Agenda

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

Meeting: Transportation Policy Alternatives Committee (TPAC)
Date: Friday, July 8, 2022
Time: 9:00 a.m. to 12:00 p.m.
Place: Virtual meeting held via Zoom
Connect with Zoom
Passcode: 042255
Phone: 877-853-5257 (Toll Free)

9:00 a.m.	**Call meeting to order, declaration of quorum and introductions**	Chair Kloster
9:10 a.m.	**Comments from the Chair and Committee Members** • Committee input on Creating a Safe Space at TPAC (Chair Kloster) • Updates from committee members around the Region (all) • Monthly MTIP Amendments Update (Ken Lobeck) • Fatal crashes update (Lake McTighe) • TSMO Program Project Solicitation update (Caleb Winter) • Regional Mobility Policy Practitioner Forum update (Kim Ellis) • Summary of housekeeping changes to the RTP network maps (John Mermin)	
9:20 a.m.	**Public communications on agenda items**	
9:25 a.m.	**Consideration of TPAC minutes, June 3, 2022 (action item)**	Chair Kloster
9:30 a.m.	**Regional Flexible Funds Allocation (RFFA)/Trails Bond: Risk Assessment, Public Comment reports** Purpose: Review Risk Assessment and Public Comment reports, prepare for July 14 RFFA/Trails Bond workshop	Dan Kaempff, Metro
10:15 a.m.	**Safe and Healthy Urban Arterials** Purpose: Share revised policy brief in advance of Aug 25 JPACT/Council Discussion.	John Mermin, Metro Lake McTighe, Metro
10:35 a.m.	**Enhanced Transit Concepts / Better Bus update** Purpose: Provide an overview of results from the Enhanced Transit Concepts program and introduce the Better Bus program.	Matt Bihn, Metro
11:15 a.m.	**Multnomah County Earthquake Ready Burnside Bridge Update** Purpose: Provide an update on Multnomah County's Earthquake Ready Burnside Bridge project.	Shane Phelps, Parametrix Megan Neill, Multnomah County Alex Oreschak, Metro
11:55 a.m.	**Committee comments on creating a safe space at TPAC**	Chair Kloster
12:00 p.m.	**Adjournment**	Chair Kloster

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

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2022 TPAC Work Program

As of 6/30/2022

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

	<u>July 8, 2022</u> 9:00 am – noon Comments from the Chair: • Creating Safe Space at TPAC (Chair Kloster) • Committee member updates around the Region (Chair Kloster & all) • Monthly MTIP Amendments Update (Ken Lobeck) • Fatal crashes update (Lake McTighe) • TSMO Program Project Solicitation update (Caleb Winter) • Regional Mobility Policy Practitioner Forum update (Kim Ellis) • Summary of housekeeping changes to the RTP network maps (John Mermin) **Agenda Items:** • Regional Flexible Funds Allocation (RFFA)/ Trails Bond: Risk Assessment, Public Comment reports (Dan Kaempff, Metro, 45 min) • Safe and Healthy Urban Arterials (John Mermin/ Lake McTighe, Metro; 20 min) • Enhanced Transit Concepts / Better Bus update (Matt Bihn, Metro, 40 min) • Multnomah County Earthquake Ready Burnside Bridge Update (Shane Phelps & Megan Neill, Mult. County/ Alex Oreschak, Metro, 40 min) • Committee Wufoo reports on Creating a Safe Space at TPAC (Chair Kloster; 5 min)
<u>July 13, 2022 – TPAC Workshop</u> **9:00 am – noon** **Agenda Items:** • 2023 Regional Transportation Plan (RTP): Needs Assessment Approach (Eliot Rose, Metro, 30 min) • RTP Congestion Pricing Policy Development (Metro) and Oregon Highway Plan Tolling Policy Amendment and Low Income Toll Report (ODOT) (Alex Oreschak, Metro/ Garet Prior, ODOT, 1 ½ hr) • Introduction to the High Capacity Transit Strategy Update for 2023 RTP (Ally Holmqvist, Metro, 30 min)	**<u>July 14, 2022 – TPAC Workshop</u>** **10:00 am – noon** **Agenda Items:** • Regional Flexible Funds Allocation (RFFA)/ Trails Bond (Dan Kaempff/ Robert Spurlock, Metro; 2 hours)

<u>August 5, 2022</u> 9:00 am –noon Comments from the Chair: • Creating Safe Space at TPAC (Chair Kloster) • Committee member updates around the Region (Chair Kloster & all) • Monthly MTIP Amendments Update (Ken Lobeck) • Fatal crashes update (Lake McTighe) • 2018 RTP Completed Projects (Kim Ellis) **Agenda Items:** • **Multnomah County Earthquake Ready Burnside Bridge Resolution to add project to 2023 RTP** <u>Recommendation to JPACT</u> (Shane Phelps & Megan Neill, Mult. County/ Alex Oreschak, Metro, 30 min) • Regional Flexible Funds Allocation (RFFA) refined draft staff recommendations, with CCC priorities (Dan Kaempff, Metro, 45 min) • Vision, Goals & Objectives for 2023 RTP (Kim Ellis, Metro; 30 min) • Region 1 draft 100% project list for the 2024-27 STIP (Chris Ford, 20 min) • 2024-2027 MTIP Performance Evaluation – Approach & Methods (Grace Cho, 30 min) • Committee Wufoo reports on Creating a Safe Space at TPAC (Chair Kloster; 5 min)	**<u>August 17, 2022 – MTAC/TPAC Workshop</u>** **9:00 am – noon** **Agenda Items:** • Regional Mobility Policy: Draft Recommendations (Kim Ellis, Metro/ Glen Bolen, ODOT/ Susie Wright, Kittelson & Associates; 2 hours) • Climate Smart Strategy Monitoring Preliminary Results, Findings and Policy Considerations (Kim Ellis, Metro and Thaya Patton, Metro; 60 min)
<u>September 2, 2022</u> 9:00 am – noon Comments from the Chair: • Creating Safe Space at TPAC (Chair Kloster) • Committee member updates around the Region (Chair Kloster & all) • Monthly MTIP Amendments Update (Ken Lobeck) • Fatal crashes update (Lake McTighe) **Agenda Items:** • **Regional Flexible Funds Allocation (RFFA) Final Project Selection** <u>Recommendation to JPACT</u> (Dan Kaempff, Metro; 45 min) • RTP Needs Assessment Findings (Eliot Rose, Metro 30 min) • RTP Congestion Pricing Policy Development (Metro) and Oregon Highway Plan Tolling Policy Amendment and Low Income Toll Report (ODOT) (Alex Oreschak, Metro/ Garet Prior, ODOT, 60 min) • Regional Mobility Policy: Draft Recommendations (Kim Ellis, Metro/ Glen Bolen, ODOT/ Susie Wright, Kittelson & Associates; 30 min) • Committee Wufoo reports on Creating a Safe Space at TPAC (Chair Kloster; 5 min)	**<u>September 14, 2022 – TPAC Workshop</u>** **9:00 am – noon** **Agenda Items:** • 2023 RTP Financial Plan and Equitable Funding (Leybold, McTighe, 45 min) • High Capacity Transit Strategy Update: Network Vision (Ally Holmqvist, Metro, 45 min)

October 7, 2022 9:00 am – noon Comments from the Chair: • Creating Safe Space at TPAC (Chair Kloster) • Committee member updates around the Region (Chair Kloster & all) • Monthly MTIP Amendments Update (K. Lobeck) • Fatal crashes update (Lake McTighe) **Agenda Items:** • **MTIP Formal Amendment 21-****** Recommendation to JPACT (Lobeck, 15 min) • **Regional Mobility Policy Update: Recommended Policy and Action Plan** Recommendation to JPACT (Kim Ellis, Metro/ Glen Bolen, ODOT/ Susie Wright, Kittelson & Associates; 45 min) • Safe and Healthy Urban Arterials (John Mermin, Lake McTighe (45 min) • 2023 RTP Financial Plan and Equitable Funding (Leybold, McTighe, 45 min) • Committee Wufoo reports on Creating a Safe Space at TPAC (Chair Kloster; 5 min)	**October 19, 2022 – MTAC/TPAC Workshop 9:00 am – noon** **Agenda Items:** • Climate Smart Strategy Update (Kim Ellis, Metro; 60 min.) • Regional Freight Delay & Commodities Movement Study (Tim Collins/Kyle Hauger, Metro; 60 min)
November 4, 2022 9:00 am – noon Comments from the Chair: • Creating Safe Space at TPAC (Chair Kloster) • Committee member updates around the Region (Chair Kloster & all) • Monthly MTIP Amendments Update (Ken Lobeck) • Fatal crashes update (Lake McTighe) **Agenda Items:** • **MTIP Formal Amendment 21-****** Recommendation to JPACT (Lobeck, 15 min) • RTP Call for Projects Approach (Kim Ellis, Metro; 60 min.) • RTP Project Assessment: pilot test results (Eliot Rose; 30 min) • Committee Wufoo reports on Creating a Safe Space at TPAC (Chair Kloster; 5 min)	**November 9, 2022 – TPAC Workshop 9:00 am – noon** **Agenda Items:** • 2019-2021 Regional Flexible Fund – Local Agency Project Fund Exchanges Update (Grace Cho, 15 min) • *82nd Avenue Project update (Elizabeth Mros- O'Hara, Metro/ City of Portland TBD; 30 min)*
December 2, 2022 9:00 am – noon Comments from the Chair: • Creating Safe Space at TPAC (Chair Kloster) • Committee member updates around the Region (Chair Kloster & all) • Monthly MTIP Amendments Update (Ken Lobeck) • Fatal crashes update (Lake McTighe) **Agenda Items:** • **MTIP Formal Amendment 21-****** Recommendation to JPACT (Lobeck, 15 min) • RTP Call for Projects Update (Kim Ellis, Metro; 45 min.) • Climate Smart Strategy Update (Kim Ellis, Metro; 45 min.) • Committee Wufoo reports on Creating a Safe Space at TPAC (Chair Kloster; 5 min)	**December 21, 2022 – MTAC/TPAC Workshop 9:00 am – noon** **Agenda Items:** • *2024 Growth Management Decision Work Program (Ted Reid, 60 min)*

Parking Lot: Future Topics/Periodic Updates

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

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

Memo

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

Date: June 30, 2022

To: TPAC and Interested Parties

From: Ken Lobeck, Funding Programs Lead

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

BACKGROUND

Formal Amendments Approval Process:

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

Administrative Modifications Approval Process:

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

MTIP Formal Amendments

Proposed June 2022 Formal Amendment Bundle #1 Resolution Number: 22-5271 Amendment Type: Formal/Full Amendment #: JN22-13-JUN1 Total Number of Projects: 2					
ODOT Key #	**MTIP ID #**	**Lead Agency**	**Project Name**	**Project Description**	**Description of Changes**
Project #1 Key **22603 New Project**	New TBD	ODOT	I-405 Fremont Bridge (Willamette River) West Ramps	Paint bridge approach ramps, steel members only, on the west end of the Fremont Bridge in Portland.	**ADD NEW PROJECT:** The formal amendment adds ODOT's new I-405 Fremont Bridge O&M painting project with PE and ROW phases to the MTIP.
Project #2 Key **22431**	71247	ODOT	OR141/OR217 Curb Ramps	At various location on OR 141 (Hall Blvd) and SW 72nd Ave in the Tigard area, construct ADA compliant curbs and ramps.	**COST INCREASE** Add funding to the PE and ROW phases to address funding shortfalls. Slip Construction to FFY 2024

Status:

1. TPAC approval: June 3, 2022
2. JPACT approval: June 16, 2022
3. OTC approval scheduled for July 14, 2022. Both above projects require OTC approval for the funds and must occur before the Formal Amendment can proceed to Metro Council.
4. Metro Council approval: Scheduled for July 21, 2022.

Proposed June 2022 Formal Amendment Bundle #2 Resolution Number: 22-5272 Amendment Type: Formal/Full Amendment #: JN22-14-JUN2 Total Number of Projects: 3					
ODOT Key #	**MTIP ID #**	**Lead Agency**	**Project Name**	**Project Description**	**Description of Changes**
Project #1 Key **TBD New Project**	New TBD	TriMet	Willamette Shore Line Rail & Trestle Repair-Phase I (TriMet)	The WSL Phase I improvements will repair the existing trestles, conduct routine maintenance, upgrade the Nebraska rail crossing, conduct geotech exploration and miscellaneous trestle and track improvements for increase public safety (ID#: 22-CMPJ-062)	**ADD NEW PROJECT:** The formal amendment adds TriMet Willamette Shore Line Rail & Trestle Repair-Phase I project funded by a Congressional Earmark from Table 20 FY 2022 Transit Infrastructure Grants – Community Projects
Project #2 Key **22432**	71248	ODOT	US30BY Curb Ramps	At various location on US30 Bypass in the NE Portland area, construct ADA compliant curbs and ramps.	**COST INCREASE** Add new IIJA funding totaling $8,333,069 to PE and ROW phases to address phase funding shortfalls. Total project cost increases from $17,223,368 to $25,556,437 representing a 48.4% increase to the project

Project #3 Key **20472**	71000	ODOT	OR99E: Clackamas River (McLoughlin) Bridge	Design for a future project to repaint the bridge. The paint is required to protect this steel structure from corrosion.	**COST INCREASE** Add $947k to PE phase based on updated project scoping effort. Add ROW phase with $52k. Total increase = $999k. OTC approval occurred May 12, 2022. Construction to be added in 2024-27 STIP in FFY 2024 or 24.

Status:

5. TPAC approval: June 3, 2022
6. JPACT approval: June 16, 2022
7. Metro Council approval: Scheduled for July 14, 2022 (Note: OTC approval has occurred for the two ODOT projects

May 2022 Administrative Modifications End of May, 2022 through June, 2022

May 2022 Administrative Modification Bundle #3 - AM22-20-MAY3

Key	Lead Agency	Name	Change
20435	ODOT	OR99W: I-5 - McDonald St	**COST INCREASE:** The administrative modification adds $7million to the construction phase to resolve the phase funding shortfall. The 20% cost increase threshold is waived for this project.
18794	ODOT	OR8: SW 192 Ave - SW 110th Ave	**COST INCREASE:** The administrative modification adds $761,086 to the construction phase based on expected higher bids for construction at 20% over current estimate. The net cost change is 15% to the project and under the 20% threshold.
20335	ODOT	Central Systemic Signals and Illumination (ODOT)	**COST INCREASE:** The Administrative Modification adds $724,161 of new funds to the construction phase to address the phase funding shortfall. OTC approved the funds for the project. OTC approval during their May 2022 meeting. The net increase to the project is 13% and less than the 20% threshold
22576	Milwaukie	Monroe St: SE 21st Ave - 34th Ave (Milwaukie)	**PHASE SHIFT:** The Administrative Modification shifts the Other phase and funding to Construction. Planned improvements are considered construction phase actions and do not fit under the general Other phase category.
21608	ODOT	OR8 at Armco Ave, Main St and A&B Row	**FUND SHIFT:** The Administrative Modification shifts $495,553 from PE (previously shifted from Cons) back to the Construction phase as it will now not be needed for the PE phase.

June #1 2022 Administrative Modification Bundle #1 AM22-21-JUN1

Key	Lead Agency	Name	Change
20303	Gresham	City of Gresham Safety Project	**PHASE SLIP:** The administrative modification slips the construction phase from FFY 2022 to FFY 2023 due to delay completing ROW. ROW actions are still in progress delaying certification. Construction schedule is delayed as a result and slipped to FFY 2023.
16986	Gresham	NW Division Complete St Phase I: Wallula Ave – Birdsdale Ave	**PHASE SLIP:** The administrative modification updates the PE and ROW phases for actual obligations and slips the Other/UR phase to FFY 2023.
22137	Multnomah County	Sandy Blvd: Gresham to 230th Ave	**ADVANCE PHASE:** The administrative modification advances the Planning phase from FFY 2023 to FFY 2022 to obligate and begin the project development activities before the end of FFY 2022

21219	ODOT	~~I-5 Over NE Hassalo St and NE Holladay St (BR#08583)~~ **I-5 over NE Hassalo Street and NE Holladay Street (Portland)**	**CANCEL PHASE:** The PE phase is canceled with the funding transferred to the Construction phase. The bridge deck re-design will be completed as part of the Rose Quarter improvement project. In the future ODOT expects Key 21219 to be combined into the Rose Quarter project for improved delivery efficiencies.
20522	ODOT	~~US30 at Bridge Ave Ramps~~ **US30BY at Bridge Ave East Ramp**	**MINOR SCOPE CHANGE:** The project name, description, and limits are updated based on the adjustment to the project scope. The project still reflects a tree hazard removal/rock-fall mitigation safety effort, but with a smaller scope area. The construction phase is also advanced to FFY 2022.
20813	Portland	NE Halsey Street Bike/Ped/Transit Improvements	**COST INCREASE:** Add $459,911 of local funds to PE and $50,000 of local funds to Other/UR phases to address phase funding shortfalls. The cost increases to $5,808,831 and represents a 9.6% increase to the project

June 2022 Administrative Modification Bundle #2 - AM22-22-JUN2

Key	Lead Agency	Name	Change
22315	ODOT	I-5: Interstate Bridges Control Equipment (Portland)	**PHASE SLIP:** The administrative modification slips the construction phase from FFY 2022 to FFY 2023. The phase obligated late in FFY 2022 delaying the ability for the construction phase to obligate until FFY 2023.
22317	ODOT	I-5: Interstate Bridges Bearing Replacement (Portland)	**PHASE SLIP:** The administrative modification slips both the PE and construction phases from FFY 2022 to FFY 2023.
21625	Beaverton	Pedestrian & Bike Improvements (Beaverton)	**SFLP Conversion:** The approved HSIP funds are changed to SFLP state funds per the approved SFLP agreement for the project

June 2022 Administrative Modification Bundle #3 AM22-23-JUN3

Key	Lead Agency	Name	Change
20410	ODOT	I-84: I-205 - Marine Drive	**PHASE SLIP:** Slip construction phase from FFY 2022 to FFY 2023. Bids came in higher than expected. Project is returned to PS&E to address costs and will re-bid
22172	Metro	State Travel Survey	**COMBINE PROJECT:** Combine project and funding into Key 22413 to allow multiple MPO UPWP Travel Survey projects to be combined into a single contract for more efficient implementation and delivery
22413	ODOT	Oregon Household Survey	**COMBINE PROJECT:** Combines Metro Key 22172 Travel Survey portion into the statewide contract.

22075	ODOT	Columbia Bottomlands Mitigation/ Conservation	**PHASE SLIP:** Slip the Construction phase from FFY 2022 to FFY 2023. ROW phase continues, but is not completed. ROW will not be completed in time to obligate the Construction phase before the end of FFY 2022.
20435	ODOT	OR99W: I-5 - McDonald St	**NO CHANGES:** Required adjustments to the STIP Financial Plan are below the fund type code level of the MTIP and do not impact the prior programming changes made in May. No changes are required in the MTIP.
22469	ODOT	US30BY & OR99E Curb Ramps (Portland)	**PHASE SLIP:** Slip ROW, UR, and Construction phases from FFY 2022 to FFY 2023 due to unresolved project issues delaying implementation

Memo

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

Date: July 1, 2022

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

From: Lake McTighe, Regional Planner

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

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

In June, six people died in traffic crashes in in the region. Five in Multnomah County, one in Clackamas County and one in Washington County. So far this year, 57 people have been killed in traffic crashes, an average of 3 people every day. Nearly half of the traffic deaths (25) have been people walking or in a wheelchair.

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

Traffic crash deaths in Clackamas, Multnomah and Washington Counties
Source: ODOT preliminary crash report as of 6/29/22, and police and news reports

Fatalities	Name, age	Mode(s) of travel	Roadway	County	Date
57					
1	Robert Hunker, 57	motorcycling	NE Kerkman Rd	Washington	6/22
1	Unidentified woman	driving	NE Columbia Blvd & NE Alderwood Dr	Multnomah	6/16
1	James Sheehan, 57	motorcycling	Hwy 99E	Clackamas	6/15
1	Maksim Mishuk, 24	motorcycling	I-84/ NE Fairview Pkwy & 207th	Multnomah	6/13
1	Shana Keplinger, 32	wheelchair (pedestrian)	NE 162nd near NE Glisan St	Multnomah	6/11
1	Unidentified	walking	NE Glisan St & NE 100th Ave	Multnomah	6/7
1	Unidentified	walking	82nd Ave & Se Center St	Multnomah	6/6
1	Unidentified person	driving	NE102nd Ave just south of NE Prescott St., Portland	Multnomah	5/31
1	Unidentified woman	driving	US 30/NW Yeon Ave, Portland	Multnomah	5/27
1	Bianca Ceperich, 16	driving	New Era Rd	Clackamas	5/20
1	Gwendolyn E. Brake, 83	walking	Molalla Ave & Warner Milne Rd	Clackamas	5/6
1	Unidentified person	motorcycling	US 26 Mt Hood Hwy	Multnomah	5/14

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

Fatalities	Name, age	Mode(s) of travel	Roadway	County	Date
1	Unidentified person, 52	walking	I5-Ramp to Morrison Bridge, Portland	Multnomah	5/8
1	Shane Johnson, 43	motorcycling (e-dirt bike)	SE Powell/SE 50th, Portland	Multnomah	5/4
1	Tufa Shuka, 41	driving	Gaffney Ln & Berta Dr, Oregon City	Clackamas	5/4
1	David Carl Paulsen, 36	motorcycling	SE 208th Ave & SE Stark St, Portland	Multnomah	5/3
1	Joseph Dubois, 44	driving	Hwy 30, just south of St. John's Bridge, Portland	Multnomah	4/30
1	Andrew Michael Bachman, 21	driving	N Columbia Blvd & N Peninsular Ave, Portland	Multnomah	4/30
2	Matthew Amaya, 17 and Juan Pacheco Aguilera, 16	driving	SW Tualatin Valley Hwy and SW Murray Blvd	Washington	4/27
1	Wendy Falk, 52	driving	Hwy 211 near Eagle Creek	Clackamas	4/14
1	Luis Angel Sanchez-Gutierrez, 23	walking (skateboarding)	Tualatin Valley Hwy & SW 198th Ave	Washington	4/19
1	Michael Philip Frainey, 52	walking	SW Barrows Rd/ SW160th St	Washington	4/11
1	Angela C. Boyd, 47	walking	SE Powell Blvd/SE 47th Ave	Multnomah	4/4
1	Michael Scott Fields, 64	driving	Washington St & Agnes Ave	Clackamas	3/22
1	Catherine M Jarosz, 70	walking	SW Hall Blvd & SW Farmington Rd	Washington	3/15
1	Unidentified	bicycling	SW Rood Bridge Rd & SW Burkhalter Rd	Washington	3/15
1	Donald William Sharpe, 24	driving	S Springwater Rd Nnear S Spring Creek Rd	Clackamas	3/3
1	Unidentified man	walking	NE Marine Dr and NE 148th Ave	Multnomah	3/25
1	James Martin, 35	motorcycling	N Vancouver Ave & NE Columbia Blvd.	Multnomah	3/24
1	Raymond M. McWilliams, 58	wheelchair	NE Vancouver Way & NE Gertz Road	Multnomah	3/18
1	Karen R. Kain, 57	walking	SW Hall Blvd & SW Lucille Ct.	Washington	3/4
1	Laysea Mykal Liebenow, 22	driving	US 30 Lower Columbia River HWY	Multnomah	3/7
1	Unidentified	driving	Hillsboro-Silverton HWY & SW Farmington Rd	Washington	3/6
1	Patrick Heath Bishop, 46	walking	SE Division St	Multnomah	3/3
1	Catherine McGuire Webber, 89	walking	SW Highland Dr & SW 11th St	Multnomah	1/3
1	Anthony Dean Ward, 55	driving	Firwood Rd near Cornog Rd	Clackamas	2/6
1	Clayton Edward Briggs, 48	driving	SE Sunshine Valley Rd	Clackamas	2/12
1	Alexander Lee, 23	walking	I-84	Multnomah	2/17
1	Cedar C. Markey-Towler, 41	walking	SE Foster	Multnomah	2/25
2	Unidentified (Double), 11, 16	walking	SW Edy Rd & SW Trailblazer Pl	Washington	2/20
1	Jade Dominic Pruitt, 51	motorcycling	OR211 Eagle Creek-Sandy HWY & SE Eagle Creek Rd.	Clackamas	2/18

