,437	2.0%	17,166	1.9%	18,870	2.1%	18,992	2.1%
<b>work</b>	4,657	3.2%	5,959	3.2%	6,283	3.4%	7,149	3.2%	7,746	3.5%	7,749	3.5%
<b>non-work</b>	6,995	1.5%	8,684	1.5%	9,154	1.6%	10,017	1.5%	11,124	1.7%	11,243	1.7%
<b>School Bus</b>	38,319	6.3%	43,881	5.7%	43,869	5.7%	48,158	5.4%	47,934	5.4%	47,812	5.4%
<b>Total Person Trips</b>	610,848		769,112		766,121		897,913		891,488		888,183	
<b>Total Work Trips</b>	145,552		187,023		185,724		223,707		221,404		220,449	
<b>Total Non-Work Trips</b>	465,297		582,089		580,397		674,205		670,084		667,734	
<b>Non-SOV trips*</b>	314,389	<b>53.9%</b>	394,608	<b>53.6%</b>	401,456	<b>54.6%</b>	459,198	<b>53.3%</b>	469,065	<b>54.8%</b>	469,767	<b>55.0%</b>
<b>Bike + Walk + Transit*</b>	71,611	<b>12.3%</b>	90,403	<b>12.3%</b>	96,626	<b>13.1%</b>	106,541	<b>12.4%</b>	118,673	<b>13.9%</b>	120,829	<b>14.2%</b>
<b>% PM-2hr Work Trips</b>		<b>32.8%</b>		<b>33.4%</b>		<b>33.3%</b>		<b>34.1%</b>		<b>34.0%</b>		<b>34.0%</b>
<b>% PM-2hr Non-Work Trips</b>		<b>67.2%</b>		<b>66.6%</b>		<b>66.7%</b>		<b>65.9%</b>		<b>66.0%</b>		<b>66.0%</b>

\*Does not include School Bus trips in calculations

Source: Metro Travel Demand Model

Mode Share By RTP Subarea (work and non-work person trips)

12/06/18

AWD Trips by Mode - Urban Washington County

	2015 Base		2027 No Build		2027 Constrained		2040 No Build		2040 Constrained		2040 Strategic	
	trips	share	trips	share	trips	share	trips	share	trips	share	trips	share
<b>Drive Alone</b>	749,809	46.1%	933,630	46.6%	909,084	45.5%	1,107,325	47.0%	1,062,332	45.3%	1,052,071	44.9%
<b>work</b>	335,051	74.9%	426,060	74.6%	411,191	72.4%	516,240	74.6%	489,818	71.4%	483,761	70.6%
<b>non-work</b>	414,758	35.1%	507,571	35.4%	497,893	34.8%	591,085	35.5%	572,514	34.5%	568,310	34.3%
<b>Shared Ride</b>	650,902	40.0%	793,645	39.6%	793,565	39.7%	920,714	39.1%	921,954	39.3%	928,194	39.7%
<b>work</b>	50,950	11.4%	65,026	11.4%	64,731	11.4%	79,079	11.4%	78,406	11.4%	77,885	11.4%
<b>non-work</b>	599,953	50.8%	728,620	50.8%	728,833	51.0%	841,635	50.6%	843,548	50.9%	850,309	51.4%
<b>Transit</b>	17,802	1.1%	30,164	1.5%	45,712	2.3%	36,322	1.5%	67,654	2.9%	77,226	3.3%
<b>work</b>	8,783	2.0%	14,881	2.6%	24,017	4.2%	17,893	2.6%	34,392	5.0%	39,930	5.8%
<b>non-work</b>	9,019	0.8%	15,283	1.1%	21,695	1.5%	18,429	1.1%	33,262	2.0%	37,296	2.3%
<b>Walk</b>	121,259	7.5%	145,952	7.3%	150,466	7.5%	173,988	7.4%	182,283	7.8%	183,271	7.8%
<b>work</b>	36,151	8.1%	44,957	7.9%	46,913	8.3%	54,276	7.8%	57,801	8.4%	57,918	8.4%
<b>non-work</b>	85,108	7.2%	100,994	7.0%	103,553	7.2%	119,712	7.2%	124,481	7.5%	125,353	7.6%
<b>Bike</b>	35,438	2.2%	43,959	2.2%	45,749	2.3%	52,618	2.2%	56,413	2.4%	56,613	2.4%
<b>work</b>	16,119	3.6%	20,292	3.6%	20,920	3.7%	24,850	3.6%	26,028	3.8%	25,946	3.8%
<b>non-work</b>	19,319	1.6%	23,667	1.7%	24,829	1.7%	27,768	1.7%	30,385	1.8%	30,667	1.9%
<b>School Bus</b>	89,566	5.5%	100,627	5.0%	100,626	5.0%	111,728	4.7%	111,699	4.8%	111,630	4.8%
<b>Total Person Trips</b>	1,627,331		2,004,660		1,997,371		2,356,866		2,343,966		2,340,765	
<b>Total Work Trips</b>	447,054		571,215		567,773		692,338		686,445		685,441	
<b>Total Non-Work Trips</b>	1,180,277		1,433,445		1,429,598		1,664,529		1,657,520		1,655,325	
<b>Non-SOV trips*</b>	825,402	<b>52.4%</b>	1,013,719	<b>52.1%</b>	1,035,491	<b>53.3%</b>	1,183,642	<b>51.7%</b>	1,228,305	<b>53.6%</b>	1,245,304	<b>54.2%</b>
<b>Bike + Walk + Transit*</b>	174,499	<b>11.1%</b>	220,074	<b>11.3%</b>	241,927	<b>12.4%</b>	262,928	<b>11.5%</b>	306,350	<b>13.4%</b>	317,110	<b>13.8%</b>
<b>% PM-2hr Work Trips</b>		<b>37.2%</b>		<b>38.4%</b>		<b>38.3%</b>		<b>39.4%</b>		<b>39.3%</b>		<b>39.3%</b>
<b>% PM-2hr Non-Work Trips</b>		<b>62.8%</b>		<b>61.6%</b>		<b>61.7%</b>		<b>60.6%</b>		<b>60.7%</b>		<b>60.7%</b>

\*Does not include School Bus trips in calculations

Source: Metro Travel Demand Model

Mode Share By RTP Subarea (work and non-work person trips)

12/06/18

AWD Trips by Mode - East Multnomah County

	2015 Base		2027 No Build		2027 Constrained		2040 No Build		2040 Constrained		2040 Strategic	
	trips	share	trips	share	trips	share	trips	share	trips	share	trips	share
<b>Drive Alone</b>	121,443	41.4%	149,160	42.6%	144,579	41.6%	171,571	43.2%	163,226	41.7%	161,821	41.5%
<b>work</b>	42,097	72.8%	55,751	72.6%	53,499	70.6%	66,450	72.8%	62,537	69.8%	61,901	69.3%
<b>non-work</b>	79,347	33.7%	93,409	34.2%	91,080	33.5%	105,121	34.4%	100,689	33.4%	99,920	33.2%
<b>Shared Ride</b>	122,995	42.0%	144,558	41.3%	144,483	41.6%	162,936	41.0%	159,857	40.8%	159,156	40.8%
<b>work</b>	6,175	10.7%	8,304	10.8%	8,215	10.8%	9,967	10.9%	9,768	10.9%	9,692	10.9%
<b>non-work</b>	116,820	49.7%	136,254	49.9%	136,268	50.2%	152,969	50.0%	150,089	49.7%	149,465	49.7%
<b>Transit</b>	3,067	1.0%	4,588	1.3%	6,948	2.0%	5,154	1.3%	9,315	2.4%	10,290	2.6%
<b>work</b>	1,073	1.9%	1,813	2.4%	2,938	3.9%	2,090	2.3%	3,954	4.4%	4,396	4.9%
<b>non-work</b>	1,994	0.8%	2,775	1.0%	4,010	1.5%	3,064	1.0%	5,360	1.8%	5,893	2.0%
<b>Walk</b>	26,886	9.2%	31,028	8.9%	31,626	9.1%	34,751	8.8%	36,017	9.2%	35,770	9.2%
<b>work</b>	5,833	10.1%	7,471	9.7%	7,629	10.1%	8,799	9.6%	9,155	10.2%	9,109	10.2%
<b>non-work</b>	21,053	9.0%	23,557	8.6%	23,997	8.8%	25,952	8.5%	26,862	8.9%	26,660	8.9%
<b>Bike</b>	8,644	2.9%	10,118	2.9%	10,547	3.0%	11,353	2.9%	11,985	3.1%	11,947	3.1%
<b>work</b>	2,677	4.6%	3,421	4.5%	3,530	4.7%	4,019	4.4%	4,193	4.7%	4,175	4.7%
<b>non-work</b>	5,967	2.5%	6,697	2.5%	7,017	2.6%	7,334	2.4%	7,792	2.6%	7,772	2.6%
<b>School Bus</b>	19,718	6.7%	20,998	6.0%	20,973	6.0%	22,739	5.7%	22,527	5.8%	22,460	5.8%
<b>Total Person Trips</b>	293,035		349,760		347,319		397,057		391,491		389,797	
<b>Total Work Trips</b>	57,856		76,760		75,811		91,324		89,607		89,273	
<b>Total Non-Work Trips</b>	235,179		273,000		271,507		305,733		301,883		300,524	
<b>Non-SOV trips*</b>	161,593	<b>57.1%</b>	190,292	<b>56.1%</b>	193,604	<b>57.2%</b>	214,193	<b>55.5%</b>	217,173	<b>57.1%</b>	217,163	<b>57.3%</b>
<b>Bike + Walk + Transit*</b>	38,598	<b>13.6%</b>	45,734	<b>13.5%</b>	49,121	<b>14.5%</b>	51,258	<b>13.3%</b>	57,316	<b>15.1%</b>	58,006	<b>15.3%</b>
<b>% PM-2hr Work Trips</b>		<b>27.8%</b>		<b>30.5%</b>		<b>30.4%</b>		<b>31.8%</b>		<b>31.7%</b>		<b>31.7%</b>
<b>% PM-2hr Non-Work Trips</b>		<b>72.2%</b>		<b>69.5%</b>		<b>69.6%</b>		<b>68.2%</b>		<b>68.3%</b>		<b>68.3%</b>

\*Does not include School Bus trips in calculations

Mode	2015 Base			2027 No Build			2027 Constrained		
	Boardings	Revenue Hours	Boardings per Revenue Hour	Boardings	Revenue Hours	Boardings per Revenue Hour	Boardings	Revenue Hours	Boardings per Revenue Hour
TriMet Bus	228,302	4,672	49	336,251	5,663	59	399,924	6,512	61
LRT	147,950	879	168	205,456	879	234	273,595	1,041	263
Streetcar	17,772	169	105	26,277	169	155	31,016	239	130
Commuter Rail	1,374	14	95	2,546	14	177	2,792	14	194
BRT							18,943	182	104
C-Tran	30,846	701	44	40,938	735	56	43,456	735	59
SMART/Other	3,396	142	24	4,605	145	32	6,003	145	41
<b>System Performance</b>	<b>429,640</b>	<b>6,577</b>	<b>65</b>	<b>616,073</b>	<b>7,607</b>	<b>81</b>	<b>775,729</b>	<b>8,868</b>	<b>87</b>

Mode	2040 No Build			2040 Constrained			2040 Strategic		
	Boardings	Revenue Hours	Boardings per Revenue Hour	Boardings	Revenue Hours	Boardings per Revenue Hour	Boardings	Revenue Hours	Boardings per Revenue Hour
TriMet Bus	398,765	5,809	69	545,296	7,614	72	598,195	9,431	63
LRT	253,850	879	289	398,870	1,047	381	429,074	1,135	378
Streetcar	33,965	172	198	41,784	256	163	50,617	350	144
Commuter Rail	3,915	14	272	3,896	14	271	13,817	58	240
BRT				41,392	410	101	49,082	568	86
C-Tran	44,431	756	59	48,259	773	62	48,914	772	63
SMART/Other	5,746	149	39	6,473	148	44	6,826	147	46
<b>System Performance</b>	<b>740,672</b>	<b>7,780</b>	<b>95</b>	<b>1,085,970</b>	<b>10,263</b>	<b>106</b>	<b>1,196,525</b>	<b>12,462</b>	<b>96</b>

Climate Smart Revenue hours = 9,400 (does not include C-TRAN hours)

	Boardings per Revenue Hour					
	2015 Base	2027 No Build	2027 Constrained	2040 No Build	2040 Constrained	2040 Strategic
TriMet Bus	49	59	61	69	72	63
LRT	168	234	263	289	381	378
Streetcar	105	155	130	198	163	144
Commuter Rail	95	177	194	272	271	240
BRT	0	0	104	0	101	86
C-Tran	44	56	59	59	62	63
SMART/Other	24	32	41	39	44	46
<b>System Performance</b>	<b>65</b>	<b>81</b>	<b>87</b>	<b>95</b>	<b>106</b>	<b>96</b>

Source: Metro Travel Demand Model

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Auto travel time (minutes) between locations (walk + in-vehicle time)		2015 Base			2027 No Build			2027 Constrained			2040 No Build			2040 Constrained			2040 Strategic		
Mobility	Corridor Origin --> Destination	12-1pm	4-5pm	5-6pm	12-1pm	4-5pm	5-6pm	12-1pm	4-5pm	5-6pm	12-1pm	4-5pm	5-6pm	12-1pm	4-5pm	5-6pm	12-1pm	4-5pm	5-6pm
	1 CBD to Vancouver CBD (SOV)	25.0	30.7	31.4	26.9	32.1	32.5	26.5	31.4	31.8	29.0	31.9	33.3	24.9	27.7	27.6	24.9	27.5	27.3
	1 CBD to Vancouver CBD (HOV)	25.0	26.1	26.6	26.9	27.0	27.3	26.5	26.4	26.7	29.0	26.9	27.8	24.9	24.3	24.1	24.9	24.2	24.0
	2 CBD to Tigard	24.8	27.1	27.3	25.7	29.2	29.6	25.5	28.8	29.1	26.8	29.5	29.9	25.6	28.8	29.1	25.5	28.5	28.8
	2 Tigard to Tualatin	11.7	12.6	12.6	12.2	13.8	13.9	12.0	13.7	13.8	12.8	14.2	14.4	12.5	14.3	14.5	12.6	14.5	14.7
	3 Tigard to Wilsonville	19.4	21.8	22.1	20.3	23.9	24.2	20.3	23.9	24.2	21.4	24.9	25.3	21.1	25.3	25.7	21.2	25.2	25.7
	4 <i>no route specified</i>	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
	5 CBD to Gateway	21.4	24.9	25.5	21.9	25.3	25.7	21.8	24.7	25.0	22.7	25.2	25.7	22.6	24.9	25.1	22.5	24.8	24.9
	6 Gateway to Gresham	18.2	19.0	19.2	18.6	19.6	19.8	18.5	19.5	19.7	18.9	20.1	20.4	18.8	19.8	19.9	18.7	19.7	19.9
	6 Gateway to Troutdale	17.8	18.4	18.5	18.2	19.0	19.1	18.2	18.9	19.0	18.5	19.6	19.7	18.5	19.2	19.4	18.4	19.2	19.3
	7 CBD to PDX	30.5	33.2	33.6	31.2	33.7	33.9	31.0	33.1	33.3	32.2	33.8	34.0	32.0	33.6	33.5	32.0	33.5	33.4
	7 Gateway to Vancouver Mall	20.4	21.7	22.0	20.9	23.1	23.3	20.9	23.3	23.5	21.5	23.7	24.4	21.9	24.7	24.5	21.9	24.6	24.4
	8 Gateway to Oregon City	22.6	26.5	27.1	24.1	29.5	30.2	24.1	29.7	30.5	25.7	31.0	31.7	26.0	32.1	32.6	25.9	32.0	32.7
	9 Oregon City to Canby	16.5	17.1	17.3	16.7	17.9	18.3	16.7	17.9	18.4	16.9	18.7	19.3	16.8	18.7	19.2	16.8	18.7	19.2
	10 Tualatin to Oregon City	17.8	23.6	24.8	19.2	25.3	26.2	18.1	23.4	24.4	20.2	24.9	26.1	19.0	24.2	24.9	19.0	24.0	24.8
	11 Tigard to Sherwood	15.5	17.0	17.3	16.3	19.0	19.4	16.1	18.8	19.3	17.4	20.3	20.8	17.0	20.7	21.1	16.7	20.1	20.7
	12 Beaverton to Washington Square	10.6	11.4	11.4	10.8	11.9	11.8	10.7	11.6	11.5	11.1	12.2	12.2	10.9	11.8	11.8	11.0	11.8	11.8
	12 Washington Square to Tigard	8.7	9.1	9.1	8.9	9.5	9.6	8.8	9.4	9.5	9.2	9.7	9.8	9.0	9.5	9.6	8.9	9.4	9.4
	12 Beaverton to Tigard	13.7	15.0	15.1	13.8	15.5	15.6	13.7	15.1	15.2	14.4	15.9	16.1	14.0	15.4	15.5	13.9	15.4	15.5
	13 CBD to Beaverton	22.1	25.4	26.0	23.0	27.5	28.2	22.8	27.2	27.9	24.2	27.6	28.3	23.7	27.9	28.5	23.6	27.7	28.2
	14 Beaverton to Hillsboro	21.9	24.1	24.4	22.6	25.3	25.6	22.5	24.8	25.2	23.7	26.6	26.9	23.1	25.5	25.7	23.1	25.4	25.6
	14 Amberglen to Hillsboro	14.7	15.3	15.5	15.1	16.1	16.3	15.0	16.0	16.1	15.8	16.9	17.0	15.5	16.3	16.3	15.5	16.2	16.2
	14 CBD to Hillsboro	36.0	40.5	41.5	37.3	43.3	44.4	37.0	42.7	43.7	39.6	44.9	45.7	38.8	44.3	45.0	38.7	44.3	45.0
	15 Hillsboro to Forest Grove	15.9	16.4	16.6	16.1	17.4	17.7	16.1	17.4	17.6	16.5	18.3	18.6	16.4	17.8	18.1	16.3	17.7	18.0
	16 CBD to Sauvie Island	28.3	28.7	28.7	28.5	28.9	29.0	28.5	28.9	28.9	28.8	29.2	29.2	28.7	29.1	29.2	28.6	29.1	29.1
	17 <i>combined 17 &amp; 18 to cover O-D pair below</i>	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
	18 Rivergate to I-205/Sandy	21.4	22.1	22.3	21.7	22.9	23.0	21.7	22.8	22.9	22.2	23.4	23.6	22.4	23.7	23.7	22.2	23.5	23.5
	19 CBD to Lents	25.7	29.6	30.1	26.6	30.9	31.2	26.4	30.5	30.8	27.8	31.1	31.4	27.7	31.0	31.1	27.6	30.9	31.0
	20 Lents to Gresham	21.7	22.4	22.6	22.5	23.5	23.6	22.5	23.3	23.5	22.7	24.1	24.3	22.6	23.5	23.6	22.5	23.3	23.4
	21 CBD to Oregon City	34.7	40.3	41.4	35.8	42.5	43.5	35.6	41.8	42.9	36.9	43.1	44.3	36.7	43.5	44.3	36.6	43.3	44.2
	22 Milwaukie to Clackamas Town Center	11.9	12.7	12.6	12.3	13.3	13.3	12.3	13.2	13.3	12.6	13.6	13.6	12.5	13.6	13.5	12.4	13.4	13.4
	23 Clackamas Town Center to Happy Valley	11.9	12.8	13.1	12.3	14.2	14.4	12.0	13.9	14.2	12.9	15.0	15.1	12.0	13.1	13.2	12.0	12.9	13.0
	24 Wood Village to Gresham	11.1	11.3	11.3	11.2	11.5	11.6	11.2	11.5	11.5	11.3	11.8	11.9	11.2	11.7	11.7	11.2	11.7	11.8
	24 Gresham to Happy Valley	20.4	21.4	21.5	21.4	22.9	23.2	21.4	22.5	22.7	22.3	25.0	25.1	20.8	22.4	22.6	20.5	21.7	21.8
	N/A Tualatin to Hillsboro	36.8	40.1	40.8	37.7	43.0	43.8	37.6	42.0	43.0	39.4	46.1	47.0	38.6	45.3	46.3	38.1	44.1	44.9

Source: Metro Travel Demand Model

Auto travel time (minutes) between locations (walk + in-vehicle time)		2015 Base			2027 No Build			2027 Constrained			2040 No Build			2040 Constrained			2040 Strategic			
Mobility	Corridor	Origin --> Destination	12-1pm	4-5pm	5-6pm	12-1pm	4-5pm	5-6pm	12-1pm	4-5pm	5-6pm	12-1pm	4-5pm	5-6pm	12-1pm	4-5pm	5-6pm	12-1pm	4-5pm	5-6pm
	1	Vancouver CBD to CBD (SOV)	23.0	22.8	22.4	24.5	24.4	23.8	24.5	24.3	23.7	26.3	26.0	25.1	22.2	22.9	22.6	22.2	22.8	22.5
	1	Vancouver CBD to CBD (HOV)	23.0	22.8	22.4	24.5	24.4	23.8	24.5	24.3	23.7	26.3	26.0	25.1	22.2	22.9	22.6	22.2	22.8	22.5
	2	Tigard to CBD	23.8	25.9	26.0	24.9	27.5	27.6	24.7	26.9	27.0	26.1	27.9	28.3	25.4	27.9	28.2	25.1	27.7	28.0
	2	Tualatin to Tigard	11.9	13.2	13.1	12.4	14.6	14.6	12.3	14.4	14.5	13.0	15.0	15.2	12.8	15.0	15.0	12.7	15.1	15.2
	3	Wilsonville to Tigard	19.9	21.7	21.7	21.0	24.1	24.1	21.0	23.9	24.0	22.4	25.4	25.4	21.3	25.0	25.2	21.2	24.9	25.0
	4	<i>no route specified</i>	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
	5	Gateway to CBD	21.7	22.2	22.1	22.1	23.2	23.1	22.0	22.8	22.7	22.8	24.0	23.8	22.7	24.0	23.9	22.6	23.9	23.9
	6	Gresham to Gateway	18.3	18.6	18.6	18.7	19.2	19.2	18.6	19.1	19.1	19.0	19.7	19.7	18.8	19.5	19.5	18.8	19.5	19.4
	6	Troutdale to Gateway	18.2	18.6	18.5	18.6	19.5	19.5	18.6	19.4	19.4	19.0	20.3	20.2	18.9	20.0	20.0	18.9	20.0	19.9
	7	PDX to CBD	30.6	31.2	31.1	31.2	32.3	32.2	31.0	31.9	31.8	31.9	33.2	33.0	31.8	33.2	33.1	31.7	33.1	33.0
	7	Vancouver Mall to Gateway	19.5	19.7	19.5	20.0	20.2	20.0	20.0	20.2	20.0	20.7	20.9	20.6	21.3	21.6	21.2	21.2	21.6	21.2
	8	Oregon City to Gateway	22.2	24.4	24.4	23.4	26.6	26.6	23.3	26.8	26.9	24.8	28.3	28.5	24.9	28.8	28.8	24.8	28.7	28.6
	9	Canby to Oregon City	16.5	16.8	16.8	16.7	17.1	17.1	16.7	17.1	17.1	16.8	17.4	17.4	16.8	17.4	17.5	16.8	17.4	17.5
	10	Oregon City to Tualatin	18.0	19.6	19.7	19.1	22.6	23.0	18.1	20.5	20.8	20.3	23.4	23.9	19.0	22.3	22.5	18.9	22.3	22.8
	11	Sherwood to Tigard	15.5	17.0	17.1	16.1	18.7	18.7	15.9	18.4	18.5	17.1	19.8	20.0	16.5	19.6	19.7	16.2	19.3	19.4
	12	Washington Square to Beaverton	10.5	11.3	11.3	10.8	12.1	12.1	10.8	12.0	12.0	11.2	12.4	12.5	11.0	12.5	12.6	10.7	11.9	11.9
	12	Tigard to Washington Square	8.2	8.4	8.4	8.4	8.5	8.5	8.3	8.5	8.4	8.7	8.8	8.7	8.5	8.6	8.6	8.5	8.6	8.6
	12	Tigard to Beaverton	14.0	15.4	15.4	14.6	16.5	16.6	14.5	16.3	16.4	15.2	17.0	17.1	15.0	17.1	17.3	14.3	16.0	16.1
	13	Beaverton to CBD	22.2	25.1	25.3	23.2	26.1	26.5	23.0	25.9	26.2	24.2	26.4	26.9	23.9	27.0	27.4	23.7	27.0	27.4
	14	Hillsboro to Beaverton	21.7	23.1	23.2	22.5	24.6	24.8	22.3	24.3	24.6	23.7	26.5	26.8	23.1	25.6	25.9	23.0	25.5	25.6
	14	Hillsboro to Amberglen	14.7	15.1	15.1	15.1	16.0	16.1	15.0	15.8	15.9	15.7	17.2	17.2	15.6	16.6	16.7	15.5	16.4	16.5
	14	Hillsboro to CBD	36.6	39.9	40.5	38.2	42.5	43.2	37.9	42.0	42.7	40.4	45.0	45.8	39.8	44.9	45.8	39.7	44.9	45.7
	15	Forest Grove to Hillsboro	17.0	17.3	17.2	17.2	17.6	17.5	17.2	17.5	17.5	17.5	18.1	18.1	17.5	18.0	17.9	17.4	17.9	17.9
	16	Sauvie Island to CBD	27.2	27.7	27.7	27.5	28.1	28.0	27.5	28.0	28.0	27.7	28.3	28.3	27.7	28.3	28.3	27.6	28.3	28.3
	17	<i>combined 17 &amp; 18 to cover O-D pair below</i>	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
	18	I-205/Sandy to Rivergate	21.4	21.5	21.5	21.8	22.1	22.0	21.8	21.9	21.9	22.4	22.7	22.5	22.5	23.6	23.4	22.2	23.2	23.1
	19	Lents to CBD	25.9	26.9	26.7	27.0	28.9	28.8	26.8	28.6	28.5	28.1	29.7	29.6	27.8	29.9	29.7	27.7	29.7	29.6
	20	Gresham to Lents	21.4	22.2	22.2	22.5	23.3	23.4	22.5	23.2	23.3	22.8	24.0	24.1	22.7	23.6	23.6	22.7	23.4	23.5
	21	Oregon City to CBD	34.3	35.7	35.6	35.0	38.0	38.0	34.8	37.4	37.4	36.4	39.6	39.8	35.8	39.6	39.7	35.7	39.2	39.2
	22	Clackamas Town Center to Milwaukie	11.7	12.3	12.3	12.3	13.1	13.1	12.0	12.6	12.6	12.7	13.6	13.5	12.3	13.0	12.9	12.2	12.8	12.7
	23	Happy Valley to Clackamas Town Center	11.9	11.9	11.9	12.2	12.7	12.6	11.9	12.0	12.0	12.8	13.2	13.1	11.9	12.0	12.0	11.9	12.0	11.9
	24	Gresham to Wood Village	11.1	11.2	11.1	11.2	11.3	11.3	11.2	11.3	11.3	11.3	11.4	11.4	11.2	11.4	11.3	11.2	11.4	11.3
	24	Happy Valley to Gresham	20.5	21.3	21.4	21.5	23.2	23.3	21.4	22.6	22.7	22.5	25.1	25.4	20.8	22.5	22.6	20.6	21.6	21.7
	N/A	Hillsboro to Tualatin	36.3	38.8	39.1	37.3	41.7	42.5	37.2	40.8	41.4	38.9	44.9	45.9	38.4	43.9	44.7	37.9	43.2	44.0

Source: Metro Travel Demand Model

Transit travel time (minutes) between locations (walk + wait + in-vehicle time)		2015 Base		2027 No Build		2027 Constrained		2040 No Build		2040 Constrained		2040 Strategic	
Mobility	Corridor Origin --> Destination	12-1pm	4-6pm	12-1pm	4-6pm	12-1pm	4-6pm	12-1pm	4-6pm	12-1pm	4-6pm	12-1pm	4-6pm
	1 CBD to Vancouver CBD	46.9	32.8	49.1	36.0	49.1	35.0	51.4	40.0	44.2	42.6	44.2	40.1
	2 CBD to Tigard	44.6	34.8	45.9	37.7	44.0	40.5	46.6	41.2	44.0	40.5	44.0	40.5
	2 CBD to Tualatin	76.5	43.2	74.3	53.0	63.3	63.7	75.8	62.3	61.5	63.7	57.9	56.2
	2 Tigard to Tualatin	32.3	29.5	29.4	29.5	29.1	29.5	30.3	29.5	28.1	29.5	22.0	22.0
	3 Tigard to Wilsonville	80.1	53.2	77.4	53.2	74.5	53.3	78.6	53.3	74.9	53.3	49.3	45.8
	4 CBD to Rose Quarter	18.3	17.0	18.3	17.0	18.2	16.6	18.3	17.0	16.3	14.8	16.3	14.7
	5 CBD to Gateway	33.8	32.5	33.8	32.5	34.0	32.3	33.8	32.5	31.8	30.5	31.8	30.5
	6 Gateway to Gresham	35.1	31.1	35.1	31.1	35.1	31.1	35.1	31.1	35.1	31.1	35.1	31.1
	6 Gateway to Troutdale	64.8	51.3	56.2	51.0	55.4	53.2	56.3	51.3	55.0	52.0	53.1	51.5
	7 CBD to PDX	50.8	50.8	50.8	50.8	50.8	49.3	50.8	50.8	48.8	47.3	48.8	47.3
	7 Gateway to Vancouver Mall	97.1	92.4	95.4	92.6	95.4	87.7	95.9	98.5	81.7	79.2	81.7	76.7
	8 Gateway to Oregon City	75.3	76.2	66.3	65.0	63.7	61.4	67.1	66.8	62.8	63.4	51.2	48.4
	8 Gateway to Clackamas Town Center	30.2	30.2	30.2	30.2	30.2	26.4	30.2	30.2	30.2	26.4	30.2	26.4
	8 Clackamas Town Center to Oregon City	50.6	51.0	40.7	39.3	38.1	39.6	41.4	41.1	37.2	41.5	28.0	28.9
	9 Oregon City to Canby	54.1	40.0	54.3	41.8	54.3	41.6	54.5	43.7	54.5	43.1	54.5	43.0
	10 Tualatin to Oregon City	116.9	98.8	99.1	101.5	83.4	84.8	101.1	107.0	81.5	86.4	41.0	46.0
	11 Tigard to Sherwood	54.1	37.8	62.5	40.4	42.6	41.4	63.9	43.8	43.7	44.0	43.2	42.9
	11 Tualatin to Sherwood	90.0	68.8	91.6	43.4	71.3	45.3	93.8	45.6	43.6	41.9	38.2	41.1
	12 Beaverton to Washington Square	26.6	27.3	25.3	26.4	24.8	24.8	25.7	27.2	23.3	23.4	22.5	23.3
	12 Washington Square to Tigard	20.0	20.4	19.4	20.1	19.3	19.3	19.6	20.8	17.8	18.4	17.3	18.0
	12 Beaverton to Tigard	32.9	30.2	32.0	30.2	31.4	30.1	32.6	30.2	29.6	30.0	22.7	22.6
	13 CBD to Beaverton	29.8	28.4	29.8	28.4	29.8	28.2	29.8	28.4	29.8	28.2	29.8	28.2
	14 Beaverton to Hillsboro	36.4	32.4	36.4	32.4	36.4	32.4	36.4	32.4	36.4	32.4	36.4	32.4
	14 Amberglen to Hillsboro	42.0	36.2	41.5	35.5	36.9	35.6	41.7	36.4	35.8	33.8	34.9	34.4
	14 CBD to Hillsboro	59.1	55.1	59.1	55.1	59.1	55.1	59.1	55.1	59.1	55.1	59.1	55.1
	15 Hillsboro to Forest Grove	35.9	36.6	36.1	37.7	32.7	33.4	36.5	38.8	32.2	33.8	32.4	28.7
	16 CBD to Sauvie Island	81.0	83.4	82.4	86.3	74.7	73.2	84.0	89.9	70.8	73.1	68.3	73.0
	16 CBD to St Johns	57.6	56.2	56.4	57.8	52.0	51.1	56.9	59.0	50.3	50.7	48.9	50.6
	17 <i>no route specified</i>	--	--	--	--	--	--	--	--	--	--	--	--
	18 <i>no route specified</i>	--	--	--	--	--	--	--	--	--	--	--	--
	19 CBD to Lents	49.4	49.3	49.4	49.3	47.6	43.8	49.4	49.3	47.6	43.6	47.6	43.6
	20 Lents to Gresham	53.1	49.1	53.1	49.1	44.1	45.4	53.1	49.1	43.5	45.4	42.2	45.4
	21 CBD to Oregon City	70.5	64.7	66.9	68.2	65.0	67.3	68.6	71.2	62.7	66.3	62.5	63.8
	22 Milwaukie to Clackamas Town Center	29.0	29.5	27.5	28.6	27.0	27.2	27.9	29.1	24.6	24.3	24.1	24.2
	23 Clackamas Town Center to Happy Valley	38.4	39.5	38.9	40.9	38.5	40.7	39.5	41.8	33.5	32.1	30.9	31.9
	24 Wood Village to Gresham	32.1	32.4	27.2	24.0	27.4	25.3	27.3	24.4	23.5	22.4	23.0	23.1
	24 Gresham to Happy Valley	91.2	88.3	91.6	89.7	91.2	85.7	92.3	90.6	86.2	77.2	52.3	55.7
	24 Gresham to Sandy	44.6	45.2	44.8	45.5	44.8	45.5	45.0	46.0	44.9	46.0	44.9	45.8

Source: Metro Travel Demand Model

Transit travel time (minutes) between locations (walk + wait + in-vehicle time)		2015 Base		2027 No Build		2027 Constrained		2040 No Build		2040 Constrained		2040 Strategic	
Mobility	Corridor Origin --> Destination	12-1pm	4-6pm	12-1pm	4-6pm	12-1pm	4-6pm	12-1pm	4-6pm	12-1pm	4-6pm	12-1pm	4-6pm
1	Vancouver CBD to CBD	48.9	30.4	51.5	32.8	50.8	31.9	54.0	35.4	43.9	42.4	43.9	39.9
2	Tigard to CBD	45.6	51.1	47.0	52.4	42.5	39.0	47.8	53.0	42.5	39.0	42.5	39.0
2	Tualatin to CBD	87.9	45.9	77.1	49.2	63.8	62.7	78.5	54.7	61.9	62.7	57.9	56.4
2	Tualatin to Tigard	39.4	29.8	32.6	29.8	32.2	29.8	33.5	29.8	30.5	29.8	22.3	22.3
3	Wilsonville to Tigard	86.3	54.8	82.0	54.8	77.0	54.3	83.3	54.8	76.9	54.4	51.9	47.3
4	Rose Quarter to CBD	15.9	14.8	15.9	14.8	15.2	14.1	15.9	14.8	14.1	12.8	14.1	12.8
5	Gateway to CBD	31.7	30.6	31.7	30.6	31.0	29.9	31.7	30.6	29.9	28.6	29.9	28.6
6	Gresham to Gateway	35.4	31.4	35.4	31.4	35.4	31.4	35.4	31.4	35.4	31.4	35.4	31.4
6	Troutdale to Gateway	59.3	53.4	54.7	52.9	55.6	52.7	54.8	53.3	53.2	52.2	52.3	49.0
7	PDX to CBD	49.2	49.2	49.2	49.2	49.2	47.7	49.2	49.2	47.5	46.0	47.5	46.0
7	Vancouver Mall to Gateway	93.6	84.6	97.4	85.0	97.4	82.9	98.2	86.0	81.8	79.2	81.8	76.7
8	Oregon City to Gateway	76.1	75.0	66.0	61.8	62.9	58.4	66.6	63.0	61.6	60.2	50.0	44.9
8	Clackamas Town Center to Gateway	30.1	30.1	30.1	30.1	30.1	26.3	30.1	30.1	30.1	26.3	30.1	26.3
8	Oregon City to Clackamas Town Center	50.3	48.9	39.4	35.1	36.3	35.5	39.9	36.2	34.9	37.3	26.6	25.3
9	Canby to Oregon City	54.6	40.1	54.8	40.7	54.8	40.5	55.0	41.3	55.0	41.1	55.0	41.2
10	Oregon City to Tualatin	114.2	101.7	97.4	95.3	82.2	77.6	99.5	101.2	78.9	79.6	39.2	41.8
11	Sherwood to Tigard	54.5	56.2	62.7	62.0	42.4	40.0	63.9	63.6	43.1	41.5	42.8	41.2
11	Sherwood to Tualatin	89.9	86.3	91.4	43.7	70.9	43.5	93.5	44.8	42.9	39.6	37.4	39.1
12	Washington Square to Beaverton	24.8	25.7	24.7	26.3	24.8	25.4	25.1	27.3	23.2	24.8	22.2	23.7
12	Tigard to Washington Square	18.4	18.6	17.9	18.2	17.9	17.7	18.1	18.6	17.2	17.0	16.7	16.9
12	Tigard to Beaverton	30.6	29.1	30.5	29.1	30.6	29.1	31.1	29.1	28.5	29.1	21.6	21.6
13	Beaverton to CBD	31.0	29.2	31.0	29.2	30.2	28.7	31.0	29.2	30.2	28.7	30.2	28.7
14	Hillsboro to Beaverton	36.5	32.5	36.5	32.5	36.5	32.5	36.5	32.5	36.5	32.5	36.5	32.5
14	Hillsboro to Amberglen	42.5	36.6	41.9	35.6	37.1	35.8	41.3	36.8	36.0	34.2	35.0	34.8
14	Hillsboro to CBD	60.1	56.1	60.1	56.1	60.1	56.1	60.1	56.1	60.1	56.1	60.1	56.1
15	Forest Grove to Hillsboro	40.3	40.6	40.5	40.9	36.7	36.1	40.8	41.5	36.0	36.5	32.4	28.6
16	Sauvie Island to CBD	81.4	83.7	82.9	86.2	75.1	73.1	84.7	89.5	71.3	73.0	68.7	72.9
16	St Johns to CBD	58.3	57.9	59.1	59.4	55.1	53.6	59.9	60.2	53.1	52.6	52.3	49.9
17	<i>no route specified</i>	--	--	--	--	--	--	--	--	--	--	--	--
18	<i>no route specified</i>	--	--	--	--	--	--	--	--	--	--	--	--
19	Lents to CBD	48.4	48.4	48.4	48.4	46.8	43.0	48.4	48.4	46.8	43.0	46.8	43.0
20	Gresham to Lents	52.7	48.7	52.7	48.7	52.7	45.0	52.7	48.7	52.7	45.0	52.7	45.0
21	Oregon City to CBD	68.5	69.6	69.3	72.0	65.6	67.8	70.5	73.0	65.1	64.6	65.6	61.8
22	Clackamas Town Center to Milwaukie	29.3	29.7	28.0	29.0	27.1	27.2	28.5	29.7	24.8	24.4	24.5	24.4
23	Happy Valley to Clackamas Town Center	37.1	37.1	37.4	37.9	37.1	37.2	38.1	38.5	32.1	29.7	29.6	29.6
24	Gresham to Wood Village	32.1	32.1	25.6	23.4	27.2	24.8	25.7	23.6	23.6	21.9	20.8	20.5
24	Happy Valley to Gresham	90.6	86.7	91.0	87.5	81.6	83.0	91.7	88.0	76.0	75.5	58.8	55.2
24	Sandy to Gresham	43.4	43.6	43.6	43.8	43.5	43.8	43.7	44.0	43.7	44.0	43.7	43.9

Source: Metro Travel Demand Model

Freight Truck Travel Times Along Selected Routes (minutes)		2015 Base			2027 No Build			2027 Constrained			2040 No Build			2040 Constrained			2040 Strategic		
Mobility Corridor	length (mi)	12-1pm	2-3pm	5-6pm	12-1pm	2-3pm	5-6pm	12-1pm	2-3pm	5-6pm	12-1pm	2-3pm	5-6pm	12-1pm	2-3pm	5-6pm	12-1pm	2-3pm	5-6pm
<b>Mobility Corridor 1</b>																			
CEID to Vancouver CBD	8.5	11.9	12.9	17.5	13.5	14.6	18.4	13.2	14.6	18.1	15.1	15.3	19.2	12.0	12.5	14.7	11.9	12.4	14.5
Vancouver CBD to CEID	8.4	11.3	11.0	11.0	12.7	12.1	12.1	12.2	11.6	11.6	14.1	13.4	13.2	10.6	10.6	10.8	10.7	10.5	10.8
Vista Ridge Tunnel to Vancouver CBD	8.7	12.0	12.9	17.8	13.9	15.0	18.9	13.7	15.0	18.7	15.5	15.7	19.5	12.7	13.0	15.4	12.7	12.9	15.2
Vancouver CBD to Vista Ridge Tunnel	8.4	10.9	10.6	11.2	12.5	12.2	13.1	12.4	12.0	12.8	14.1	13.9	14.2	11.0	11.5	12.2	11.0	11.4	12.2
<b>Mobility Corridor 2</b>																			
Tualatin Industrial to I-5 @ Morrison Br	14.7	18.0	18.9	21.2	19.4	21.4	23.8	19.3	20.6	23.0	21.3	22.8	25.0	20.1	22.4	24.8	19.7	21.7	24.3
I-5 @ Morrison Br to Tualatin Industrial	15.3	18.9	19.6	22.5	20.5	22.7	26.4	20.3	21.7	25.9	22.8	24.2	27.4	21.3	23.7	27.0	21.1	23.4	26.9
<b>Mobility Corridor 3</b>																			
Tualatin Industrial to Tigard Industrial	5.7	8.4	8.8	9.7	9.0	10.0	11.4	9.0	9.6	11.0	10.0	11.0	12.2	9.5	10.6	11.6	9.0	9.9	11.0
Tigard Industrial to Tualatin Industrial	5.7	8.3	8.7	9.6	8.9	9.8	11.0	8.8	9.4	10.8	9.9	10.4	11.7	9.5	10.3	11.6	9.0	10.1	11.2
Wilsonville Industrial to Tigard Industrial	6.8	8.0	8.5	9.0	8.6	9.5	10.5	8.6	9.3	10.6	9.4	10.4	11.5	8.8	10.0	11.2	8.7	9.7	10.8
Tigard Industrial to Wilsonville Industrial	6.3	7.4	7.7	8.5	7.8	8.5	9.6	7.9	8.4	9.8	8.6	9.1	10.4	8.4	9.4	10.7	8.5	9.7	10.9
<b>Mobility Corridor 4</b>																			
Marquam Bridge via I-405 to Fremont Bridge	3.0	3.2	3.2	3.3	3.2	3.3	3.4	3.2	3.2	3.3	3.3	3.3	3.4	3.3	3.3	3.4	3.2	3.3	3.4
Fremont Bridge to Marquam Bridge via I-405	2.8	3.1	3.1	3.3	3.2	3.3	3.6	3.2	3.2	3.6	3.4	3.6	3.8	3.3	3.4	3.8	3.3	3.4	3.8
I-5 via 405 to US 30 @ NW 26th	3.4	3.7	3.7	3.7	3.8	3.8	3.8	3.8	3.8	3.8	3.8	3.8	3.8	3.8	3.8	3.8	3.8	3.8	3.8
US 30 @ NW 26th to I-5 via 405	3.3	3.6	3.7	3.9	3.8	3.9	4.2	3.7	3.8	4.2	3.9	4.1	4.4	3.8	4.0	4.3	3.8	3.9	4.3
<b>Mobility Corridor 5</b>																			
I-5 @ Morrison to I-84/I-205	7.7	9.6	10.1	13.1	10.2	11.2	13.4	10.1	10.9	13.0	11.0	11.4	13.4	10.9	11.6	13.1	10.8	11.5	13.0
I-84/I-205 to I-5 @ Morrison	7.0	8.2	8.2	8.7	8.7	8.8	9.6	8.5	8.6	9.3	9.3	9.4	10.2	9.4	9.7	10.4	9.3	9.7	10.4
<b>Mobility Corridor 6</b>																			
I-84/I-205 to FedEx Ground	9.9	9.6	9.6	9.9	9.8	9.8	10.3	9.8	9.8	10.2	10.1	10.1	10.5	10.0	10.0	10.4	10.0	10.0	10.4
FedEx Ground to I-84/I-205	9.7	9.1	9.1	9.3	9.2	9.4	10.2	9.2	9.3	10.1	9.5	9.7	10.7	9.4	9.5	10.5	9.4	9.5	10.5
Air Trans Way to FedEx Ground	11.3	13.8	13.7	14.3	14.1	14.1	14.5	14.1	14.1	14.4	14.5	14.5	14.9	14.6	14.6	14.8	14.6	14.5	14.8
FedEx Ground to Air Trans Way	11.3	13.9	13.9	14.1	14.2	14.3	14.2	14.2	14.2	14.1	14.6	14.7	14.5	14.7	14.7	14.5	14.6	14.6	14.5
<b>Mobility Corridor 7</b>																			
Air Trans Way to I-84/I-205	3.6	4.7	4.9	5.8	4.9	5.2	6.1	4.9	5.1	5.9	5.1	5.5	6.3	5.1	5.4	6.2	5.2	5.4	6.2
I-84/I-205 to Air Trans Way	4.0	5.0	5.0	5.2	5.2	5.3	5.4	5.2	5.2	5.4	5.5	5.4	5.6	5.5	5.5	5.7	5.6	5.5	5.7
<b>Mobility Corridor 8</b>																			
Clackamas Industrial Area to I-84/I-205	11.8	12.3	12.5	13.6	13.0	13.4	14.6	12.9	13.3	14.7	13.7	14.1	15.7	13.8	14.3	15.7	13.8	14.3	15.6
I-84/I-205 to Clackamas Industrial Area	11.9	12.5	12.7	13.7	13.1	13.4	14.7	13.1	13.4	14.8	13.8	14.1	15.5	14.3	14.9	16.6	14.2	14.8	16.5
<b>Mobility Corridor 9</b>																			
Beavercreek Industrial Area to Clackamas	7.7	9.2	9.8	9.7	10.0	10.8	10.9	10.0	10.9	11.4	10.6	11.1	12.0	11.1	12.4	13.6	11.1	12.4	13.5
Clackamas Industrial Area to Beavercreek	8.0	9.9	9.9	13.4	10.7	11.0	14.7	10.7	11.0	15.3	11.5	11.9	15.1	11.7	13.1	16.2	11.8	13.2	16.2

Freight Truck Travel Times Along Selected Routes (minutes)		2015 Base			2027 No Build			2027 Constrained			2040 No Build			2040 Constrained			2040 Strategic		
Mobility Corridor	length (mi)	12-1pm	2-3pm	5-6pm	12-1pm	2-3pm	5-6pm	12-1pm	2-3pm	5-6pm	12-1pm	2-3pm	5-6pm	12-1pm	2-3pm	5-6pm	12-1pm	2-3pm	5-6pm
<b>Mobility Corridor 10</b>																			
Tualatin Industrial to Clackamas Industrial	18.2	19.6	20.6	25.4	21.0	23.0	27.4	19.9	20.9	25.6	22.3	24.2	27.9	21.7	23.8	28.2	21.5	23.6	28.0
Clackamas Industrial Area to Tualatin Industrial	18.1	20.0	20.4	22.4	21.3	22.6	26.2	20.3	20.9	24.0	23.0	24.1	27.3	21.8	23.7	26.5	21.7	23.7	26.8
<b>Mobility Corridor 11</b>																			
Tualatin Industrial to Tigard	5.1	7.6	8.1	8.9	8.3	9.2	10.6	8.1	8.8	10.3	9.2	10.4	11.8	8.6	10.0	11.5	8.3	9.4	11.2
Tigard to Tualatin Industrial	5.1	7.6	8.3	9.5	8.3	9.5	11.3	8.1	9.1	11.2	9.4	10.4	12.3	8.9	10.4	12.3	8.7	10.2	12.2
<b>Mobility Corridor 12</b>																			
Hwy 217 Corridor NB	7.8	8.7	9.6	11.4	9.0	10.2	11.9	8.9	10.0	11.8	9.6	10.8	12.5	9.5	11.2	12.7	8.6	9.9	11.6
Hwy 217 Corridor SB	8.0	9.2	9.5	10.9	9.5	10.3	11.6	9.5	10.1	11.7	10.2	10.7	12.1	10.0	10.8	12.1	9.1	9.5	10.5
<b>Mobility Corridor 13</b>																			
N Hillsboro Industrial to I-5 @ Morrison	15.4	16.7	17.2	20.0	17.8	19.3	22.1	17.7	18.8	21.8	19.5	20.8	24.0	19.0	21.0	24.0	18.9	20.8	23.9
I-5 @ Morrison to N Hillsboro Industrial	16.3	17.4	17.9	21.4	18.5	19.6	23.6	18.4	19.2	23.3	20.4	21.3	24.4	19.8	21.7	24.3	19.7	21.4	24.4
<b>Mobility Corridor 14</b>																			
Tigard Industrial to N. Hillsboro Industrial	17.0	18.4	19.0	21.2	19.0	19.9	22.4	18.9	19.6	22.1	20.7	21.8	23.9	20.3	21.9	23.8	19.5	20.3	22.5
N. Hillsboro Industrial to Tigard Industrial	16.5	17.8	18.6	20.9	18.5	20.1	23.0	18.4	19.8	22.8	20.0	21.9	25.1	19.4	21.7	24.6	18.6	20.4	23.1
<b>Mobility Corridor 15</b>																			
Forest Grove to N Hillsboro Industrial	9.3	12.6	12.7	13.0	12.9	13.1	13.5	12.8	13.0	13.4	13.5	13.7	14.2	13.4	13.6	14.0	13.3	13.5	13.9
N Hillsboro Industrial to Forest Grove	9.3	12.4	12.6	13.5	12.7	13.1	14.9	12.7	13.0	14.8	13.3	14.0	16.1	13.2	13.7	15.4	13.1	13.6	15.2
<b>Mobility Corridor 16</b>																			
CEID to Swan Island	4.5	6.8	7.0	7.6	7.1	7.3	7.7	6.8	7.0	7.5	7.5	7.6	8.1	6.8	7.2	7.7	6.8	7.2	7.6
Swan Island to CEID	4.5	6.4	6.5	7.3	6.7	6.8	7.5	6.2	6.2	7.0	7.0	7.1	7.5	6.3	6.3	6.9	6.3	6.3	6.8
Vista Ridge Tunnel to T4	9.4	13.2	13.3	14.0	13.8	14.0	14.7	13.7	13.9	14.5	14.4	14.6	15.4	14.1	14.4	15.3	14.0	14.3	15.3
T4 to Vista Ridge Tunnel	9.3	12.5	12.6	13.7	13.1	13.6	15.2	13.0	13.4	15.1	13.9	14.7	15.8	13.5	14.4	15.7	13.4	14.4	15.7
<b>Mobility Corridor 17</b>																			
T6 to I-5 at Marine Dr.	4.2	4.9	4.9	5.1	5.0	5.0	5.1	5.0	5.0	5.1	5.0	5.0	5.2	5.0	5.1	5.4	5.0	5.1	5.5
I-5 at Marine Dr. to T6	4.2	4.9	4.9	4.9	5.0	4.9	4.9	5.0	4.9	4.9	5.0	5.0	4.9	5.0	5.0	4.9	5.0	5.0	4.9
T4 to I-5 SB ramp at Columbia Blvd.	5.1	6.3	6.3	6.4	6.4	6.5	6.6	6.4	6.5	6.6	6.5	6.7	6.8	6.5	6.6	6.7	6.5	6.6	6.7
I-5 SB ramp at Columbia Blvd. to T4	5.1	6.3	6.3	6.5	6.4	6.5	6.7	6.4	6.5	6.7	6.6	6.7	6.9	6.5	6.6	6.7	6.5	6.6	6.8
<b>Mobility Corridor 18</b>																			
Columbia Blvd. at I-5 to I-205 SB at I-84	6.4	8.3	8.5	9.7	8.6	8.9	10.4	8.6	8.9	10.2	9.1	9.5	10.8	9.1	9.5	10.5	9.0	9.4	10.4
I-205 NB at I-84 to Columbia Blvd. at I-5	6.8	8.6	8.6	9.0	9.1	9.1	9.5	9.0	9.0	9.4	9.6	9.6	10.1	9.7	9.8	10.3	9.5	9.5	10.1
Columbia Blvd. at I-5 to Air Trans	4.0	4.7	4.7	5.0	4.8	4.9	5.3	4.8	4.9	5.2	5.0	5.2	5.5	5.1	5.2	5.4	5.0	5.1	5.4
Air Trans to Columbia Blvd. at I-5	4.0	4.7	4.7	4.9	4.9	4.9	5.2	4.9	4.9	5.1	5.2	5.2	5.5	5.2	5.3	5.7	5.1	5.2	5.5