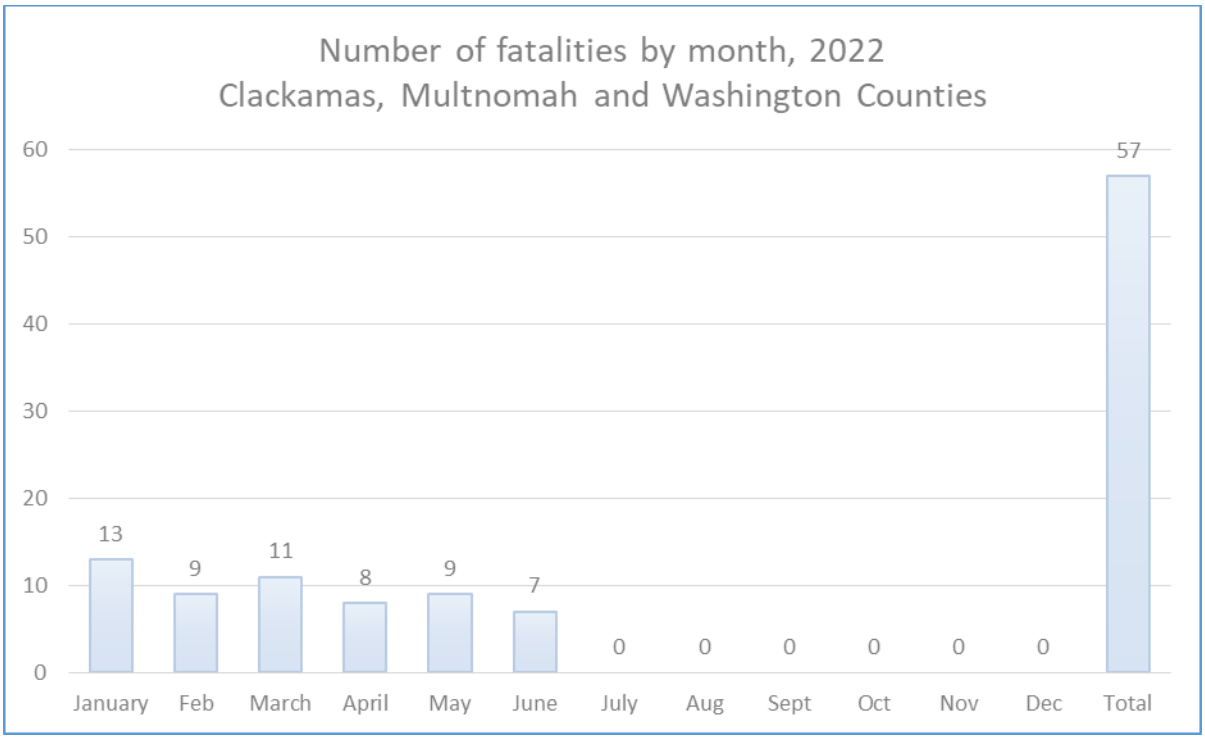
Fatalities	Name, age	Mode(s) of travel	Roadway	County	Date
1	David N Wickham, 43	motorcycling	NE Glisan St. & NE 87th Ave.	Multnomah	2/16
1	Unidentified	motorcycling	I-5	Multnomah	2/5
1	Liam David Ollila, 26	walking	I-5	Multnomah	1/31
1	Duane M Davidson, 56	walking	SE Divison St & SE 101st Ave	Multnomah	1/29
1	Norman Ray Sterach Jr., 34	motorcycling	OR99E	Clackamas	1/28
1	Awbrianna Rollings, 25	walking	US26 SE Powell	Multnomah	1/22
1	Douglas Joseph Kereczman, 40	driving	OR99E SE McLoughlin	Multnomah	1/20
1	Marcos Pinto Balam, 30	walking	OR99E	Clackamas	1/16
1	Unidentified	walking	I-205	Multnomah	1/13
1	Kyle M. Beck, 35	walking	I-5	Multnomah	1/12
1	Mark Wayne Barnette, 60	driving	OR213	Multnomah	1/9
1	Unidentified	walking	NE Alderwood Rd/ NE Cornfoot Rd	Multnomah	1/3
1	Levi S. Gilliland, 33	driving	NE Glisan St & NE 56th Ave	Multnomah	1/3
1	Salvador Rodriguez-Lopez, 34	driving	I-5	Multnomah	1/2

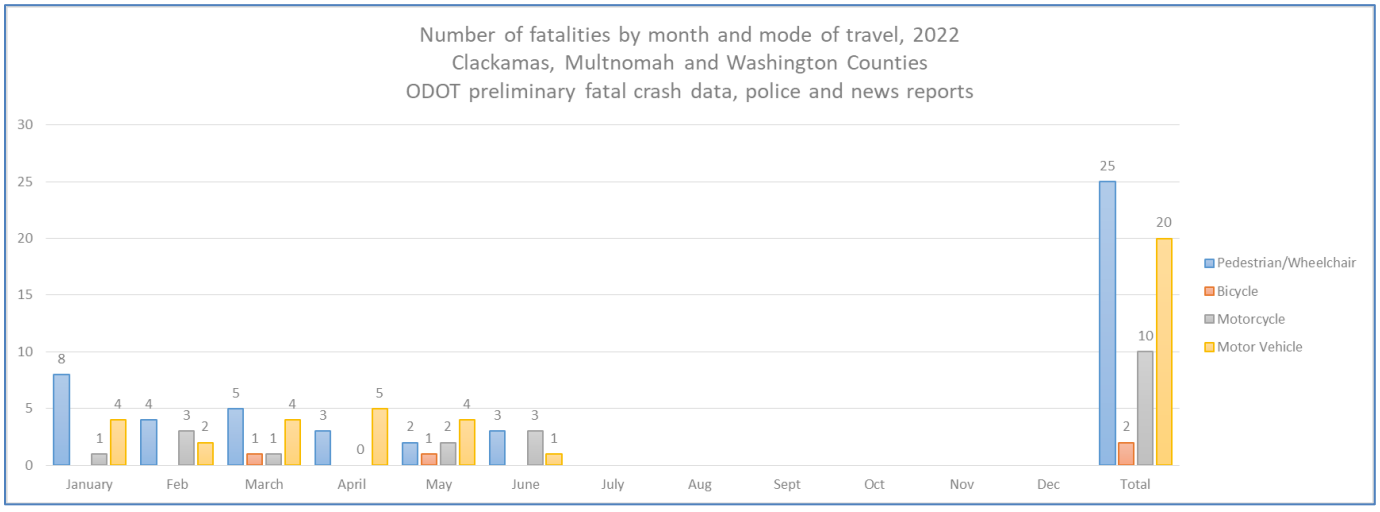
A note on crash data

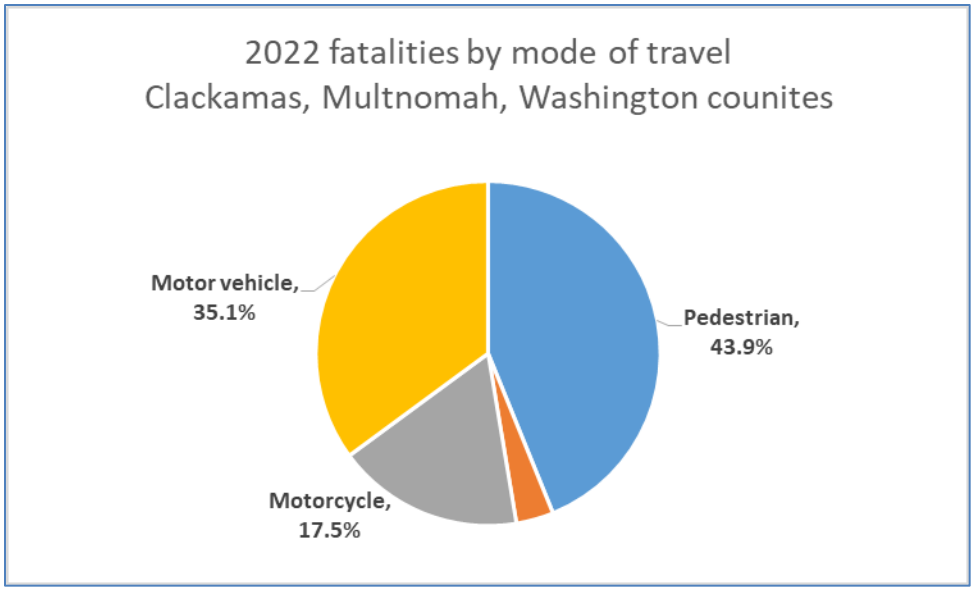
Metro includes the names of traffic crash victims included in this report based on the most recently available traffic crash data compiled by the Oregon Department of Transportation (ODOT), as well as police and news reports. ODOT compiles the official crash record for the state using traffic crash investigations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

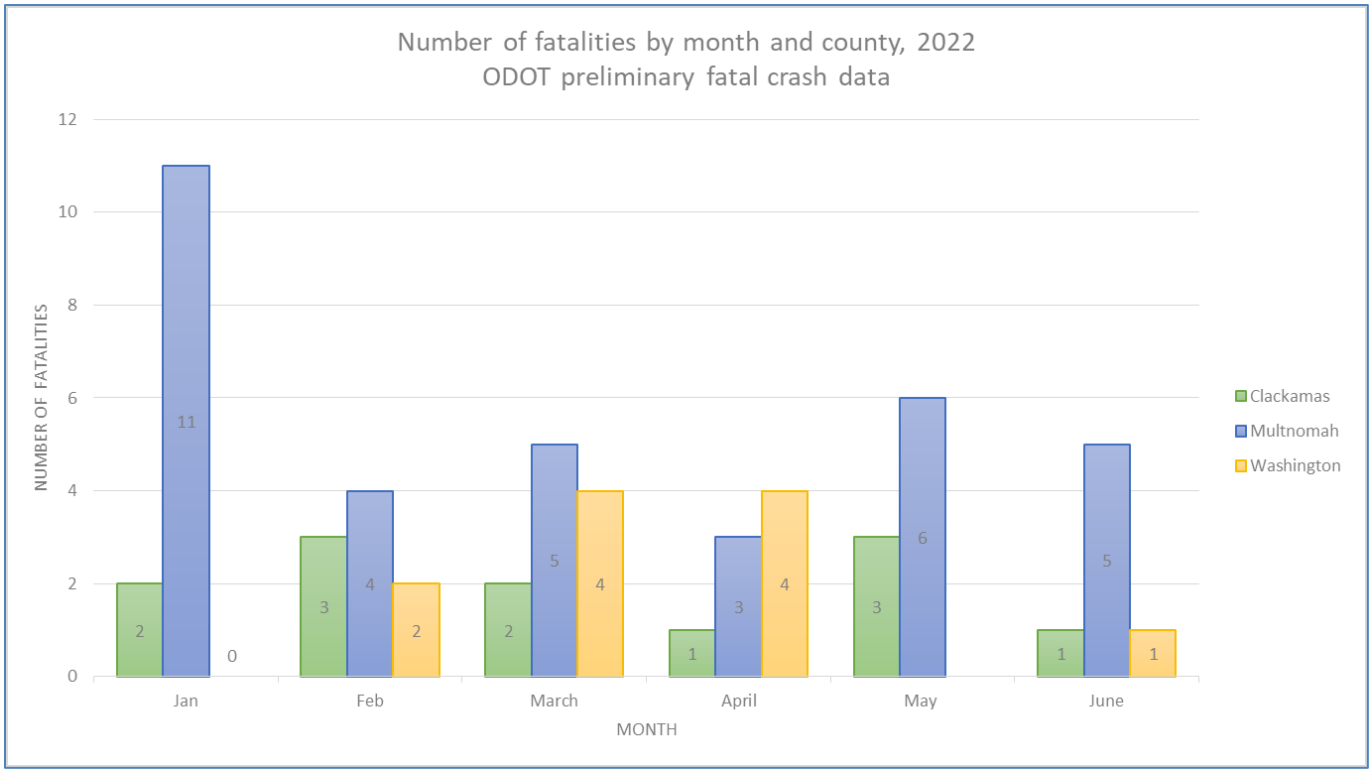
- More than 30 days after a crash,
- Intentionally (suicide),
- In an act of homicide (a person intentionally crashes into another person),
- In a crash not involving a motor vehicle,
- From a prior medical event (e.g. a heart attack or drug overdose), or
- In a crash in a parking lot

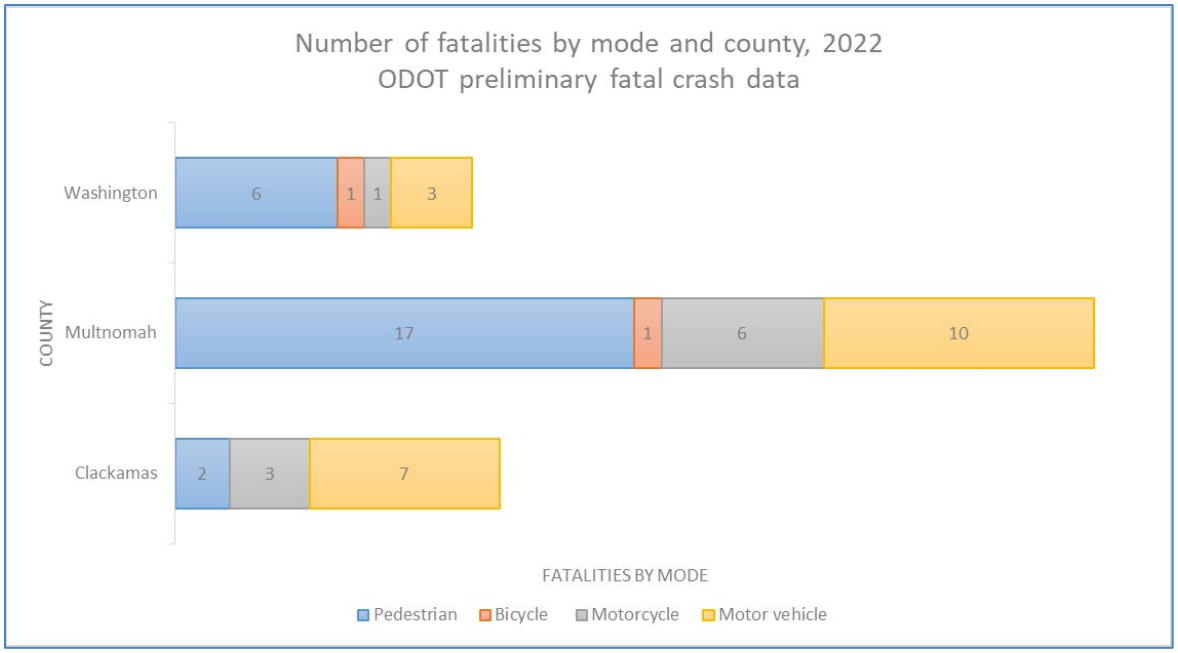
Source for all charts: ODOT preliminary crash report as of 6/29/22 and news and police reports

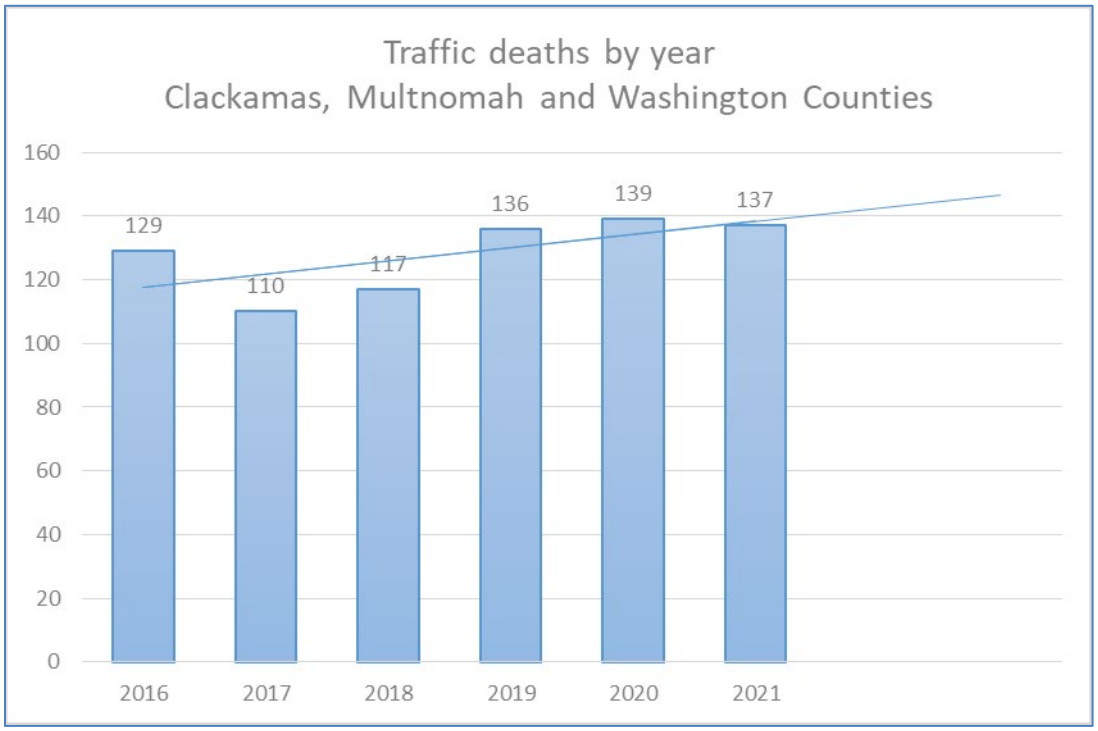

Number of fatalities by month, 2022
Clackamas, Multnomah and Washington Counties
60
50
40
30
20
10
0
13
9
11
8
9
7
0
0
0
0
0
0
57
January
Feb
March
April
May
June
July
Aug
Sept
Oct
Nov
Dec
Total

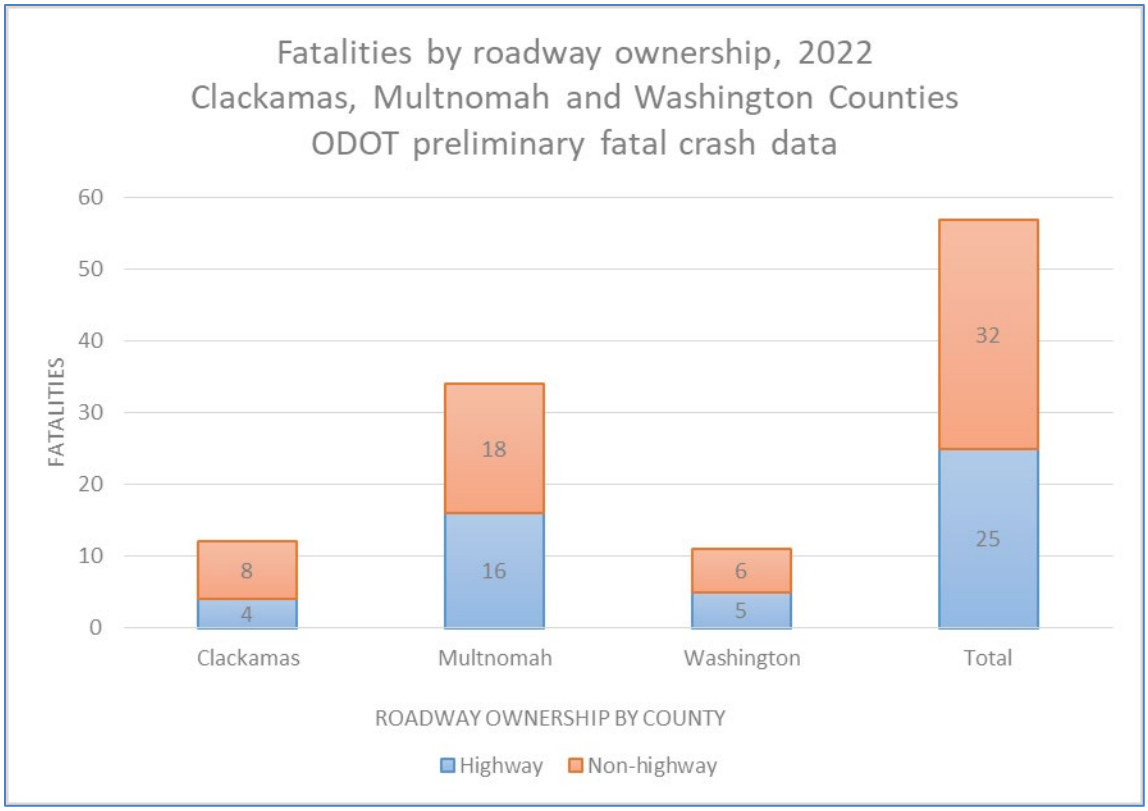

Number of fatalities by month and mode of travel, 2022
Clackamas, Multnomah and Washington Counties
ODOT preliminary fatal crash data, police and news reports
30
25
20
15
10
5
0
January
Feb
March
April
May
June
July
Aug
Sept
Oct
Nov
Dec
Total
Pedestrian/Wheelchair
Bicycle
Motorcycle
Motor Vehicle

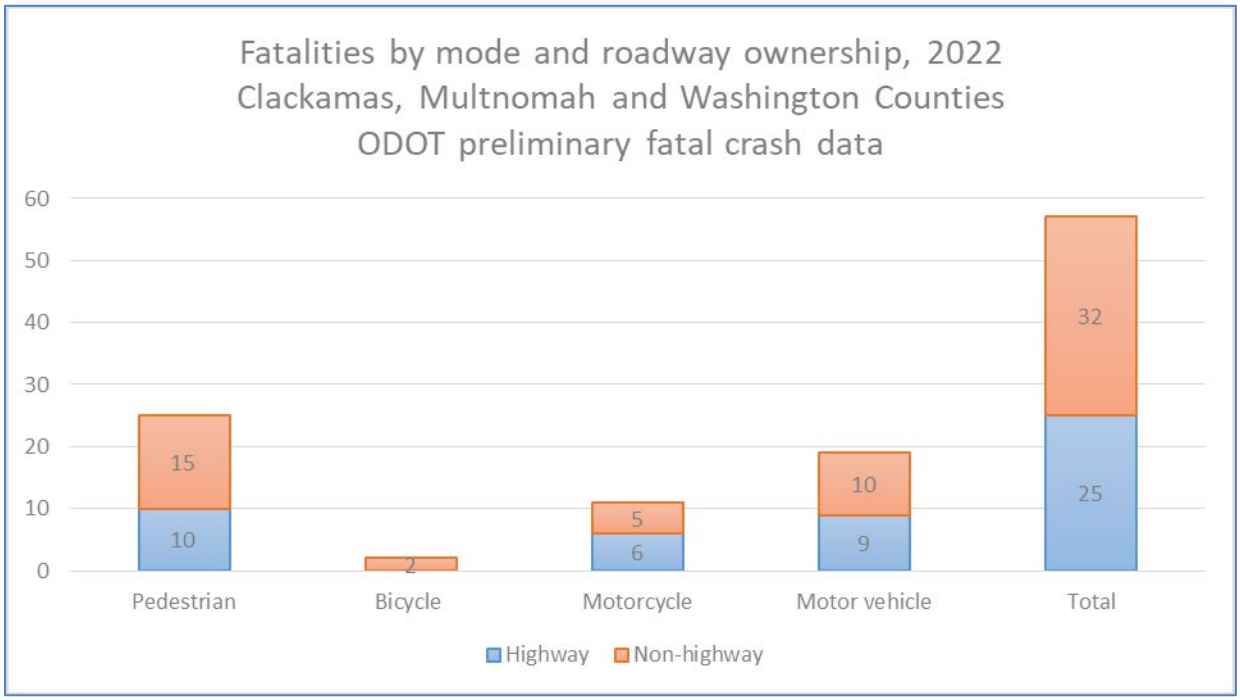

2022 fatalities by mode of travel
Clackamas, Multnomah, Washington counites
Motor vehicle, 35.1%
Pedestrian, 43.9%
Motorcycle, 17.5%