Freight Truck Travel Times Along Selected Routes (minutes)		2015 Base			2027 No Build			2027 Constrained			2040 No Build			2040 Constrained			2040 Strategic		
Mobility Corridor	length (mi)	12-1pm	2-3pm	5-6pm	12-1pm	2-3pm	5-6pm	12-1pm	2-3pm	5-6pm	12-1pm	2-3pm	5-6pm	12-1pm	2-3pm	5-6pm	12-1pm	2-3pm	5-6pm
<b>Mobility Corridor 19</b>																			
Brooklyn Yard to CEID	2.3	3.9	3.9	4.0	4.0	4.1	4.3	4.1	4.1	4.3	4.3	4.3	4.5	4.4	4.4	4.6	4.3	4.4	4.6
CEID to Brooklyn Yard	2.3	4.0	4.3	5.2	4.2	4.6	5.3	4.1	4.4	5.2	4.5	4.8	5.4	4.3	4.7	5.3	4.3	4.6	5.2
East End of Ross Island Bridge to I-205	4.6	8.5	9.1	11.5	9.0	10.0	11.9	9.0	9.8	11.9	9.7	10.4	12.0	9.6	10.6	12.1	9.6	10.5	12.1
I-205 to East End of Ross Island Bridge	4.6	8.9	9.1	9.8	9.6	9.9	10.7	9.4	9.7	10.4	10.2	10.4	11.1	10.1	10.6	11.2	10.0	10.5	11.2
<b>Mobility Corridor 20</b>																			
I-205 to US26 at Powell Valley Rd	8.3	12.3	12.6	14.0	13.0	13.5	14.9	12.9	13.3	14.6	13.5	14.0	15.5	13.2	13.6	14.9	13.1	13.5	14.6
US26 at Powell Valley Rd to I-205	8.3	12.2	12.4	12.7	12.9	13.2	13.6	12.8	13.2	13.6	13.3	13.7	14.3	13.1	13.5	14.0	13.0	13.3	13.8
<b>Mobility Corridor 21</b>																			
I-205 north to Brooklyn Yard	9.2	13.8	14.0	14.4	14.1	14.5	15.3	14.1	14.4	15.0	14.6	15.0	16.2	14.5	15.1	16.1	14.4	14.9	15.8
Brooklyn Yard south to I-205	9.2	14.0	14.3	16.6	14.3	14.9	17.8	14.3	14.8	17.9	14.6	15.5	18.2	14.7	15.9	18.8	14.7	15.8	18.7
<b>Mobility Corridor 22</b>																			
Clackamas Industrial to Brooklyn Yard	9.2	12.0	12.2	12.9	12.6	13.0	14.1	12.3	12.5	13.5	13.2	13.7	15.1	12.7	13.2	14.3	12.6	13.1	14.1
Brooklyn Yard to Clackamas Industrial	9.4	12.4	12.8	14.9	12.9	13.5	15.7	12.9	13.4	15.6	13.4	14.1	16.1	13.5	14.3	16.6	13.4	14.2	16.4
<b>Mobility Corridor 23</b>																			
Clackamas Industrial to US 26 (in Boring)	10.0	12.3	12.9	15.4	13.6	14.5	16.9	13.5	14.4	16.9	14.7	15.7	18.8	13.3	13.8	15.9	12.2	12.8	14.9
US 26 (in Boring) to Clackamas Industrial	10.0	12.1	12.5	12.8	13.1	13.8	14.5	13.1	13.8	14.5	14.2	14.7	15.9	13.0	13.5	14.4	12.1	12.6	13.5
<b>Mobility Corridor 24</b>																			
US 26 at Hwy 212 to I-84	8.6	9.9	9.9	10.0	10.0	10.1	10.3	10.0	10.1	10.3	10.2	10.4	10.6	10.1	10.3	10.5	10.1	10.2	10.5
I-84 to US 26 at Hwy 212	8.6	9.9	10.1	10.7	10.1	10.4	11.2	10.1	10.4	11.1	10.4	10.6	11.8	10.3	10.5	11.5	10.3	10.5	11.5
<b>Other Routes</b>																			
N Hillsboro Industrial to US 30 at St. Johns	16.3	20.0	20.5	21.8	21.0	22.0	24.0	20.9	21.7	23.8	22.5	23.4	26.0	21.9	23.6	26.0	22.0	23.5	25.8
US 30 at St. Johns Bridge to N Hillsboro Industrial	16.3	20.0	20.3	21.3	20.8	21.5	23.6	20.7	21.3	23.3	22.0	22.9	24.9	21.7	23.0	24.7	21.7	22.9	24.9
Tualatin Industrial to N Hillsboro Industrial	20.8	26.1	27.4	30.3	27.1	29.1	32.6	26.4	28.0	31.7	29.3	32.1	35.5	27.9	30.4	34.3	27.5	29.6	33.4
N Hillsboro Industrial to Tualatin Industrial	20.8	26.0	27.1	29.8	27.4	29.5	33.7	26.8	28.3	32.3	29.7	32.6	37.4	28.2	30.8	35.3	27.9	30.3	34.6
Tualatin Industrial to N Hillsboro Industrial	20.1	23.1	24.2	26.9	24.2	26.2	29.5	24.0	25.6	28.9	26.5	28.8	31.9	25.6	28.4	31.4	24.6	26.6	29.8
N Hillsboro Industrial to Tualatin Industrial	19.5	22.7	24.1	27.2	23.9	26.3	30.3	23.6	25.7	29.9	26.2	28.9	33.2	25.3	28.4	32.5	24.5	27.5	31.7

Source: Metro Travel Demand Model

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## Bike travel time (minutes) between locations (assumes 12 mph speed for all bikes)

Mobility		2015	2027	2027	2040	2040	2040
Corridor	Origin --> Destination	Base	No Build	Constrained	No Build	Constrained	Strategic
1	CBD to Rosa Parks	23.2	23.2	23.2	23.2	23.0	23.0
1	Rosa Parks to Vancouver CBD	27.0	27.0	27.0	27.0	28.0	27.0
2	South Waterfront Tram to Barbur TC	25.6	25.6	25.6	25.6	25.4	25.4
2	Barbur TC to Tigard	18.3	18.3	18.3	18.3	18.3	18.3
2	Tigard to Tualatin	19.8	19.8	19.8	19.8	19.8	19.8
2	Tigard to Lake Grove	19.4	19.4	21.1	19.4	20.2	19.0
3	Tualatin to Wilsonville	37.7	37.5	37.5	37.5	37.3	39.8
4	CBD to South Waterfront Tram	10.2	10.2	10.2	10.2	10.2	10.2
5	CBD to Hollywood TC	21.6	21.6	21.6	21.6	21.6	23.7
5	Hollywood TC to Gateway	19.5	19.5	19.8	19.5	19.8	22.5
6	Gateway to Rockwood	22.5	22.5	22.4	22.5	22.4	22.4
6	Rockwood to Gresham	17.5	17.5	17.2	17.5	17.2	17.2
7	CBD to Gateway	35.8	35.8	34.9	35.8	34.9	34.9
7	Gateway to PDX	36.4	36.4	36.4	36.4	36.4	36.5
8	Gateway to Lents	21.5	21.5	21.5	21.5	21.5	21.5
8	Lents to Clackamas Town Center	20.6	20.6	20.6	20.6	20.6	20.6
8	Clackamas Town Center to Oregon City	37.1	37.1	37.1	37.1	37.6	37.1
9	Oregon City to Clackamas Community College	18.3	18.3	18.3	18.3	18.3	18.3
10	Tualatin to Oregon City	55.8	56.0	56.0	56.0	55.9	55.9
11	Tigard to Sherwood	35.3	35.3	35.3	35.3	35.3	37.9
12	Beaverton to Washington Square	18.1	20.3	20.3	20.3	20.3	19.4
12	Washington Square to Tigard	12.9	12.9	12.9	12.9	12.9	12.9
12	Beaverton to Aloha (185th/TV Hwy)	16.9	16.9	17.0	16.9	17.0	17.8
13	Beaverton to Providence Medical Center	15.9	15.8	15.8	15.8	16.8	16.8
13	Sunset TC to Goose Hollow MAX Station	28.0	28.0	28.0	28.0	33.7	28.0
14	Aloha (185th/TV Hwy) to Hillsboro	34.2	34.2	34.3	34.2	34.8	34.8
14	Orenco MAX Station to Aloha (185th/TV Hwy)	24.0	23.9	23.9	23.9	22.1	22.1
14	Orenco MAX Station to Amberglen	14.6	14.6	14.6	14.6	13.9	13.9
14	Bethany to Amberglen	19.3	19.3	19.3	19.3	19.3	18.6
14	Bethany to Intel - East	25.8	25.8	25.8	25.8	25.8	25.8
14	Hillsboro to Intel - West	11.8	11.8	12.0	11.8	12.0	12.0
14	Amberglen to Hillsboro	30.1	30.1	30.1	30.1	30.1	29.8
15	Hillsboro to Cornelius	22.0	22.0	24.4	22.0	24.4	23.5
15	Cornelius to Forest Grove	16.3	16.3	18.9	16.3	17.9	16.4
16	CBD to St Johns	41.0	41.0	41.1	41.0	40.6	40.6
17	St Johns to PDX	53.0	53.0	53.0	53.0	54.1	54.1
18	<i>no route specified</i>	--	--	--	--	--	--
19	Bybee MAX Station to Tilikum Crossing - East	23.2	23.2	23.2	23.2	23.3	23.3
19	Lents to Clinton St MAX Station	28.1	25.7	25.7	25.7	25.7	25.7
20	Lents to Powell Butte	25.9	25.9	25.9	25.9	25.9	25.9
20	Powell Butte to Gresham	23.5	23.5	23.5	23.5	23.5	23.5
21	Lake Oswego to Park Ave MAX Station	39.1	39.1	12.4	39.1	12.2	12.2
21	Lake Oswego to West Linn (Bolton)	26.5	26.5	26.5	26.5	26.5	26.5
21	Milwaukie to Bybee MAX Station	17.2	17.2	17.2	17.2	17.2	17.2
21	Park Ave MAX Station to Oregon City	32.5	32.3	32.3	32.3	32.3	32.3
21	Lake Oswego to John's Landing near Sellwood	25.3	25.3	25.3	25.3	21.6	21.6
22	Clackamas Town Center to Milwaukie	19.1	19.1	20.3	19.1	19.1	19.1
23	Clackamas Town Center to Happy Valley	22.6	22.6	22.6	22.6	22.6	22.6
24	Wood Village to Gresham	17.8	17.8	17.6	17.8	17.6	17.6
24	Troutdale Town Center to Gresham	21.9	21.9	21.9	21.9	21.9	22.5
24	Gresham to Springwater Trail	12.1	12.1	12.1	12.1	12.1	12.1

Source: Metro Travel Demand Model

## Bike travel time (minutes) between locations (assumes 12 mph speed for all bikes)

Mobility		2015	2027	2027	2040	2040	2040
Corridor	Origin --> Destination	Base	No Build	Constrained	No Build	Constrained	Strategic
1	Rosa Parks to CBD	21.5	21.5	21.5	21.5	21.7	21.7
1	Vancouver CBD to Rosa Parks	27.3	27.3	27.3	27.3	27.3	27.3
2	Barbur TC to South Waterfront Tram	25.5	25.5	25.5	25.5	25.4	25.4
2	Tigard to Barbur TC	18.3	18.3	18.3	18.3	18.3	18.3
2	Tualatin to Tigard	19.8	19.8	19.8	19.8	19.8	19.8
2	Lake Grove to Tigard	19.4	19.4	21.1	19.4	20.2	19.0
3	Wilsonville to Tualatin	37.7	37.5	37.5	37.5	37.3	39.8
4	South Waterfront Tram to CBD	10.2	10.2	10.2	10.2	10.2	10.2
5	Hollywood TC to CBD	21.9	21.9	21.9	21.9	21.9	24.2
5	Gateway to Hollywood TC	19.5	19.5	19.3	19.5	19.3	22.5
6	Rockwood to Gateway	21.6	21.6	21.5	21.6	21.5	21.5
6	Gresham to Rockwood	17.0	17.0	15.5	17.0	15.5	15.5
7	Gateway to CBD	36.0	36.0	34.7	36.0	34.7	34.7
7	PDX to Gateway	36.4	36.4	36.4	36.4	36.4	36.5
8	Lents to Gateway	21.3	21.3	21.7	21.3	21.7	21.7
8	Clackamas Town Center to Lents	20.9	20.9	20.9	20.9	20.9	20.9
8	Oregon City to Clackamas Town Center	37.1	37.1	37.1	37.1	37.7	37.2
9	Clackamas Community College to Oregon C	18.3	18.3	18.3	18.3	18.3	18.3
10	Oregon City to Tualatin	55.8	56.0	56.0	56.0	55.9	55.9
11	Sherwood to Tigard	35.3	35.3	35.3	35.3	35.3	37.9
12	Washington Square to Beaverton	17.5	17.5	17.5	17.5	20.1	19.2
12	Tigard to Washington Square	12.9	12.9	12.9	12.9	12.9	12.9
12	Aloha (185th/TV Hwy) to Beaverton	16.9	16.9	17.0	16.9	17.0	17.9
13	Providence Medical Center to Beaverton	15.2	15.1	15.1	15.1	15.3	15.3
13	Goose Hollow MAX Station to Sunset TC	28.0	28.0	28.0	28.0	31.6	31.6
14	Hillsboro to Aloha (185th/TV Hwy)	34.1	34.1	34.2	34.1	34.7	34.7
14	Aloha (185th/TV Hwy) to Orenco MAX Stat	24.0	23.9	23.9	23.9	22.1	22.1
14	Amberglen to Orenco MAX Station	14.6	14.6	14.6	14.6	13.9	13.9
14	Amberglen to Bethany	19.3	19.3	19.3	19.3	19.3	18.6
14	Intel - East to Bethany	25.8	25.8	25.8	25.8	25.8	25.8
14	Intel - West to Hillsboro	11.8	11.8	12.0	11.8	12.0	12.0
14	Hillsboro to Amberglen	30.1	30.1	30.1	30.1	30.1	29.8
15	Cornelius to Hillsboro	22.5	22.5	24.4	22.5	24.4	23.5
15	Forest Grove to Cornelius	18.8	18.8	18.9	18.8	17.9	16.4
16	St Johns to CBD	39.2	39.2	39.2	39.2	38.8	38.8
17	PDX to St Johns	53.0	53.0	53.0	53.0	54.1	54.1
18	<i>no route specified</i>	--	--	--	--	--	--
19	Tilikum Crossing - East End to Bybee MAX S	22.9	22.9	22.9	22.9	23.1	23.1
19	Clinton St MAX Station to Lents	28.1	25.7	25.7	25.7	25.7	25.7
20	Powell Butte to Lents	26.2	26.2	26.2	26.2	26.2	26.2
20	Gresham to Powell Butte	23.5	23.5	23.5	23.5	23.5	23.5
21	Park Ave MAX Station to Lake Oswego	39.1	39.1	12.4	39.1	12.2	12.2
21	West Linn (Bolton) to Lake Oswego	26.5	26.5	26.5	26.5	26.5	26.5
21	Bybee MAX Station to Milwaukie	17.2	17.2	17.2	17.2	17.2	17.2
21	Oregon City to Park Ave MAX Station	32.5	32.3	32.3	32.3	32.4	32.4
21	John's Landing near Sellwood Bridge to Lak	25.3	25.3	25.3	25.3	21.6	21.6
22	Milwaukie to Clackamas Town Center	19.1	19.1	20.3	19.1	19.1	19.1
23	Happy Valley to Clackamas Town Center	22.6	22.6	22.6	22.6	22.6	22.6
24	Gresham to Wood Village	17.8	17.8	17.6	17.8	17.6	17.6
24	Gresham to Troutdale Town Center	21.9	21.9	21.9	21.9	21.9	22.5
24	Springwater Trail to Gresham	12.1	12.1	12.1	12.1	12.1	12.1

Source: Metro Travel Demand Model

**Vehicle Hours of Delay**

**Vehicle Hours of Delay (VHD) on Throughways per vehicle using throughway system**

(delay accrued where v/c exceeds 0.9)

MPA -- MPA throughway delay divided by **Regional** vehicles using MPA throughway system

	2015	2027		2040		2040 Strategic
		No Build	Constrained	No Build	Constrained	
PM2	0.0132	0.0242	0.0202	0.0275	0.0243	0.0226
change from 2015		84%	53%	109%	84%	72%
MD1	0.0016	0.0045	0.0031	0.0087	0.0048	0.0043
change from 2015		176%	90%	427%	193%	164%

**Vehicle Hours of Delay (VHD) on Throughways per vehicle person using throughway system**

(delay accrued where v/c exceeds 0.9)

MPA -- MPA throughway delay divided by **Regional** vehicle persons using MPA throughway system (1.4 persons per veh)

	2015	2027		2040		2040 Strategic
		No Build	Constrained	No Build	Constrained	
PM2	0.0094	0.0173	0.0144	0.0197	0.0173	0.0161
change from 2015		84%	53%	109%	84%	72%
MD1	0.0012	0.0032	0.0022	0.0062	0.0034	0.0031
change from 2015		176%	90%	427%	193%	164%

**Vehicle Seconds of Delay on Throughways per vehicle using throughway system**

(delay accrued where v/c exceeds 0.9)

MPA -- MPA throughway delay divided by **Regional** vehicles using MPA throughway system

	2015	2027		2040		2040 Strategic
		No Build	Constrained	No Build	Constrained	
PM2	47	87	73	99	87	81
change from 2015		84%	53%	109%	84%	72%
MD1	6	16	11	31	17	16
change from 2015		176%	90%	427%	193%	164%

**Vehicle Seconds of Delay per vehicle**

(delay accrued where v/c exceeds 0.9)

MPA -- MPA throughway delay divided by **Regional** vehicle persons using MPA throughway system (1.4 persons per veh)

	2015	2027		2040		2040 Strategic
		No Build	Constrained	No Build	Constrained	
PM2	34	62	52	71	62	58
change from 2015		84%	53%	109%	84%	72%
MD1	4	12	8	22	12	11
change from 2015		176%	90%	427%	193%	164%

**Vehicle Hours of Delay (VHD) per vehicle**

(delay accrued where v/c exceeds 0.9)

Region -- Regional delay divided by **Regional** vehicles

	2015	2027		2040		2040 Strategic
		No Build	Constrained	No Build	Constrained	
PM2	0.0072	0.0118	0.0104	0.0136	0.0122	0.0115
change from 2015		63%	43%	88%	69%	59%
MD1	0.0010	0.0021	0.0019	0.0039	0.0024	0.0022
change from 2015		110%	87%	287%	134%	113%

**Vehicle Hours of Delay (VHD) per vehicle**

(delay accrued where v/c exceeds 0.9)

MPA -- MPA delay divided by **Regional** vehicles

	2015	2027		2040		2040 Strategic
		No Build	Constrained	No Build	Constrained	
PM2	0.0070	0.0114	0.0100	0.0130	0.0118	0.0110
change from 2015		63%	43%	85%	68%	57%
MD1	0.0010	0.0021	0.0019	0.0038	0.0023	0.0021
change from 2015		107%	84%	276%	128%	107%

**Vehicle Seconds of Delay per vehicle**

(delay accrued where v/c exceeds 0.9)

Region -- Regional delay divided by **Regional** vehicles

	2015	2027		2040		2040 Strategic
		No Build	Constrained	No Build	Constrained	
PM2	26	43	37	49	44	41
change from 2015		63%	43%	88%	69%	59%
MD1	4	8	7	14	9	8
change from 2015		110%	87%	287%	134%	113%

**Vehicle Seconds of Delay per vehicle**

(delay accrued where v/c exceeds 0.9)

MPA -- MPA delay divided by **Regional** vehicles

	2015	2027		2040		2040 Strategic
		No Build	Constrained	No Build	Constrained	
PM2	25	41	36	47	42	40
change from 2015		63%	43%	85%	68%	57%
MD1	4	8	7	14	8	8
change from 2015		107%	84%	276%	128%	107%

**Vehicle Hours of Delay (VHD) per capita  
(delay accrued where v/c exceeds 0.9)**

*Region*

	2015	2027		2040		2040 Strategic
		No Build	Constrained	No Build	Constrained	
PM2	0.0026	0.0042	0.0037	0.0048	0.0043	0.0040
change from 2015		63%	41%	84%	64%	54%
MD1	0.0001	0.0003	0.0003	0.0006	0.0003	0.0003
change from 2015		111%	85%	290%	130%	108%

**Vehicle Hours of Delay (VHD) per capita  
(delay accrued where v/c exceeds 0.9)**

*MPA*

	2015	2027		2040		2040 Strategic
		No Build	Constrained	No Build	Constrained	
PM2	0.0034	0.0056	0.0049	0.0062	0.0056	0.0052
change from 2015		63%	41%	81%	62%	52%
MD1	0.0002	0.0004	0.0004	0.0008	0.0005	0.0004
change from 2015		107%	82%	278%	123%	102%

**Vehicle *Seconds* of Delay per capita  
(delay accrued where v/c exceeds 0.9)**

*Region*

	2015	2027		2040		2040 Strategic
		No Build	Constrained	No Build	Constrained	
PM2	9	15	13	17	15	14
change from 2015		63%	41%	84%	64%	54%
MD1	1	1	1	2	1	1
change from 2015		111%	85%	290%	130%	108%

**Vehicle *Seconds* of Delay per capita  
(delay accrued where v/c exceeds 0.9)**

*MPA*

	2015	2027		2040		2040 Strategic
		No Build	Constrained	No Build	Constrained	
PM2	12	20	17	22	20	19
change from 2015		63%	41%	81%	62%	52%
MD1	1	2	1	3	2	1
change from 2015		107%	82%	278%	123%	102%

**Freight Truck Hours of Delay**

12/6/18

**Truck Vehicle Hours of Delay (VHD) on all facilities**  
(delay accrued where v/c exceeds 0.9)

**Region**

Time Period	2015	2027	2027	2040	2040	2040
	Base	No Build	Constrained	No Build	Constrained	Strategic
7-9 AM	267	556	495	891	658	635
1-3 PM	73	271	212	972	314	269
4-6 PM	173	403	322	638	469	448

**Truck Vehicle Hours of Delay (VHD) on the Regional Freight Network**  
(delay accrued where v/c exceeds 0.9)

**Region**

Time Period	2015	2027	2027	2040	2040	2040
	Base	No Build	Constrained	No Build	Constrained	Strategic
7-9 AM	243	496	434	790	564	544
1-3 PM	55	220	166	818	264	224
4-6 PM	157	371	296	590	422	403

**Truck Vehicle Hours of Delay (VHD) on all facilities**  
(delay accrued where v/c exceeds 0.9)

**MPA**

Time Period	2015	2027	2027	2040	2040	2040
	Base	No Build	Constrained	No Build	Constrained	Strategic
7-9 AM	235	499	439	796	575	554
1-3 PM	73	265	208	944	307	262
4-6 PM	167	388	311	612	446	426

**Truck Vehicle Hours of Delay (VHD) on the Regional Freight Network**  
(delay accrued where v/c exceeds 0.9)

**MPA**

Time Period	2015	2027	2027	2040	2040	2040
	Base	No Build	Constrained	No Build	Constrained	Strategic
7-9 AM	219	456	393	724	500	481
1-3 PM	55	217	164	802	263	223
4-6 PM	154	364	290	576	409	392

**Cost of Truck Vehicle Hours of Delay (VHD) on all facilities**  
(delay accrued where v/c exceeds 0.9)

**Region**

Time Period	2015	2027	2027	2040	2040	2040
	Base	No Build	Constrained	No Build	Constrained	Strategic
7-9 AM	\$7,967	\$16,588	\$14,766	\$26,588	\$19,623	\$18,953
1-3 PM	\$2,190	\$8,076	\$6,319	\$29,014	\$9,362	\$8,020
4-6 PM	\$5,171	\$12,019	\$9,613	\$19,047	\$13,998	\$13,360

**Cost of Truck Vehicle Hours of Delay (VHD) on the Regional Freight Network**  
(delay accrued where v/c exceeds 0.9)

**Region**

Time Period	2015	2027	2027	2040	2040	2040
	Base	No Build	Constrained	No Build	Constrained	Strategic
7-9 AM	\$7,236	\$14,790	\$12,938	\$23,564	\$16,829	\$16,224
1-3 PM	\$1,628	\$6,556	\$4,961	\$24,422	\$7,863	\$6,686
4-6 PM	\$4,680	\$11,082	\$8,821	\$17,615	\$12,591	\$12,035

**Cost of Truck Vehicle Hours of Delay (VHD) on all facilities**  
(delay accrued where v/c exceeds 0.9)

**MPA**

Time Period	2015	2027	2027	2040	2040	2040
	Base	No Build	Constrained	No Build	Constrained	Strategic
7-9 AM	\$7,011	\$14,892	\$13,097	\$23,758	\$17,144	\$16,522
1-3 PM	\$2,164	\$7,915	\$6,202	\$28,180	\$9,156	\$7,814
4-6 PM	\$4,987	\$11,591	\$9,290	\$18,275	\$13,306	\$12,714

**Cost of Truck Vehicle Hours of Delay (VHD) on the Regional Freight Network**  
(delay accrued where v/c exceeds 0.9)

**MPA**

Time Period	2015	2027	2027	2040	2040	2040
	Base	No Build	Constrained	No Build	Constrained	Strategic
7-9 AM	\$6,534	\$13,604	\$11,715	\$21,598	\$14,921	\$14,363
1-3 PM	\$1,628	\$6,475	\$4,904	\$23,932	\$7,844	\$6,667
4-6 PM	\$4,592	\$10,852	\$8,646	\$17,185	\$12,203	\$11,689

Source: Metro Travel Demand Model

**Cost Assumptions**

	Med Trk	Hvy Trk
Value of Time (2015\$)*	\$28.20	\$30.72
Percent of fleet**	35%	65%

\*VOT from ODOT document: "The Value of Travel-Time: Estimates of the Hourly Value of Time for Vehicles in Oregon 2015)". ODOT PIAU, November 2016

\*\*Assumptions from 2014 RTP, Chapter 4

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**2015 locations on the state-owned system failing to meet regional mobility policy during Mid-day (12-1 PM) and PM Peak (4-6 PM and 4-5 PM)**

Time periods	Mid-day V/C	PM peak V/C*	Facility Name	From	To	Road miles
12-1 PM only	0.91		I-5 NB	I-5 off-ramp to Marquam Br.	SW Macadam Ave. on-ramp	0.29
	0.90		SW Tualatin Valley Hwy EB	SW 153rd Drive	SW Murray Blvd.	0.23
	0.91		SW Tualatin Valley Hwy WB	SW 144th Ave.	SW Murray Blvd.	0.07
	0.90		SW Tualatin Valley Hwy. EB	SW Tualaway Ave.	SW Hocken Ave.	0.03
12-1 PM and 4-5 PM	1.03	1.09	I-5 SB	Marquam Bridge	SW Hood Ave. (Lake Oswego) off-ramp	0.45
	1.04	1.08	I-5 NB	I-84 EB on-ramp	NE Broadway/Weidler off-ramp	0.14
12-1 PM and 4-6 PM	1.09	1.21	I-5 NB	SW Macadam Ave. on-ramp	Marquam Bridge	0.37
	1.05	1.24	I-5 NB	I-5 NB exit ramp to I-84 and CEID	I-5 NB exit ramp to CEID (SE Yamhill St.)	0.19
	1.16	1.40	I-5 SB	Exit ramp to Morrison Bridge	SE Belmont Street off-ramp	0.06
	0.99	1.54	N Philadelphia Ave EB	N Burlington St.	N Ivanhoe Street	0.01
	0.95	1.10	OR 217 SB off-ramp to I-5 SB	Hwy 217 off-ramp to I-5	Hwy 217/ Kruse Way on-ramp to I-5	0.19
	1.21	1.65	Ross Island Br. (west end)	SW Kelly Av. on-ramp to Ross Is. Br. EB	Ross Is. Br. west end at WB off ramp to Corbett Av	0.03
	1.11	1.27	Ross Island Brg WB	SE 6th Ave. (OR 99E NB on ramp)	OR 99E SB off-ramp (east end of bridge)	0.12
	1.02	1.16	SE Powell Blvd WB	SE 8th Avenue	SE 7th Avenue	0.05
	1.11	1.27	SE Powell Blvd WB	SE 7th Avenue	SE 6th Avenue	0.03
	1.14	1.07	SW Hood Ave	On-ramp from Ross Is. Br. WB at SW Porter	SW Hood south of Ross Island Bridge	0.06
	0.99	1.10	US 26 EB	I-405 SB off-ramp	SW Market St. off-ramp	0.10
	1.06	1.10	US 26 off-ramp to I-405 NB	I-405 SB off-ramp	I-405 NB on-ramp	0.45
0.91	1.11	OR 99W NB	SW 68th Ave.	SW 65th Ave. (I-5 on-ramp)	0.20	

Source: Metro Regional Travel Demand Model

**Total miles failing 1.87**

*Table Notes:*

1. When the V/C fails the mobility threshold during 4-5 PM and 5-6 PM hours, the V/C is the average for the two hours.
2. In all cases, when a location is on an arterial at the edge of a regional or town center (part inside and part outside), the whole segment fails to meet the mobility policy.

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**2015 locations on the state-owned system failing to meet regional mobility policy in PM peak (any hours 4-6 PM)**

<b>Time periods</b>	<b>PM peak V/C</b>	<b>Facility Name</b>	<b>From</b>	<b>To</b>	<b>Road miles failing</b>
<b>4-6 PM</b>	1.05	I-205 NB	OR 43 SB 1st on-ramp to I-205	OR 43 NB 2nd on-ramp to I-205	0.15
	1.11	I-405 NB	Freemont Bridge (I-405)	On-ramp at I-5 NB	0.50
	1.10	I-5 NB	N Alberta Street on-ramp	N Rosa Parks off-ramp	0.24
	1.24	I-5 NB	Interstate Ave. on-ramp	Marine Drive over-crossing	0.20
	1.12	I-5 NB	N Hayden Drive under crossing	Columbia River	0.30
	1.11	McLoughlin Blvd SB	I-205 NB off-ramp	15th Street	0.07
	1.11	McLoughlin Blvd SB	15th Street	14th Street	0.06
	1.10	N Going St. EB	N. Port Center Way	Railroad overcrossing	0.09
	1.28	N Philadelphia Ave WB	N Burlington St.	N Syracuse Street	0.05
	1.28	N Philadelphia Ave WB	N Ivanhoe Street	N Burlington St.	0.01
	1.20	NW Bridge Ave	St. Johns Br. (west end)	NW Germantown Road	0.30
	1.22	NW Bridge Ave. SB	NW Germantown Road	St. Johns Bridge	0.30
	1.19	Old Oregon City-West Linn Br. NB	Main St. in Oregon City	OR 43 (Willamette Dr.)	0.18
	1.49	Old Oregon City-West Linn Br. SB	OR 43 (Willamette Dr.)	Main St. in Oregon City	0.18
	1.23	OR 213 SB	I-205 SB off-ramp	I-205 NB off-ramp	0.12
	1.08	OR 213 SB	Clackamas River Drive	Redland Road	0.33
	1.02	OR 213 SB	Meyers Road	Caufield/Glen Oak Road	0.25
	1.01	OR 217 NB	Hwy 99W off-ramp	OR 99W 1st NB on-ramp	0.28
	1.03	OR 217 NB	Hwy 99W 1st NB on-ramp	OR 99W 2nd NB on-ramp	0.24
	1.01	OR 217 NB	SW 72nd Ave. on-ramp	OR 99W off-ramp	0.11
	1.01	OR 217 SB	Walker Road on-ramp	Canyon Road off-ramp	0.20
	1.03	Ross Island Br. EB (west end)	Ross Is. Br. west end at WB off ramp to Corbett Av	Ross Island Bridge	0.04
	1.03	Ross Island Br. EB	Ross Is. Br. (west end)	OR 99E SB off-ramp (east end of bridge)	0.01
	1.19	SE 8th Ave SB	SE Woodward St.	SE Powell Blvd.	0.04
	1.00	SE Powell Blvd EB	SE 22nd Avenue	SE 26th Avenue	0.02
	1.05	SW Boones Ferry Rd SB	SW Lower Boones Ferry Road	SW Martinazzi Ave.	0.17
	1.06	SW Canyon Rd SB	US 26 off-ramp (south of freeway)	SW Canyon Lane	0.06
	1.13	SW Macadam Ave SB	SW Taylors Ferry Road	SB off-ramp to Sellwood Bridge	0.32
	1.01	SW Tualatin Valley Hwy WB	SW 160th Ave.	SW 170th Ave.	0.49
	1.09	US 26 WB on-ramp	SW Clay St. on-ramp	I-405 NB on-ramp to US 26	0.09

2015 locations on the state-owned system failing to meet regional mobility policy in PM peak (any hours 4-6 PM)

Time periods	PM peak V/C	Facility Name	From	To	Road miles failing
4-5 PM	1.01	I-405 SB	I-5 southbound off-ramp to I-405	Marquam Bridge (I-405)	0.58
	1.06	I-405 SB off-ramp to US 26 WB	I-405 SB off-ramp	I-405 NB on-ramp to US 26	0.41
	1.01	I-5 NB	Columbia Blvd exit ramp	Delta Park/Expo exit ramp	0.47
	1.01	I-5 NB	Lombard St. westbound exit ramp	Columbia Blvd exit ramp	0.58
	1.06	I-5 NB	N Going Street on-ramp	N Alberta Street on-ramp	0.49
	1.02	I-5 NB	I-5 NB off-ramp south of Burnside Br.	I-84 EB on-ramp	0.41
	1.00	I-5 NB	Marine Drive/Delta Park exit ramp	Interstate Ave. on-ramp	0.40
	1.00	I-5 NB	Delta Park/Expo exit ramp	Marine Drive/Delta Park exit ramp	0.26
	1.01	I-5 NB	Lombard St. eastbound exit ramp	Lombard St. westbound exit ramp	0.21
	1.01	I-5 NB	Columbia River south of Hayden Island	Hayden Island	0.17
	1.01	I-5 NB	Marine Drive entrance ramp	Columbia River south of Hayden Island	0.07
	1.05	I-5 NB	Janzen Beach on-ramp	N Hayden Drive under crossing	0.02
	1.02	I-5 SB	NE Broadway off-ramp	NE Wheeler on-ramp	0.51
	1.02	I-5 SB	SE Belmont Street off-ramp	Hawthorne Bridge under crossing	0.66
	1.05	I-5 SB	I-84 WB off-ramp	Exit ramp to Morrison Bridge	0.32
	0.99	I-84 EB	NE Cesar Chavez Blvd. (39th Ave.) on-ramp	NE Glisan St. off-ramp	0.76
	1.03	I-84 EB	NE 16th Ave. on-ramp	NE 33rd Ave. off-ramp	0.69
	1.01	I-84 off-ramp to I-205	I-84 EB off ramp	I-205 SB	0.27
	1.01	Ross Island Br. EB (west end)	Ross Is. Br. west end at WB off ramp to Corbett Av	Ross Island Bridge	0.04
	1.01	Ross Island Br. EB	Ross Is. Br. (west end)	OR 99E SB off-ramp (east end of bridge)	0.51
	0.99	SE Powell Blvd EB	SE 22nd Avenue	SE 26th Avenue	0.19
	1.02	SE Powell Blvd EB	SE 20th Avenue	SE 21st Avenue	0.05
	1.09	SE Powell Blvd WB	SE 9th Avenue	SE 8th Avenue	0.05
1.00	US 26 EB	Oregon Zoo EB on-ramp	I-405 SB off-ramp	0.66	
1.04	US 26 WB	I-405 NB on-ramp to US 26	SW Jefferson St on-ramp	0.41	
1.02	Willamette Dr. SB	I-205 SB on-ramp	I-205 NB on-ramp	0.05	
5-6 PM	1.01	OR 212/224 EB	SE 135th	SE 142nd	0.34
	0.99	OR 212/224 EB	SE 152nd Dr.	OR 224 (Rock Creek Junction)	0.13
	1.00	I-205 NB	SW Stafford Road on-ramp	10th Street off-ramp	2.53
	1.00	I-205 NB	10th Street on-ramp	OR 43/ Willamette Dr. off-ramp	1.67
	1.00	I-5 SB	SW Lower Boones Ferry on-ramp	SW Nyberg Road (Tualatin) off-ramp	0.44
	0.99	Ross Island Bridge EB (west end)	SW Kelly St. off-ramp (to SW Hood)	SW Kelly St. on-ramp (from SW Hood)	0.02
	0.99	W Macadam Ave SB	SB off-ramp to Sellwood Bridge	Sellwood Bridge (west end)	0.10

Source: Metro Regional Travel Demand Model

**Total miles failing 19.91**

Table notes:

1. When the V/C fails the mobility threshold during 4-5 PM and 5-6 PM hours, the V/C is the average for the two hours.
2. In all cases, when a location is on an arterial at the edge of a regional or town center (part inside and part outside), the whole segment fails to meet the mobility policy.
3. These locations meet the regional mobility policy threshold during the mid-day period (12-1 PM).

**2040 Constrained locations on the state-owned system failing to meet regional mobility policy during Mid-day (12-1 PM) and PM Peak (4-6 PM and 4-5 PM)**

<b>Time periods</b>	<b>Mid-day V/C</b>	<b>PM peak V/C</b>	<b>Facility Name</b>	<b>From</b>	<b>To</b>	<b>Road miles</b>
<b>12-1 PM Only</b>	0.93		I-205 NB	SE Foster Road on-ramp	SE Powell Blvd. off-ramp	0.81
	0.93		I-205 SB ramp to I-84 EB	I-205 SB exit ramp	I-205 NB entrance ramp to I-84 EB	0.46
	0.91		I-5 NB	I-5 off-ramp to Marquam Br.	SW Macadam Ave. on-ramp	0.29
	0.91		I-5 NB	SW Terwilliger Blvd. NB on-ramp	SW Corbett Ave. off-ramp	1.34
	1.01		I-5 SB	N. Killingsworth exit ramp	N Rosa Parks entrance ramp	0.23
	0.96		NE Alderwood Rd	NE 79th Court	NE 82nd Avenue	0.29
	0.91		OR 212 WB	SE Wiese Rd	SE 202nd Ave.	0.12
	0.90		OR 217 NB	SW Canyon Road on-ramp	SW Walker Road off-ramp	0.13
	0.90		OR 217 NB	SW Denney Road on-ramp	SW Allen Road off-ramp	0.16
	0.91		OR 217 SB	SW Pacific Hwy. (OR99W) on-ramp	SW 72nd Ave. off-ramp	0.49
	0.95		SE Powell Blvd WB	SE 104th Ave.	SE 102nd Ave.	0.09
	0.90		SW Barbur Blvd SB	SW 64th Avenue	SW 65th Avenue	0.05
	0.93		SW Canyon Rd WB	OR 217 SB off-ramp	OR 217 NB on-ramp	0.07
	0.92		SW Hood Ave SB	SW Whitaker St.	SW Curry St.	0.08
	0.92		SW Hood Ave. SB	SW Curry Street	SW Gaines Street (I-5 SB on-ramp)	0.07
0.94		US 99W	SW Pfaffle St.	SW Dartmouth St.	0.10	
0.90		US 99W SB	SW 65th Ave/I-5 on- ramp	SW 69th Avenue	0.20	
<b>12-1 PM and 4-5 PM</b>	1.00	1.07	US 26 EB	Oregon Zoo EB on-ramp	I-405 SB off-ramp	0.66
	1.00	1.02	I-5 NB	Morrison Bridge on-ramps	I-84 WB on-ramp	0.52
	1.02	1.07	I-5 SB	I-84 WB off-ramp	Exit ramp to Morrison Bridge	0.32
	1.00	1.03	I-84 WB	NE Glisan St. on-ramp	NE Halsey off-ramp	0.37
<b>12-1 PM and 5-6 PM</b>	0.91	0.99	I-205 SB	SE Division St. on-ramp	SE Powell Blvd. on-ramp	0.39

**2040 Constrained locations on the state-owned system failing to meet regional mobility policy during Mid-day (12-1 PM) and PM Peak (4-6 PM and 4-5 PM)**

Time periods	Mid-day V/C	PM peak V/C	Facility Name	From	To	Road miles
<b>1-2 PM and 4-6 PM</b>	1.15	1.29	82nd Dr	I-205 SB off-ramp	I-205 NB on-ramp	0.09
	1.15	1.29	82nd Drive	I-205 NB on-ramp	I-205 NB off-ramp	0.04
	0.95	1.02	I-205 NB	I-205 on-ramp from I-84 WB	NE Sandy Blvd. off-ramp	0.40
	0.95	1.03	I-205 SB	SE Powell Blvd. on-ramp	SE Foster Road off-ramp	0.74
	1.03	1.12	I-405 NB	Freemont Bridge (I-405)	On-ramp at I-5 NB	0.50
	1.02	1.12	I-405 SB off-ramp to US 26 WB	I-405 SB off-ramp	I-405 NB on-ramp to US 26	0.41
	1.14	1.22	I-5 NB	I-5 NB exit ramp to I-84 and CEID	I-5 NB exit ramp to CEID (SE Yamhill St.)	0.19
	1.01	1.10	I-5 NB	N Alberta Street on-ramp	N Rosa Parks off-ramp	0.24
	0.91	1.06	I-5 NB	SW Lower Boones Ferry on-ramp	SW Carman Dr. off-ramp	0.36
	1.16	1.26	I-5 NB	SW Macadam Ave. on-ramp	Marquam Bridge	0.37
	1.34	1.48	I-5 SB	Exit ramp to Morrison Bridge	SE Belmont Street off-ramp	0.06
	1.09	1.18	I-5 SB	Marquam Bridge	SW Hood Ave. (Lake Oswego) off-ramp	0.45
	1.03	1.11	I-5 SB	SE Belmont Street off-ramp	Hawthorne Bridge under crossing	0.66
	0.91	1.06	I-5 SB	SW Carman Dr. on-ramp	SW Lower Boones Ferry off-ramp	0.35
	0.96	1.12	I-5 SB	SW Lower Boones Ferry on-ramp	SW Nyberg Road (Tualatin) off-ramp	0.44
	1.43	1.94	N Philadelphia Ave EB	N Burlington St.	N Ivanhoe Street	0.01
	1.31	1.69	N Philadelphia Ave WB	N Burlington St.	N Syracuse Street	0.05
	1.31	1.69	N Philadelphia Ave WB	N Ivanhoe Street	N Burlington St.	0.01
	0.95	1.06	NE Columbia Blvd WB	NE Alderwood Road	NE Cully Blvd.	0.02
	1.11	1.61	NW Bridge Ave NB	St. Johns Br. (west end)	NW Germantown Road	0.30
	1.17	1.60	NW Bridge Ave. SB	NW Germantown Road	St. Johns Bridge	0.30
	1.20	1.67	Oregon City-West Linn Br. NB	Main St. in Oregon City	OR 43 (Willamette Dr.)	0.18
	1.16	1.65	Oregon City-West Linn Br. SB	OR 43 (Willamette Dr.)	Main St. in Oregon City	0.18
	0.93	1.15	OR 212 EB	SE 202nd Ave.	SE Wiese Rd	0.12
	0.90	1.07	OR 212 EB	SE Wiese Rd	SE Royer Road	0.04
	0.95	1.08	OR 213 NB	Redland Road	Clackamas River Drive	0.33
	0.96	1.16	OR 213 SB	Clackamas River Drive	Redland Road	0.33
	1.04	1.23	OR 213 SB	I-205 SB off-ramp	I-205 NB off-ramp	0.12
	0.96	1.09	OR 217 NB	SW 72nd Ave. on-ramp	OR 99W (Pacific Hwy.) off-ramp	0.23
	0.91	1.01	OR 217 NB	SW Allen Blvd. off-ramp	SW Allen Blvd. on-ramp	0.38
	0.91	1.04	OR 217 NB	SW Denney Road off-ramp	SW Denney Road on-ramp	0.42
	0.93	1.05	OR 217 NB	SW Greenburg on-ramp	SW Scholls Ferry Road off-ramp	0.23
	0.95	1.08	OR 217 SB	OR 99W (Pacific Hwy.) off-ramp	OR 99W (Pacific Hwy.) on-ramp	0.59
	0.99	1.08	OR 217 SB	SW Greenburg Road on-ramp	OR 99W (Pacific Hwy.) off-ramp	0.43
	1.03	1.12	OR 217 SB	Walker Road on-ramp	Canyon Road off-ramp	0.20
	1.10	1.18	OR 217 SB off-ramp to I-5 SB	OR 217 off-ramp to I-5	OR 217/ Kruse Way on-ramp to I-5	0.19
1.37	1.63	Ross Island Br. (west end)	SW Kelly Av. on-ramp to Ross Is. Br. EB	Ross Is. Br. west end at WB off ramp to Corbett	0.03	
1.24	1.42	Ross Island Br. WB	SE 6th Ave. (OR 99E NB on ramp)	OR 99E SB off-ramp (east end of bridge)	0.12	
1.08	1.41	SE 8th Ave SB	SE Woodward St.	SE Powell Blvd.	0.04	
0.91	1.06	SE Powell Blvd EB	SE 22nd Avenue	SE 26th Avenue	0.02	

**2040 Constrained locations on the state-owned system failing to meet regional mobility policy during Mid-day (12-1 PM) and PM Peak (4-6 PM and 4-5 PM)**

Time periods	Mid-day V/C	PM peak V/C	Facility Name	From	To	Road miles
	1.24	1.42	SE Powell Blvd WB	SE 7th Avenue	SE 6th Avenue	0.03
	1.14	1.30	SE Powell Blvd WB	SE 8th Avenue	SE 7th Avenue	0.05
	1.10	1.19	SE Powell Blvd WB	SE 9th Avenue	SE 8th Avenue	0.05
	0.97	1.03	SW Beaverton-Hillsdale Hwy. EB	SW Griffith Drive	OR 217 SB on-ramp	0.01
	0.98	1.49	SW Boones Ferry Rd SB	SW Lower Boones Ferry Road	SW Martinazzi Ave.	0.17
	0.95	1.15	SW Canyon Rd SB	US 26 off-ramp (south of freeway)	SW Canyon Lane	0.06
	0.93	1.00	SW Farmington Rd. EB	Access to Domino's Pizza	SW 185th Ave.	0.02
	0.96	1.33	SW Farmington Rd. WB	Access to US Bank	SW 185th Ave.	0.02
	1.07	1.17	SW Hood Ave	On-ramp from Ross Is. Br. WB at SW Porter	SW Hood south of Ross Island Bridge	0.06
	1.00	1.06	SW Hood Ave. ramp	On-ramp from Ross Is. Br. WB at SW Corbett	On-ramp from Ross Is. Br. WB at SW Porter	0.03
	0.95	1.05	SW Macadam Ave NB	NB on-ramp from Sellwood Bridge	SW Taylors Ferry Road	0.33
	0.93	1.17	SW Macadam Ave SB	SW Taylors Ferry Road	SB off-ramp to Sellwood Bridge	0.32
	0.94	1.00	SW Tualatin Valley Hwy	SW 144th	SW Murray Blvd.	0.03
	0.95	1.01	SW Tualatin Valley Hwy	SW Murray Blvd	SW 153rd	0.19
	1.08	1.13	US 26 EB	I-405 SB off-ramp	SW Market St. off-ramp	0.10
	0.92	1.03	US 26 EB	SW Murray Blvd on-ramp	SW Cedar Hills Blvd. off-ramp	0.63
	1.12	1.14	US 26 off-ramp to I-405 NB	I-405 SB off-ramp	I-405 NB on-ramp	0.45
	1.01	1.11	US 26 WB	I-405 NB on-ramp to US 26	SW Jefferson St on-ramp	0.41
	1.03	1.17	US 26 WB on-ramp	SW Clay St. on-ramp	I-405 NB on-ramp to US 26	0.09
	0.96	0.99	OR 99W NB	OR 217 NB off-ramp	SW Dartmouth St.	0.19
	0.99	1.09	OR 99W NB	OR 217 SB on-ramp	OR 217 NB off-ramp	0.09
	1.03	1.28	OR 99W NB	SW 68th Ave.	SW 65th Ave. (I-5 on-ramp)	0.20
	0.90	1.00	OR 99W NB	SW Bull Mountain Road	SW Canterbury Lane	0.14
	0.95	1.27	OR 99W SB	SW Canterbury Lane	SW Bull Mountain Road	0.14
	0.99	1.11	OR 99W SB	SW Dartmouth St.	OR 217 NB off-ramp	0.19

Source: Metro Regional Travel Demand Model

**Total miles failing 21.44**

Table notes:

1. When the V/C fails the mobility threshold during 4-5 PM and 5-6 PM hours, the V/C is the average for the two hours.
2. In all cases, when a location is on an arterial at the edge of a regional or town center (part inside and part outside), the whole segment fails to meet the mobility policy.