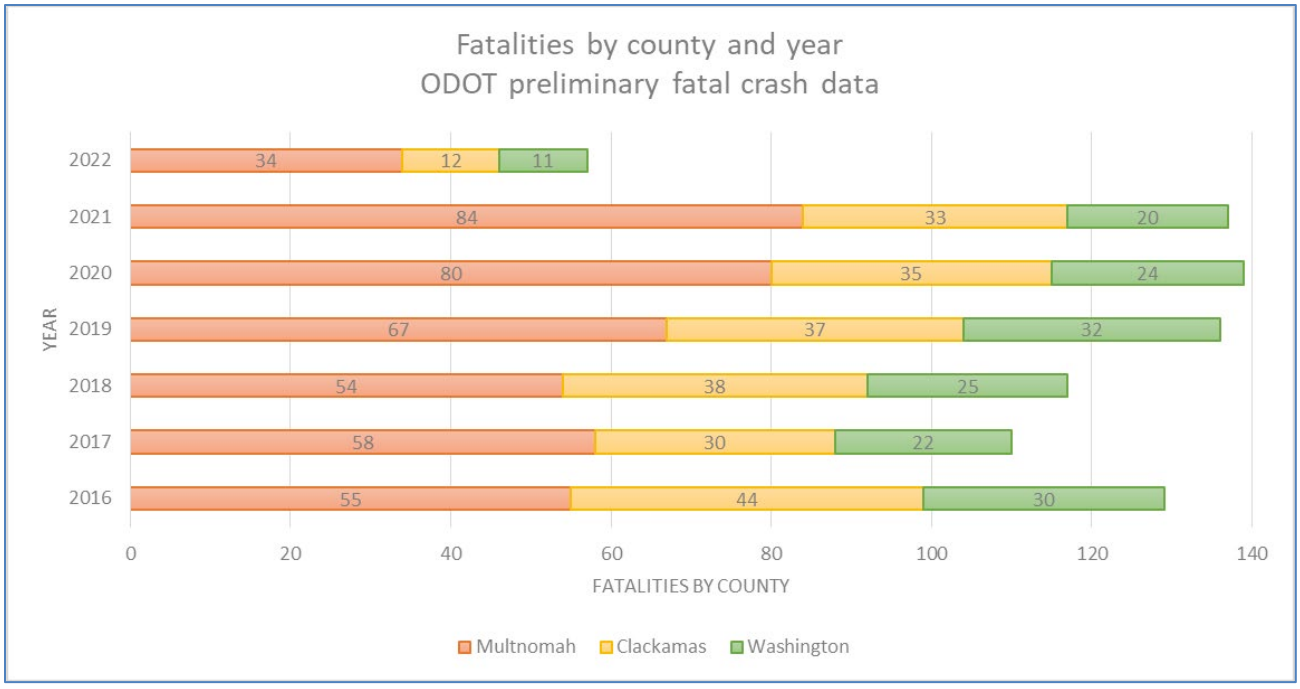

Number of fatalities by month and county, 2022
ODOT preliminary fatal crash data
NUMBER OF FATALITIES
MONTH
Jan
Feb
March
April
May
June
Clackamas
Multnomah
Washington

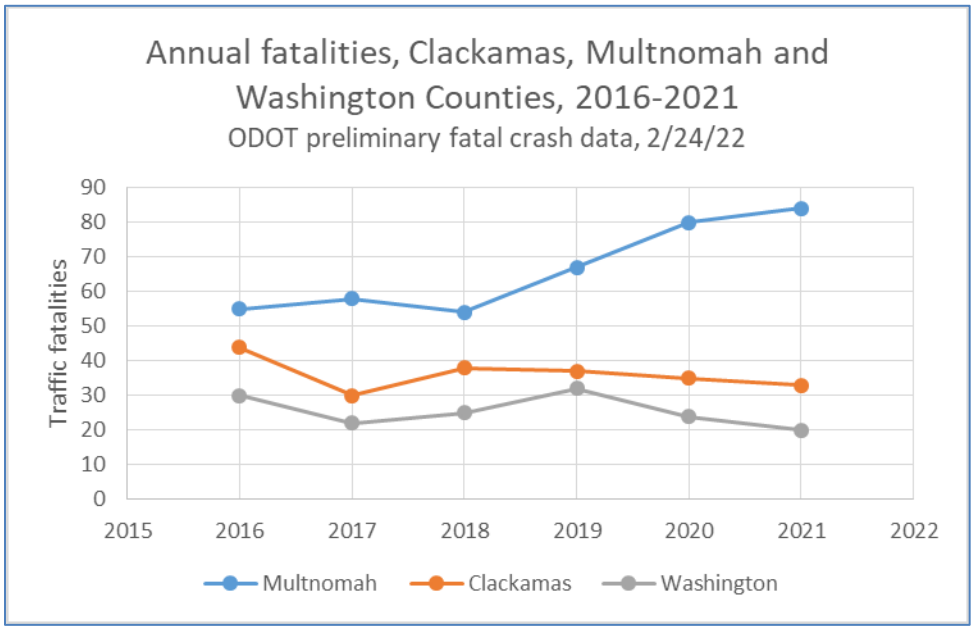

Number of fatalities by mode and county, 2022
ODOT preliminary fatal crash data
COUNTY
Washington
Multnomah
Clackamas
6
1
1
3
17
1
6
10
2
3
7
FATALITIES BY MODE
Pedestrian
Bicycle
Motorcycle
Motor vehicle

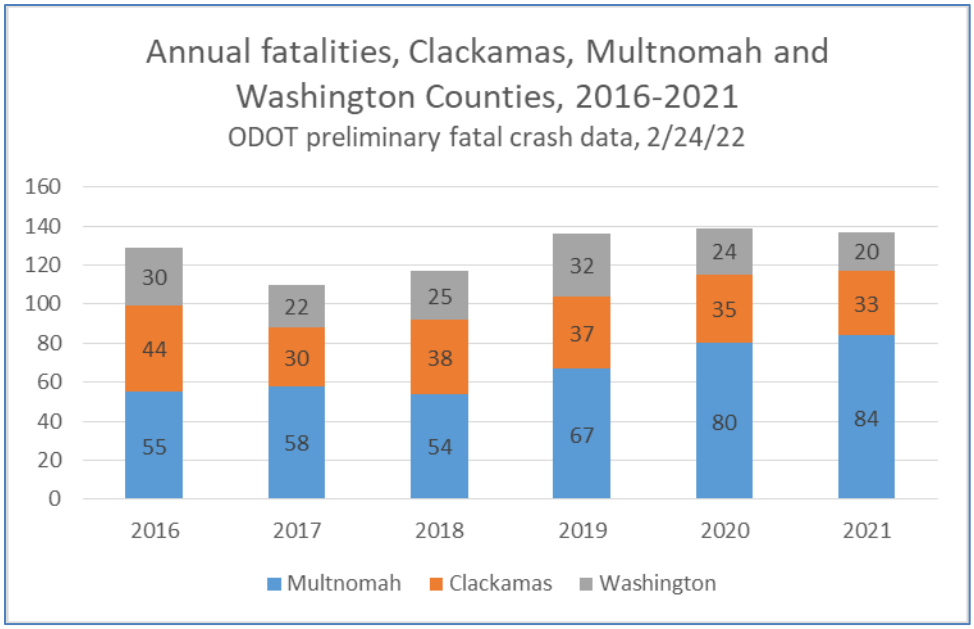

Traffic deaths by year
Clackamas, Multnomah and Washington Counties
160
140
120
100
80
60
40
20
0
129
110
117
136
139
137
2016
2017
2018
2019
2020
2021


Fatalities by roadway ownership, 2022
Clackamas, Multnomah and Washington Counties
ODOT preliminary fatal crash data
FATALITIES
60
50
40
30
20
10
0
8
4
18
16
6
5
32
25
Clackamas
Multnomah
Washington
Total
ROADWAY OWNERSHIP BY COUNTY
Highway
Non-highway


Fatalities by mode and roadway ownership, 2022
Clackamas, Multnomah and Washington Counties
ODOT preliminary fatal crash data
60
50
40
30
20
10
0
15
10
2
5
6
10
9
32
25
Pedestrian
Bicycle
Motorcycle
Motor vehicle
Total
Highway
Non-highway


Fatalities by county and year
ODOT preliminary fatal crash data
YEAR
2022
2021
2020
2019
2018
2017
2016
34
12
11
84
33
20
80
35
24
67
37
32
54
38
25
58
30
22
55
44
30
0
20
40
60
80
100
120
140
FATALITIES BY COUNTY
Multnomah
Clackamas
Washington


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


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

Memo

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

Date: July 1, 2022

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

From: John Mermin, Metro

Subject: 2023 Regional Transportation Plan (RTP) – Summary of "housekeeping" changes to the RTP network Maps

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PURPOSE

The purpose of this memo is to report back on the recommended changes to the RTP network maps. At the June TPAC meeting, local jurisdictions were asked to review the RTP maps and identify any proposed changes based on local plans completed since the adoption of the 2018 RTP

The maps are adopted in Chapter 3 of the RTP, and zoomable versions are viewable here: https://drcmetro.maps.arcgis.com/apps/MapSeries/index.html?appid=9057331682354a188ecec2688071239f.

These changes summarized below are considered "housekeeping" changes to ensure consistency between local plans and the RTP. Proposed changes should be based on adopted local Transportation System Plans (TSP), Comprehensive plans, Corridor or Area plans, and be consistent with RTP network classifications. At the end of the memo (beginning on p.29) there are tables showing requested changes that are not recommended by Metro staff, along with a rationale.

RTP Network Maps

Together, the facilities designated on the RTP network maps define the planned regional transportation system – an integrated and interconnected system that supports planned 2040 Growth Concept land uses and provides travel options to achieve the goals, objectives and policies of the RTP.

Requested edits were reviewed by the following staff:

- John Mermin, john.mermin@oregonmetro.gov – Bicycle, Pedestrian, Motor Vehicle network maps
- Ally Holmqvist, ally.holmqvist@oregonmetro.gov – Transit network map
- Tim Collins, tim.collins@oregonmetro.gov – Freight network map
- Lake McTighe, lake.mctighe@oregonmetro.gov – Regional Design Classifications map

Please contact the staff listed above if you have questions about any of the map changes or identify any further housekeeping changes later in the RTP update process.

Recommended changes

Regional Design Classifications Map (Figure 3.7)

Street Name	Location	Current RTP classification	Proposed RTP classification	Source of proposed change
Oak Grove Blvd	River Rd to Oatfield Rd	Not on RTP map	Community Street	Metro – consistency with MV classification/ 2040 designation
Flavel Dr	Johnson Creek Blvd to County line	Not on RTP map	Community Street	Metro – consistency with MV classification/ 2040 designation
SE 92nd Ave	County line to Johnson Creek Blvd	Not on RTP map	Community Street	Metro – consistency with MV classification/ 2040 designation
SE 92nd Ave	County line to SE Flavel (in Portland)	Unclassified	Community Street	Metro – consistency with MV classification/ 2040 designation
Rupert Dr	Oak Grove Blvd to Oak Grove Blvd	Not on RTP map	Community Street	Metro – consistency with MV classification/ 2040 designation
SE 97th / Lawnfield Rd / Minuteman Way / Clackamas Rd / 102nd Ave	Sunnybrook Blvd to OR 212	Unclassified	Community Street	Metro – consistency with MV classification/ 2040 designation
Childs Rd	County boundary to Pilkington Rd	Unclassified	Community Street	Metro – consistency with MV classification/ 2040 designation
Pilkington Rd	Childs Rd to Boones Ferry Rd	Unclassified	Community Street	Metro – consistency with MV classification/ 2040 designation
Clackamas Rd.	Johnson Rd to Webster Rd	unclassified	Community Street	Metro – consistency with MV classification/ 2040 designation
River Rd	Mcloughlin Blvd (Milwaukie) to Mcloughlin Blvd (Gladstone)	Unclassified	Community Street	Metro – consistency with MV classification/ 2040 designation
Jennings Ave	River Rd to OR99E	Not on RTP map	Community Street	Metro – consistency with MV classification/

				2040 designation
Terwilliger Blvd	From County boundary to OR43	Unclassified	Community Street	Metro – consistency with MV classification/ 2040 designation
Terwilliger Blvd	Clackamas County line to SW Boones Ferry Rd	Unclassified	Community Street	Metro – consistency with MV classification/ 2040 designation
Tillstrom Rd	Foster Rd to 242nd Ave	Not on RTP map	Community Street	Metro – consistency with MV classification/ 2040 designation
172nd Ave	Hemrich Rd to County boundary	Not on RTP map	Regional Street	Metro – consistency with MV classification/ 2040 designation
Concord Rd	OR99E to SE Oatfield Rd	Not on RTP map	Community Street	Metro – consistency with MV classification/ 2040 designation
Beavercreek Rd	Warner-Milne Rd to Molalla Ave	Not on RTP map	Community Street	Metro – consistency with MV classification/ 2040 designation
SE Armstrong Ct	OR212 to 172nd Ave	Not on RTP map	Community Street	Metro – consistency with MV classification/ 2040 designation
Central Point Rd	UGB to Warner-Parrott	Not on RTP map	Community Street	Metro – consistency with MV classification/ 2040 designation
SW Miley Rd	I-5 interchange to NE Airport Rd	Not on RTP map	Regional Street	Metro – consistency with MV classification/ 2040 designation
Redland Rd	OR213 to UGB	Community Street	Regional Street	Metro – consistency with MV classification/ 2040 designation
SE 152nd Ave	SE Sunnyside Rd to OR 212	Unclassified	Community Street	Metro – consistency with MV classification/ 2040 designation

Holcomb Boulevard	Redland Rd to UGB	Unclassified	Community Street	Metro – consistency with MV classification and 2040 designation
Meyers Rd	Leland Rd to OR 213	Unclassified	Community Street	Metro – consistency with MV classification and 2040 designation
Beavercreek Rd	Warner Milne Rd to Molalla Avenue	Unclassified	Community Street	Metro – consistency with MV classification and 2040 designation
NE Columbia Pkwy	NE Columbia Blvd to NE Killingsworth St	Unclassified	Industrial Street	Metro - Consistency with MV classification and 2040 designation
NE Columbia Blvd	NE Columbia Pkwy to NE Killingsworth St	Regional Street	Unclassified	Metro - Consistency with MV classification and 2040 designation
NW Bridge Ave	NW St Helens Rd to NW St Helens Rd	Unclassified	Regional Street	Metro - Consistency with MV classification and 2040 designation
NE 37th Ave	NE Broadway to NE Sandy Blvd	Unclassified	Regional Street	Metro - Consistency with MV classification and 2040 designation
NE Halsey St	NE Cesar E. Chavez Blvd to NE Sandy Blvd	Unclassified	Regional Boulevard	Metro - Consistency with MV classification and 2040 designation
NE Halsey St	NE Cesar E. Chavez Blvd to I-84 off ramp	Community Boulevard	Regional Boulevard	Metro - Consistency with its MV classification and 2040 designation
NE Cesar E. Chavez Blvd	NE Sandy Blvd to NE Broadway	Unclassified	Regional Street	Metro - Consistency with

				MV classification and 2040 designation
NE Sandy Blvd	E Burnside St to NE Couch St	Regional Street	Unclassified	Metro - Consistency with MV classification and 2040 designation
NE 14th Ave	E Burnside St to NE Couch St	Unclassified	Regional Street	Metro - Consistency with MV classification and 2040 designation
NE Sullivan St	NE 28th to I-84	Freeway	Unclassified	Portland TSP
65th Ave	between Borland Rd and Sagert St	Unclassified	Community Street	Metro – consistency with MV classification/ 2040 designation
SW Teton Ave	Existing terminus to SW Herman Rd (tiny gap in line work)	Unclassified	Community Street	Metro – consistency with MV classification/ 2040 designation
SW Gerda Ln	between SW Galbreath Dr and SW Tualatin-Sherwood Rd	Unclassified	Community Street	Metro – consistency with MV classification/ 2040 designation
NW 174th Ave extension	NW Bronson Rd to NW Cornell Rd at NW 173rd Ave	Unclassified	Community Street (proposed)	Metro – consistency with MV classification/ 2040 designation

Motor Vehicle Network Map (Figure 3.13)

Street Name	Location	Current RTP classification	Proposed RTP classification	Source of proposed change
Oak Grove Blvd	River Rd to Oatfield Rd	Unclassified	Minor Arterial	Clackamas County TSP
Flavel Dr	Johnson Creek Blvd to County line	Unclassified	Minor Arterial	Clackamas County TSP
SE 92nd Ave	County line to Johnson Creek Blvd	Unclassified	Minor Arterial	Clackamas County TSP
SE 92nd Ave	County line to SE Flavel (in Portland)	Unclassified	Minor Arterial	Metro -To be consistent with Clackamas County's proposed change south of County boundary
Rupert Dr	Oak Grove Blvd to Oak Grove Blvd	Unclassified	Minor Arterial	Clackamas County TSP
SE 97th / Lawnfield Rd / Minuteman Way / Clackamas Rd / 102nd Ave	Sunnybrook Blvd to OR 212	Unclassified	Minor Arterial	Clackamas County TSP
Childs Rd	County boundary to Pilkington Rd	Unclassified	Minor Arterial	Clackamas County TSP
Pilkington Rd	Childs Rd to Boones Ferry Rd	Unclassified	Minor Arterial	Clackamas County TSP
Childs Rd	City boundary to Stafford Rd	Unclassified	Arterial Outside UGB	Clackamas County TSP
Clackamas Rd.	Johnson Rd to Webster Rd	unclassified	Minor Arterial	Metro - To be consistent with new regional pedestrian network classification
River Rd	Mcloughlin Blvd (Milwaukie) to Mcloughlin Blvd (Gladstone)	Unclassified	Minor Arterial	Clackamas County TSP
Jennings Ave	River Rd to OR99E	Unclassified	Minor Arterial	Clackamas County TSP
Terwilliger Blvd	From County boundary to OR43	Unclassified	Minor Arterial	Clackamas County TSP
Terwilliger Blvd	Clackamas County line to SW Boones Ferry Rd	Unclassified	Minor Arterial	Metro - consistency with Clackamas County TSP. PBOT Will flag

				for upgrading classification in next Portland TSP update
Tillstrom Rd	Foster Rd to 242nd Ave	Unclassified	Minor Arterial	Clackamas County TSP
172nd Ave	Hemrich Rd to County boundary	Unclassified	Minor Arterial	Clackamas County TSP
Concord Rd	OR99E to SE Oatfield Rd	Unclassified	Minor Arterial	Clackamas County TSP
Beavercreek Rd	Warner-Milne Rd to Molalla Ave	Unclassified	Minor Arterial	Clackamas County TSP
SE Armstrong Ct	OR212 to 172nd Ave	Unclassified	Minor Arterial	Clackamas County TSP
Central Point Rd	UGB to Warner-Parrott	Unclassified	Minor Arterial	Clackamas County TSP
Springwater Rd	Clackamas River to OR224	Shown on map as "Arterial outside UGB"	Major Arterial	Clackamas County TSP
SW Miley Rd	I-5 interchange to NE Airport Rd	Unclassified	Major Arterial	Clackamas County TSP
Redland Rd	OR213 to UGB	Shown on map as "Arterial outside UGB"	Major Arterial	Clackamas County TSP
SE 152nd Ave	SE Sunnyside Rd to OR 212	unclassified	Minor Arterial	Metro - To be consistent with new Regional Pedestrian Network classification
Holcomb Blvd	Redland Rd to UGB	Unclassified	Minor Arterial	Oregon City TSP
S Meyers Rd	Leland Rd to OR 213	Unclassified	Minor Arterial	Oregon City TSP
Beavercreek Rd	Warner Milne Rd to Molalla Ave	Unclassified	Minor Arterial	Oregon City TSP
SW 65th Ave	between SW Borland Rd and SW Sagert St	Unclassified	Minor arterial	Washington County TSP
NE Columbia Pkwy	NE Columbia Blvd to NE Killingsworth St	Unclassified	Major Arterial	Portland TSP
NE Columbia Blvd	NE Columbia Pkwy to NE Killingsworth St	Major Arterial	Unclassified	Portland TSP
NW Bridge Ave	NW St Helens Rd to NW St Helens Rd	Unclassified	Major Arterial	Portland TSP
NE 37th Ave	NE Broadway to NE Sandy Blvd	Unclassified	Major Arterial	Portland TSP
NE Halsey St	NE Cesar E. Chavez Blvd to NE Sandy Blvd	Unclassified	Major Arterial	Portland TSP
NE Cesar E. Chavez	NE Sandy Blvd to NE	Unclassified	Major Arterial	Portland TSP

Blvd	Broadway			
NE Sandy Blvd	E Burnside St to NE Couch St	Major Arterial (proposed)	Unclassified	Portland TSP
NE 14th Ave	E Burnside St to NE Couch St	Unclassified	Major Arterial	Portland TSP
NE Sullivan St	NE 28th Ave to I-84	Throughway	Unclassified	Portland TSP
65th Ave	between Borland Rd and Sagert St	Unclassified	Minor arterial	Washington County TSP
SW Teton Ave	Existing terminus to SW Herman Rd (tiny gap in line work)	Unclassified	Minor arterial	Washington County TSP
SW Gerda Ln	between SW Galbreath Dr and SW Tualatin-Sherwood Rd	Unclassified	Minor arterial	Washington County TSP
NW 174th Ave extension	NW Bronson Rd to NW Cornell Rd at NW 173rd Ave	Unclassified	Minor arterial (proposed)	Washington County TSP
SW Chinook St	east of SW Tualatin Rd	Minor arterial	Unclassified	Washington County TSP
NW 143rd Ave	South of NW Cornell Rd	Minor arterial	Unclassified	Washington County TSP
SW Elwert Rd / SW Kruger Rd intersection area	SW Elwert Rd / SW Kruger Rd intersection area	Minor arterial	Minor arterial (alignment correction)	Washington County TSP
SW Barrows Rd	east of SW 175th Ave	Minor arterial	Minor arterial (alignment correction)	Washington County TSP
SE Cornelius Pass Rd	south of Tualatin Valley Hwy	Major Arterial	Major Arterial (alignment correction)	Washington County TSP
SW Kinnaman Rd	SW 202nd Ave to SW 198th Ave	Minor arterial	Minor arterial (alignment correction)	Washington County TSP
SE Kinnaman Rd	South Hillsboro	Minor arterial	Minor arterial (alignment correction)	Washington County TSP
NW Shackelford Rd	North Bethany	Minor arterial	Minor arterial (alignment correction)	Washington County TSP

Regional Transit Network Map (Figure 3.16)