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**2040 Constrained locations on the state-owned system failing to meet regional mobility policy in PM peak (any hours 4-6 PM)**

Time periods	PM peak V/C	Facility Name	From	To	Road miles
4-6 PM	1.02	I-205 NB	OR 43 SB 1st on-ramp to I-205	OR 43 NB 2nd on-ramp to I-205	0.15
	1.03	I-205 NB	I-205 off-ramp to Airport Way EB	Airport Way NB on-ramp	0.45
	1.03	I-205 NB	I-205 off-ramp to Airport Way WB	I-205 off-ramp to Airport Way EB	0.20
	1.03	I-205 NB ramp	I-84 WB off-ramp to I-205	I-205 on-ramp from I-84 WB	0.39
	1.02	I-205 SB	82nd Drive on-ramp	OR 213 off ramp	0.47
	1.04	I-205 SB	OR 212 on-ramp	82nd Drive off-ramp	1.05
	1.00	I-205 SB	OR 213 on-ramp	OR 99E off-ramp	0.36
	1.11	I-5 NB	N Marine Drive off-ramp	N Marine Drive on-ramp	0.20
	1.04	I-5 NB	SW Carman Dr. on-ramp	OR 217 NB off-ramp	0.32
	1.02	I-5 SB	SW Lower Boones Ferry off-ramp	SW Lower Boones Ferry on-ramp	0.43
	1.00	I-5 SB	SW Nyberg Road (Tualatin) on-ramp	I-205 off-ramp to I-205 NB	0.32
	1.11	McLoughlin Blvd NB	15th Street	I-205 NB on-ramp	0.07
	1.26	McLoughlin Blvd SB	15th Street	14th Street	0.06
	1.26	McLoughlin Blvd SB	I-205 NB off-ramp	15th Street	0.07
	1.22	N Ivanhoe St SB	N Baltimore Ave.	N. Philadelphia Ave.	0.10
	1.11	OR 212	SE 172nd Ave.	SE Bel Air Drive	0.06
	1.01	OR 212	SE Royer Road	SE Rust Way	0.13
	1.04	OR 212 EB	SE Bel Air Drive	SE Tong Road	0.28
	1.04	OR 212 EB	SE Foster Road	SE 202nd Ave.	0.09
	1.02	OR 212 EB	SE Rust Way	SE 215th Court	0.37
	1.00	OR 217 NB	SW Hall Blvd./ Scholls Ferry Rd. on-ramp	SW Denney Road off-ramp	0.58
	1.01	OR 217 NB	SW Scholls Ferry Road off-ramp	SW Hall Blvd./ Scholls Ferry Rd. on-ramp	0.68
	1.00	OR 217 SB	Canyon Road off-ramp	OR 10 (BH Hwy.) on-ramp	0.56
	1.05	OR 224	I-205 SB on-ramp	SE 82nd Ave.	0.05
	1.17	OR 224	SE Eckert Lane	SE Grand St.	0.56
	1.06	OR 43	SW Radcliff Road	SW Riverdale Road	0.22
	1.04	OR 43	SW Riverdale Road	SW Palatine Hill Rd	0.36
	1.25	OR 99E to Hayden Is. Br.	N Marine Drive	Hayden Island at N Janzen Dr.	0.07
	1.02	Ross Island Br. EB (west end)	Ross Is. Br. west end at WB off ramp to Corbett Av	Ross Island Bridge	0.04
	1.02	Ross Island Brg EB	Ross Is. Br. (west end)	OR 99E SB off-ramp (east end of bridge)	0.01
	1.19	SE Powell Blvd	SE 170th Ave.	SE 174th Ave.	0.06
	1.27	SW Boones Ferry Rd NB	SW Martinazzi Ave.	SW Lower Boones Ferry Road	0.17
	1.07	SW Hall Blvd NB	SW Bonita Road	SW McDonald St.	0.27
	1.16	SW Tualatin Valley Hwy WB	SW 160th Ave.	SW 170th Ave.	0.49
	1.10	SW Tualatin Valley Hwy WB	SW 182nd Ave.	SW 185th Ave.	0.15
	1.10	SW Upper Boones Ferry Rd. SB	SW Ellman Lane	SW Lower Boones Ferry Road	0.23
	1.00	US 26 WB	SW Canyon Court on-ramp	SW Barnes Road (Baltic Ave.) off-ramp	1.10
	1.13	OR 99W NB	SW 124th Ave.	Commons at Avalon Park Apts.	0.63
	1.07	OR 99W NB	SW Graven St.	SW Fischer Road	0.03
	1.02	OR 99W SB	OR 217 SB on-ramp	SW Hall Blvd.	0.13

**2040 Constrained locations on the state-owned system failing to meet regional mobility policy in PM peak (any hours 4-6 PM)**

Time periods	PM peak V/C	Facility Name	From	To	Road miles
	1.03	OR 99W SB	SW Bull Mountain Road	SW Beef Bend Road	0.26
	1.19	OR 99W SB	SW Gaarde St.	SW Canterbury Lane	0.11
4-5 PM	1.04	I-405 SB	I-5 southbound off-ramp to I-405	Marquam Bridge (I-405)	0.58
	1.03	I-5 NB	I-5 NB off-ramp south of Burnside Br.	I-84 EB on-ramp	0.41
	1.07	I-5 NB	N Going Street on-ramp	N Alberta Street on-ramp	0.49
	1.05	I-84 EB	NE 16th Ave. on-ramp	NE 33rd Ave. off-ramp	0.69
	1.00	I-84 EB	NE Cesar Chavez Blvd. (39th Ave.) on-ramp	NE Glisan St. off-ramp	0.76
	1.00	McLoughlin Blvd NB	14th Street	15th Street	0.06
	1.00	NW Bridge Ave	NW St Helens Road (US 30)	NW Germantown Road	0.09
	1.01	Ross Island Br. EB (west end)	Ross Is. Br. west end at WB off ramp to Corbett Av	Ross Island Bridge	0.04
	1.01	Ross Island Brg EB	Ross Is. Br. (west end)	OR 99E SB off-ramp (east end of bridge)	0.51
	1.10	SE Powell Blvd EB	SE 20th Avenue	SE 21st Avenue	0.05
	0.99	SE Powell Blvd EB	SE 21st Avenue	SE 22nd Avenue	0.05
	1.05	SE Powell Blvd EB	SE 22nd Avenue	SE 26th Avenue	0.19
	0.99	US 26 EB	Oregon Zoo EB on-ramp	I-405 SB off-ramp	0.72
	1.00	US 26 EB	SW Scolls Ferry Rd (Sylvan) on-ramp	Oregon Zoo EB off-ramp	0.51
	1.02	US 26 off-ramp to I-405 SB	SW Market St. off-ramp	I-405 SB on-ramp	0.23
	1.01	US 26 WB	Oregon Zoo WB on-ramp	SW Scolls Ferry Rd (Sylvan) off-ramp	0.43
1.02	US 26 WB	SW Jefferson St on-ramp	Oregon Zoo WB off-ramp	0.89	
1.02	Willamette Dr NB	I-205 SB off-ramp	McKillican St.	0.13	
1.05	Willamette Dr SB	I-205 SB on-ramp	I-205 NB off-ramp	0.14	
5-6 PM	1.00	I-205 SB	82nd Drive off-ramp	82nd Drive on-ramp	0.46
	1.00	I-405 NB on-ramp	Freemont Br.	Fremont Br.	0.02
	1.00	I-405 NB on-ramp	US 30 off-ramp to I-405 SB	Fremont Br. (I-405 NB)	0.26
	1.01	OR 213 SB	I-205 NB off-ramp	Clackamas River Drive	0.06
	1.00	OR 213 SB	Redland Road	Beavercreek Road	2.04
	1.00	OR 224	SE Grand St.	Exit to S. Springwater Road (Carver Br.)	0.04
	1.00	OR 43 (Pacific Hwy) SB	Oak St. (Lake Oswego)	Cherry Lane (Lake Oswego)	0.51
	1.00	SE Powell Blvd	SE 166 th Ave.	SE 168th Ave.	0.17
	1.01	SW Macadam Ave NB	Sellwood Bridge (west end)	End of NB on-ramp from Sellwood Bridge	0.09
	1.00	SW Macadam Ave SB	SB off-ramp to Sellwood Bridge	Sellwood Bridge (west end)	0.10

Source: Metro Regional Travel Demand Model

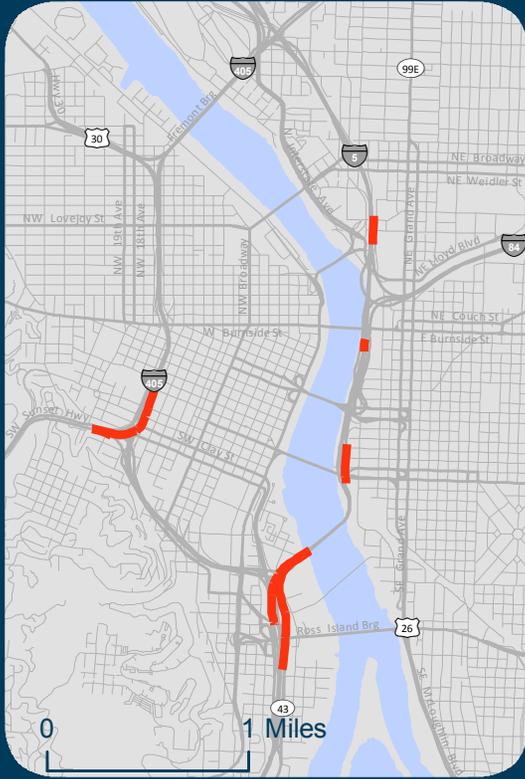
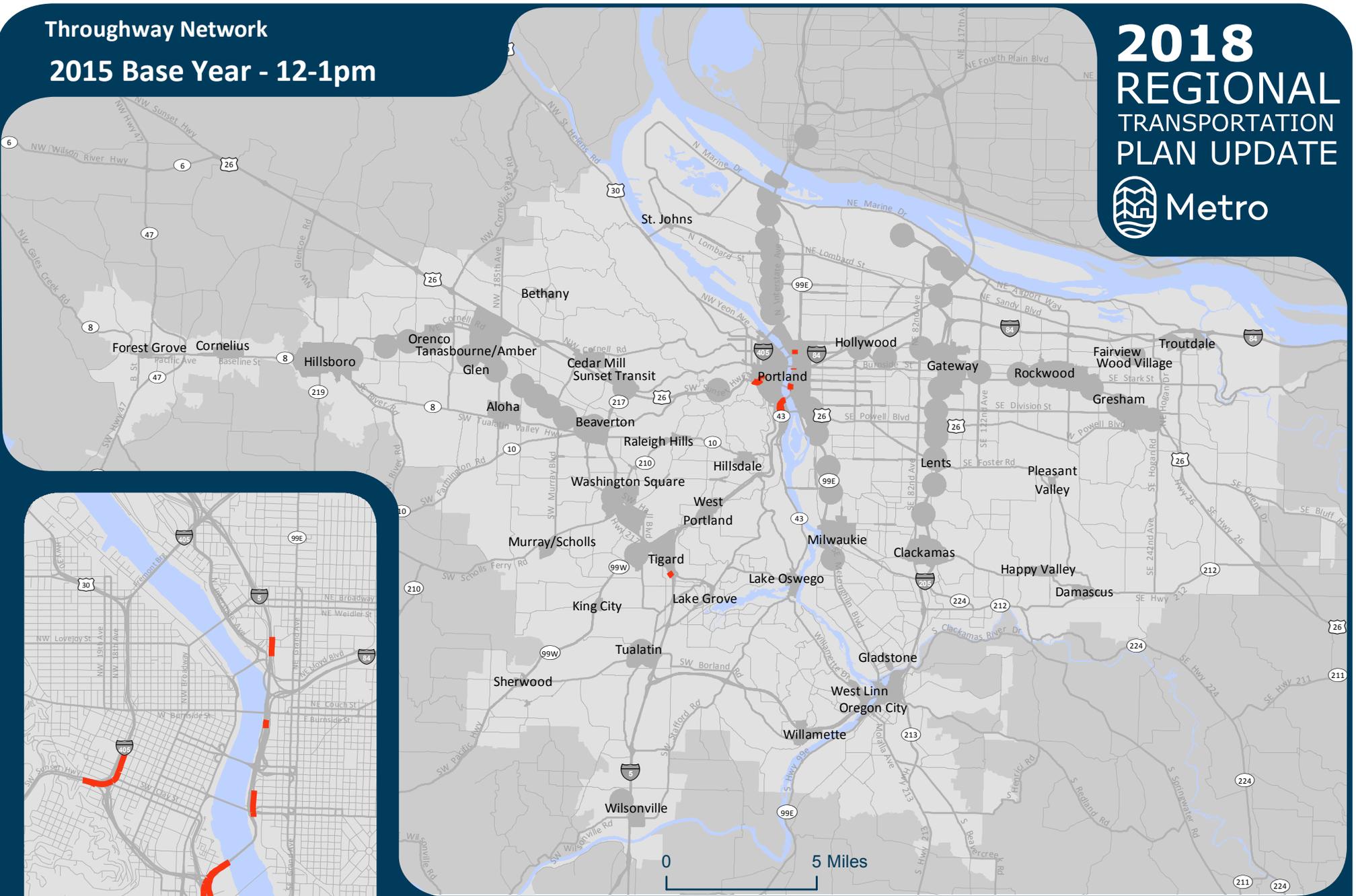
**Total miles failing 23.11**

Table notes:

1. When the V/C fails the mobility threshold during 4-5 PM and 5-6 PM hours, the V/C is the average for the two hours.
2. In all cases, when a location is on an arterial at the edge of a regional or town center (part inside and part outside), the whole segment fails to meet the mobility policy.
3. These locations meet the regional mobility policy threshold during the mid-day period (12-1 PM).

**Throughway Network  
2015 Base Year - 12-1pm**

**2018  
REGIONAL  
TRANSPORTATION  
PLAN UPDATE**



**Unacceptable congestion:** — 12-1 PM

2040 Centers and station areas

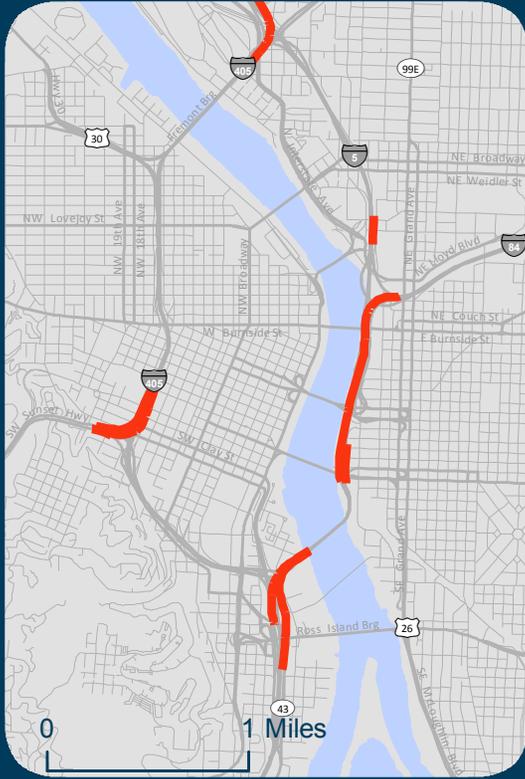
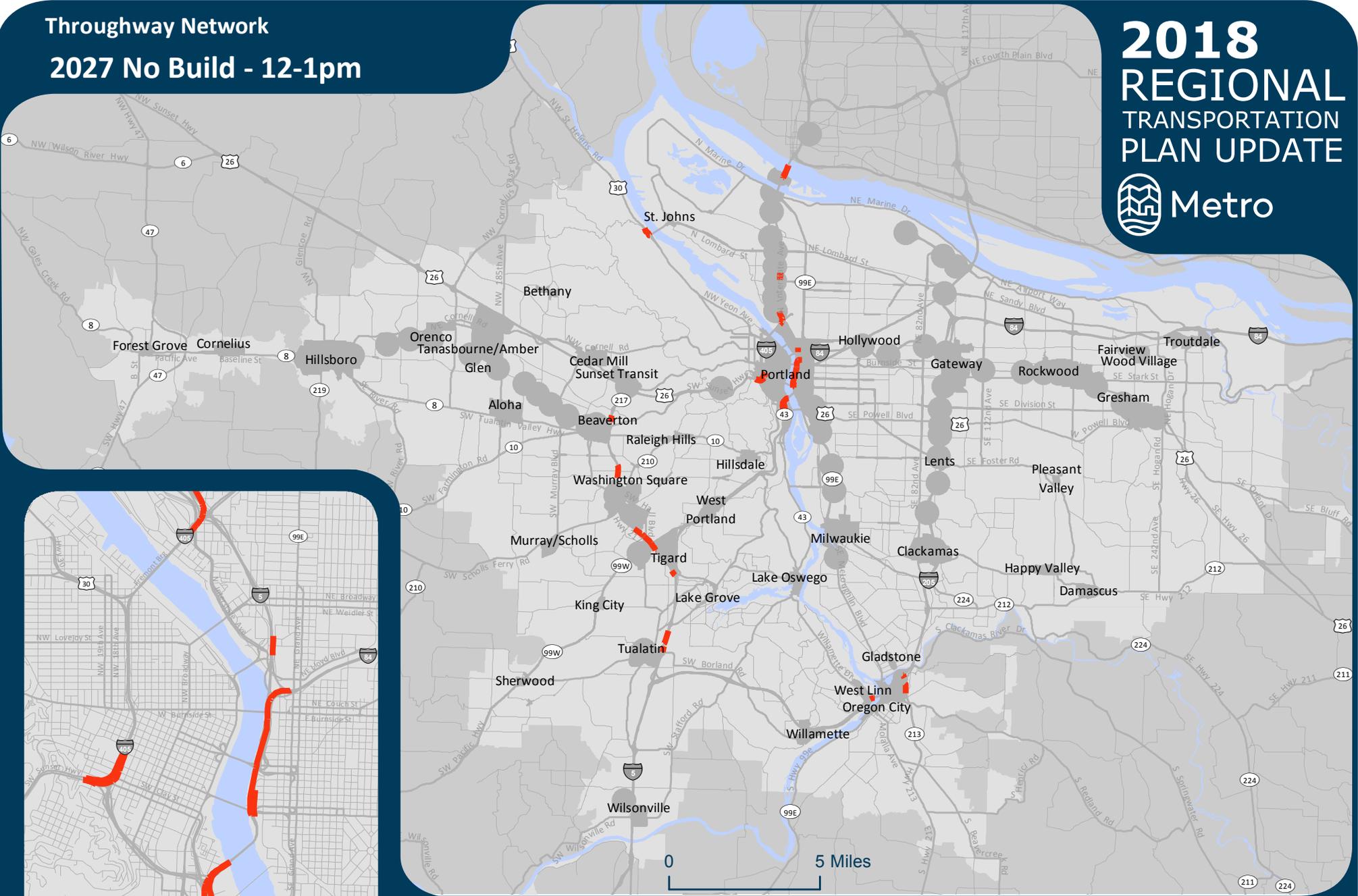
Metro MPO Boundary

December 2018

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**Throughway Network  
2027 No Build - 12-1pm**

**2018  
REGIONAL  
TRANSPORTATION  
PLAN UPDATE**



**Unacceptable congestion:** — 12-1 PM

2040 Centers and station areas

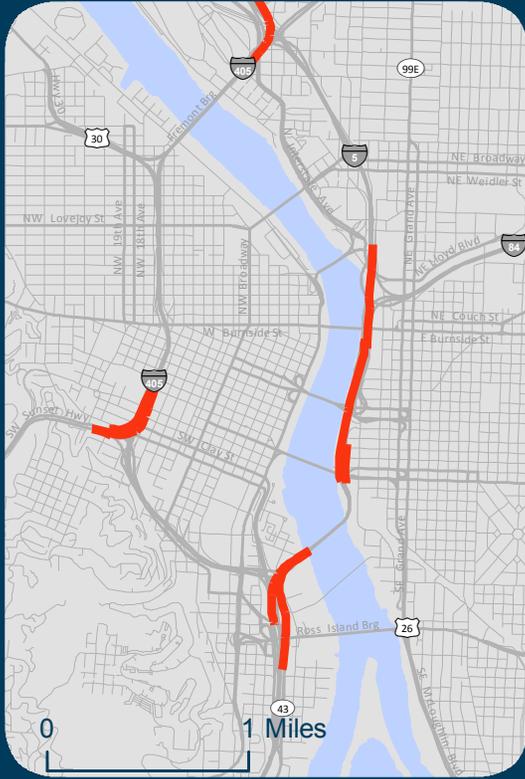
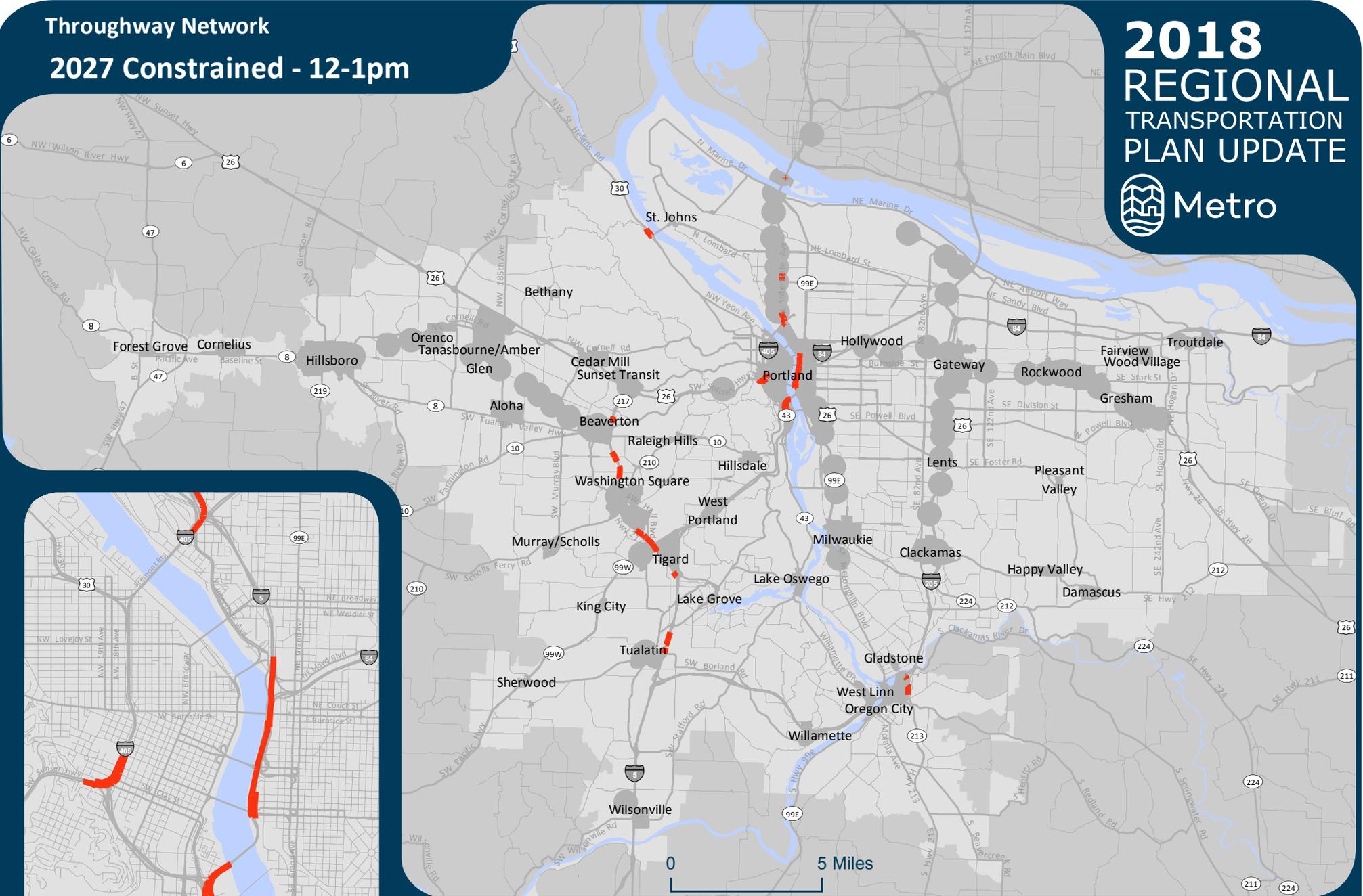
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Throughway Network  
2027 Constrained - 12-1pm

2018  
REGIONAL  
TRANSPORTATION  
PLAN UPDATE



Unacceptable congestion: — 12-1 PM

2040 Centers and station areas

Metro MPO Boundary

December 2018

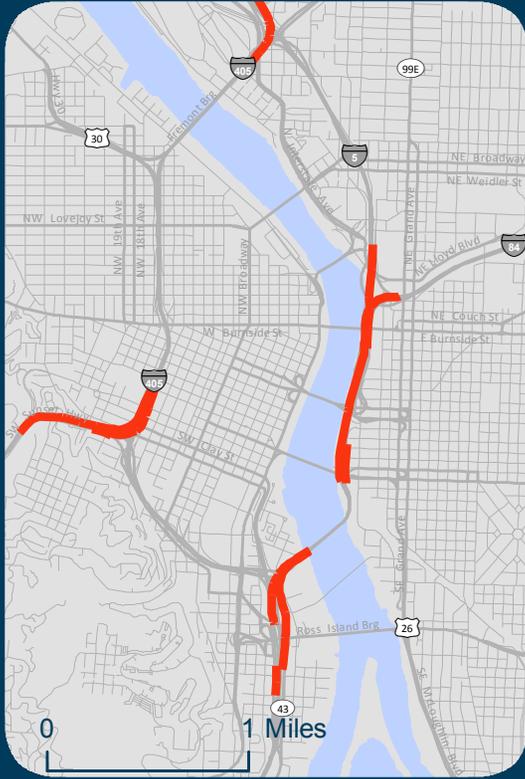
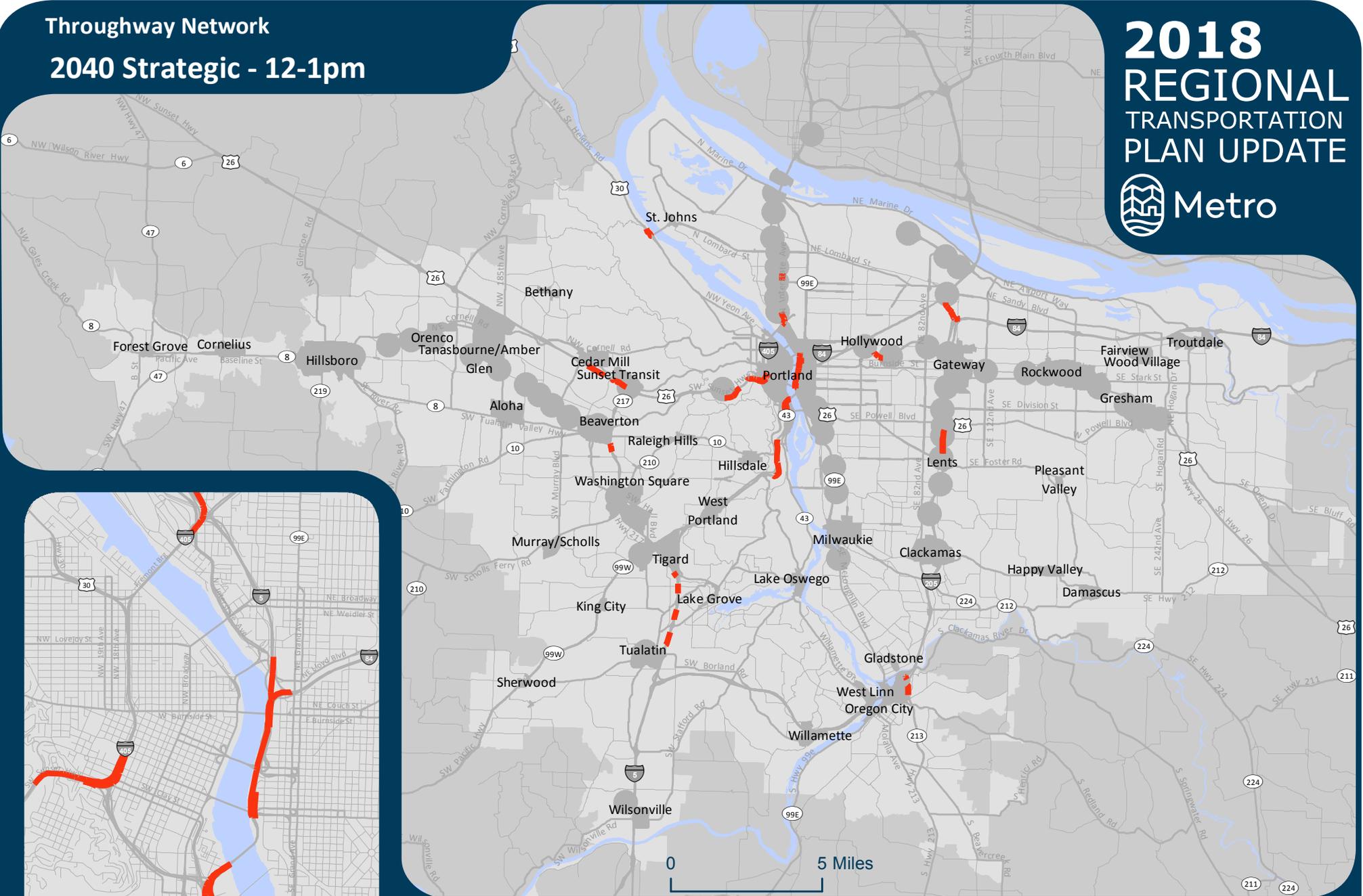
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# Throughway Network 2040 Strategic - 12-1pm

# 2018 REGIONAL TRANSPORTATION PLAN UPDATE



Unacceptable congestion: — 12-1 PM

2040 Centers and station areas

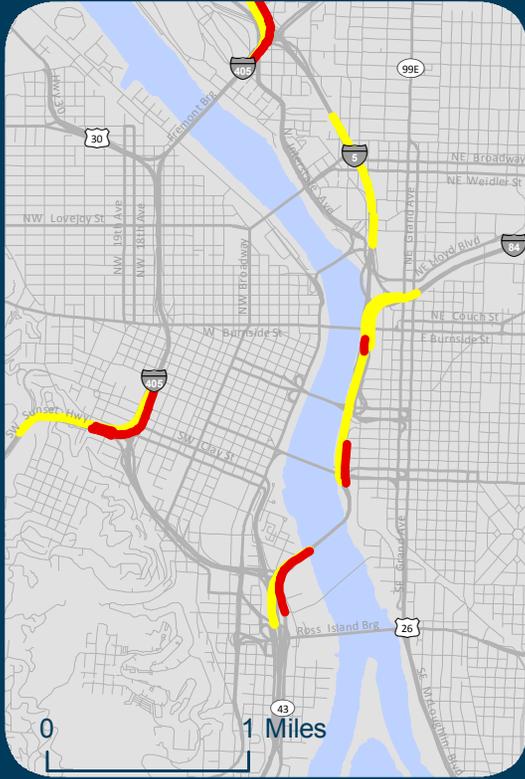
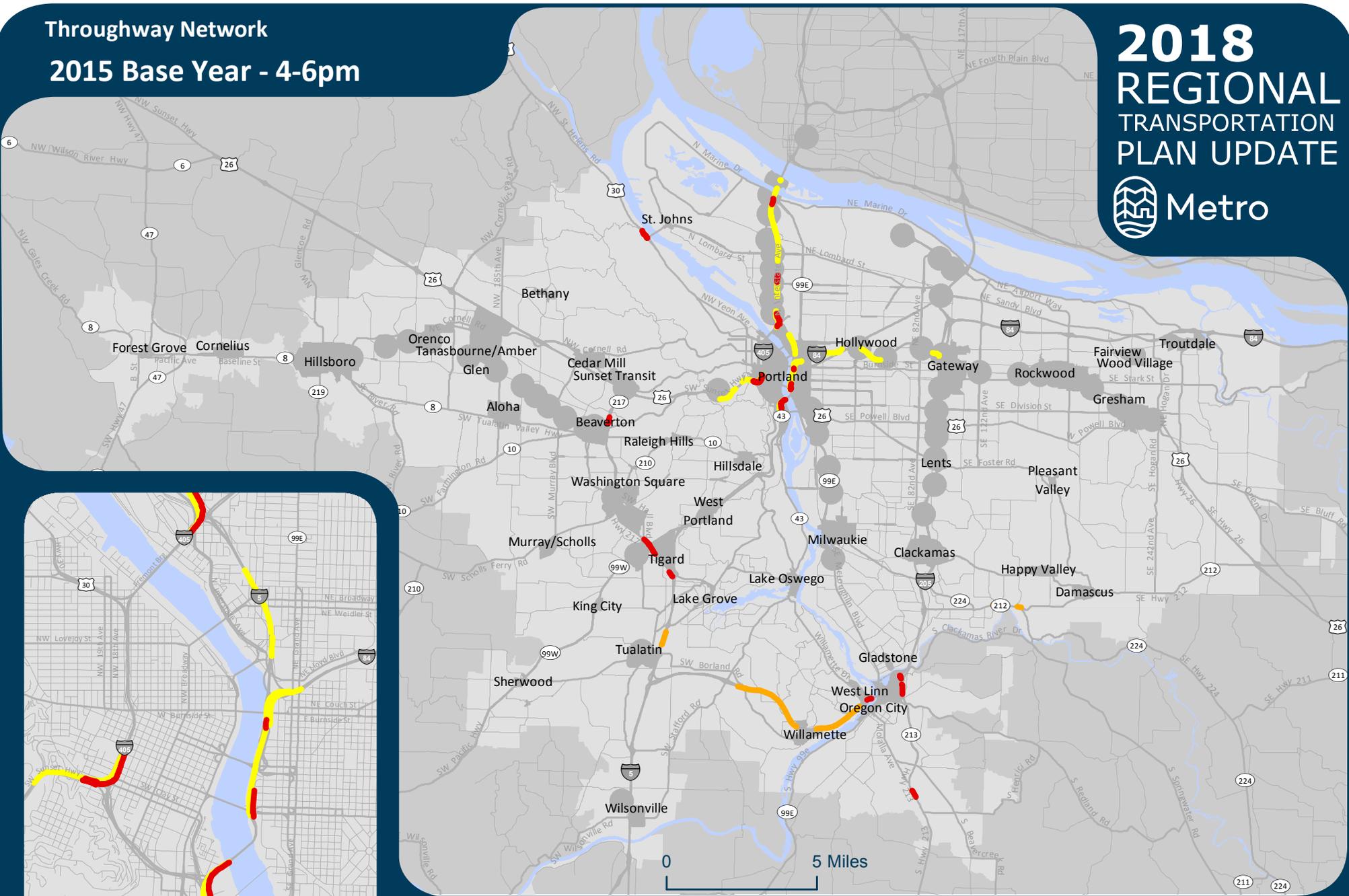
Metro MPO Boundary

December 2018

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**Throughway Network  
2015 Base Year - 4-6pm**

**2018  
REGIONAL  
TRANSPORTATION  
PLAN UPDATE**



**Unacceptable congestion:**

- 4-6 PM (peak travel hours)
- 5-6 PM
- 4-5 PM

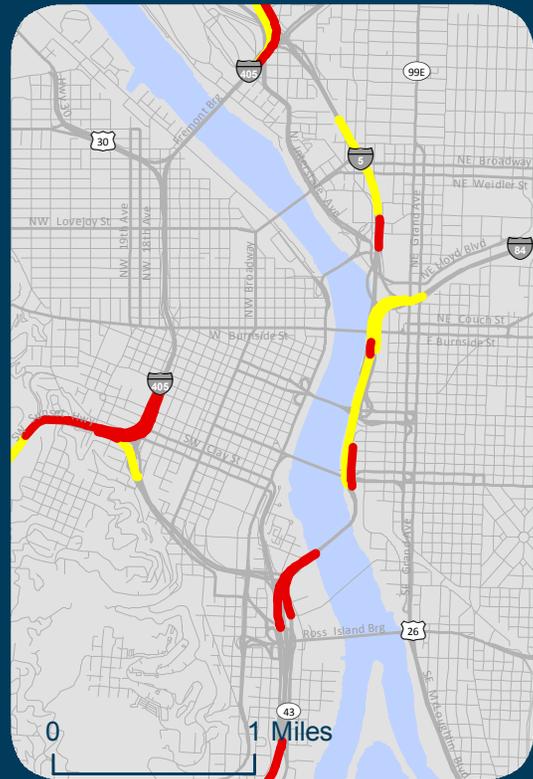
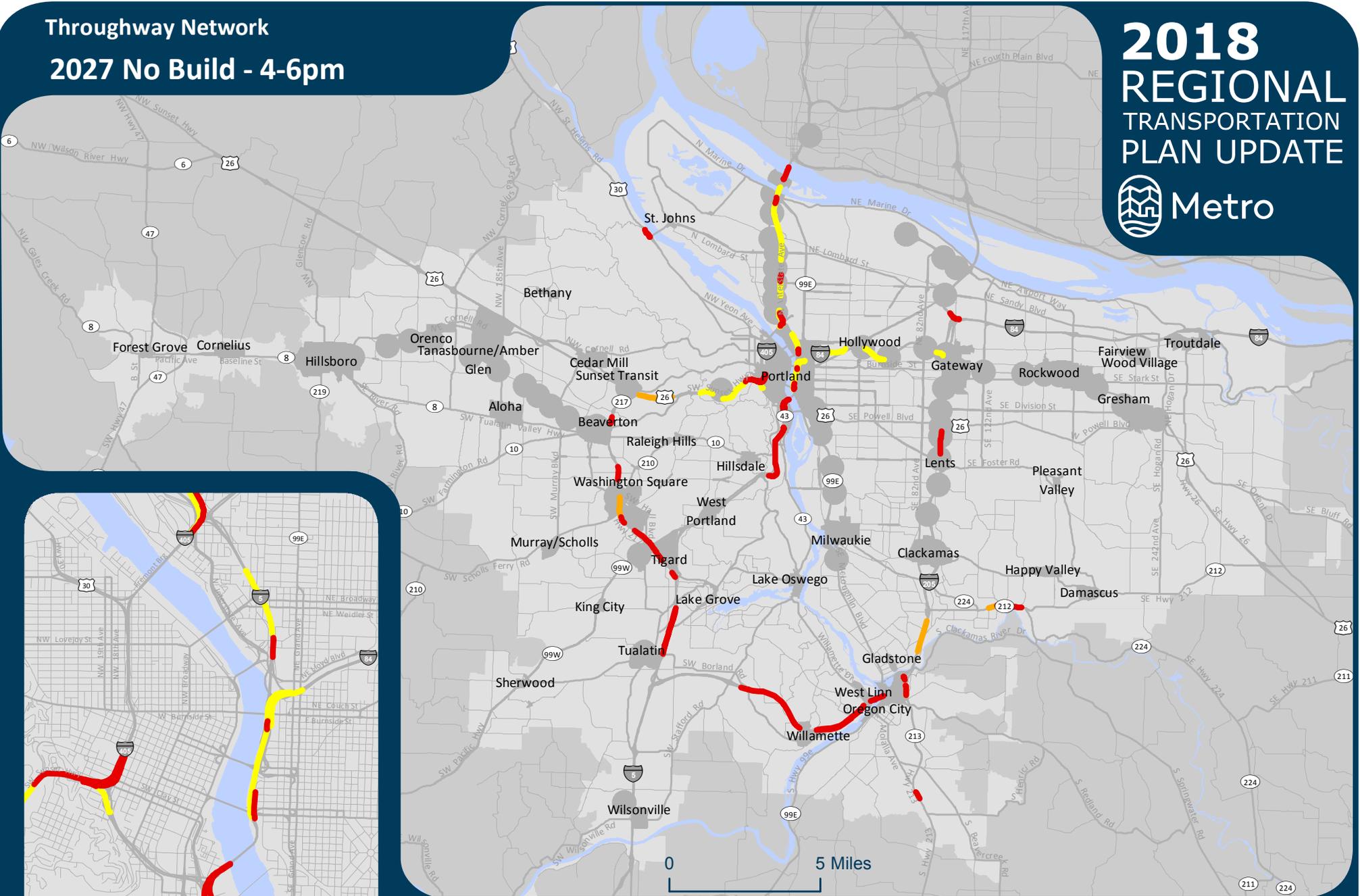
2040 Centers and station areas  
 Metro MPO Boundary

**December 2018**

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# Throughway Network 2027 No Build - 4-6pm

# 2018 REGIONAL TRANSPORTATION PLAN UPDATE



**Unacceptable congestion:**

- 
- 4-6 PM (peak travel hours)
- 
- 5-6 PM
- 
- 4-5 PM

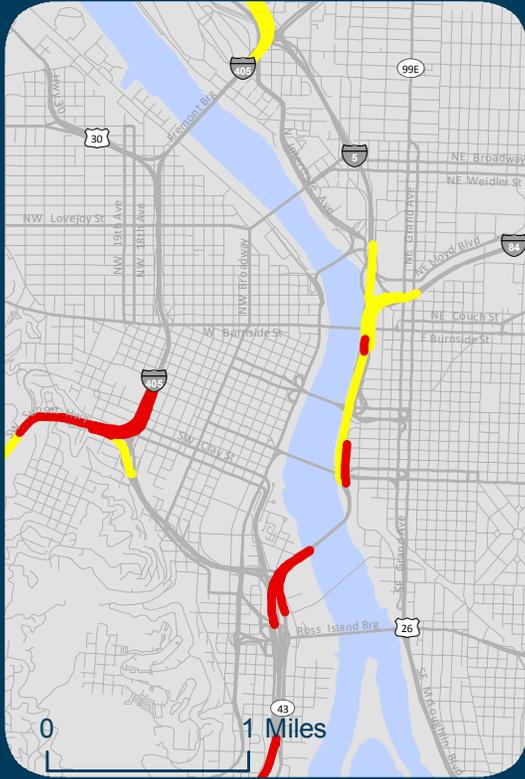
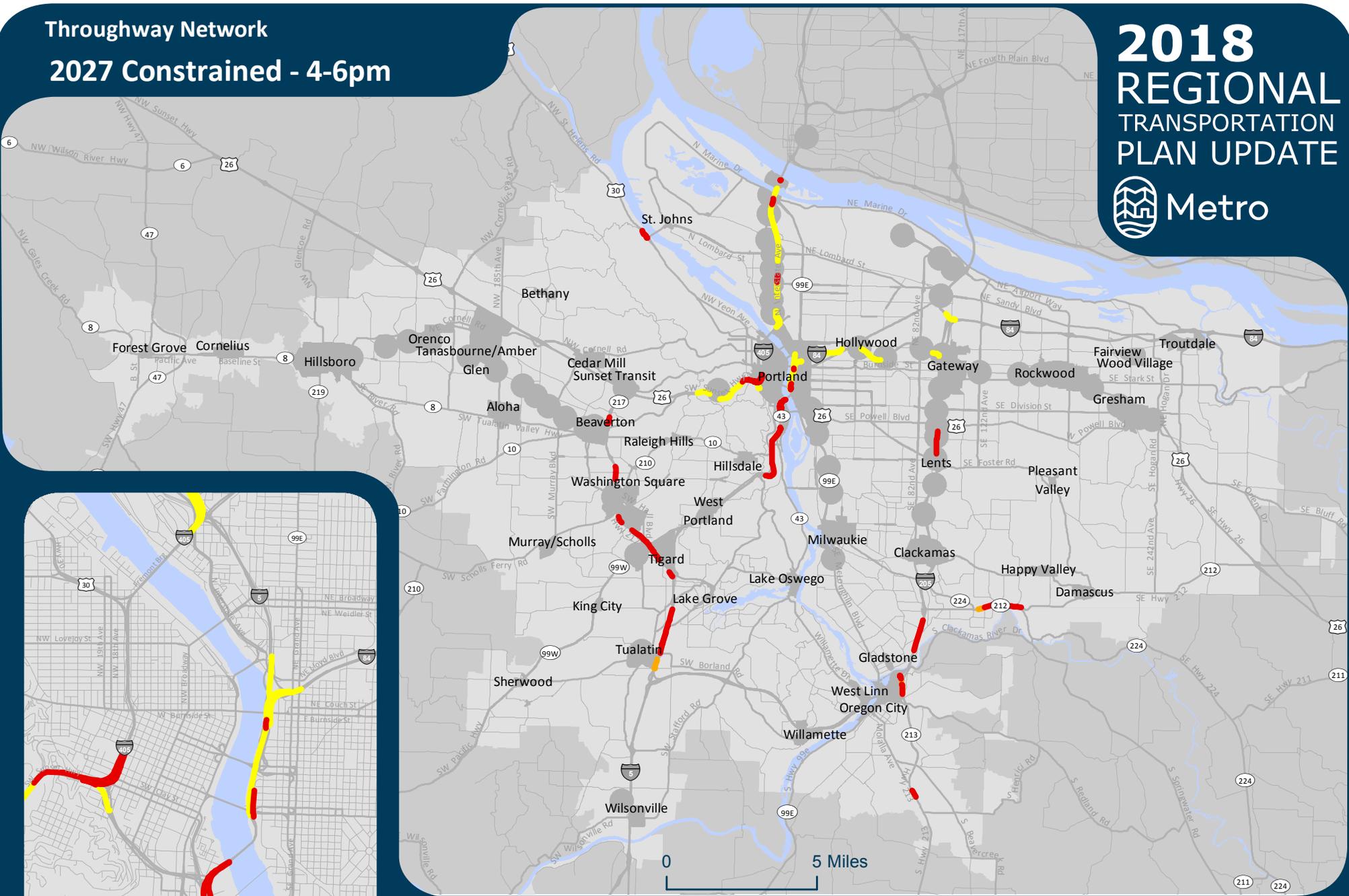
2040 Centers and station areas  
 Metro MPO Boundary

December 2018

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# Throughway Network 2027 Constrained - 4-6pm

# 2018 REGIONAL TRANSPORTATION PLAN UPDATE



**Unacceptable congestion:** — 4-6 PM (peak travel hours) — 5-6 PM — 4-5 PM December 2018

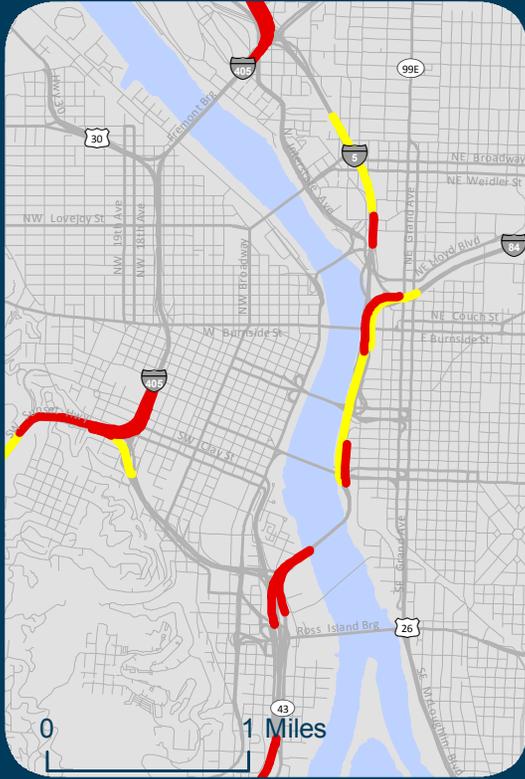
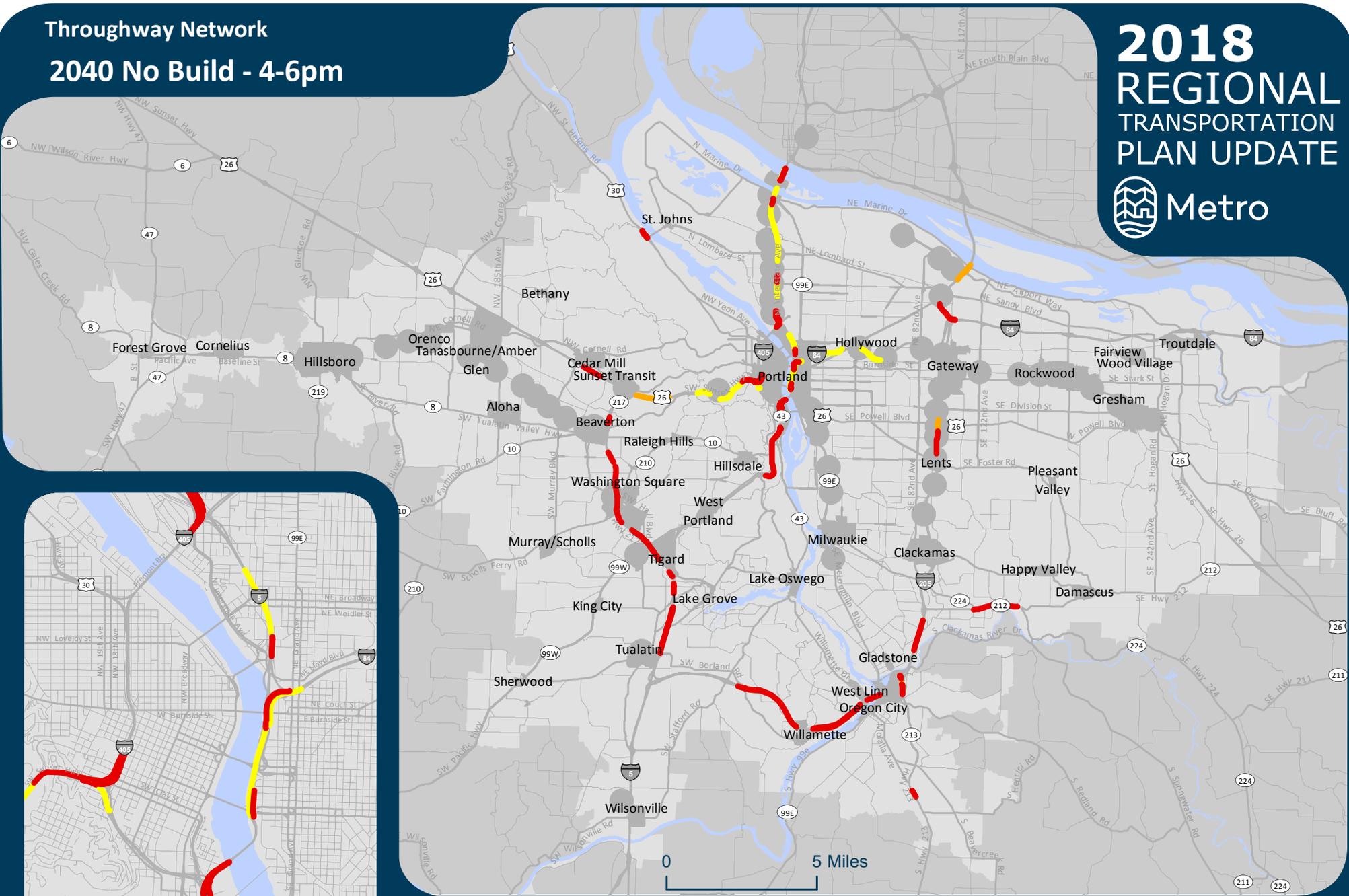
● 2040 Centers and station areas

■ Metro MPO Boundary

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# Throughway Network 2040 No Build - 4-6pm

# 2018 REGIONAL TRANSPORTATION PLAN UPDATE



**Unacceptable congestion:**

- 4-6 PM (peak travel hours)
- 5-6 PM
- 4-5 PM

2040 Centers and station areas  
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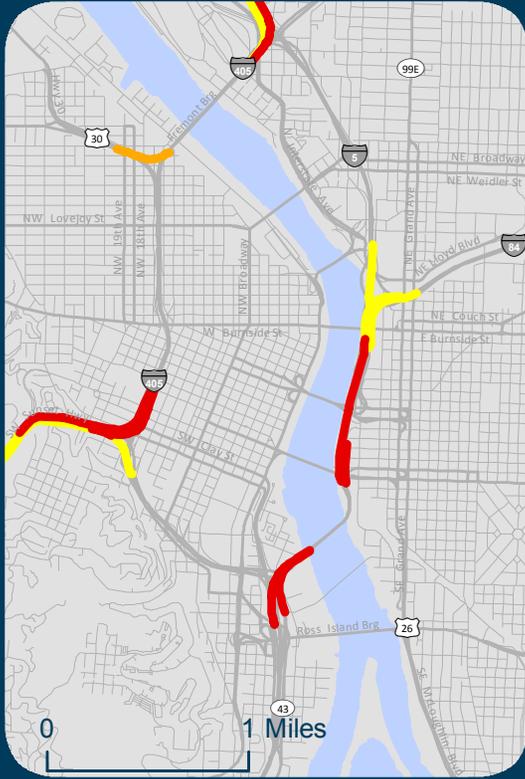
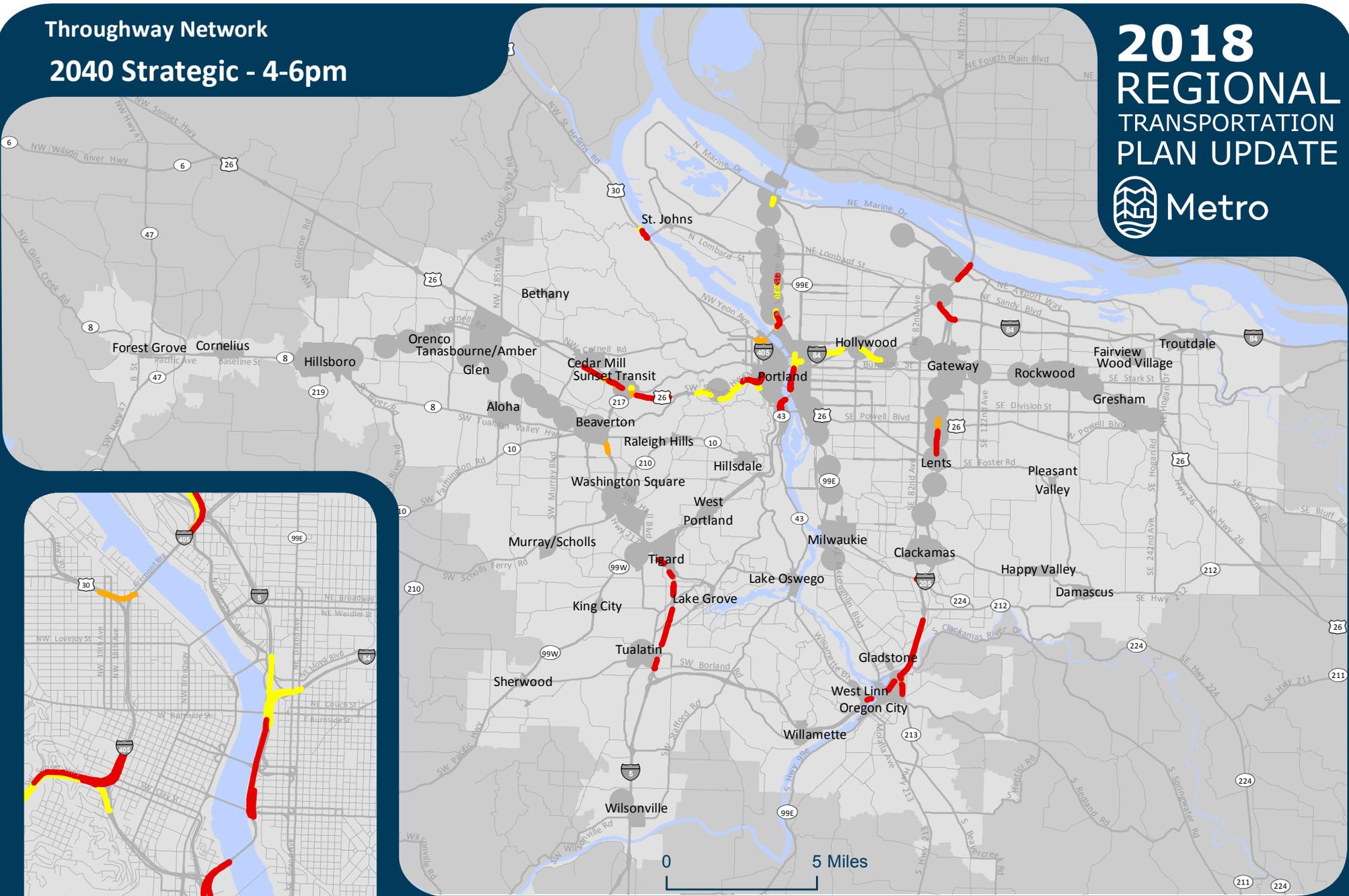
December 2018