Street Name	Location	Current RTP classification	Proposed RTP classification	Source of proposed change
Clackamas County Connects Shuttle Service - Oregon City	Throughout Oregon City	Unclassified	Transit Shuttle	Clackamas County Transit Development Plan
Clackamas County Connects Shuttle Service - Oregon City	Throughout Clackamas Industrial Area and Clackamas Town Center	Unclassified	Transit Shuttle	Clackamas County Transit Development Plan
NW Swigert Way	NW Sundial Rd to NW Graham Rd	Unclassified	Regional Bus	The TRIP Shuttle is now in operation and does a full loop using Graham, Sundial, and Swigert
Cutter and Leverman	Swan Island off of Basin Ave	Unclassified	Regional Bus	The Swan Island Shuttle and Trimet Line 85 show a slightly different route on Swan Island than on the RTP map. Also we aren't sure if Frequent Bus is the correct designation for this route.
Alderwood, Cornfoot, Columbia	South of PDX	Community/Jobs Connector zone	Regional Bus	The ACCESS shuttle now has a route and will be operating soon.
NE 21st Ave	NE Broadway to NE Fremont St	Frequent Bus	Unclassified	Mislabeled
NE 24th Ave	NE Broadway to NE Fremont St	Unclassified	Frequent Bus	Mislabeled
NE Killingsworth St	NE Martin Luther King Jr Blvd to NE 27th Ave	Unclassified	Frequent Bus	Portland/TriMet SEP
NE 29th Ave	NE Skidmore St to NE Prescott St	Frequent Bus	Unclassified	Portland/TriMet SEP
NE 30th Ave	NE Alberta St to NE Killingsworth St	Enhanced Transit Connector	Add Frequent Bus and keep ETC	Current Service

NE Skidmore St	NE 27th Ave to NE 29th Ave	Unclassified	Frequent Bus	Portland/TriMet SEP
NE 27th Ave	NE Skidmore St to NE Prescott St	Unclassified	Frequent Bus	Portland/TriMet SEP
NE Cully Blvd	NE Prescott to NE Portland Highway (BYP 30B)	Unclassified	Frequent Bus	Portland/TriMet SEP
NE Portland Highway (BYP 30B)	NE Cully Blvd to NE Killingsworth St	Unclassified	Frequent Bus	Portland/TriMet SEP
NE Shaver St	NE 102nd Ave to NE 141st Ave	Frequent Bus	Regional Bus	Portland/TriMet SEP
NE 141st Ave	NE Shaver to NE Rose Pkwy	Frequent Bus	Regional Bus	Portland/TriMet SEP
NE Rose Pkwy	NE 141st to NE 148th Ave	Frequent Bus	Regional Bus	Portland/TriMet SEP
NE 111th Ave	NE Halsey to NE Morris St	Frequent Bus	Regional Bus	Portland/TriMet SEP
NE Morris St	NE 111th Ave to NE 117th Ave	Frequent Bus	Regional Bus	Portland/TriMet SEP
NE Stanton St	NE 117th Ave to NE 122nd Ave	Frequent Bus	Regional Bus	Portland/TriMet SEP
NE San Rafael St	NE 122nd Ave to NE 132nd Ave	Frequent Bus	Regional Bus	Portland/TriMet SEP
NE 132nd Ave	NE San Rafael St to NE Sacramento St	Frequent Bus	Regional Bus	Portland/TriMet SEP
NE Sacramento St	NE 132nd Ave to NE 148th Ave	Frequent Bus	Regional Bus	Portland/TriMet SEP
NE 14th Ave	E Burnside to NE Sandy Blvd	Frequent Bus	Unclassified	Mislabeled
NE 16th Ave	E Burnside to NE Sandy Blvd	Unclassified	Frequent Bus	Mislabeled
N Hayden Meadows Dr	N Whitaker Rd to N Union Ct	Enhanced Transit Connector	Frequent Bus	TriMet already changed route of Line 6 to this route
NW 23rd Ave	NW Vaughn St to NW Wilson St	Frequent Bus	Unclassified	Route was in SEP, but TriMet chose a different route for Line 24
NW Wilson St	NW 23rd Ave to NW 21st Ave	Frequent Bus	Unclassified	Route was in SEP, but TriMet chose a different route for Line 24
NW 21st Ave	NW Wilson St to NW Vaughn St	Frequent Bus	Unclassified	Route was in SEP, but TriMet chose a different route

				for Line 24
NW Vaughn St	NW 21st Ave to NW 18th Ave	Frequent Bus	Unclassified	Route was in SEP, but TriMet chose a different route for Line 24
NW 20th Ave	NW Vaughn St to NW Thurman St	Frequent Bus	Unclassified	Route was in SEP, but TriMet chose a different route for Line 24
NW 19th Ave	NW Vaughn St to NW Thurman St	Frequent Bus	Unclassified	Route was in SEP, but TriMet chose a different route for Line 24
NW 18th Ave	NW Vaughn St to NW Thurman St	Frequent Bus	Unclassified	Route was in SEP, but TriMet chose a different route for Line 24
NW Raleigh St	NW 23rd Ave to NW 21st Ave	Frequent Bus	Unclassified	TriMet no longer planning bus service on Raleigh
NW Raleigh St	NW 21st Ave to NW 18th Ave	Regional Bus	Unclassified	TriMet no longer planning bus service on Raleigh
NW 16th Ave	W Burnside St to NW Couch St	Frequent Bus	Unclassified	Mislabeled
NW Couch St	NW 16th Ave to NW 14th Ave	Frequent Bus	Unclassified	Mislabeled
NW 15th Ave	W Burnside St to NW Couch St	Frequent Bus	Unclassified	Mislabeled
NW 14th Ave	W Burnside St to NW Couch St	Frequent Bus	Unclassified	Mislabeled
SW 14th Ave	SW Washington St to W Burnside St	Frequent Bus	Unclassified	Mislabeled
NW 13th Ave	W Burnside St to NW Couch St	Frequent Bus	Unclassified	Mislabeled
SW 13th Ave	SW Washington St to W Burnside St	Frequent Bus	Unclassified	Mislabeled
NW Couch St	NW 13th Ave to NW 12th Ave	Frequent Bus	Unclassified	Mislabeled
NW 12th Ave	W Burnside St to NW Couch St	Frequent Bus	Unclassified	Mislabeled
SW 12th Ave	SW Washington St to W Burnside St	Frequent Bus	Unclassified	Mislabeled
SW 12th Ave	SW Washington St to SW Harvey Milk St	Regional Bus	Unclassified	Mislabeled

SW Washington St	SW 14th Ave to SW 11th Ave	Frequent Bus	Unclassified	Mislabeled
NW Couch St	NW 11th Ave to NW 6th Ave	Frequent Bus	Unclassified	Mislabeled
NW Couch St	NW 5th Ave to NW 4th Ave	Frequent Bus	Unclassified	Mislabeled
NW Couch St	NW 3rd Ave to NW 2nd Ave	Frequent Bus	Unclassified	Mislabeled
SW 4th Ave	SW Pine St to W Burnside St	Frequent Bus	Unclassified	Mislabeled
SW 4th Ave	SW Pine St to W Burnside St	Regional Bus	Unclassified	Mislabeled
NW 4th Ave	W Burnside St to NW Couch St	Frequent Bus	Unclassified	Mislabeled
SW 3rd Ave	SW Pine St to W Burnside St	Frequent Bus	Unclassified	Mislabeled
NW 3rd Ave	W Burnside St to NW Couch St	Frequent Bus	Unclassified	Mislabeled
NW 2nd Ave	W Burnside St to NW Couch St	Frequent Bus	Unclassified	Mislabeled
SW Alder St	SW 2nd Ave to SW 19th Ave	Unclassified	Frequent Bus	Recent change to route of Line 15
SW Salmon St	SW 2nd Ave to SW 18th Ave	Frequent Bus	Regional Bus	Recent change to route of Line 15
SW 2nd Ave	SW Salmon St to SW Alder St	Frequent Bus	Regional Bus	Recent change to route of Line 15
SE Umatilla St	SW 13th Ave to SE 17th Ave	Unclassified	Frequent Bus	Existing bus route
SW Linn St	SW 13th Ave to SE 17th Ave	Unclassified	Frequent Bus	Existing bus route
SE 13th Ave	SE Andover Pl to SE Linn St	Frequent Bus	Unclassified	No bus service existing or planned on this street
SE Andover Pl	SE 13th Ave to SE 17th Ave	Frequent Bus	Unclassified	No bus service existing or planned on this street
SE Ochoco St	SE 17th Ave to SE Moores St	Frequent Bus	Unclassified	No bus service existing or planned on this street
SE Reed College Pl	SE Crystal Springs Blvd to SE Woodstock Blvd	Frequent Bus	Unclassified	No bus service existing or planned on this street
SE 32nd Ave	SE Crystal Springs	Unclassified	Frequent Bus	Existing bus route

	Blvd to SE Woodstock Blvd			
NE Halsey St	NE 41st Ave to NE 47th Ave	Unclassified	Frequent Bus	TriMet announced revised routing on this street
NE 42nd Ave	NE Broadway to NE Tillamook St	Enhanced Transit Connector?	Frequent Bus	Existing bus route
NE Tillamook St	NE 42nd Ave to NE 43rd Ave	Regional Bus	Unclassified	No bus service existing or planned on this street
NE 43rd Ave	NE Tillamook St to NE Broadway	Regional Bus	Unclassified	No bus service existing or planned on this street
N Russell	N Kerby Ave to N Williams Ave	Unclassified	Frequent Bus	Existing bus route
N Kerby Ave	N Russell to N Cook St	Unclassified	Frequent Bus	Existing bus route
NW Thurman St	NW 21st Ave to NW 23rd Ave	Regional Bus	Frequent Bus	Portland Northwest in Motion
NW 21st Ave	NW Thurman St to NE Everett St	Regional Bus	Frequent Bus	Portland Northwest in Motion
NW Everett St	NW 6th Ave to NW 21st Ave	Regional Bus	Frequent Bus	Portland Northwest in Motion
NW Glisan St	NW 6th Ave to NW 21st Ave	Regional Bus	Frequent Bus	Portland Northwest in Motion
NW Roosevelt St	NE 23rd Ave to NW 26th Ave	Unclassified	Streetcar	Portland Montgomery Park to Hollywood Transit and Land Use Development Study
NW Wilson St	NW 23rd Ave to NW 27th Ave	Unclassified	Streetcar	Portland Montgomery Park to Hollywood Transit and Land Use Development Study

NW 23rd Ave	NW Northrup to NW Roosevelt St	Unclassified	Streetcar	Portland Montgomery Park to Hollywood Transit and Land Use Development Study

Regional Freight Network Map (Figure 3.21)

Street Name	Location	Current RTP classification	Proposed RTP classification	Source of proposed change
OR 211	OR 224 to US 26	Unclassified	Freight route outside MPA boundary	Clackamas County TSP
Molalla Avenue	Beavercreek Rd to OR 213	Unclassified	Roadway Connector	Oregon City TSP
Loder Rd	Beavercreek Rd to Meyers Rd	Unclassified	Roadway Connector	Oregon City TSP
NE Columbia Pkwy	NE Killingsworth to NE Columbia Blvd	Unclassified	Roadway Connector	Portland TSP
NE Killingsworth St (ramp)	NE Killingsworth (WB) to NE Columbia Blvd	Roadway Connector	Unclassified	Portland TSP
NE Columbia Blvd	NE 92nd Dr to NE Columbia Parkway	Roadway Connector	Unclassified	Portland TSP
N Argyle Way	N Interstate Ave to N Columbia Blvd	Unclassified	Roadway Connector	Portland TSP
N Denver Ave	N Argyle St to N Columbia Blvd	Unclassified	Roadway Connector	Portland TSP
SE Holgate Blvd	SE 24th Ave to SE 26th Ave	Unclassified	Roadway Connector	Portland TSP
N Going Ct	N Greeley Ave to N Going St (WB)	Unclassified	Regional Intermodal Connector (only ramps)	Portland TSP
N Going St (ramp)	N Going St (EB) to N Greeley Ave	Unclassified	Regional Intermodal Connector (only ramps)	Portland TSP
N Going St (ramp)	N Going St to I5 (NB)	Unclassified	Regional Intermodal Connector (only ramps)	Portland TSP
N Going St (ramp)	I5 (NB) to N Going St	Unclassified	Regional Intermodal Connector (only ramps)	Portland TSP
Rail line	North of TV Hwy between Forest Grove and 1st Ave	Branch line	Unclassified	Washington County TSP - abandoned and being converted to the Council Creek Trail
Rail line	Along Farmington Rd between Watson Ave	Branch line	Show as single track	Washington County TSP

	and Lombard Ave			
Highway 6	US 26 interchange area	Unclassified	Freight route outside MPA boundary	Washington County TSP
Highway 47	US 26 interchange area	Unclassified	Freight route outside MPA boundary	Washington County TSP
Cornell Rd	US 26 interchange area	Unclassified	Roadway connector	Washington County TSP
Murray Blvd	US 26 interchange area	Unclassified	Roadway connector	Washington County TSP
Canyon Rd	OR 217 interchange area	Unclassified	Roadway connector	Washington County TSP
72nd Ave	OR 217 interchange area	Unclassified	Roadway connector	Washington County TSP
OR 217	US 26 interchange area	Unclassified	Main Roadway Route	Washington County staff
Broadway St	Canyon Rd to Watson Ave - Remove line on insert map between OR 8 and OR 10.	Roadway connector	Unclassified	Washington County TSP
Allen Blvd	West of OR 217	Roadway connector	Unclassified	Washington County TSP
Denney Rd	West of OR 217	Roadway connector	Unclassified	Washington County TSP
Hall Blvd	Nimbus Ave to OR 217	Roadway connector	Unclassified	Washington County TSP
Cornell Rd	Cornelius Pass Rd to 158th Ave	Unclassified	Roadway connector	Washington County TSP
Upper Boones Ferry Rd	72nd Ave to I-5	Unclassified	Roadway connector	Washington County TSP

Regional Bicycle Network Map (Figure 3.24)

Street Name	Location	Current RTP classification	Proposed RTP classification	Source of proposed change
SW 5th Ave	SW Alger Ave to SW Western Ave	Unclassified	Regional Bicycle Parkway	Beaverton Active Transportation Plan
SW Jamieson Rd	SW Beaverton-Hillsdale Highway to SW Scholls Ferry	Unclassified	Regional Bicycle Parkway	Beaverton Active Transportation Plan
SE 93rd Ave	From SE Sunnybrook Blvd to SE Sunnyside Rd	Unclassified	Regional bikeway	Clackamas County Active Transportation Plan
Butteville Rd	From French Prairie Bridge west to county line	Unclassified	Regional bikeway	Clackamas County Active Transportation Plan
Mountain Rd	From Stafford Rd south to Metro planning area boundary	Unclassified	Regional bikeway	Clackamas County Active Transportation Plan
Scouters Mountain Trail	SE Vradenburg Rd segment from SE Clatsop St. south to planned trail segment at Boy Scout Camp	Unclassified	Regional bikeway	Clackamas County Active Transportation Plan
Tillstrom Rd	Foster Rd to 242nd Ave	Unclassified	Regional Bikeway	Metro - consistency with MV classification
SE Yamhill	SE 181st to SE 187th	Unclassified	Regional Bikeway	Gresham TSP
SE Yamhill	SE 187th to SE 190th	Unclassified	Regional Bicycle Parkway	Gresham TSP
SE 187th	SE Stark to SE Yamhill	Unclassified	Regional Bicycle Parkway	Gresham TSP
SE 190th	SE Stark to SE Yamhill	Regional Bicycle Parkway	Unclassified	Gresham TSP
SE Stark	SE 187th to SE 190th	Regional Bicycle Parkway	Regional Bikeway	Gresham TSP
Meyers Rd	OR 213 to UGB	Unclassified	Regional Bikeway	Metro - Consistency with MV classification
New multi-use path	PDX Airport max	Unclassified	Regional	Port

	station to NE 82nd Way		Bikeway	Transportation Improvement Plan
NE Airport Way	PDX Airport to NE 82nd Way	Regional Bikeway	Unclassified	Port Transportation Improvement Plan
N Willamette Blvd	N Ida Ave to N Richmond Ave	Regional Bikeway	Bicycle Parkway	Metro-funded RFFA project extends to Richmond. City plans to update TSP to reflect this.
NE 7th Ave	NE Tillamook St to NE Sumner St	Regional Bicycle Parkway	Regional Bikeway	Lloyd to Woodlawn Project Plan
NE 9th Ave	NE Mason St to NE Sumner St	Regional Bikeway	Regional Bicycle Parkway	Lloyd to Woodlawn Project Plan
NE 92nd Dr	NE Killingsworth St to Alderwood Trail	Unclassified	Regional Bikeway	Columbia / Lombard Plan
NE Alberta St	NE 92nd Ave to I-205 Multiuse Path (new I-205 Overcrossing)	Unclassified	Regional Bikeway (Proposed)	Columbia / Lombard Plan
SE Woodward St	SE 77th Ave to SE 82nd Ave	Regional Bicycle Parkway	Unclassified	Connected Centers Plan – Jade and Rosewood
SE 82nd Ave	SE Brooklyn St to SE Woodward St	Regional Bicycle Parkway	Unclassified	Connected Centers Plan – Jade and Rosewood
SE 82nd Ave	SE Tibbetts St to SE Brooklyn St	Unclassified	Regional Bicycle Parkway	Connected Centers Plan – Jade and Rosewood
SE Tibbetts St	SE 77th Ave to SE 82nd Ave	Unclassified	Regional Bicycle Parkway	Connected Centers Plan – Jade and Rosewood
SE 77th Ave	SE Tibbetts St to SE Woodward St	Unclassified	Regional Bicycle Parkway	Connected Centers Plan – Jade and Rosewood
NE 32nd Ave	NE Broadway to NE Tillamook St	Unclassified	Regional Bikeway	Portland TSP
NE Hancock St	NE 32nd Ave to NE 43rd Ave	Unclassified	Regional Bikeway	Portland TSP
NE Tillamook St	NE 38th Ave to NE 42nd Ave	Regional Bicycle	Regional Bikeway	Portland TSP

		Parkway		
NE 42nd Ave	NE Hancock St to NE Tillamook St	Regional Bicycle Parkway	Regional Bikeway	Portland TSP
Columbia Slough Trail / NE Cornfoot Rd	NE 47th Ave to NE Alderwood Rd	Two Regional Bikeway alignments shown parallel to each other	One regional bikeway (the alignment on north side of Cornfoot Rd has been prioritized)	Columbia Lombard Plan
NE 11th Ave	NE Lombard St to Columbia Slough Trail	Unclassified	Regional Bikeway	Columbia Lombard Plan
NW Flanders St (bridge)	NW 15th Ave to NW 16th Ave	Unclassified	Regional Bicycle Parkway	Bridge has been constructed
S. Johnson Creek trail (C9 on THPRD map)	TV Highway to SW Scholls Ferry Rd	Unclassified	Regional Bikeway	THPRD Trails Functional Plan
North Johnson Creek Trail (C7 on THPRD map)	SW Miller Rd and W Stark St to the Cedar Mill Creek Trail and Sunset Transit Center	Unclassified	Regional Bicycle Parkway	THPRD Trails Functional Plan
Beaverton Creek Trail (R4 on THPRD map)	Alignment update to Seg. 1 and 2: Where these trail segments intersect 170th, the trail turns north along SW 170th and loops around to meet the Westside Trail at the SW 158th Ave/SW Merlo Rd MAX station. Currently the map shows the trail running through the Tualatin Hills Nature Park, which does not accurately represent the Beaverton Creek Trail alignment THPRD will be working to design/build	No change to classification	No change to classification	THPRD Trails Functional Plan
Bonny Slope West Trail (C3 on THPRD map)	Bronson Creek Trail at NW Saltzman & Laidlaw Rd to the Cedar Mill Creek Trail at NW Cornell Rd and NW 118th Ave	Unclassified	Regional Bicycle Parkway	THPRD Trails Functional Plan

174th Ave extension	Between Bronson Rd to Cornell Rd at 173rd Ave	Unclassified	Regional Bikeway (proposed)	Metro - consistency with MV classification

Regional Pedestrian Network Map (Figure 3.26)

Street Name	Location	Current RTP classification	Proposed RTP classification	Source of proposed change
SE 152nd Ave	SE Sunnyside Rd to OR 212	Unclassified	Regional Pedestrian Corridor	Clackamas County TSP
SE River Rd	From Mcloughlin Blvd (Milwaukie) to Mcloughlin Blvd (Gladstone)	Unclassified	Regional Pedestrian Corridor	Clackamas County TSP
Clackamas Rd	Johnson Rd to Webster Rd	Unclassified	Regional Pedestrian Corridor	Clackamas County TSP
Oak Grove Blvd	River Rd to Oatfield Rd	Unclassified	Regional Pedestrian Corridor	Metro - consistency with MV classification
Tillstrom Rd	Foster Rd to 242nd Ave	Unclassified	Regional Pedestrian Corridor	Metro - consistency with MV classification
SE 92nd Ave	County line to Johnson Creek Blvd	Unclassified	Regional Pedestrian Corridor	Metro - consistency with MV classification
SE 92nd Ave	County line to SE Flavel (in Portland)	Unclassified	Regional Pedestrian Corridor	Metro – consistency with MV classification
SE 97th / Lawnfield Rd / Minuteman Way/ Clackamas Rd / 102nd Ave	Sunnybrook Blvd to OR 212	Unclassified	Regional Pedestrian Corridor	Metro - consistency with MV classifications
Springwater Rd	Clackamas River to OR224	Unclassified	Regional Pedestrian Corridor	Metro - consistency with MV classification
Childs Rd	County boundary to Pilkington Rd	Unclassified	Regional Pedestrian Corridor	Consistency with MV classification
Pilkington Rd	Childs Rd to Boones Ferry Rd	Unclassified	Regional Pedestrian Corridor	Consistency with MV classification
Unidentified dashed line	185th to Fairview Parkway	Regional Pedestrian Corridor (proposed)	Unclassified	Gresham TSP
Holcomb Blvd	Redland Rd to UGB	Unclassified	Regional Pedestrian Corridor	Metro - Consistency with MV classification
Redland Rd	OR 213 to UGB	Unclassified	Regional Pedestrian	Metro - consistency with

			Corridor	MV classification
S Meyers Rd	Leland Rd to OR 213	Unclassified	Regional Pedestrian Corridor	Oregon City TSP
NE 21st Ave	NE Broadway to NE Fremont St	Regional Pedestrian Parkway	Unclassified	Metro – consistency with change to transit network map
NE 24th Ave	NE Broadway to NE Fremont St	Unclassified	Regional Pedestrian Parkway	Metro – consistency with change to transit network map
NE 29th Ave	NE Skidmore St to NE Prescott St	Regional Pedestrian Parkway	Unclassified	Metro – consistency with change to transit network map
NE 30th Ave	NE Alberta St to NE Killingsworth St	Unclassified	Regional Pedestrian Parkway	Metro – consistency with change to transit network map
NE Skidmore St	NE 27th Ave to NE 29th Ave	Unclassified	Regional Pedestrian Parkway	Metro – consistency with change to transit network map
NE 27th Ave	NE Skidmore St to NE Prescott St	Unclassified	Regional Pedestrian Parkway	Metro – consistency with change to transit network map
NE Shaver St	NE 102nd Ave to NE 141st Ave	Regional Pedestrian Parkway	Unclassified	Metro – consistency with change to transit network map
NE 141st Ave	NE Shaver to NE Rose Pkwy	Regional Pedestrian Parkway	Unclassified	Metro – consistency with change to transit network map
NE Rose Pkwy	NE 141st to NE 148th Ave	Regional Pedestrian Parkway	Unclassified	Metro – consistency with change to transit network map
NE 111th Ave	NE Halsey to NE Morris St	Regional Pedestrian Parkway	Unclassified	Metro – consistency with change to transit network map
NE Morris St	NE 111th Ave to NE 117th Ave	Regional Pedestrian Parkway	Unclassified	Metro – consistency with change to transit network map

NE Stanton St	NE 117th Ave to NE 122nd Ave	Regional Pedestrian Parkway	Unclassified	Metro – consistency with change to transit network map
NE San Rafael St	NE 122nd Ave to NE 132nd Ave	Regional Pedestrian Parkway	Unclassified	Metro – consistency with change to transit network map
NE 132nd Ave	NE San Rafael St to NE Sacramento St	Regional Pedestrian Parkway	Unclassified	Metro – consistency with change to transit network map
NE Sacramento St	NE 132nd Ave to NE 148th Ave	Regional Pedestrian Parkway	Unclassified	Metro – consistency with change to transit network map
N Hayden Meadows Dr	N Whitaker Rd to N Union Ct	Unclassified	Regional Pedestrian Parkway	Metro – consistency with change to transit network map
NW 23rd Ave	NW Vaughn St to NW Wilson St	Regional Pedestrian Parkway	Unclassified	Metro – consistency with change to transit network map
NW Wilson St	NW 23rd Ave to NW 21st Ave	Regional Pedestrian Parkway	Unclassified	Metro – consistency with change to transit network map
NW 21st Ave	NW Wilson St to NW Vaughn St	Regional Pedestrian Parkway	Unclassified	Metro – consistency with change to transit network map
NW Vaughn St	NW 21st Ave to NW 18th Ave	Regional Pedestrian Parkway	Unclassified	Metro – consistency with change to transit network map
NW 20th Ave	NW Vaughn St to NW Thurman St	Regional Pedestrian Parkway	Unclassified	Metro – consistency with change to transit network map
NW 19th Ave	NW Vaughn St to NW Thurman St	Regional Pedestrian Parkway	Unclassified	Metro – consistency with change to transit network map
NW 18th Ave	NW Vaughn St to NW Thurman St	Regional Pedestrian Parkway	Unclassified	Metro – consistency with change to transit network map

NW Raleigh St	NW 23rd Ave to NW 21st Ave	Regional Pedestrian Parkway	Unclassified	Metro – consistency with change to transit network map
NW 16th Ave	W Burnside St to NW Couch St	Regional Pedestrian Parkway	Unclassified	Metro – consistency with change to transit network map
NW Couch St	NW 16th Ave to NW 14th Ave	Regional Pedestrian Parkway	Unclassified	Metro – consistency with change to transit network map
NW 15th Ave	W Burnside St to NW Couch St	Regional Pedestrian Parkway	Unclassified	Metro – consistency with change to transit network map
NW 14th Ave	W Burnside St to NW Couch St	Regional Pedestrian Parkway	Unclassified	Metro – consistency with change to transit network map
SW 14th Ave	SW Washington St to W Burnside St	Regional Pedestrian Parkway	Unclassified	Metro – consistency with change to transit network map
NW 13th Ave	W Burnside St to NW Couch St	Regional Pedestrian Parkway	Unclassified	Metro – consistency with change to transit network map
SW 13th Ave	SW Washington St to W Burnside St	Regional Pedestrian Parkway	Unclassified	Metro – consistency with change to transit network map
NW Couch St	NW 13th Ave to NW 12th Ave	Regional Pedestrian Parkway	Unclassified	Metro – consistency with change to transit network map
NW 12th Ave	W Burnside St to NW Couch St	Regional Pedestrian Parkway	Unclassified	Metro – consistency with change to transit network map
SW 12th Ave	SW Washington St to W Burnside St	Regional Pedestrian Parkway	Unclassified	Metro – consistency with change to transit network map
SW Washington St	SW 14th Ave to SW 11th Ave	Regional Pedestrian Parkway	Unclassified	Metro – consistency with change to transit network map

NW Couch St	NW 11th Ave to NW 6th Ave	Regional Pedestrian Parkway	Unclassified	Metro – consistency with change to transit network map
NW Couch St	NW 5th Ave to NW 4th Ave	Regional Pedestrian Parkway	Unclassified	Metro – consistency with change to transit network map
NW Couch St	NW 3rd Ave to NW 2nd Ave	Regional Pedestrian Parkway	Unclassified	Metro – consistency with change to transit network map
SW 4th Ave	SW Pine St to W Burnside St	Regional Pedestrian Parkway	Unclassified	Metro – consistency with change to transit network map
NW 4th Ave	W Burnside St to NW Couch St	Regional Pedestrian Parkway	Unclassified	Metro – consistency with change to transit network map
SW 3rd Ave	SW Pine St to W Burnside St	Regional Pedestrian Parkway	Unclassified	Metro – consistency with change to transit network map
NW 3rd Ave	W Burnside St to NW Couch St	Regional Pedestrian Parkway	Unclassified	Metro – consistency with change to transit network map
NW 2nd Ave	W Burnside St to NW Couch St	Regional Pedestrian Parkway	Unclassified	Metro – consistency with change to transit network map
SW Alder St	SW 2nd Ave to SW 19th Ave	Unclassified	Regional Pedestrian Parkway	Metro – consistency with change to transit network map
SW Salmon St	SW 2nd Ave to SW 18th Ave	Regional Pedestrian Parkway	Unclassified	Metro – consistency with change to transit network map
SW 2nd Ave	SW Salmon St to SW Alder St	Regional Pedestrian Parkway	Unclassified	Metro – consistency with change to transit network map
SE Umatilla St	SE 13th Ave to SE 17th Ave	Unclassified	Regional Pedestrian Parkway	Metro – consistency with change to transit network map

SW Linn St	SW 13th Ave to SE 17th Ave	Unclassified	Regional Pedestrian Parkway	Metro – consistency with change to transit network map
SE 13th Ave	SE Andover Pl to SE Linn St	Regional Pedestrian Parkway	Unclassified	Metro – consistency with change to transit network map
SE Andover Pl	SE 13th Ave to SW 17th Ave	Regional Pedestrian Parkway	Unclassified	Metro – consistency with change to transit network map
SE Ochoco St	SE 17th Ave to SE Moores St	Regional Pedestrian Parkway	Unclassified	Metro – consistency with change to transit network map
SE Reed College Pl	SE Crystal Springs Blvd to SE Woodstock Blvd	Regional Pedestrian Parkway	Unclassified	Metro – consistency with change to transit network map
SE 32nd Ave	SE Crystal Springs Blvd to SE Woodstock Blvd	Unclassified	Regional Pedestrian Parkway	Metro – consistency with change to transit network map
NE Halsey St	NE 41st Ave to NE 47th Ave	Unclassified	Regional Pedestrian Parkway	Metro – consistency with change to transit network map
NE 42nd Ave	NE Broadway to NE Tillamook St	Unclassified	Regional Pedestrian Parkway	Metro – consistency with change to transit network map
N Russell	N Kerby Ave to N Williams Ave	Unclassified	Regional Pedestrian Parkway	Metro – consistency with change to transit network map
N Kerby Ave	N Russell to N Cook St	Unclassified	Regional Pedestrian Parkway	Metro – consistency with change to transit network map
NW Thurman St	NW 21st Ave to NW 23rd Ave	Unclassified	Regional Pedestrian Parkway	Metro – consistency with change to transit network map
NW 21st Ave	NW Thurman St to NE Everett St	Unclassified	Regional Pedestrian Parkway	Metro – consistency with change to transit network map

NW Everett St	NW 6th Ave to NW 21st Ave	Unclassified	Regional Pedestrian Parkway	Metro – consistency with change to transit network map
NW Glisan St	NW 6th Ave to NW 21st Ave	Unclassified	Regional Pedestrian Parkway	Metro – consistency with change to transit network map
S. Johnson Creek trail (C9 on THPRD map)	TV Highway to SW Scholls Ferry Rd	Unclassified	Regional Pedestrian Corridor	THPRD Trails Functional Plan
North Johnson Creek Trail (C7 on THPRD map)	SW Miller Rd and W Stark St to the Cedar Mill Creek Trail and Sunset Transit Center	Unclassified	Regional Pedestrian Parkway	THPRD Trails Functional Plan
Beaverton Creek Trail (R4 on THPRD map)	Alignment update to Seg. 1 and 2: Where these trail segments intersect 170th, the trail turns north along SW 170th and loops around to meet the Westside Trail at the SW 158th Ave/SW Merlo Rd MAX station. Currently the map shows the trail running through the Tualatin Hills Nature Park, which does not accurately represent the Beaverton Creek Trail alignment THPRD will be working to design/build	No change to classification	No change to classification	THPRD Trails Functional Plan
Bonny Slope West Trail (C3 on THPRD map)	Bronson Creek Trail at NW Saltzman & Laidlaw Rd to the Cedar Mill Creek Trail at NW Cornell Rd and NW 118th Ave	Unclassified	Regional Pedestrian Parkway	THPRD Trails Functional Plan
65th Ave	between Borland Rd and Sagert St	Unclassified	Regional Pedestrian Corridor	Metro - consistency with MV classification
Teton Ave	Existing terminus to Herman Rd (tiny gap in line work)	Unclassified	Regional Pedestrian Corridor	Metro - consistency with MV classification
Gerda Ln	between Galbreath Dr	Unclassified	Regional	Metro -

	and Tualatin-Sherwood Rd		Pedestrian Corridor	consistency with MV classification
174th Ave extension	Between Bronson Rd to Cornell Rd at 173rd Ave	Unclassified	Regional Pedestrian Corridor (proposed)	Metro - consistency with MV classification

Requested RTP Network map changes not recommended by Metro Staff

Requested changes not recommended for Motor Vehicle Network Map (Figure 3.13)

Street Name	Location	Current RTP classification	Proposed RTP classification	Source of proposed change	Rationale for not recommending change
122nd Ave	Happy Valley boundary to SE Hubbard Rd	Unclassified	Minor Arterial	Clackamas County TSP	This route is already a minor arterial in RTP
Lake Rd	SE Johnson Rd to SE Harmony Rd	Unclassified	Minor Arterial	Clackamas County TSP	This route is already a minor arterial in RTP
Lake Rd	OR224 to SE Kuehn Rd	Unclassified	Minor Arterial	Clackamas County TSP	This route is already a minor arterial in RTP
Lake Rd	SE Harmony Rd to OR224	Unclassified	Minor Arterial	Clackamas County TSP	This route is already a minor arterial in RTP
Stevens Rd	Sunnyside Rd to SE Bob Schumacher Rd	Unclassified	Minor Arterial	Clackamas County TSP	This route is already a minor arterial in RTP
Redland Rd	OR 213 / S Redland Rd Overpass	Unclassified	Minor Arterial	Oregon City TSP	Upgrading to Major Arterial to be consistent with Clackamas County TSP and existing RTP classification (west of OR 213). Recommend flagging for change to Major Arterial in next Oregon City TSP update.
Burnside Rd	Hogan Dr to Powell Blvd	Throughway	Major Arterial	Gresham TSP	Keeping Throughway designation for this section of Burnside per recommendations from East Metro Connections Plan

Requested changes not recommended for Regional Transit Network Map (Figure 3.16)

Street Name	Location	Current RTP classification	Proposed RTP classification	Source of proposed change	Rationale for not recommending change
N Columbia Blvd	N Portland Rd (Rte 120) to N Argyle St	Unclassified	Regional Bus	TriMet announced new transit service on Columbia/Argyle	Not housekeeping-defer this change to update process
N Argyle St	N Columbia Blvd to N Columbia Blvd	Unclassified	Regional Bus	TriMet announced new transit service on Columbia/Argyle	Not housekeeping-defer this change to update process
N Columbia Blvd	N Argyle St to Martin Luther King Jr Blvd	Unclassified	Regional Bus	TriMet announced new transit service on Columbia/Argyle	Not housekeeping-defer this change to update process

Requested changes not recommended for Regional Bicycle Network Map (Figure 3.24)

Street Name	Location	Current RTP classification	Proposed RTP classification	Source of proposed change	Rationale for not recommending change
SE 115th Ave	Springwater Corridor Trail to SE Bush St	Unclassified	Regional Bikeway	Connected Division-Midway planning	Better fit as Local Bikeway than Regional (as defined in RTP)
SE 112th Ave	SE Holgate Blvd to SE Market St	Unclassified	Regional Bikeway	Connected Division-Midway planning	Better fit as Local Bikeway than Regional (as defined in RTP)
SE Clinton St	SE 101st Ave to SE 109th Ave	Unclassified	Regional Bikeway	Connected Division-Midway planning	Better fit as Local Bikeway than Regional (as defined in RTP)
SE 101st Ave	SE Clinton to SE Market St	Unclassified	Regional Bikeway	Connected Division-Midway planning	Better fit as Local Bikeway than Regional (as defined in RTP)
SE 135th	SE Division St to SE Stark St	Unclassified	Regional Bikeway	Connected Division-Midway planning	Better fit as Local Bikeway than Regional (as defined in RTP)
SE Stark St	SE 135th Ave to SE 136th Ave	Unclassified	Regional Bikeway	Connected Division-Midway planning	Better fit as Local Bikeway than Regional (as defined in RTP)
SE 136th Ave	SE Stark St to NE Glisan St	Unclassified	Regional Bikeway	Connected Division-Midway planning	Better fit as Local Bikeway than Regional (as defined in RTP)
NE Couch St	NE 136th Ave to NE 134th Ave	Unclassified	Regional Bikeway	Connected Division-Midway planning	Better fit as Local Bikeway than Regional (as defined in RTP)
NE 134th Ave	NE Couch St to NE Glisan St	Unclassified	Regional Bikeway	Connected Division-Midway planning	Better fit as Local Bikeway than Regional (as defined in RTP)
142nd Ave	SE Division St to SW Harrison St	Unclassified	Regional Bikeway	Connected Division-Midway planning	Better fit as Local Bikeway than Regional (as defined in RTP)
SE Harrison St	142nd Ave to SE 143rd Ave	Unclassified	Regional Bikeway	Connected Division-Midway planning	Better fit as Local Bikeway than Regional (as

					defined in RTP)
SE 143rd Ave	SE Harrison St to SE Madison St	Unclassified	Regional Bikeway	Connected Division-Midway planning	Better fit as Local Bikeway than Regional (as defined in RTP)
SE Madison St	SE 143rd Ave to SE 141st Ave	Unclassified	Regional Bikeway	Connected Division-Midway planning	Better fit as Local Bikeway than Regional (as defined in RTP)
SE 141st	SE Madison St to SE Main St	Unclassified	Regional Bikeway	Connected Division-Midway planning	Better fit as Local Bikeway than Regional (as defined in RTP)
SE Main St	SE 141st Ave to SE 146th Ave	Unclassified	Regional Bikeway	Connected Division-Midway planning	Better fit as Local Bikeway than Regional (as defined in RTP)
SE 146th Ave	SE Main St to NE Glisan St	Unclassified	Regional Bikeway	Connected Division-Midway planning	Better fit as Local Bikeway than Regional (as defined in RTP)
SE 117th Ave	SE Market St to SE Hawthorne Blvd	Unclassified	Regional Bikeway	Connected Division-Midway planning	Better fit as Local Bikeway than Regional (as defined in RTP)
SE Hawthorne Blvd	SE 117th Ave to SE 114th Ave	Unclassified	Regional Bikeway	Connected Division-Midway planning	Better fit as Local Bikeway than Regional (as defined in RTP)
SE 114th Ave	SE Hawthorne Blvd to SE Salmon St	Unclassified	Regional Bikeway	Connected Division-Midway planning	Better fit as Local Bikeway than Regional (as defined in RTP)
SE Salmon St	SE 114th Ave to SE 113th Ave	Unclassified	Regional Bikeway	Connected Division-Midway planning	Better fit as Local Bikeway than Regional (as defined in RTP)
SE/NE 113th Ave	SE Salmon St to NE Glisan St	Unclassified	Regional Bikeway	Connected Division-Midway planning	Better fit as Local Bikeway than Regional (as defined in RTP)
NE 113th Ave	Dead end to NE Oregon St	Unclassified	Regional Bikeway	Connected Division-Midway planning	Better fit as Local Bikeway than Regional (as defined in RTP)
NE 114th Ave	NE Holladay St to NE Halsey St	Unclassified	Regional Bikeway	Connected Division-Midway planning	Better fit as Local Bikeway than Regional (as

					defined in RTP)
Reedville Trail	The loop section of the Reedville trail serving Cooper Mountain is missing. This segment runs from just west of SW Farmington Rd just north of SW Riggs Rd to the South Cooper Loop Trail via SW Grabhorn Rd.	Unclassified	Regional Bikeway	THPRD Trails Functional Plan	Outside MPA boundary
North Bethany Trail C1.1	Rock Creek Trail at NW Reindeer Dr to NW Bethany Creek Trail #1 C1.2	Unclassified	Regional Bicycle Parkway	THPRD 2016 Trails Functional Plan	Not regional
Bethany Creek Trail #1 C1.2	Westside Trail & Rock Creek Trail intersection to NW Springville Rd	Unclassified	Regional Bicycle Parkway	THPRD 2016 Trails Functional Plan	Not regional
Bethany Creek Trail #2 C1.3	Westside Trail & Rock Creek Trail intersection to NW Springville Rd	Unclassified	Regional Bicycle Parkway	THPRD 2016 Trails Functional Plan	Already shown on map (as northern tip of Westside Trail)

Requested changes not recommended for Regional Freight Network Map (Figure 3.21)

Street Name	Location	Current RTP classification	Proposed RTP classification	Source of proposed change	Rationale for not recommending change
S. Union Mills Rd	OR 213 to OR 211 (at Beavercreek Rd.)	Unclassified	Freight Route outside MPA boundary	Clackamas County TSP	Outside the map extent for the Regional Freight Network map.
OR 213	Freight route continues from S Barnards Rd to County line	Unclassified	Freight Route outside MPA boundary	Clackamas County TSP	Outside the map extent for the Regional Freight Network map.
OR 224	Freight route continues from SE River Mill Rd to Ripplebrook Rd	Unclassified	Freight Route outside MPA boundary	Clackamas County TSP	Outside the map extent for the Regional Freight Network map.
OR 211	Clackamas/Marion County line to OR 224	Unclassified	Freight Route outside MPA boundary	Clackamas County TSP	Outside the map extent for the Regional Freight Network map.
US 26	Continues freight route from E Kirkwood Dr to Clackamas / Wasco County line	Unclassified	Freight Route outside MPA boundary	Clackamas County TSP	Outside the map extent for the Regional Freight Network map.
OR 35	Proposed freight route from US 26 to Clackamas Co – Hood River County line	Unclassified	Freight Route outside MPA boundary	Clackamas County TSP	Outside the map extent for the Regional Freight Network map.
Fir Street	Molalla Avenue to Beavercreek Rd	Unclassified	Roadway Connector	Oregon City TSP	Local street not providing access to a regionally designated industrial area
Meyers Rd	OR 213 to Loder Rd	Unclassified	Roadway Connector	Oregon City TSP	Local street not providing access to a regionally designated industrial area
Clairmont Drive	Beavercreek Rd to S Holly Ln Extension	Unclassified	Roadway Connector	Oregon City TSP	Local street not providing access to a regionally designated industrial area

South Holly Lane Extension	Clairmont Dr to Meyers Rd	Unclassified	Roadway Connector	Oregon City TSP	Local street not providing access to a regionally designated industrial area
N Interstate Ave	N Greeley Ave to N Going St	Regional Intermodal Connector	Unclassified	Portland TSP	All Regional Intermodal Connectors need to stay consistent with those on the NHS.
Freight Rail line	In North Plains - between Gordon Rd and Main St	Branch line - No classificatio n change requested e	Realignment to match actual	Washington County TSP	Keep current, alignment on map is correct - north of NW Commercial St.
Allen Blvd	Near Western Ave	Freight route outside MPA boundary.	Roadway connector	Washington County TSP	Keep as current. Mapping colors may need to be adjusted to be more distinct.
Tualatin-Sherwood Rd	OR 99W to I-5	Roadway connector	Main Roadway Route	Washington County TSP	Does not meet definition of a Main Roadway Route.
West Union Rd	Cornelius Pass Rd to 185th Ave	Unclassified	Roadway connector	Washington County TSP	Residential east of Cornelius Pass Rd which is the freight route.
Beaverton-Hillsdale Hwy	OR 217 to Countyline	Unclassified	Roadway connector	Washington County TSP	Doesn't serve industrial area or connect the freight network.
Scholls Ferry Rd	OR 217 to Beaverton-Hillsdale Hwy	Unclassified	Roadway connector	Washington County TSP	Doesn't serve industrial area or connect the freight network.

Requested changes not recommended for Regional Pedestrian Network Map (Figure 3.26)

Street Name	Location	Current RTP classification	Proposed RTP classification	Source of proposed change	Rationale for not recommending change
Monroe St	Linwood to Fuller	unclassified	Regional Pedestrian Corridor	Clackamas County TSP	Monroe is a collector street that doesn't meet criteria to be in regional pedestrian network.
Reedville Trail	The loop section of the Reedville trail serving Cooper Mountain is missing. This segment runs from just west of SW Farmington Rd just north of SW Riggs Rd to the South Cooper Loop Trail via SW Grabhorn Rd.	Unclassified	Regional Pedestrian Corridor	THPRD Trails Functional Plan	Outside MPA boundary
North Bethany Trail C1.1	Rock Creek Trail at NW Reindeer Dr to NW Bethany Creek Trail #1 C1.2	Unclassified	Regional Pedestrian Parkway	THPRD Trails Functional Plan	Not regional
Bethany Creek Trail #1 C1.2	Westside Trail & Rock Creek Trail intersection to NW Springville Rd	Unclassified	Regional Pedestrian Parkway	THPRD Trails Functional Plan	Not regional
Bethany Creek Trail #2 C1.3	Westside Trail & Rock Creek Trail intersection to NW Springville Rd	Unclassified	Regional Pedestrian Parkway	THPRD Trails Functional Plan	Already shown on map (as northern tip of Westside Trail)

Meeting minutes

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

Meeting:	**Transportation Policy Alternatives Committee (TPAC)**
Date/time:	Friday, June 3, 2022 | 9:00 a.m. to 12:00 p.m.
Place:	Virtual online meeting via Web/Conference call (Zoom)

Members Attending	**Affiliate**
Tom Kloster, Chair	Metro
Karen Buehrig	Clackamas County
Allison Boyd	Multnomah County
Chris Deffebach	Washington County
Lynda David	SW Washington Regional Transportation Council
Eric Hesse	City of Portland
Jaimie Lorenzini	City of Happy Valley and Cities of Clackamas County
Jay Higgins	City of Gresham and Cities of Multnomah County
Don Odermott	City of Hillsboro and Cities of Washington County
Tara O'Brien	TriMet
Chris Ford	Oregon Department of Transportation
Laurie Lebowsky	Washington State Department of Transportation
Lewis Lem	Port of Portland
Idris Ibrahim	Community Representative
Rachael Tupica	Federal Highway Administration (FHWA)
Katherine Kelly	City of Vancouver, WA

Alternates Attending	**Affiliate**
Jamie Stasny	Clackamas County
Dayna Webb	City of Oregon City and Cities of Clackamas County
Glen Bolen	Oregon Department of Transportation
Gerik Kransky	Oregon Department of Environmental Quality

Members Excused	**Affiliate**
Karen Williams	Oregon Department of Environmental Quality
Rob Klug	Clark County
Shawn M. Donaghy	C-Tran System
Jeremy Borrego	Federal Transit Administration
Rich Doenges	Washington Department of Ecology

Guests Attending	**Affiliate**
Brad Choi	City of Hillsboro
Camilla Dartnell	Kittelson & Associates
Chris Smith	No More Freeways
Cindy Dauer	Tualatin Hills Park & Recreation District
Cody Field	City of Tualatin

Guests attending, (continued)

Garet Prior	Oregon Department of Transportation
Jamie Snook	TriMet
Jean Senechal-Biggs	City of Beaverton
Jessica Engelmann	City of Beaverton
Jim Howell	
John Charles	Cascade Policy Institute
Mara Krinke	IBR Team
Michael Foley	
Mike McCarthy	City of Tualatin
Ryan LeProwse	IBR Team
Ryan Packer	
Shilpa Mallem	IBR Team
Steve Koper	City of Tualatin
Andre Lightsey-Walker	The Street Trust
Vanessa Vissar	Oregon Department of Transportation
Will Farley	City of Lake Oswego
William Burgel	

Metro Staff Attending

Ted Leybold, Resource & Dev. Manager	John Mermin, Senior Transportation Planner
Kim Ellis, Principal Transportation Planner	Alex Oreschak, Senior Transportation Planner
Ken Lobeck, Senior Transportation Planner	Lake McTighe, Senior Transportation Planner
Dan Kaempff, Principal Transportation Planner	Grace Cho, Senior Transportation Planner
Eliot Rose, Transportation Tech & Analyst	Ally Holmqvist, Senior Transportation Planner
Connor Ayers, Metro Councilor Advisor	Cindy Pederson, Research Center Manager
Margi Bradway, Dept. Director Planning	Malu Wilkinson, Investment Areas Manager
Andrea Pastor, Senior Regional Planner	Noel Mickelberry, Associate Transportation Planner
Tim Collins, Senior Transportation Planner	Chris Johnson, Research Center Manager
Clint Chiavarini, Senior GIS Specialist	Elizabeth Mros-O'Hara, Investment Areas Mgr.
Kate Hawkins, Senior Transportation Planner	Matt Bihn, Principal Transportation Planner
Matthew Hampton, Senior Transportation Planner	Ramona Perrault, Council Policy Advisor
Robert Spurlock, Senior Transportation Planner	Marie Miller, TPAC Recorder

Call to Order, Declaration of a Quorum and Introductions

Chair Kloster called the meeting to order at 9:00 a.m. Introductions were made. A quorum of members present was declared. Committee members, member alternates, guests, public and staff were noted as attending. Reminders where Zoom features were found online was reviewed. It was noted future hybrid committee meetings were being planned but would stay virtual until further notice. Changes to TPAC community member appointments and structure was being proposed to Metro Council with a report on this provided soon. Closed caption at committee meetings will begin immediately. Input was encouraged for providing safe space for everyone at the meeting via the link in chat. Comments would be shared at the end of the meeting.