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# Throughway Network 2040 Strategic - 4-6pm

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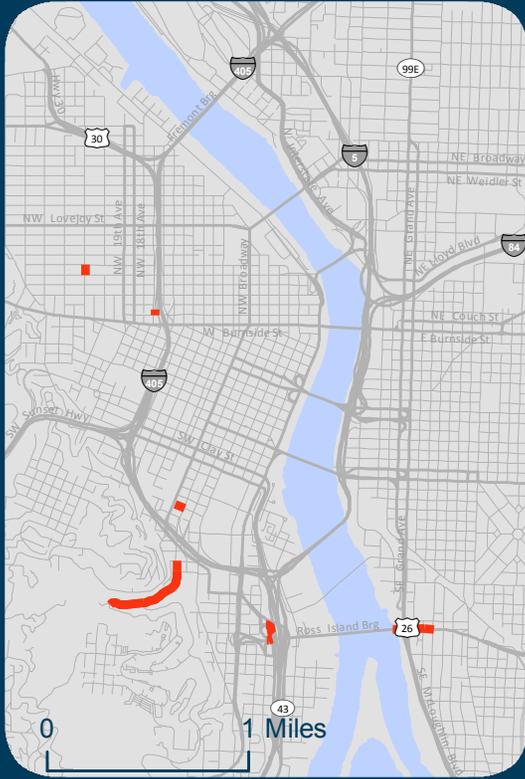
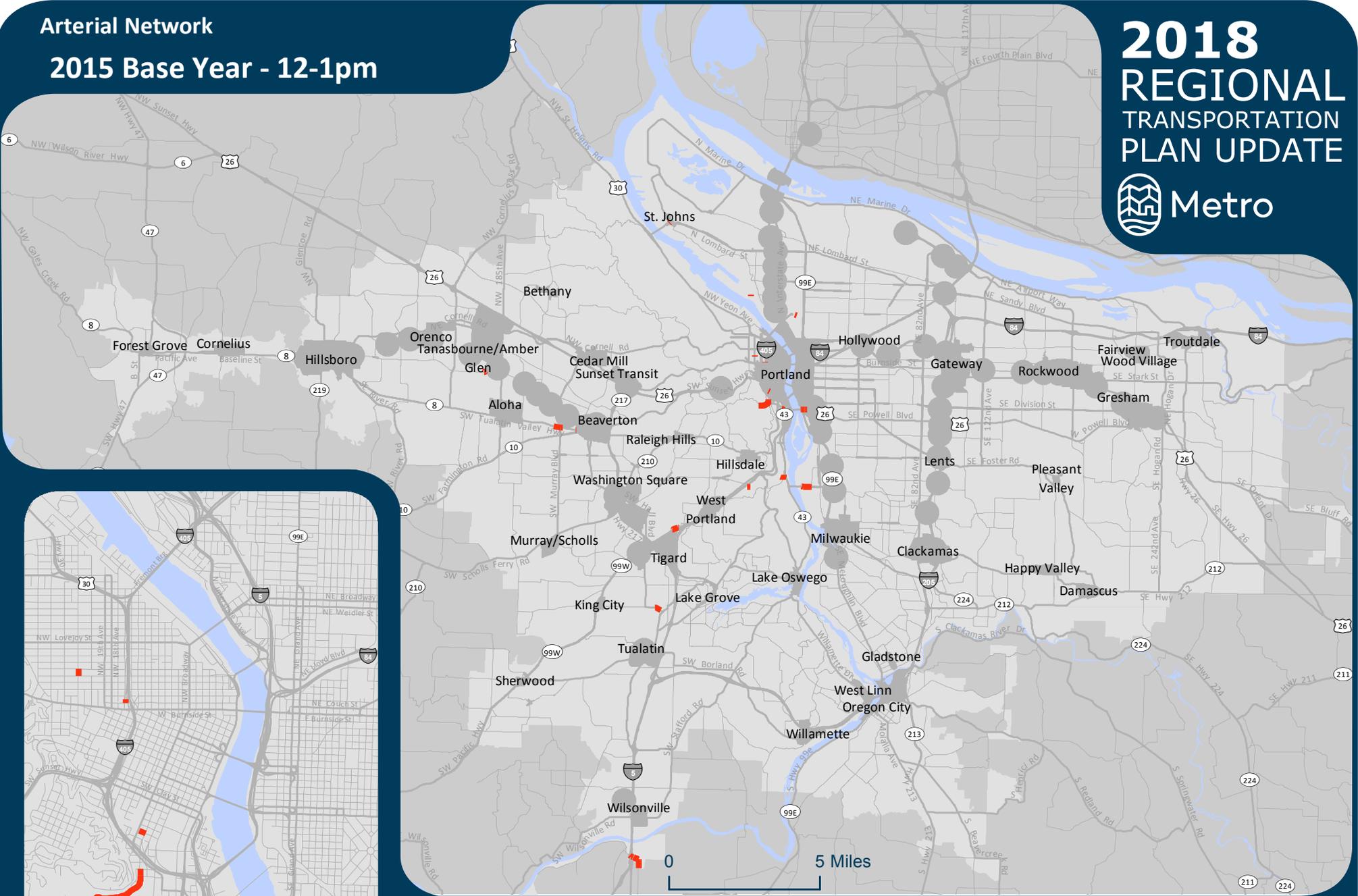
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# Arterial Network

## 2015 Base Year - 12-1pm

# 2018 REGIONAL TRANSPORTATION PLAN UPDATE



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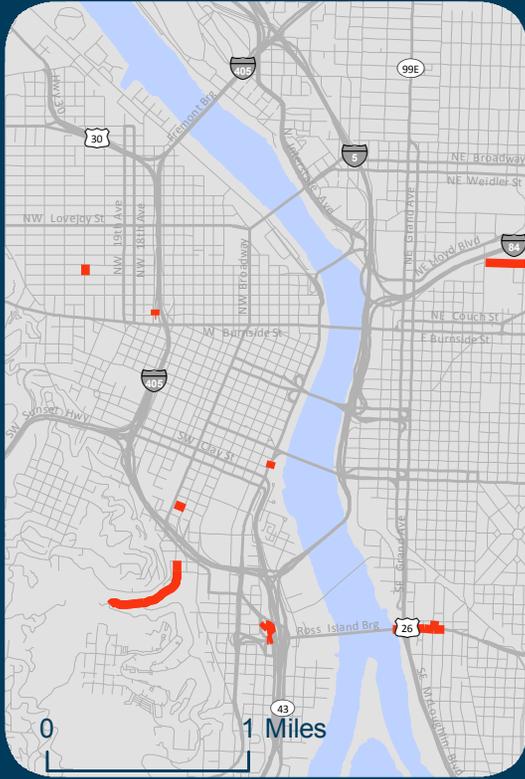
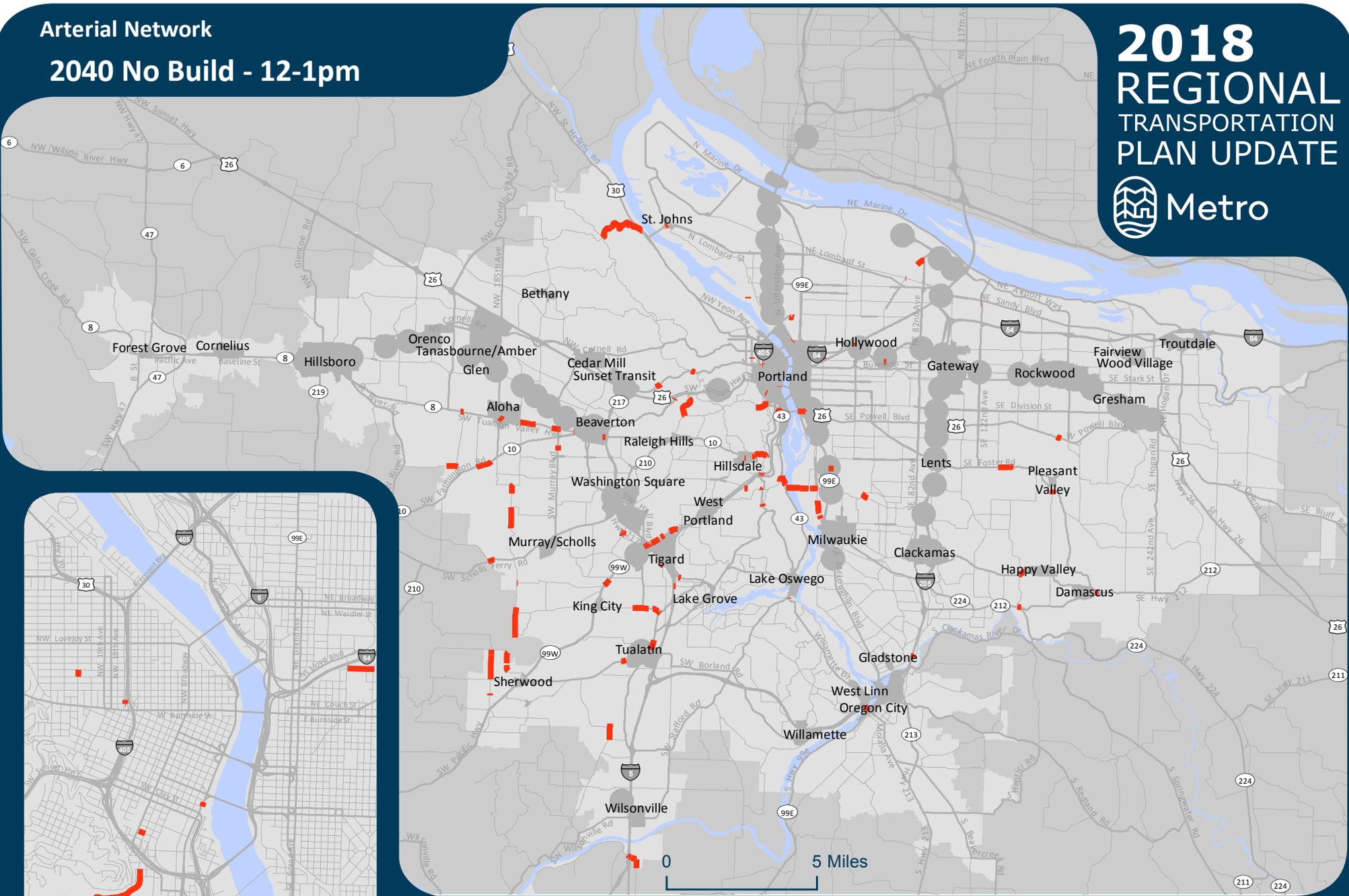




# Arterial Network

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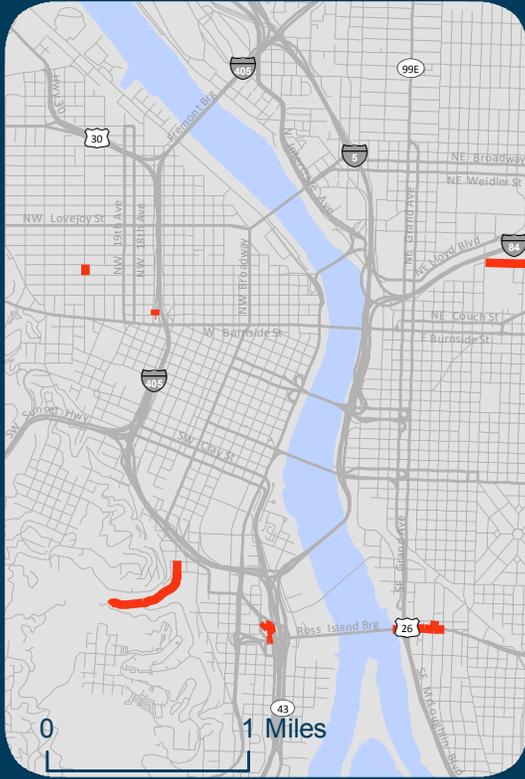
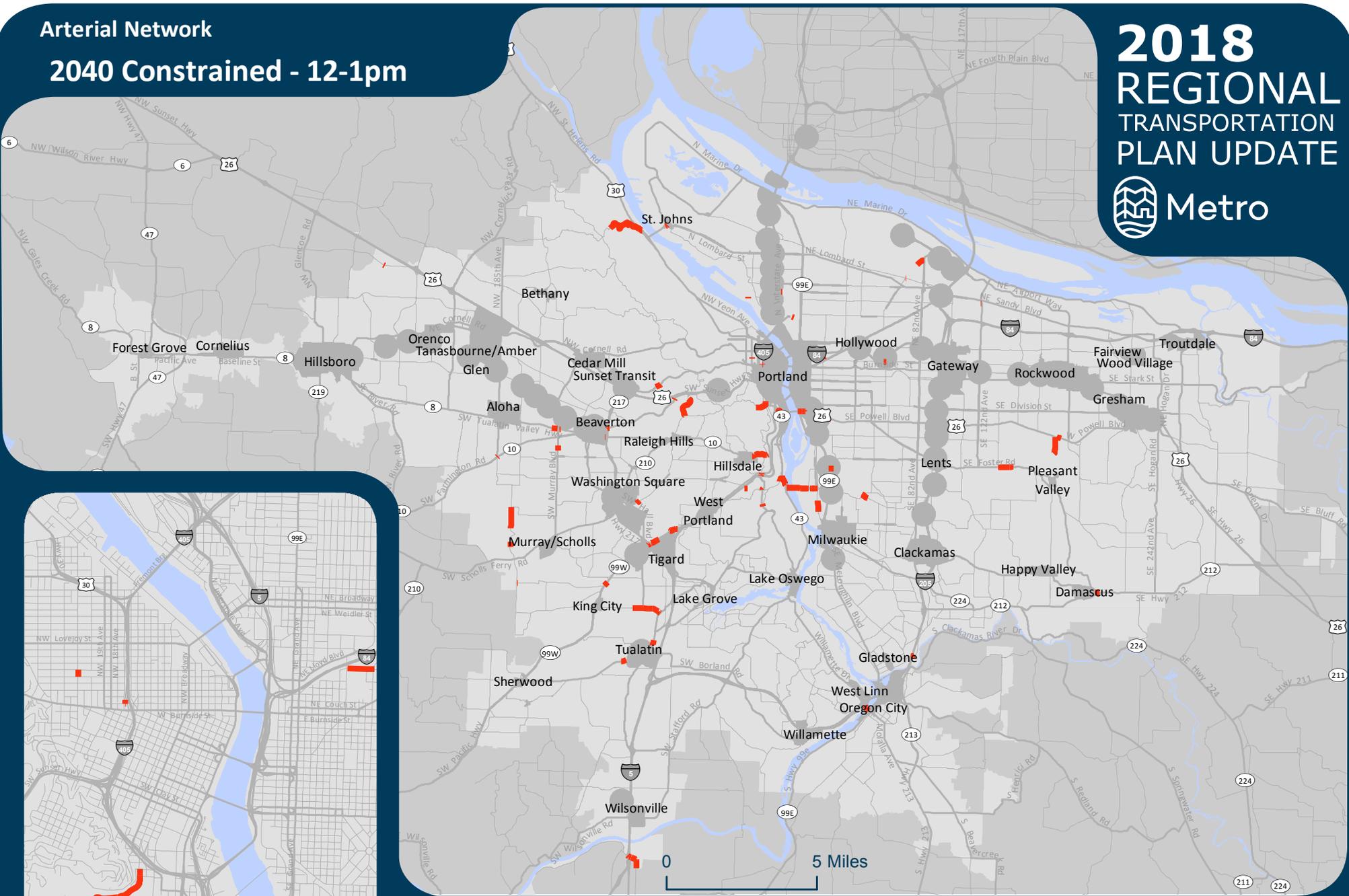
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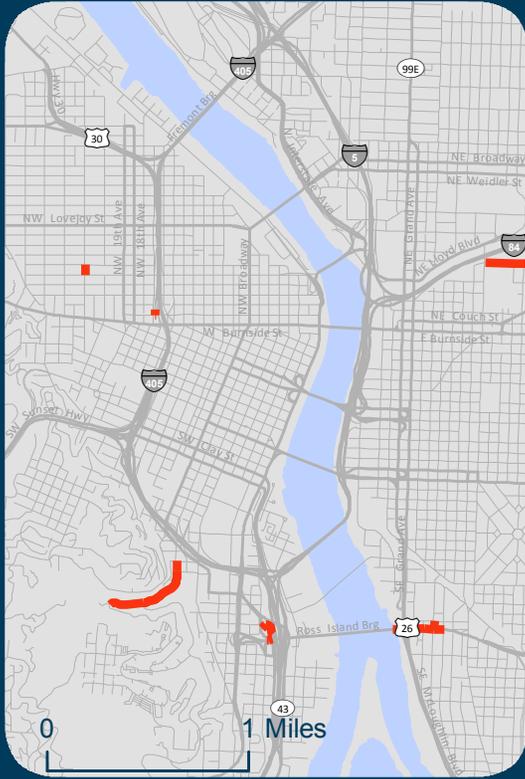
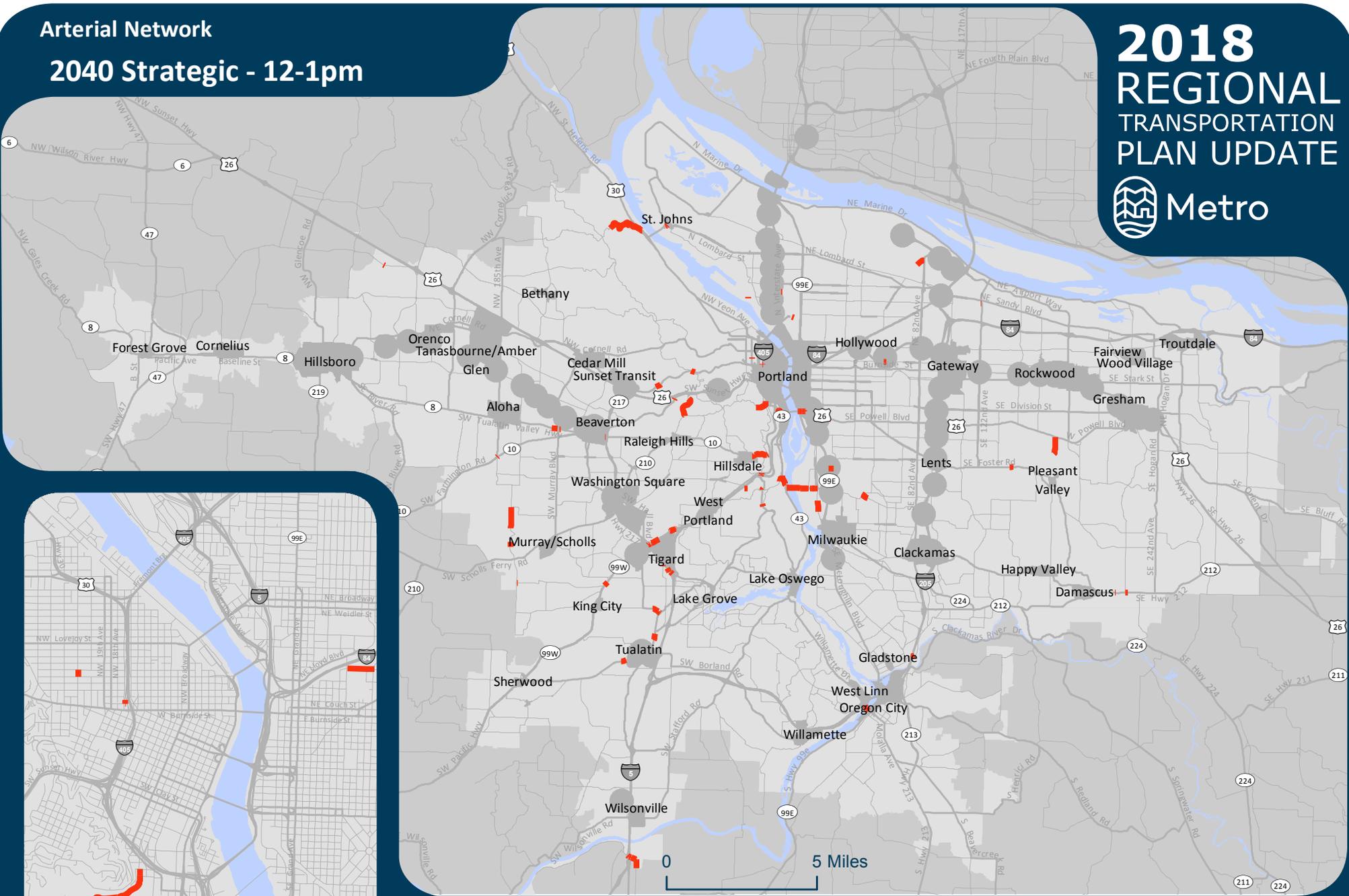
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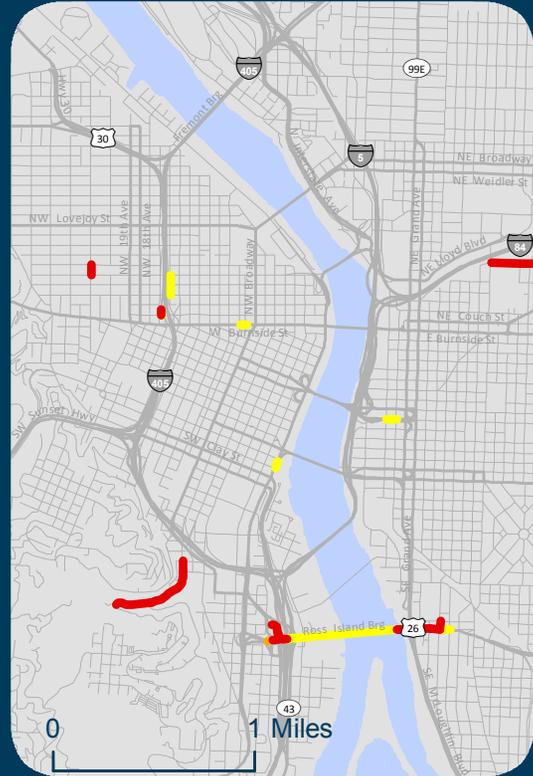
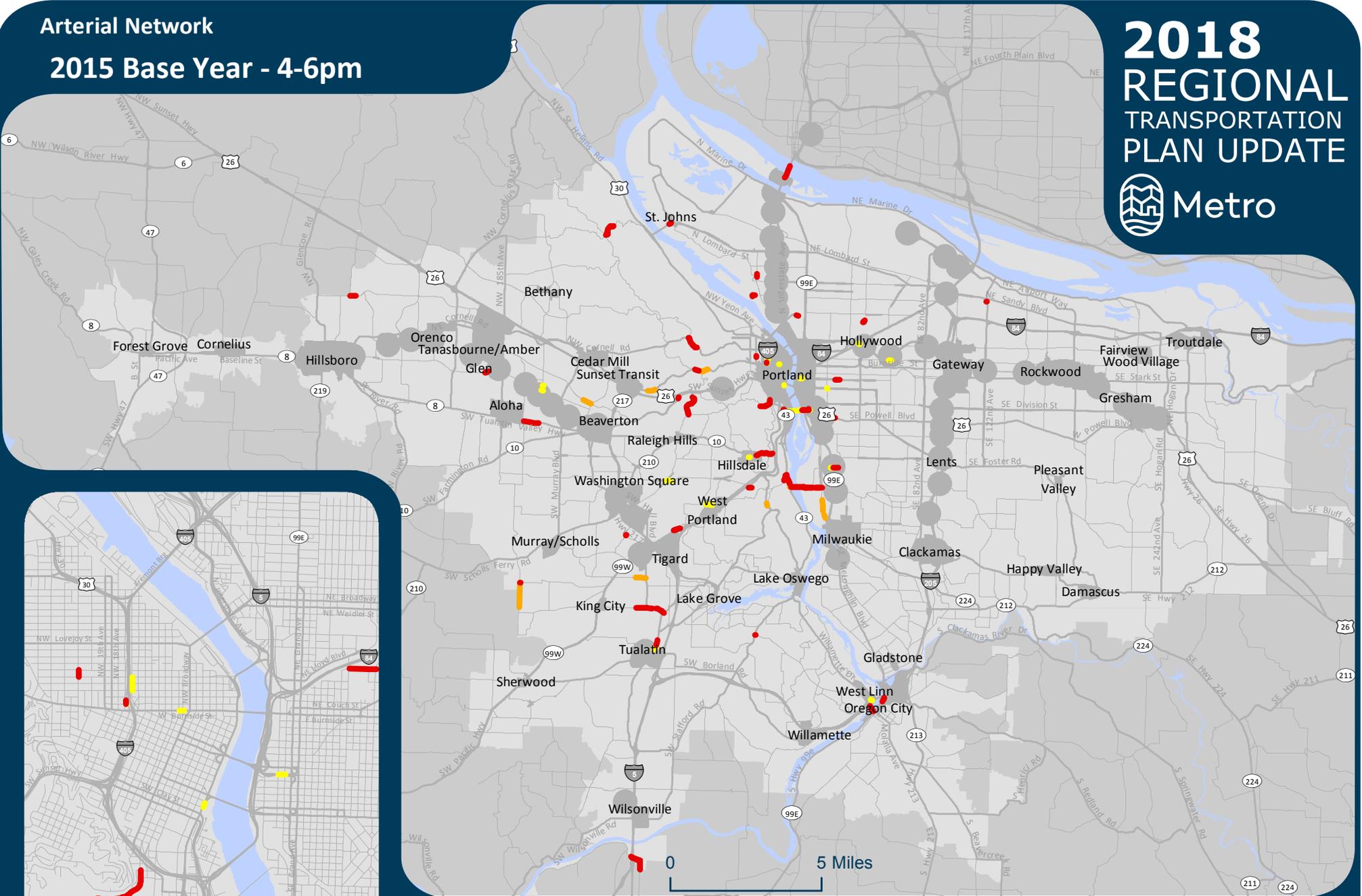
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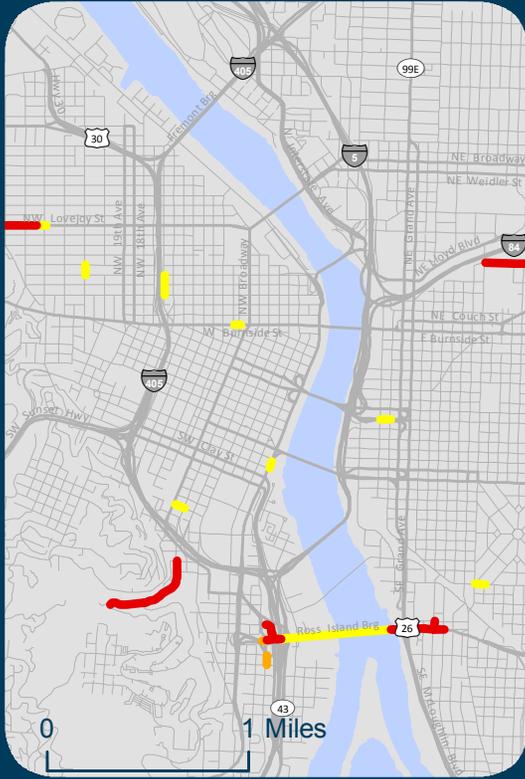
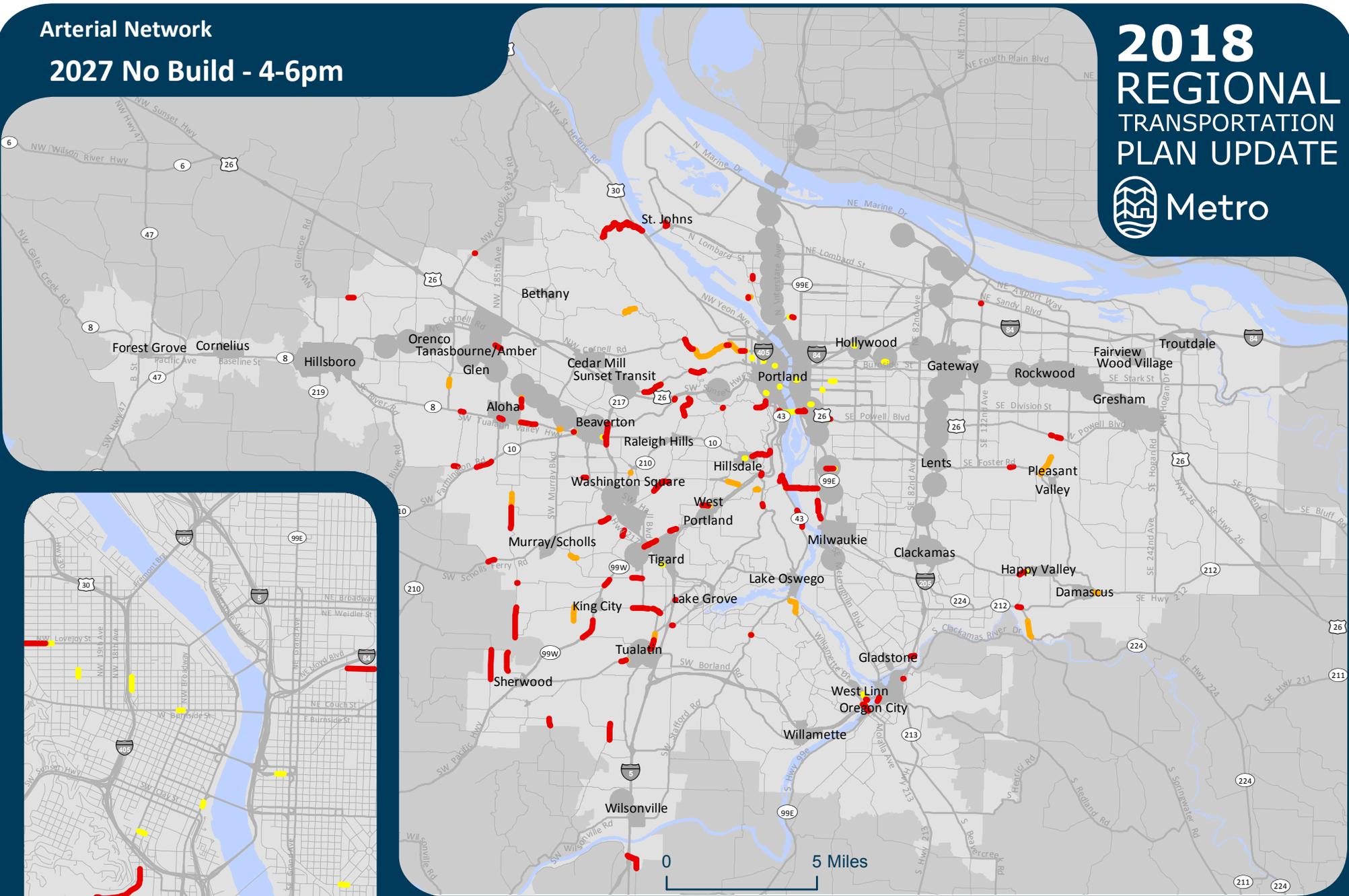
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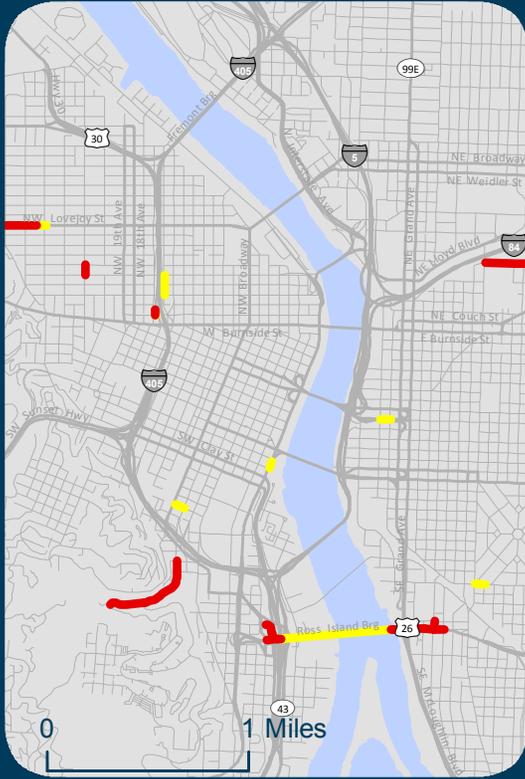
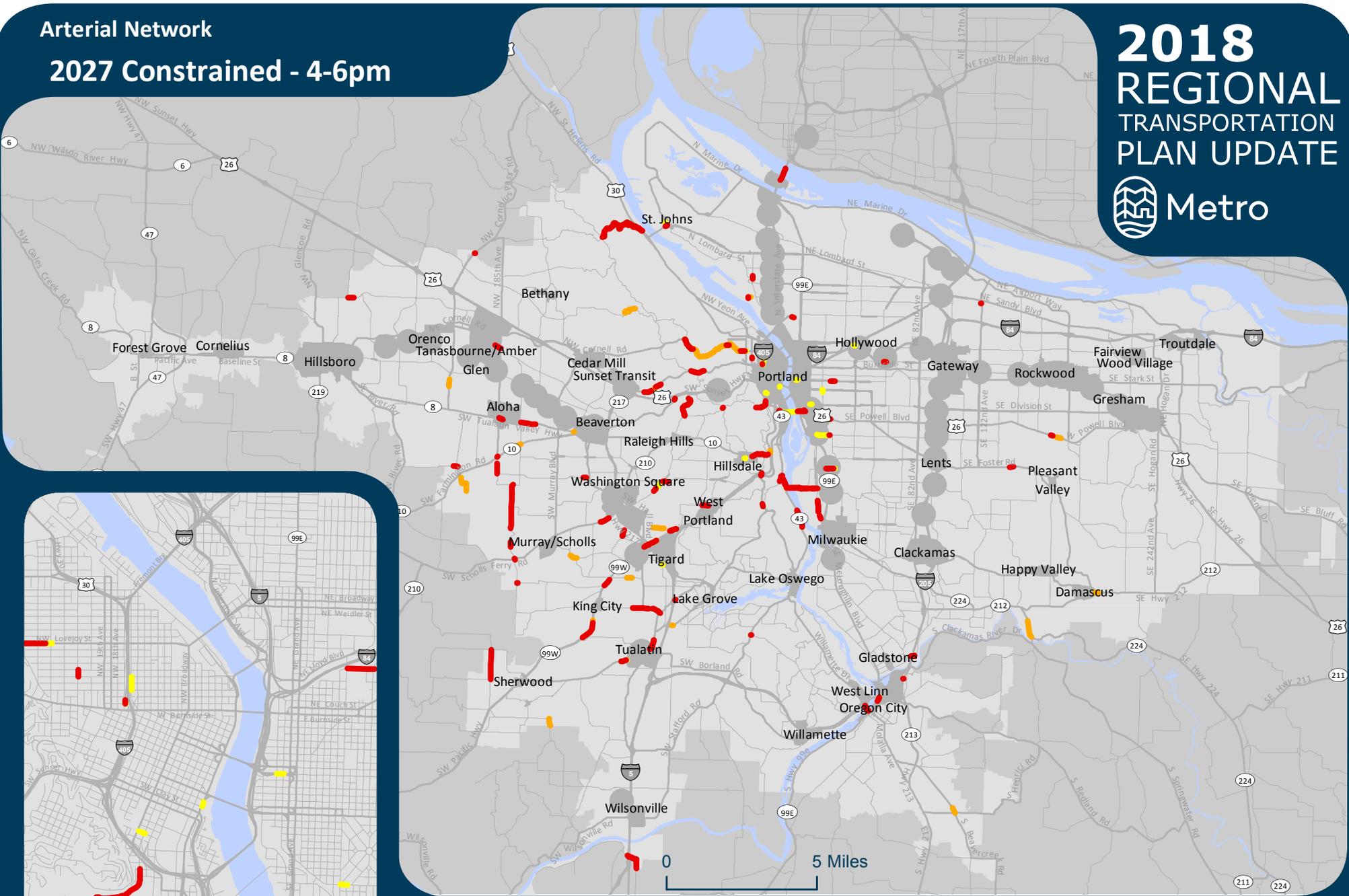
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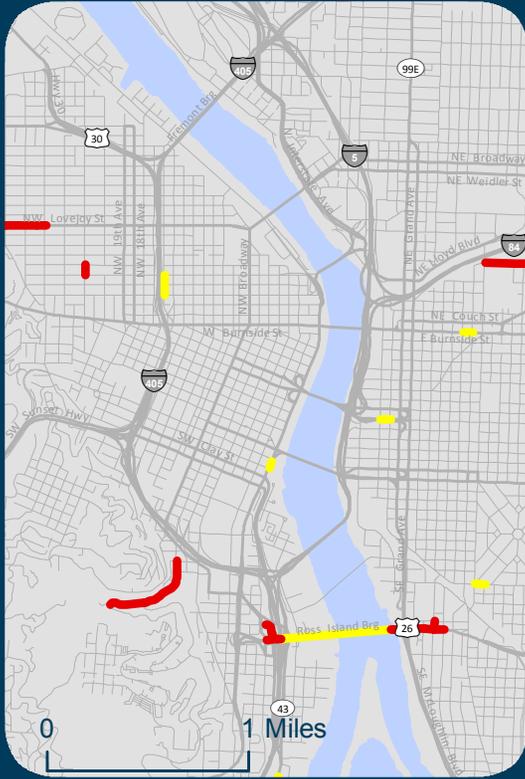
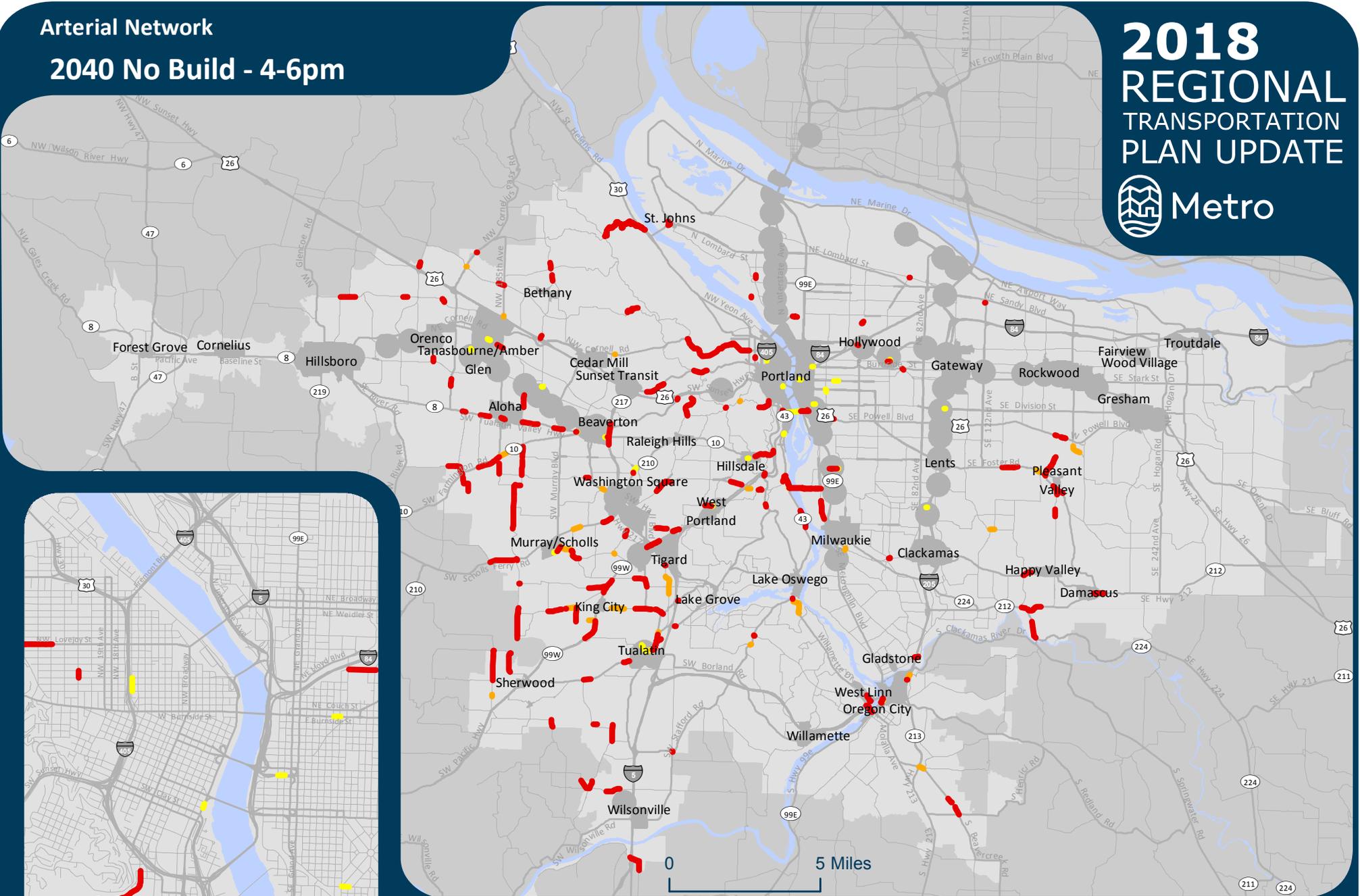
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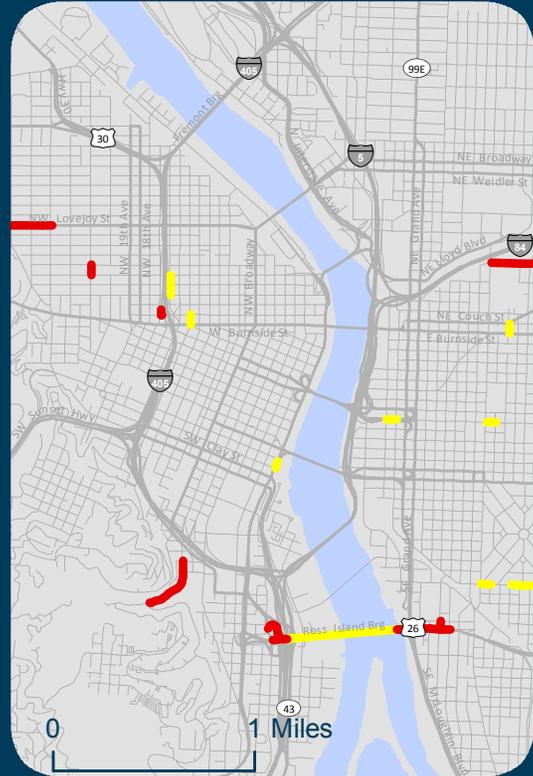
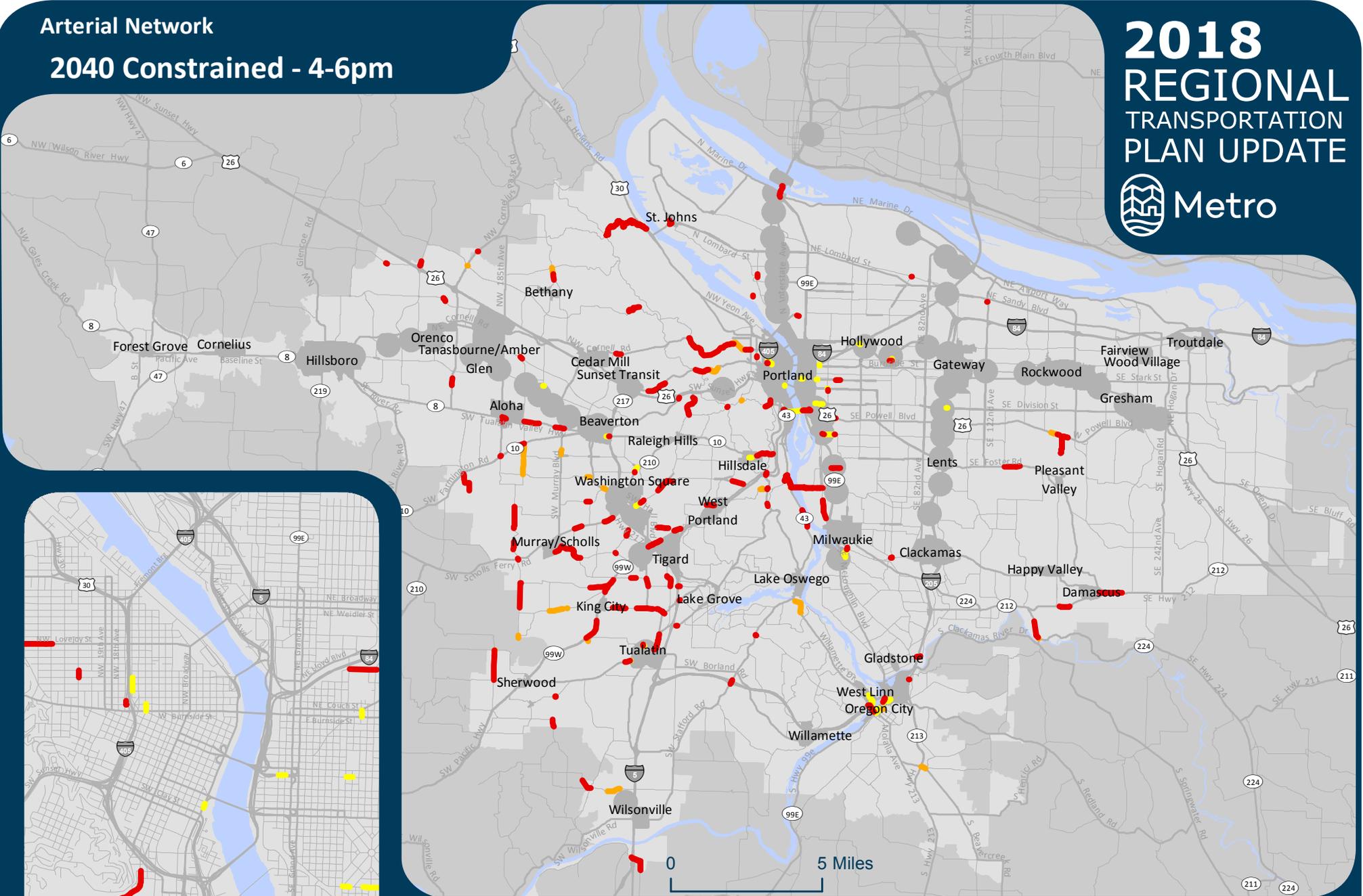
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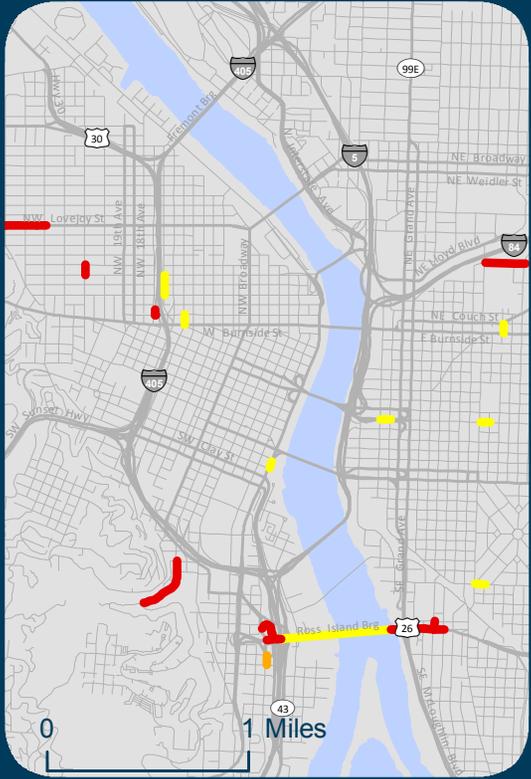
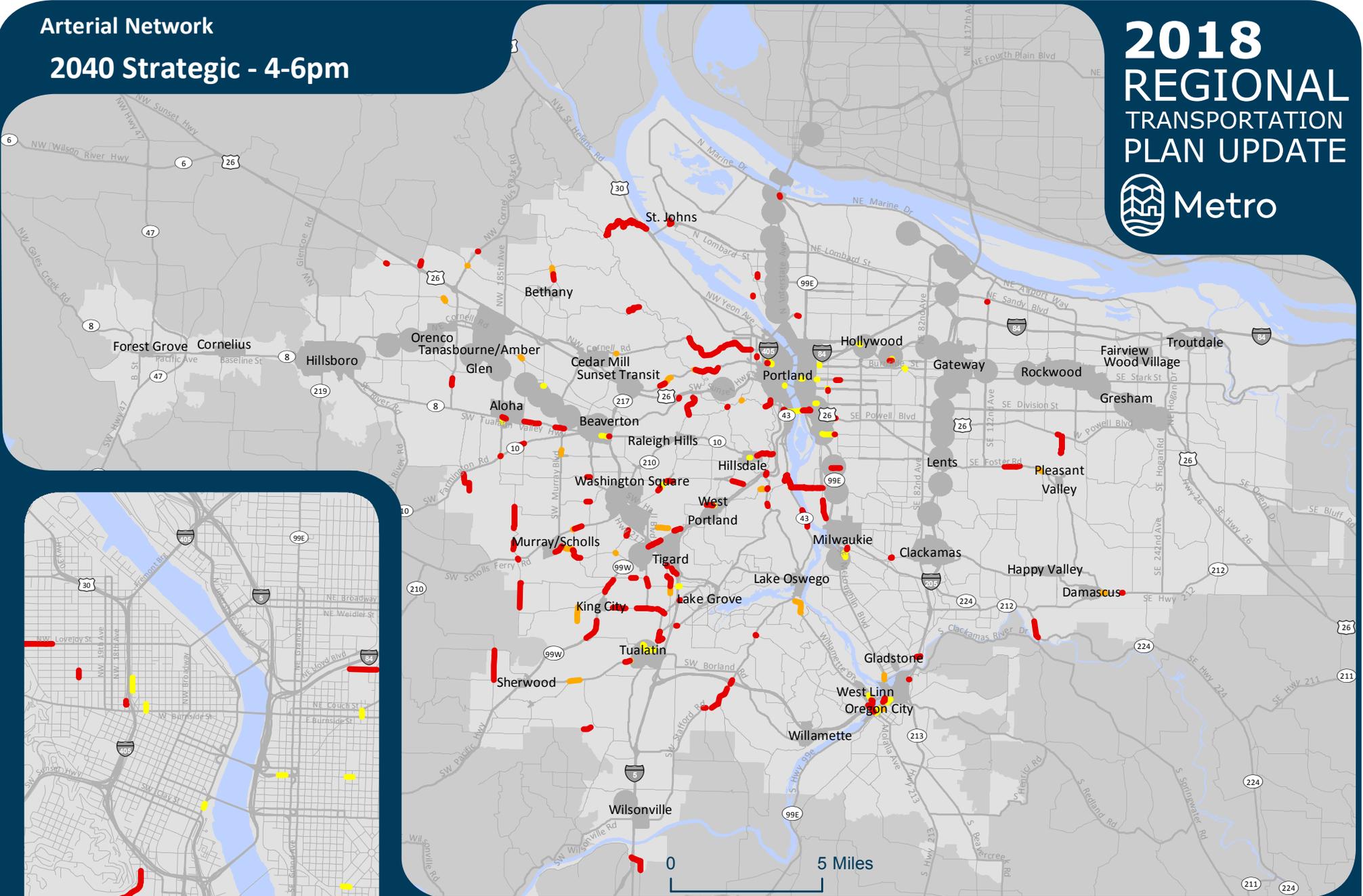
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# Arterial Network

## 2040 Strategic - 4-6pm

# 2018 REGIONAL TRANSPORTATION PLAN UPDATE



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December 2018

● 2040 Centers and station areas

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 Jeanne Stewart, Clark County  
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 Ben Kahn, intern  
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 Andre' Lightsey-Walker, assistant regional planner  
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 Peggy Morell, senior public affairs specialist  
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 Eliot Rose, senior technology and transportation planner  
 Jamie Snook, principal transportation planner  
 Julie Stringham, intern  
 Caleb Winter, senior transportation planner

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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.

**Metro Council President**

Tom Hughes

**Metro Councilors**

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**2018 Regional Transportation Plan**



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