Comments from the Chair and Committee Members

- **Updates from committee members and around the Region**
  Don Odermott announced that Julia Hajduk, alternate member representing Cities of Washington County on TPAC, has accepted the position of City Manager of Stayton. A new member alternate will be named by the Mayors of Washington County soon.

Lewis Lem shared a newsroom link in chat regarding the Port of Portland grant award which is part of efforts to improve cargo flow and increase capacity at Terminal 6: https://www.portofportland.com/Newsroom/Connect-Oregon-Grant-Greenlights-Increased-Capacity-at-Terminal-6

Rachael Tupica announced she has accepted a new position within the Federal Highway Administration in a different division in Michigan. Jasmine Harris will be named member representative for FHWA starting next week, with alternate member to be named soon.

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

- **Fatal crashes update** (Lake McTighe) The fatal crashes for May 22 reported 52 fatalities since the beginning of the year. Full information from the memo was added to the packet following the meeting. It was announced a new USDOT grant program for Safe Streets and Roads for All (SS4A). https://www.transportation.gov/grants/SS4A Metro will be applying for a grant, and offers to help cities and counties with assistance wanting to apply as well.

  Chris Ford announced that thanks to help from the legislature, City of Portland and ODOT staff funds received for the jurisdictional transfer project on 82nd Avenue will begin delivery of safety projects on this arterial. In addition to agency partners, community partner contributions was also credited. Eric Hesse added the link to the PBOT webpage on the corridor: https://www.portland.gov/transportation/planning/82nd-avenue

  In response to a question of location and date of a motorcyclist fatality in May, Ms. McTighe noted information from ODOT data has a delayed time for confirmation, but Katherine Kelly's mention of Powell Blvd. and SE 62nd Avenue on May 14 will be included in the totals.

- **Climate Expert Panel Announcement, June 22, 7:30-10am, Zoom** (Kim Ellis) Details on the upcoming Climate Expert Panel meeting were shared. Metro has convened a panel of experts to provide insights from around the country. Pre-registration is required. An agenda and materials will be sent in advance. The webinar will include a moderated discussion followed by an opportunity for Metro Council and JPACT members to ask questions of the panelists. Other interested parties and regional partners are invited to listen in. Questions for the panel can be submitted in advance so they can be integrated into the discussion.

- **2018 Regional Transportation Plan (RTP) project list review – reminder due June 10** (Kim Ellis) Referring to the packet memo, Metro is requesting transportation agency staff to review the full 2018 RTP project list to:
  (1) identify projects that have been completed since 2018 and
  (2) identify projects that have local, regional, state or federal funding committed to them.
  This information is due June 10.

- **2018 Regional Transportation Plan (RTP) network maps review – reminder due June 10** (Kim Ellis) Referring to the packet memo, Metro is requesting local jurisdictions (that have completed plans since adoption of the 2018 RTP) to review and identify proposed changes to

the RTP Network maps. Proposed changes should be based on adopted local Transportation System Plans, Comprehensive plans, Corridor or Area plans, and consistent with RTP network classifications. Proposed edits to staff are due June 10.

- **Modeling 101 Session reminder** (Kim Ellis)
  It was announced a webinar on Metro modeling tools would take place June 6, 1-3 p.m. Pre-registration is required. The registration link was shared:
  https://us02web.zoom.us/webinar/register/WN_WldhdHxARt26NNARoJwOxA
  A link to the agenda was shared. A video of webinar and factsheets about Metro's tools will be posted on Metro's website late next week for those who cannot attend.

- **JPACT/RTP Metro Council workshop announcement** (submitted by Jaye Cromwell)
  Metro staff have been working hard to plan our 2023 Regional Transportation Plan update JPACT/ Council workshop series, which will take place monthly from June-October. These joint workshops of the Metro Council and JPACT are an opportunity for Metro Council and JPACT members to have space to discuss critical elements of the 2023 RTP update.

  The first workshop will take place on Thursday, June 30th from 7:30am-9:30am. The workshop topic will be on process, vision, goals, and objectives of the 2023 RTP update. Staff are planning for the workshop to be in-person at Conservation Hall in the Oregon Zoo. There will be a livestream of the event for folks to watch from home, but due to the nature of the participation required, we are not offering the option to participate remotely.

Public Communications on Agenda Items

Chris Smith, Just Crossing Alliance

Mr. Smith presented information on the alliance, a group of 25 climate, environmental and equity groups that are looking for the most sustainable, equitable outcome on the Interstate Bridge Replacement project. They are concerned about the design of the bridge regarding fiscal responsibility with current no-phasing of the project, with the full cost competing with other transportation projects at the same time. They are asking Metro and other endorsement agencies to include a phase able alternative in the NEPA process.

Consideration of TPAC Minutes from May 6, 2022

MOTION: To approve minutes from May 6, 2022.

Moved: Laurie Lewbowski Seconded: Jay Higgins

ACTION: Motion passed unanimously with no abstentions.

Metropolitan Transportation Improvement Program (MTIP) Formal Amendment 22-5271 (Ken Lobeck, Metro) Mr. Lobeck presented information on MTIP Amendment 22-5271 consisting of two projects:

Project #1 - Key 22603: I-405 Fremont Bridge (Willamette River) West Ramps

This is new project being added to the MTIP. Funding supporting the Preliminary Engineering (PE) and Right-of-Way (ROW) phases are being added now through this amendment. PE totals $11,632,000 while ROW totals $127,000 for a programming total of $11,759,000. PE is schedule to start during FFY 2023 with ROW commencing in FFY 2024. The construction phase is planned to start in FFY 2025. The construction phase will be added to the 2024-27 STIP and 2024-29 MTIP Updates. The preliminary construction phase estimate is $103,730,000. The total project cost estimate currently is $115,489,000.

Project #2 - Key 22431: OR141/OR217 Curb Ramps
From the Change Management Request (CMR): Updated PE estimate to perform the proposed work exceeds the current PE budget in the STIP. The additional ROW is adjusted based on the statewide module. When originally programmed cost estimates were optimistic and had anticipated cost reductions due to maturation of the ADA program, as seen in other DOT programs. However, due to current market conditions and skilled labor shortages these anticipated cost reductions have not come to pass. The cost estimates are therefore being reset. $1,425,674 is being added to the PE phase with $499,965 added to the ROW phase. This increases the total project cost from $2,736,658 to $4,662,297. The ROW phase requires more time than was allowed and this impacts the CN phase. Construction is being slipped as a result.

MOTION: To provide JPACT an approval recommendation of Resolution 22-5271 consisting of a new ODOT project and a cost increase adjustment.
Moved: Chris Deffebach Seconded: Don Odermott
ACTION: Motion passed unanimously with no abstentions.

Metropolitan Transportation Improvement Program (MTIP) Formal Amendment 22-5272 (Ken Lobeck, Metro) Mr. Lobeck presented information on MTIP Amendment 22-5272 consisting of three projects:
Project #1. Key – New TBD: Willamette Shore Line Rail & Trestle Repair-Phase I (TriMet)
The project is TriMet's Willamette Shore Line Rail & Trestle Repair-Phase I project. The $2 million congressional earmark award is for funding to repair the existing trestles, conduct routine maintenance, upgrade the Nebraska rail crossing, conduct geotech exploration and miscellaneous trestle and track improvements for increase public safety. Total project cost estimate is $2.4 million with final MTIP programming that may evolve over time.

Project #2. Key – 22432: US30BY Curb Ramps
Project Description: At various location on US30 Bypass in the NE Portland area, construct ADA compliant curbs and ramps. The project requires additional funds to address phase funding shortages impact PE and ROW. The formal amendment adds new IIJA funds to the PE and ROW phases to address phase funding shortfalls. $8,333,069 is added to the project increasing the project cost from $17,223,368 to $25,556,437.The cost increase represents a 48.4% increase to the project.

Project #3 - Key – 20472: OR99E: Clackamas River (McLoughlin) Bridge
Project Description: Design for a future project to repaint the bridge. The paint is required to protect this steel structure from corrosion. The project requires additional funds to address phase funding shortages impacting the PE phase. Funding supporting the ROW phase also is being added. The formal amendment adds $947,000 to PE and $52,000 for ROW phase activities. The Phase increases from $250,000 to $1,197,000. With the ROW phase funding, the total project cost increases from $250,000 to $1,249,000.

MOTION: To provide JPACT an approval recommendation of Resolution 22-5272 consisting of TriMet's new Willamette Shoreline Rail Repair project and two ODOT project cost increase adjustments.
Moved: Tara O'Brien Seconded: Chris Deffebach
ACTION: Motion passed unanimously with no abstentions.

Interstate 5 Bridge Replacement Modified LPA Resolution 22-5273 (Matt Bihn, Metro, Mara Krinke, IBR Team, Shilpa Mallem, IBR Team, Ryan LeProwse, IBR Team) Mr. Bihn began the presentation by

sharing the program timeline and IBR Locally Preferred Alternative (LPA) Process. From now to mid-2024, additional analysis and design refinements that result in a *Supplemental Environmental Impact Statement (SEIS)* are planned. In mid-2024 additional design details will be finalized plus off-site improvements and mitigations. Construction is planned to begin in 2025.

The IBR modified LPA was developed with input of project staff groups informed by public engagement and feedback from community groups, with eight partners asked to present to their boards or commissions. A tentative schedule of these presentation meetings was shown.

The IBR Program recommends the following components for the Modified LPA (read as Exhibit A later in the meeting):
1. A replacement of the current I-5 Bridge with a seismically sound bridge.

2. A commitment to increase and implement attractive transit options across the Columbia River by supporting a variety of transit services that meet the needs of customers traveling between varied markets through:

- Continuation of C-TRAN express bus service from markets north of the Bridge Influence Area (BIA) to the downtown Portland area utilizing new bus on shoulder facilities, where available, within the BIA.
- Continuation of C-TRAN's current and future Bus Rapid Transit lines as described in adopted regional plans and known as the Vine.
- New Light Rail Transit (LRT) service as the preferred mode for the dedicated High-Capacity Transit improvement within the BIA.
- An alignment of LRT that begins with a connection at the existing Expo Center LRT station in Portland, OR, extends north, with a new station at Hayden Island, continues across the Columbia River on a new I-5 bridge, and generally follows I-5 with an interim Minimum Operable Segment not extending north of E. Evergreen Boulevard, in Vancouver, WA. There will be multiple stations in the City of Vancouver to be decided by the Vancouver City Council in consultation with C-TRAN, the Port of Vancouver, and TriMet.

3. Active transportation and multimodal facilities that adhere to universal design principles to facilitate safety and comfort for all ages and abilities. Exceptional regional and bi-state multi-use trail facilities and transit connections will be created within the BIA. Opportunities will be identified to enhance active transportation facilities, with specific emphasis on local and cross-river connections between the region's Columbia River Renaissance Trail and the 40-mile Loop.

4. The construction of a seismically sound replacement crossing for the North Portland Harbor Bridge with three through lanes, northbound and southbound.

5. The construction of three through lanes northbound and southbound on I-5 throughout the BIA.
May 2022 Interstate Bridge Replacement Program.
6. The inclusion of one auxiliary lane northbound and one southbound between Marine Drive in Portland and E. Mill Plain Boulevard in Vancouver to accommodate the safe movement of freight and other vehicles.

7. A partial interchange at Hayden Island, and a full interchange at Marine Drive, designed to minimize impacts on the Island's community; and improve freight, workforce traffic, and active transportation on Marine Drive.

8. A commitment to study improvements of other interchanges within the BIA.

9. Variable Rate Tolling will be used for funding, such as constructing the program, managing congestion, and improving multi-modal mobility within the BIA. The Program will study and recommend a low-income toll program, including exemptions and discounts, to the transportation commissions.

10. A commitment to establish a GHG reduction target relative to regional transportation impact, and to develop and evaluate design solutions that contribute to achieving program and state-wide climate goals.

11. A commitment to evaluate program design options according to their impact on equity priority areas with screening criteria such as air quality, land use, travel reliability, safety, and improved access to all transportation modes and active transportation facilities. The Program also commits to measurable and actionable equity outcomes and to the development of a robust set of programs and improvements that will be defined in Community Benefits Agreement.

Comments from the committee:

- Don Odermott asked about the performance on auxiliary lanes with travel demands on interchanges impacting emissions and climate measures on different sections shown from the technical analysis if changes are needed. Mr. Bihn noted there is a lot more work to be done. Anytime we do an environmental analysis updates can change. The one auxiliary lane provides better space and reduces omissions, balanced with consideration of the width of the highway especially over Hayden Island.

  Mara Krinke added the NEPA analysis will include a lot more work on traffic with consideration of the auxiliary lane not only on the bridge but the north/south off the bridge also. Mr. Bihn added FTA requires these decisions to start and build the process as the project is developed.

- Chris Deffebach noted the significance of this project in the region. In the resolution it referred to a commitment to community benefit program. I was asked to have this described. Ms. Krinke noted there is an effort by the IBR team work with our Equity Advisory group and others to make sure we are developing guidelines and outcomes that are desired by the community and how we will achieve the hiring process and contracting; tangible logistics on the delivery of the project.

- Laurie Lebowsky added links in the chat regarding Community Benefit Agreements:

https://allincities.org/toolkit/community-benefits-agreements
https://www.energy.gov/diversity/community-benefit-agreement-cba-toolkit

- Gerik Kransky asked if the community partners have been identified as signatories to the community benefits agreement. Mr. Bihn noted they have not been defined yet.

Mr. Bihn read the resolution and Exhibit A.

- Jaimie Lorenzini approved of item 9 regarding variable pricing with a positive change in the exhibit from previous version. It was asked how the mode shift changed from 7% to 11% by

adding the auxiliary lane in modeling. Ms. Krinke noted the mode share was part of the modeling outputs but other elements were included, such as congestion reduction, travel time improvements and increased daily transit service. It was also noted the air quality measurements will be part of the EIS that was developed.

- Karen Buehrig noted in item nine of Exhibit A that *the Program will study and recommend a low-income toll program, including exemptions and discounts, to the transportation commissions.* It was asked what coordination was planned between this project and the work ODOT is currently doing on toll programming. Mr. Bihn noted full coordination on the toll program hasn't been done yet but expected to build on each other.

  Garet Prior noted that ODOT is working in coordination with the IBR project and low-income toll program. Development for low-income accessibility on both sides of the river with both Oregon and Washington Transportation Commissions yet to weigh in on final decisions is not known yet. Oregon residents that qualify as low-income and have the transponder sticker on their vehicle and use tolling areas will receive the discount.

- Jaimie Lorenzini asked if the IBR team had an answer on the earlier public comment on phase ability for the project. Mr. Bihn noted it would be difficult to phase the bridge project with marine laws, bridge heights and the tunnel concept not a viable option. Ms. Krinke added there are complications issues working with Federal agencies, lane closures to maintain traffic with directional changes making phasing of the project not a feasible option.

MOTION: To approve and recommend to JPACT Resolution 22-5273 and attachments as presented at this meeting.
Moved: Don Odermott Seconded: Lewis Lem
ACTION: Motion passed unanimously with no abstentions.

Regional Flexible Funds Allocation (RFFA) initial input on developing staff proposals (Dan Kaempff, Metro) The presentation began with an update on the process to date. The timeline added a TPAC workshop on July 14 from 10 a.m. to noon focused on RFFA proposal development. The public comment runs from May 20 – June 21. Coordinating Committee input is due July 22. The online open house for public comments has received over 535 responses as of May 20. Draft report on comments will be given at the July 8 TPAC meeting; final report for July 14 TPAC workshop.

Kittelson & Associates, Inc. is working with Metro and the local agencies to identify and mitigate risks through the RFFA and Trails Bond application process. In considering potential risks, the project team divided project risks into two groups. The first group are risks (Project Management risks) that can be accounted for through project budget, with sufficient outreach and collaboration, with an adequate project scope, and/or with an appropriate timeline for project completion. The second group (Inherent Risks) are risks due to the complexities of a project that cannot be changed.

Evaluation considerations:
- Different funding types (RFFA vs Trails Bond)
- Project development phases: completed vs requesting funding
    - Projects requesting planning funds not penalized for not being far in project development: evaluation criteria applied is specific to project funding stage
    - Projects requesting construction funds are expected to have more detailed understanding of risks and cost estimate

Projects were grouped into four categories, first by the source of funding requested, then by the project phases to be funded through a funding award, as shown below:
• Projects seeking Trails Bond funds for Planning and Project Development
• Projects seeking Trails Bond funds for Construction
• Projects seeking RFFA funds for Planning and Project Development
• Projects seeking RFFA funds for Construction

There are five primary criteria areas in the Outcomes Evaluation. The **Equity, Safety, Climate and Congestion Relief** criteria are based on the RTP. The **Trails** criteria are based on the Bond Measure language. The Equity, Safety and Climate areas were used in rating all the projects. The Congestion Relief criteria was used only for RFFA projects, and the Trails criteria was only used for Trails Bond projects.

Staff intend to develop two or more draft funding proposals for TPAC and JPACT discussion and consideration, based on input received from those committees. These proposals are intended to illustrate different approaches to awarding funds. In July and August, TPAC has three opportunities to discuss and refine project funding proposals, leading to a TPAC recommendation in September.

Comments from the committee:

- Karen Buehrig asked how the workshop July 14 would be used. How does TPAC interface with the Trails Bond funding, for individual projects and funding asked of both categories? Mr. Kaempff noted the workshop is intended to start working on different planned outcomes and prioritizing projects. By the time of the workshop the public comment input will be known and the assessment report. Staff is hoping to provide time for thoughtful conversation leading to project investment planning with this RFFA cycle.

  It was noted the Trails Bond funding is solely Metro Council decision. As staff prepares recommendations to TPAC and JPACT they are taking into consideration input from the County Coordinating committees and the public to provide Metro Council informed proposals.

- Chris Deffebach commented that from the coordinating committee meeting the day before it was felt people like more local money than Federal dollars. It was asked how this might plan into the decision about Federal funding projects with consideration of local and Federal portions of funding in projects. It was asked if there was a measure of the significance with Regional Flexible funds with priorities across the region, and the opportunity to understand how they work across the region. It would be helpful to share priorities with long-term benefits across the region.

  It was noted on the value of having ribbon cutting help leverage projects for improvements while also keeping some pipeline projects in line that have some financial strategy. Mr. Kaempff noted that all the applicants were asked to share a 1-2 page summary of their proposed project which are found on the RFFA webpage. If more details on projects are wanted, it might be possible to schedule brief presentations from the applicants.

- Eric Hesse agreed on the important consideration of federal dollars combined with local funding with project planning. It was also agreed that planning concepts matched with ratings and policy directions provide regional outcomes. Regarding a question on the criteria, Mr. Kaempff noted there were a number of different performance measures and evaluation

questions staff looked at in the criteria areas. Points all equal the same and stay relative to that particular criteria.

- Don Odermott noted the phenomenal amount of projects. It was recognized that with many projects and limited funding trying to prioritize these for regional funding is challenging. It was noted that we tend to use the tools we have (census track, data on diversity) for measuring equity. However, many industrial areas don't score well for equity since people don't live there. Considering employment reports, there are diverse workforce areas in the region that travel for work and recreation in these areas that do reflect equity. It was noted we should recommend projects on merits of their own and not prejudge projects that are not necessarily in residential areas.

  Mr. Kaempff noted the equity focus areas as part of the evaluation/criteria with applications. It was encouraged for applicants to submit additional thoughts to their technical report that would show the equity benefits of their program.

- Gerik Kransky noted that responding to the great conversation on equity, mapping, and funding allocation decision making I'll briefly flag that Oregon DEQ recently received direction from the Legislature in the form of HB 4077 that requires multiple state agencies to create new and better environmental justice mapping tools. Hopefully we can continue to improve our approach here, text of the bill here: https://olis.oregonlegislature.gov/liz/2022R1/Measures/Overview/HB4077
- Chris Ford noted Metro has done a good job at providing equal rating at high levels. For longer term projects that run into challenges with census tracking these will require a holist view as part of the evaluation process to be sure all factors are taken into account.

  JPACT has given direction on the importance to safety among RFFA projects, including trails systems, especially in equity areas. It was noted that when looking at the different weighting criteria balance the merits of projects, especially in advancing safety.

- Lewis Lem echoed Mr. Odermott's comments on equity. Similar situations with Federal grant applications evaluations through the Port of Portland are occurring. Future efforts of the Port's data can be shared. Further discussion on equity data for projects was encouraged.
- Allison Boyd asked if there was anything in the evaluation scoring that looked at whether or not a project had received previous project development funding in a RFFA cycle. If a project under this circumstance can apply and receive funding to move forward in the next cycle, it was suggested to consider project strategy planned that benefits the full project. Mr. Kaempff noted this information is available and can be referenced for consideration.

2023 Regional Transportation Plan (RTP) policy brief – Congestion Pricing Policy Development (Alex Oreschak, Metro) The presentation began by showing the project timeline, currently sharing the draft 2023 RTP policy language with the committee and 2023 RTP policy recommendations. A brief review of what TPAC and MTAC provided to the project team was provided:

- Consider a new RTP section for congestion pricing, and update existing language
- Address program design, including meeting RTP goals
- Address low-income, elderly, and disabled populations, historically marginalized communities
- Include congestion pricing in the financial forecast and equitable funding assessment
- Consider how future corridors should include congestion pricing

Following this feedback staff recommended the following:

- NEW Ch. 3 congestion pricing section
  - UPDATE definitions for pricing terms
  - NEW congestion pricing policies
    - ODOT: I-205 Toll Project, I-5 Bridge Replacement, Boone Bridge Replacement, Regional Mobility Pricing Project
    - PBOT Pricing Options for Equitable Mobility
- Additional information
  - Overview of federal pricing programs (Section 129, VPPP)
  - Describe HB 2017 + HB 3055 tolling policies
  - Discuss potential revenue opportunities and limitations under Article IX, section 3A
- UPDATE other RTP Goals, Objectives, and other sections to include pricing
- REVIEW approach to congestion pricing in mobility corridors
- NEW Equitable Funding work; incorporate pricing

The definition of congestion pricing was defined as *Motorists pay directly for driving on a particular roadway or for driving or parking in a particular area. Congestion Pricing includes using variable road or parking tolls (higher prices under congested conditions and lower prices at less congested times and conditions). Congestion pricing has been demonstrated to be effective in encouraging drivers to change their behaviors by driving at different times, driving less, or taking other modes. As a result, congestion pricing can reduce VMT and greenhouse gas emissions.*

New congestion pricing policies:
Mobility: Implement congestion pricing programs that improve regional mobility by managing congestion, reducing VMT, and increasing transportation options through investments in modal alternatives, including transit-supportive elements and increased access to transit.

Comments from the committee:

- Karen Buehrig suggested it should say “improved system-wide mobility” so that it’s not just on one element of the system, and they should be viable transit supported elements.
- Chris Ford noted it was a good mobility policy language but it should consider “and/or increased transportation options”, which provides the ability for flexibility in policy language.
- Tara O’Brien asked if the terms “transit supported elements” and “access to transit” were defined elsewhere in RTP. Chair Kloster noted the glossary in the RTP will be reviewed as part of the draft with attention given to these terms.
- Chris Deffebach asked why anything after “managing congestion” is needed, given the range of mobility programs not listed (ITS, ramp timing coordination), so that we are not limiting ourselves by listing specifically how we do this. Mr. Oreschak noted project partners specifically called out these methods (reducing VMT, etc.) which speak to the outcomes. More refinement of the language will be done with the draft.
- Jaimie Lorenzini suggested including system completeness in the mobility definition. Missing are planned development and urban areas that are missing transportation mobility options. I also think "system completeness" language helps interface with Section 129-type programs that feel more infrastructure driven.
- Rachael Tupica asked how the movement of freight worked in the mobility definition. Chair Kloster noted this congestion pricing policy is being written as a tool for achieving the mobility policy, which will include freight mobility. Mr. Oreschak added sections of the RTP will be cross-referenced for further details.

- Don Odermott noted that when talking about congestion pricing, system completeness is a huge component of this. We have a vast inequity of transit resource availability in this region. But we have to have alternatives to give people the choice not to drive. The language regarding investments and mobility alternatives often don't have transit as viable alternatives outside Portland. Our region is not all the same place. System completeness has to include a certain foundational level of serviceable transit before we can start talking about congestion pricing to help people move into other modes of transit.
- Eric Hesse asked for more clarity with definitions between tolling and pricing, as well as facility and system wide. Mr. Oreschak noted RTP is trying to address all types of pricing, while ODOT is focused on tolling specifically. They do cross-reference however.

  The committee was asked "Are there still gaps in the proposed congestion pricing policy that you would like to see addressed?" The City of Portland recommends the Climate Smart Strategy being updated, as well as having TSMO include mention of pricing in their strategy plan, and a refresh on the past pricing study with updated data.

- Chris Deffebach noted her comment on gap – there should be something about improving economic opportunities - the economic benefit as a goal is missing.
- Karen Buehrig agreed that policy lacked directly addressing the economic benefits, including freight movement.

The presentation resumed discussing the other new congestion pricing policies.
Equity: Implement congestion pricing programs that integrate equity and affordability from the outset.

- Include spotlight/example of ODOT's Equity and Mobility Advisory Committee (EMAC) and/or City of Portland's Pricing Options for Equitable Mobility (POEM) Task Force

Safety and Diversion: Implement congestion pricing programs that reduce overall automobile trips, address traffic safety and minimize diversion.

Comment from the committee:

- Jaimie Lorenzini noted specific to 3.2.1.4, the safety and security policies don't feel quite robust enough. Perhaps we should consider safety for all modes? If traffic is diverting to facilities that are already unsafe for bike and pedestrian users, we ought to make it better.

  Secondly, looking forward, could it be beneficial to be more flexible in the definition of travel spaces relative to the application of pricing? Right now, the conversation is centered on roadways and parking. At some point in the future, I could see the region talking about waterway traffic, traffic through vertical airspace, and other alternative travel spaces.

- Karen Buehrig suggested safety and diversion should be pulled apart with regards to the policy. In some ways it doesn't emphasize the variety of safety issues, not just related to diversion.

Climate: Implement congestion pricing programs that reduce greenhouse gas emissions and vehicle miles travelled while increasing access to low-carbon travel options.

Comment from the committee:

- Chris Deffebach noted reducing VMT is used a lot - when I think it sometimes means reducing peak period VMT. And also, let's not set ourselves up for an impossible goal since VMT will

continue to grow as our region and state grows - and how it is measured may just mean vehicles are not counted in one place but they occur elsewhere - look forward to learning more about how this is measured.

Emerging Technologies: Coordinate emerging technologies and pricing programs to create an integrated transportation experience for the users of the system.

Mr. Oreschak noted the 2018 RTP identified mobility corridors recommended for future corridor refinement plans. These corridor descriptions referenced pricing in a variety of contexts, but not in a consistent manner. Metro staff will be looking at corridor refinement planning work more comprehensively moving forward, including how to address pricing.

Lake McTighe presented information on the Equitable Transportation Funding. Equitable Funding considers transportation revenue sources in relation to a larger community context, seeking to avoid burdening those with lower incomes and to increase affordable and accessible mobility options. Equitable Funding contributes to a more equitable community where everyone has access to opportunities through affordable transportation options and are not paying a higher share of their income to support or access the transportation system.

The research on assessing Equity Impacts of Revenue Sources and Allocation will include:

- Who pays and what share of their income?
- Are there exemptions or subsidies?
- Are fees or fines tiered?
- Do payment methods create a burden?
- Do unpaid fines trigger penalties and cause debt?
- Does revenue source have a connection to what is funded?
- Does funding allocation support those with the greatest needs?

The process of support the 2023 RTP update through the Equitable Funding Report, RTP Finance Plan, Congestion Pricing, and future work was shown. A draft timeline was given with the RTP Phase 3 Revenue & Needs Analysis ongoing through the rest of 2022 with updates scheduled at TPAC and JPACT, with RTP Phase 4 Build RTP Investment Strategy in 2023.

Mr. Oreschak noted the coordination with the Oregon Highway Plan Tolling Policy Amendment between ODOT and Metro. Metro and ODOT are required to coordinate on the RTP and OHP through a "continuing, cooperative, and comprehensive (3 C)" planning process. The RTP Update and OHP Tolling Policy Amendment are occurring on parallel tracks. Concurrent updates to Metro committees on RTP + OHP will be provided at future meetings, and align language and policy goals to the extent possible, acknowledging differences.

Garet Prior presented information on the Oregon Highway Plan Toll Amendment process. With Oregon moving multiple major toll projects in the Portland region forward while building a statewide supporting program, the Oregon Highway Plan which identifies influential direction on the purpose and role of tolling, is in need of a refresh to address our current needs and goals for equity, climate, safety, a modern system, and sustainable funding, and policies need to be in place to inform rulemaking process for I-205 Toll Rate Setting that begins this fall.

It was noted what was in the amendment:
• Toll policies are primarily located in Goal 6 of the Oregon Highway Plan (last amended in 2012)
• Defining various terms that are used
• Clarifying the need and goals for tolling and toll-based congestion pricing
• Incorporate connections to equity and climate goals, initiatives, and targets
• Provide guidance on rate setting and use of revenues (e.g. balancing highway and transit and multimodal investment, low-income impacts, and diversion's impact on neighborhood health and safety)

And what is not in the amendment:
• Toll rates or toll revenue allocation
• Identification of specific investments that are funded through toll projects, which includes mitigation, are determined by the project sponsor and partners

A brief schedule was provided that included draft policy this late spring, public review this summer, and the earliest possible time for OTC adoption this fall. The committee was given ways to be involved and provided contacts.

Comments from the committee:

- Chris Ford noted the coordination between ODOT and Metro with the amendment as part of the statewide planning process. There needs to be consistency between the agencies on the plan and policies.
- Tara O'Brien acknowledged the amount of work on the project. Regarding viability for transportation service improvements and areas where there will be pricing, thinking value to linking the viability of pricing corridors with transit pricing strategies and future transit investments is beneficial. It was also noted to think of ways to evaluate where the onus falls on improved transportation options in corridors that are meant to be priced, knowing that toll revenue cannot go directly to transit service at this time. It was also noted to think about how best to move forward on how congestion pricing really does have transit viable alternatives in the areas that are under consideration for pricing.

2023 Regional Transportation Plan (RTP) Vision, Goals & Objectives (Kim Ellis, Metro) The presentation began with an introduction of 2023 goals and objectives for initial discussion, leading to phase 2 of the 2023 RTP update. In phase 2 (the policy refinement framework), the planning focus will include:
• Refine vision, goals, objectives and targets
• Update policies related to congestion pricing, regional mobility, urban arterials, climate smart strategy and high capacity transit strategy
• Update data, tools and methods
• Review 2018 RTP project list
• Report on current conditions, system performance, Climate Smart Strategy and Congestion Management Process

The 2018 RTP goals were reviewed with key performance measures.
GOAL 1: Vibrant Communities
The greater Portland region is a great and affordable place to live, work and play where people can easily and safely reach jobs, schools, shopping, services, and recreational opportunities from their home by walking, biking, transit, shared trip or driving.

GOAL 2: Shared Prosperity
People have access to jobs, goods and services and businesses have access to workers, goods and markets in a diverse, inclusive, innovative, sustainable and strong economy that equitably benefits all the people and businesses of the greater Portland region

GOAL 3: Transportation Choices
People throughout the region have safe, convenient, healthy and affordable options that connect them to jobs, school, services, and community places, support active living and reduce transportation-related pollution**.**

GOAL 4: Reliability and Efficiency
The transportation system is managed and optimized to ease congestion, and people and businesses are able to safely, reliably and efficiently reach their destinations by a variety of travel options.

GOAL 5: Safety and Security
People's lives are saved, crashes are avoided and people and goods are safe and secure when traveling in the region.

GOAL 6: Healthy Environment
The greater Portland region's biological, water, historic and cultural resources are protected and preserved.

GOAL 7: Healthy People
People enjoy safe, comfortable and convenient travel options that support active living and increased physical activity, and transportation-related pollution that negatively impacts public health are minimized.

GOAL 8: Climate Leadership
The health and prosperity of people living in the greater Portland region are improved and the impacts of climate change are minimized as a result of reducing transportation related greenhouse gas emissions.

GOAL 9: Equitable Transportation
The transportation-related disparities and barriers experienced by historically marginalized communities, particularly communities of color, are eliminated.

GOAL 10: Fiscal Stewardship
Regional transportation planning and investment decisions provide the best return on public investments.

GOAL 11: Transparency and Accountability
Regional transportation decisions are open and transparent and distribute the benefits and burdens of our investments in an equitable manner.

Upcoming meetings were given where discussion on refining vision, goal and objectives for the 2023 RTP will take place. Feedback on questions provided and further feedback was asked of the committee by June 13. Chair Kloster noted we are working toward a public comment period spring 2023.

Comments from the committee:

- Eric Hesse noted the interest in covering all the bases with defined outcomes, but how challenging this can be. It was suggested we try to crosswalk or bundle some topics that might be a way to simplify the process.
- Chris Ford agreed on the merits on consolidating the materials. Goal 5, Safety and Security sounds like a large item to work on, but important to stay consistent and maintain the investment projects over time. It was suggested to hold in-person committee meetings on in-depth discussions if possible.
- Tara O'Brien noted different timelines in presentations at this meeting. It was asked if there would be a listing of all RTP related discussions at TPAC, MTAC, and JPACT that could be referred to. Ms. Ellis noted she is updating the master calendar that includes all the RTP presentations and will have this sent out soon.

Committee comments on creating a safe space at TPAC (Chair Kloster) – Comments received:
Can TPAC agendas include links to individual documents within the packet as JPACT agendas do? With very long packets it is difficult to sift through all the information in a long 200+ page document.

Another way to may TPAC more user friendly would be to create a packet where the individual items can be accessed through links, similar to how JPACT materials are assembled.

Adjournment
There being no further business, meeting was adjourned by Chair Kloster at 12:00 p.m.
Respectfully submitted,
Marie Miller, TPAC Recorder

Item	Document Type	Document Date	Document Description	Document No.
1	Agenda	6/3/2022	6/3/2022 TPAC Agenda	060322T-01
2	TPAC Work Program	5/27/2022	TPAC Work Program as of 5/27/2022	060322T-02
3	Memo	5/26/2022	TO: TPAC and interested parties From: Ken Lobeck, Funding Programs Lead RE: TPAC Metropolitan Transportation Improvement Program (MTIP) Monthly Submitted Amendments (during May 2022)	060322T-03
4	Memo	5/10/2022	TO: TPAC and interested parties From: Kim Ellis, RTP Project Manager RE: 2023 Regional Transportation Plan (RTP) – Request to Review 2018 RTP Project List and Submit Requested Information by June 10	060322T-04
5	Memo	5/10/2022	TO: TPAC and interested parties From: John Mermin, Metro RE: 2023 Regional Transportation Plan (RTP) – Request to review and identify proposed "housekeeping" changes to RTP Network maps by June 10	060322T-05
6	Draft Minutes	5/6/2022	Draft Minutes from TPAC May 6, 2022 meeting	060322T-06
7	RESOLUTION NO. 22-5271	N/A	FOR THE PURPOSE OF AMENDING AND ADDING TO THE 2021-26 METROPOLITAN TRANSPORTATION IMPROVEMENT PROGRAM (MTIP) TWO ODOT PROJECTS ENABLING PROJECT PHASES TO MOVE FORWARD AND ADDRESSING FUNDING SHORTFALLS (JN22-13-JUN1)	060322T-07
8	Exhibit A	N/A	Exhibit A to Resolution 22-5271	060322T-08
9	Staff Report	May 24, 2022	June 2022 Formal/Full Metropolitan Transportation Improvement Program (MTIP) Amendment Narrative Summary, Staff Report for Resolution 22-5271	060322T-09
10	RESOLUTION NO. 22-5272	N/A	FOR THE PURPOSE OF AMENDING OR ADDING TO THE 2021-26 METROPOLITAN TRANSPORTATION IMPROVEMENT PROGRAM (MTIP) TRIMET'S NEW WILLAMETTE SHORELINE RAIL REPAIR PROJECT AND ADDRESSING ODOT NEEDED PROJECT FUNDING INCREASES (JN22-14-JUN2)	060322T-10
11	Exhibit A	N/A	Exhibit A to Resolution 22-5272	060322T-11
12	Staff Report	May 24, 2022	June 2022 Formal/Full Metropolitan Transportation Improvement Program (MTIP) Amendment Narrative Summary, Staff Report for Resolution 22-5272	060322T-12

Item	Document Type	Document Date	Document Description	Document No.
13	RESOLUTION NO. 22-5273	N/A	FOR THE PURPOSE OF ENDORSING THE INTERSTATE BRIDGE REPLACEMENT PROGRAM MODIFIED LOCALLY PREFERRED ALTERNATIVE	060322T-13
14	Staff Report	May 27, 2022	Interstate Bridge Replacement Project (IBR) Modified Locally Preferred Alternative Resolution	060322T-14
15	Attachment 1	May 5, 2022	MEMORANDUM: OVERVIEW OF PROGRAM RECOMMENDATION FOR MODIFIED LOCALLY PREFERRED ALTERNATIVE	060322T-15
16	Memo	May 27, 2022	TO: TPAC and interested parties FROM: Dan Kaempff, Principal Transportation Planner RE: Developing Investment Proposals for Regional Funding Decisions (RFFA and Trails Bond)	060322T-16
17	Memo	May 26, 2022	TO: Dan Kaempff, Ted Leybold, and Robert Spurlock, Metro FROM: Camilla Dartnell, PE, Russ Doubleday, and Hermanus Steyn, PE, Kittelson RE: 2025-27 Regional Flexible Funds and Trails Bond Risk Assessment	060322T-17
18	Handout	N/A	DRAFT 25-27 Project Ratings (Uncategorized)	060322T-18
19	Report	May 2022 (UPDATED 5/27/22)	Regional Funding Allocation: Outcomes Evaluation Report 2025-2027 Regional Flexible Funds Parks & Nature Trails Bond funding	060322T-19
20	Memo	May 27, 2022	TO: TPAC and interested parties FROM: Alex Oreschak, Senior Transportation Planner RE: 2023 Regional Transportation Plan Policy Brief – Congestion Pricing Policy Development	060322T-20
21	Attachment 1	June 2022	Metro Regional Transportation Plan – Draft Congestion Pricing Policy Language	060322T-21
22	Attachment 2	June 2022	OHP Toll Policy Amendment Overview	060322T-22
23	Attachment 3	May 2022	Feedback from April 2022 TPAC and MTAC Workshop	060322T-23
24	Memo	May 27, 2022	TO: TPAC and interested parties FROM: Kim Ellis, Principal Transportation Planner RE: 2023 Regional Transportation Plan (RTP) – Feedback Requested on Existing 2018 RTP Goals and Objectives	060322T-24
25	Attachment 1	N/A	Attachment 1. Existing 2018 RTP Goals and Objectives	060322T-25
26	Attachment 2	N/A	Attachment 2 – 2023 Regional Transportation Plan – Existing 2018 RTP Goals and Objectives Overview – For TPAC Feedback	060322T-26
27	Memo	June 1, 2022	TO: TPAC and interested parties FROM: Lake McTighe, Regional Planner RE: May 2022 Report - Traffic Deaths in the three counties	060322T-27

Item	Document Type	Document Date	Document Description	Document No.
28	Slide	5/25/2022	June traffic deaths report for Clackamas, Multnomah and Washington counties	060322T-28
29	Handout	N/A	Climate and transportation expert panel	060322T-29
30	Presentation	June 3, 2022	June 2022 Formal MTIP Amendment Resolutions 22-5271 and 22-5272	060322T-30
31	Presentation	June 3, 2022	IBR Modified LPA Process & Resolution	060322T-31
32	RESOLUTION NO. 22-5273 updated	N/A	FOR THE PURPOSE OF ENDORSING THE MODIFIED LOCALLY PREFERRED ALTERNATIVE FOR THE INTERSTATE BRIDGE REPLACEMENT PROGRAM	060322T-32
33	Attachment A to Resolution 22-5273 updated	May 27, 2022	DRAFT MODIFIED LOCALLY PREFERRED ALTERNATIVE RECOMMENDATION	060322T-33
34	Presentation	June 3, 2022	2025-2027 Regional Funding: RFFA + Trails Bond Developing Discussion Options	060322T-34
35	Presentation	June 3, 2022	RTP Congestion Pricing Policy Development	060322T-35
36	Presentation	June 3, 2022	2023 Regional Transportation Plan Update Goals and Objectives	060322T-36

Memo

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

Date: July 1, 2022

To: TPAC and interested parties

From: Dan Kaempff, Principal Transportation Planner

Subject: Development of Regional Flexible Funds/Trails Bond Funding Options

Introduction

Over the next three months, TPAC will have several discussions to develop their recommendation to JPACT of projects to be funded through the 2025-2027 Regional Flexible Funds Allocation (RFFA).

In this meeting, staff will be presenting the sources of information TPAC will use in creating their recommendation. The goal is to ensure that TPAC understands this information to order to have a productive discussion in their upcoming July 14 RFFA workshop.

Updated materials

Since the initial draft Outcomes Evaluation report was released, a number of projects have had increases to their requested funding amounts. These increases are resulting from further budget analysis as part of the project Risk Assessment work. Projects with increased funding requests include:

Project	New requested amount
162nd Ave	$7,575,882
Beaverton Creek Trail	$2,055,647
Gresham-Fairview Trail	$4,232,978
I-205 Multiuse Path	$1,094,858
NP Greenway: Columbia Bl to Cathedral Park	$2,779,340 to $5,505,841

These costs are reflected in the updated Outcomes Evaluation report and the project funding examples worksheets included with your materials.

Several applicants have provided additional project information to help better understand project details and other aspects not fully brought out in the Outcomes Evaluation. This information has been added to the relevant projects in the Outcomes Evaluation report. Projects with additional information are:

- Allen Boulevard
- Emerald Necklace Trail
- Sandy Boulevard
- Sandy River Greenway
- Willamette Falls Drive

Several more applicants have indicated they will submit updated information for the Outcomes Evaluation report. This additional information will be available in the materials for the July 14 TPAC workshop.

An updated Excel spreadsheet with project ratings details has been included in your materials. The project ratings are unchanged, but the requested funding amounts have been updated to reflect the above information.

The Risk Assessment and Public Comment reports will also be available for the workshop.

Outcomes Evaluation examples

Included in your meeting materials are several staff-developed examples of funding packages to help inform TPAC's discussion. These examples are not staff proposals; they are intended to help TPAC understand and consider different approaches for how the outcomes evaluation (OE) ratings could be used in developing a package of RFFA and Trails Bond projects.

The OE ratings are one of several sources of input used in this process. The final package of funded projects should be developed in a manner that uses and reflects all source of input. Other sources of input and considerations include:

- Project Risk Assessment report
- Public Comment report
- Coordinating Committee prioritization
- Previously awarded RFFA funding for project development or other project segments
- Other additional information provided by applicant
- Allocation objectives for the RFFA process[1]
- Balancing to available funding

The OE report provides a comparison of each project's relative ability to advance regional priorities. It should be used in conjunction with all other sources of information identified above to ensure there is a full consideration of the features, benefits and needs addressed by each of these projects as TPAC develops their recommendation to JPACT for the RFFA funds and provides input to staff for the Trails Bond funding decision.

All the proposed projects have been previously identified for funding through inclusion on either the RTP project list or the Regional Trails System Map. As such, the region has acknowledged that they are necessary to build out the envisioned systems that fulfill our goals and objectives.

[1] Adopted by Metro Council Res. 21-5194 – 2025-2027 RFFA Program Direction

How to use these examples

There are seven tabs in the Excel workbook included with your materials, comprising a baseline listing of projects and six examples of different ways the Outcomes could be used to develop funding packages.

In each of the six examples, projects are shown in three groups. Projects shaded in green and above the dashed line illustrate which ones would be fully funded by using that specific example and are referred to as the "100 percent" list. The dashed line represents the point at which there is not sufficient funding available to fully fund the next rated project on the list.

Projects falling just beyond the 100 percent cut line are shaded in orange are included in the "150 percent" list to illustrate the next group of projects that would be considered for funding through that example if additional funds were available. Projects shaded in gray are those that are beyond the 150 percent.

For each example, a sub-regional distribution of the 100 percent list is included. This illustrates how many projects and the corresponding dollar amounts would be funded in each of the four parts of the region through that example.

It is important to emphasize that the inclusion of a project in any of these groups (100 percent, 150 percent, beyond 150 percent) does in no way indicate whether it will actually be included in a staff recommendation brought to TPAC for discussion in August. These are examples of different ways the Outcomes Evaluation ratings can be used and are intended to help inform TPAC's discussion.

The following are brief descriptions of each example:

Baseline – This is not a funding package example. It is provided for illustrative purposes to show the projects along with the various sources of information that will be available to aid decision-making. Projects are organized by the requested funding source and listed in alphabetical order by project name.

1. **Overall** – This example illustrates the package of projects created by sorting the projects by their Overall outcomes ratings. It does not move any of the "Either" projects into one funding source, but shows them in each project group for comparison purposes.

2. **Overall, with projects moved** – This example is similar to the previous one, but it moves the following projects into the funding sources as shown below.

Placed in RFFA	Placed in Trails Bond
N Portland Greenway (Col to Cathedral)	Marine Drive Trail
Council Creek Trail	
Tigard – Lake Oswego Trail	

   Moving the three projects to the RFFA list – for this example as well as the following three – was done based on factors specific to these projects which lends them to be better suited to that funding source. This version is done for illustrative purposes only and should not be considered to be a final decision at this stage of the discussion.

3. **Construction emphasis** – This example focuses on completing projects. It first funds projects requesting funding up to and including the construction phase, then funds lower cost project development funding requests up to the existing funding amount.

4. **Project development emphasis** – This example focuses on ensuring there is a pipeline of sufficiently planned and developed projects in order to prepare for upcoming funding opportunities. It funds projects in a manner similar to the Construction emphasis example but prioritizes projects seeking planning or project development funding.
5. **Specific outcomes emphasis** – This example illustrates how the outcomes ratings in specific criteria areas can be used to develop project packages. The example shown uses the combined averages of the Equity and Safety outcomes.
6. **Other considerations** – This is not a funding package example. It illustrates how additional project information will be illustrated and used in conjunction with the Outcomes ratings to compare overall project benefits.

Additional information used in developing funding recommendations

TPAC's development of recommended project lists for both the Regional Flexible Funds and the Trails Bond funding sources should take multiple sources of project information as well as regional policy direction into consideration. The Outcomes Evaluation ratings provide a key source of information and form a starting point for further development of these project lists, but they should be used in conjunction with additional information in shaping recommendations that best align with regional policy objectives.

Risk assessment – Following practice established for the 2022-2024 RFFA, Metro is working with Kittelson and Associates to conduct a risk assessment of the project proposals. This evaluation measures the thoroughness of projects' scoping, timeline and budget, and identifies any associated risks to the project being completed as indicated in the proposal. The risk assessment is intended to help ensure that the regional funding awarded to a project can be obligated and proceed as described in the applications. The initial risk assessment findings have been shared with applicants. They have been provided the opportunity to amend their proposal and funding amount requested following the initial risk assessment report to address any findings. The final risk assessment report will be available and presented at the July 14 TPAC workshop.

Public comment – A 30-day public comment period concluded on June 21. This provided the opportunity for members of the public, community organizations and local jurisdictions to provide insights and information beyond that included in the project application materials and to demonstrate support for specific projects. Metro received over 1,550 responses via a multi-lingual online survey tool, with more responses coming in via letter or email. The draft public comment report will be available for the July 14 TPAC workshop. Subsequent meeting materials will include information to illustrate the relative response rate for each of the projects.

Coordinating committee prioritization – Gathering input from local jurisdictions via their county coordinating committees is the final source of information used in helping shape the funding decision. Coordinating committees may indicate which of the projects submitted from their represented jurisdictions are their priorities to be considered for funding. The deadline for coordinating committees to submit communication to Metro on their priorities is July 22.

Previous RFFA funding award – Many of the project proposals in the 2025-2027 allocation cycle are continuations of previously RFFA funded project development phases or are other segments of a trail or street that were previously constructed using RFFA dollars. This is indicated in each of the funding examples.

Other considerations – To fully understand the breadth of each project's attributes that may not be illustrated through the Outcomes Evaluation, each applicant has been given the opportunity to provide additional information for inclusion in the Outcomes Evaluation report. The report included with the materials for this meeting has been updated with additional information supplied by applicants who chose to provide it.

The Outcomes Evaluation report also contains notes from the staff evaluation that describe additional aspects of the project.

Information has also been added to the project example #6 included with the materials to provide decision-makers with a quick summary of project attributes.

Staff have compiled the applicant-submitted two-page project summaries into a single document, available at oregonmetro.gov/rffa. These summaries provide location maps, design details and other helpful information.

RFFA objectives – Included in the 2025-2027 RFFA Program Direction are ten objectives that define how the RFFA process should be conducted and what outcomes should be achieved through the overall allocation process.

1. Select projects from throughout the region; however, consistent with federal rules, there is no sub-allocation formula or commitment to a particular distribution of funds to any sub-area of the region.
2. Honor previous funding commitments made by JPACT and the Metro Council.
3. Address air quality requirements by ensuring State Implementation Plan for air quality requirements are met and that an adequate pool of CMAQ-eligible projects is available for funding.
4. Achieve multiple transportation policy objectives.
5. Allow use of funding for project development and local match of large-scale projects (greater than $10 million) that compete well in addressing policy objectives when there is a strong potential to leverage other sources of discretionary funding.
6. Encourage the application of projects that efficiently and cost-effectively make use of federal funds.
7. Recognize the difference in transportation infrastructure investment needs relative to an areas stage of development (developed, developing, undeveloped) consistent with RTP Table 2.2.
8. Identify project delivery performance issues that may impact ability to complete a project on time and on budget.
9. Ensure agencies have qualifications for leading federal aid transportation projects.
10. Identify opportunities for leveraging, coordinating, and collaboration.

The TPAC recommendations should be consistent with all the RFFA objectives. Two of these objectives in particular influence how a final selection of projects is determined. One

objective (#1.) directs that projects should be selected for funding from throughout the region without a predetermined suballocation or formula. Another objective (#7.) is to recognize the importance of investing in projects at various stages of planning, development and construction.

Balancing to available funding – Regardless of which project rating and ranking methodology is used to determine the order in which projects are to be funded, there will likely be a point where the remaining unallocated funds are insufficient to fund the next project down the list. In instances where the difference between remaining funds and the next project's funding request is small, it may be possible to make adjustments to cover the gap. In instances where the next project's funding request is significant, TPAC may choose to skip over a project in favor of funding one or more lower cost projects further down the list in order to fully allocate the entire available funding amount.

How TPAC's recommendations will be used

TPAC will ultimately be asked to make recommendations for two lists of projects to be funded through both sources, RFFA and Trails Bond. Due to the different origins of these funds and Metro bylaws governing the process for how they are to be allocated, TPAC's role varies for each source.

For the federal Regional Flexible Funds, TPAC's role is defined through the MPO bylaws. The decision for awarding these funds rests jointly with JPACT and Metro Council. TPAC develops a funding recommendation for JPACT's consideration. JPACT in turn, takes action on an approved project list based on TPAC's recommendations. Metro Council then either takes action to adopt the JPACT-approved list, or sends it back to JPACT for revisions to reflect Council's intended outcomes.

As the Bond funds for trails projects were raised via a voter approved ballot measure referred by Metro Council, they are the sole decision making body for these funds. Metro Parks and Nature staff will develop a funding recommendation to be presented to Council for their action. Recognizing the value of TPAC's input, staff will use it along with additional inputs specific to this funding source when developing their recommendation.

Preparing for the July 14 workshop and next steps

This presentation is intended to introduce various ways to develop funding packages and to ensure that TPAC is familiar with the information in order to have a productive workshop session. The July 8 and July 14 discussions are intended to provide input to Metro staff as they prepare a staff recommendation to bring back to your August 5 meeting. That August meeting will be used to further refine the RFFA recommendation brought to your September meeting where you are scheduled to take action to recommend a funding list for JPACT's approval.

Metro Council is scheduled to take action on the Bond-funded projects in September and the RFFA-funded projects in October. Table 1 below indicates the full process and schedule.

Table 1
RFFA Step 2 and Bond project selection schedule

July	8 – TPAC 14 – TPAC workshop 21 – JPACT	Present final risk assessment report, public comment report, discuss initial draft staff proposals Coordinating committees identify priority projects (due July 22)	
August	5 – TPAC 18 – JPACT	**RFFA** Refined draft staff recommendation, w/CCC priorities. Draft Council legislation	**Bond** Metro staff finalize funding proposal, incorporating input from JPACT. Metro COO recommends Bond Trails Grant project list to Council
September	2 – TPAC **ACTION** 15 – JPACT **ACTION** TBD – Council **ACTION** (on Bond-funded projects)	Recommendation to JPACT Approved project list to Council	Council approves and adopts Bond Trails Grants project list
October	13 – Council **ACTION** (on RFFA-funded projects)	Final adoption of 25-27 RFFA funding allocations	

Questions for TPAC discussion

Are these descriptions of the various information sources clear?

Is the process of developing a TPAC recommendation clear?

Do these materials reflect the input you've provided to date?

Are there questions about how information is characterized, or concerns about where and how additional input will be used and illustrated?

What input do you have on the staff-developed examples? Do you have suggestions for how they could be modified, or are there other examples you would like to discuss in the workshop?

Are there specific questions on which you need JPACT or Metro Council to provide input to help inform your recommendation?

Regional Funding Allocation: Outcomes Evaluation Report

2025-2027 Regional Flexible Funds

Parks & Nature Trails Bond funding

UPDATED July 1, 2022

Nondiscrimination Notice to the Public

Metro hereby gives public notice that it is the policy of the Metro Council to assure full compliance with Title VI of the Civil Rights Act of 1964, the Civil Rights Restoration Act of 1987, Executive Order 12898 on Environmental Justice and related statutes and regulations in all programs and activities. Title VI requires that no person in the United States of America shall, on the grounds of race, color, sex, or national origin be excluded from the participation in, be denied the benefits of, or be otherwise subjected to discrimination under any program or activity for which Metro receives federal financial assistance. Any person who believes they have been aggrieved by an unlawful discriminatory practice under Title VI has a right to file a formal complaint with Metro. Any such complaint must be in writing and filed the Metro's Title VI Coordinator within one hundred eighty (180) days following the date of the alleged discriminatory occurrence. For more information, or to obtain a Title VI Discrimination Complaint Form, see the web site at www.oregonmetro.gov or call 503-797-1536.

INTRODUCTION

Every three years, Metro leads a discussion among the region's residents, jurisdictional and public agency staff, and elected officials to select which transportation needs are to be funded with the region's allotment of federal transportation dollars, known as the Regional Flexible Funds Allocation (RFFA). Metro is currently deciding how to invest federal funding available in the federal fiscal years 2025 through 2027.

A portion of these funds – approximately $47 million – is targeted towards improvements to streets and trails throughout the region. Unique to the 2025-27 funding cycle is the addition of up to $20 million for trails projects generated through the voter-approved 2019 Metro Parks and Nature bond measure. The estimated total funding to be allocated in this process is $67.35 million.

While this amount of regional funding is small relative to the scale of all the dollars spent on transportation in the region, the Regional Flexible Funds are eligible to be spent on a wide range of transportation system needs. As such, they are a critical part of fulfilling the vision, goals, and objectives of the Regional Transportation Plan (RTP) and commitments made to voters who passed the 2019 Parks and Nature bond measure.

BACKGROUND AND METHODOLOGY

In November 2021, Metro opened a call for project proposals to be submitted by the region's local jurisdictions and special districts. Twenty-nine proposals were submitted by the February 2022 deadline.

The OE is an analysis of the proposals, comparing and rating the projects using a set of criteria and performance measures. It is one of several sources of information used by decision makers in developing a list of project investments.

The criteria were developed as part of the 2025-2027 RFFA Program Direction adopted by the Metro Council in September 2021. The criteria for the Regional Flexible Funds are taken directly from the 2018 RTP Investment Priorities. The criteria for the Trails Bond Funds were identified in the 2019 Parks and Nature bond measure.

The main criteria areas for the two funding sources are as follows:

RFFA Funds	Trails Bond Funds
Equity	Racial Equity
Safety	Climate Resilience
Climate	Community Engagement
Congestion Relief	

Performance measures for each of the criterion were first discussed and refined by a work group comprised of TPAC members and community organization representatives.

Using the criteria and performance measures, Metro staff completed a rating of each project within multiple investment priority areas. The project rating worksheet was comprised of a series of "Yes" or "No" questions. Most of the project analysis was done using GIS to determine if the project met a given performance measure. A few additional performance measures were evaluated by staff to determine the response.

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All projects seeking RFFA funds are given a BEST/BETTER/GOOD rating in each of the four RFFA criteria areas. Projects seeking Trails Bond funds are rated using the Equity, Safety and Climate RFFA criteria areas, plus a set of Trails criteria specific to the Bond funding. Trails projects seeking either source of funding are scored using both sets of criteria.

UNDERSTANDING THE PROJECT RATINGS

This RFFA cycle is unique due to the inclusion of the Trails Bond funding in the application and evaluation processes. Metro wished to provide applicants with greater opportunities and an easier process to receive regional funding for trails projects. To that end, leveraging the existing RFFA process and developing an application methodology that allowed for trails projects to be considered for either funding source was a key goal of Metro.

While many trails projects have been funded through the RFFA process in previous funding cycles, it was not possible to simply use the RFFA criteria alone to conduct the project technical analysis in this cycle. The bond measure passed by voters included specific criteria to be used in selecting trails projects. While there is some overlap between the RFFA criteria and the bond measure criteria, there are also criteria unique to each source.

In addition, both funding sources may be used to fund planning and development activities to prepare for project construction. Projects needing planning and development work invariably have a lower degree of certainty in their design, alignment, budget, etc. This makes them difficult to directly compare in a technical analysis to projects that have been through a sufficient level of development to be eligible for construction funding.

Because of these factors, it made sense to compare projects within the following **four categories:**

- Projects seeking Trails Bond funds for Planning and Project Development
- Projects seeking Trails Bond funds for Construction
- Projects seeking RFFA funds for Planning and Project Development
- Projects seeking RFFA funds for Construction

Creating distinct categories allows for a more relevant comparison between projects at similar phases of their development and seeking a specific funding source with different criteria. Trails projects requesting either source of funding are rated in both the RFFA and Trails Bond categories.

- Each project was evaluated and given a GOOD/BETTER/BEST rating in each of the relevant criteria areas for the requested funding source. No criteria area is weighted greater than the others. Projects requesting Trails Bond funding only are not rated in the Congestion Relief criteria area. The trails criteria are not used for non-trail projects. Projects were also given an overall rating, based on the averages of the criteria scores.

- With each of the criteria areas, the projects were evaluated using a series of Yes/No questions. “Yes” answers were awarded points, “No” answers were awarded no points. The number of points per question in each criteria area was adjusted so that the total number of points available in each RFFA criteria area equaled 20. The total number of points available in the Trails Bond criteria was 34.

Simply totaling the scores would have resulted in some questions being weighted differently than others, which was not the policy intent of the RFFA Program Direction. Using percentages of the total points in each criteria area creates a rating methodology that does not unintentionally weight

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the scoring towards any specific criteria area.

The GOOD/BETTER/BEST ratings are based on how a project compares relative to other projects within its specific category (e.g., Equity or Safety). Here is an example of how ratings were derived, using the projects in the Trails Bond Planning and Project Development category:

> In the Equity criteria area, the average score was 63 percent. The scores ranged from a high of 89 percent to a low of 44 percent. Looking at the average, maximum and minimum Equity scores of these projects, natural breaks in the scores emerged. There were two projects that achieved a 78 percent score or greater; these were rated BEST. Two projects had scores ranging from 56 percent to 67 percent; these were rated BETTER. Two projects had a 44 percent score and were rated GOOD.
>
> For the same group of projects, their Climate scores averaged 37 percent, with a high of 56 percent and a low of 22 percent. One project was at 56 percent and was rated BEST. Four projects rated between 44 and 33 percent and were rated BETTER. One project had a 22 percent score and was rated GOOD.
>
> The Overall score was calculated using the average of the criteria area ratings for project within a specific category. The Overall score is relative to the other project's average scores, not to the project's criteria area scores. For example, a project may have BETTER ratings in the Equity, Safety, Climate and Trails criteria area, but still receive a GOOD rating overall. This is because its Overall rating is low compared to the other project's overall ratings.

DRAFT 25-27 Project Ratings			Legend:	BEST	BETTER	GOOD			
Project	**Applicant**	**Fund Source**	**Requested amt**	**Equity**	**Safety**	**Climate**	**Con. Rel.**	**Trails**	**Overall**
Trails Bond Planning/PD projects									
Emerald Necklace Trail	Forest Grove	Either	$ 200,000	56%	63%	33%	N/A	53%	51%
Tigard-LO Trail	Tigard	Either	$ 245,000	67%	71%	56%	N/A	82%	69%
Brookwood Ped Overpass	Hillsboro	Either	$ 4,500,000	44%	71%	33%	N/A	71%	55%
Scott Creek Trail	Happy Valley	Bond	$ 89,562	78%	79%	44%	N/A	47%	62%
Westside Trail: Seg 1	King City	Bond	$ 210,000	44%	50%	22%	N/A	56%	43%
Westside Trail Bridge	THPRD	Bond	$ 1,907,500	89%	71%	33%	N/A	76%	67%
			avg	63%	68%	37%		64%	58%
			max	89%	79%	56%		82%	69%
			min	44%	50%	22%		47%	43%
			diff	44%	29%	33%		35%	26%

The evaluation also included Yes/No questions related to project economic outcomes. These outcomes are included in the detailed evaluation notes for each project.

PROJECT RATING DETAILS

All the individual project technical rating worksheets and compiled ratings are included in a separate Excel worksheet available on Metro's website (oregonmetro.gov/RFFA).

The following pages provide details on the candidate project's technical ratings. A summary table illustrates the projects' ratings. Following this, rating details for each project are listed in alphabetical order by project name as follows: (**EDIT 7-1-22:** Several projects have updated funding requests or additional details provided by the applicant, and are noted below)

- 148th Ave: Halsey St to Powell Blvd
- 162nd Ave - Glisan St to Halsey St - UPDATED
- 7th Ave: Washington St to Division St
- Allen Blvd: Murray Road to King St – UPDATED
- Beaverton Creek Trail – UPDATED
- Brookwood Pkwy Ped Overpass
- Clackamas River Trail
- Cornfoot Rd MUP
- Council Creek Trail
- Cully Blvd/57th Ave
- Emerald Necklace Trail – UPDATED
- Fanno Creek Trail
- Gresham-Fairview Trail: Halsey St to Sandy Blvd – UPDATED
- I-205 MUP – UPDATED
- Lakeview Blvd: Jean to McEwan
- Marine Dr Trail
- MLK Jr Blvd: Fremont to Lombard
- NP Greenway: Columbia Blvd to Cathedral Pk – UPDATED
- NP Greenway: Kelley Pt to N. Slough
- Sandy Blvd: Gresham to 230th Ave – UPDATED
- Sandy River Greenway – UPDATED
- Scott Creek Trail
- Taylors Fy Rd: 49th Ave to Capitol Hwy
- Tigard-Lake Oswego Trail
- Trolley Trail: Milwaukie Bay Pk
- Troutdale Rd: Stark St to Beaver Ck Dr
- Westside Trail: Bike/Ped Br
- Westside Trail: Seg. 1
- Willamette Falls Dr: 16th Ave to Ostman Rd - UPDATED

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DRAFT 25-27 Project Ratings				Legend:	BEST	BETTER	GOOD			
Project	**Applicant**	**Fund Source**	**Requested amt**	**Equity**	**Safety**	**Climate**	**Con. Rel.**	**Trails**	**Overall**
Trails Bond Planning/PD projects									
Brookwood Ped Overpass	Hillsboro	Either	$ 4,500,000				N/A		
Emerald Necklace Trail	Forest Grove	Either	$ 200,000				N/A		
Scott Creek Trail	Happy Valley	Bond	$ 89,562				N/A		
Tigard-LO Trail	Tigard	Either	$ 245,000				N/A		
Westside Trail Bridge	THPRD	Bond	$ 1,907,500				N/A		
Westside Trail: Seg 1	King City	Bond	$ 210,000				N/A		
Trails Bond Construction projects									
Clackamas River Trail	Happy Valley	Bond	$ 666,175				N/A		
Cornfoot Rd	PBOT	Either	$ 5,225,500				N/A		
Council Ck Trail	Washington Co	Either	$ 5,511,000				N/A		
Gresh-Fairview Trail	Gresham	Bond	$ 4,232,978				N/A		
Marine Dr Trail	PPR	Either	$ 2,161,124				N/A		
NP Greenway (Col to Cath)	PPR	Either	$ 5,215,608				N/A		
NP Greenway (Kelley to Slough)	PPR	Either	$ 3,483,699				N/A		
Sandy River Greenway	Troutdale	Bond	$ 1,945,800				N/A		
Trolley Trail	NCPRD	Bond	$ 624,250				N/A		
RFFA Planning/PD projects									
Allen Blvd	Beaverton	RFFA	$ 723,670					N/A	
Brookwood Ped Overpass	Hillsboro	Either	$ 4,500,000					N/A	
Emerald Necklace Trail	Forest Grove	Either	$ 200,000					N/A	
Fanno Ck Trail	Tigard	RFFA	$ 1,606,705					N/A	
I-205 MUP	Clackamas Co	RFFA	$ 1,094,858					N/A	
Lakeview Blvd	Lake Oswego	RFFA	$ 450,036					N/A	
Tigard-LO Trail	Tigard	Either	$ 245,000					N/A	
Troutdale Rd	Multnomah Co	RFFA	$ 1,720,000					N/A	
RFFA Construction projects									
148th Ave	PBOT	RFFA	$ 7,100,335					N/A	
162nd Ave	Gresham	RFFA	$ 7,575,882					N/A	
57th Ave-Cully Blvd	PBOT	RFFA	$ 7,643,201					N/A	
7th Ave	PBOT	RFFA	$ 10,692,227					N/A	
Beaverton Creek Trail	THPRD	RFFA	$ 2,055,647					N/A	
Cornfoot Rd	PBOT	Either	$ 6,698,345					N/A	
Council Ck Trail	Washington Co	Either	$ 5,511,000					N/A	
Marine Dr Trail	PPR	Either	$ 2,770,252					N/A	
MLK Blvd	PBOT	RFFA	$ 5,532,955					N/A	
NP Greenway (Col to Cath)	PPR	Either	$ 5,505,841					N/A	
NP Greenway (Kelley to Slough)	PPR	Either	$ 4,465,605					N/A	
Sandy Blvd	Multnomah Co	RFFA	$ 20,660,000					N/A	
Taylors Fy Rd	PBOT	RFFA	$ 10,124,236					N/A	
Willamette Falls Dr	West Linn	RFFA	$ 3,362,985					N/A	

Project name:	148th Avenue
Applicant:	Portland Bureau of Transportation
Amount requested:	$7,100,335
Source requested:	RFFA
Project phase(s):	Construction
Evaluation notes:	Project adds wider bike lanes and sidewalks along the length of the project area (Halsey St to Powell Blvd, approx. 2.5 mi.). Other amenities, such as enhanced ped crossings and buffers, are added at key points along the street. Project does not fill the pedestrian network gap along the west side of 148th between Halsey and Glisan along Glendoveer Golf Course. Improves freight network, increases access to tracts with high residential developability.
Outcomes ratings:	**RFFA**
Equity	BEST
Safety	BETTER
Climate	BETTER
Congestion	GOOD
Overall	BETTER

Project name:	162nd Avenue
Applicant:	Gresham
Amount requested:	~~$7,316,080~~ 7,575,882
Source requested:	RFFA
Project phase(s):	Construction
Evaluation notes:	Project builds complete street between Halsey St. and Glisan St. (approx. .5 mi.). Improves crossing of 162nd to connect to planned Holladay St. greenway. Fills gap in pedestrian network; improves transit stops. Identified in Regional Investment Measure. Improves access to regional target industries. Improves access to tracts with high industrial/commercial development potential. Improves access to tracts with high residential development potential.
Outcomes ratings:	**RFFA**
Equity	BEST
Safety	BEST
Climate	BETTER
Congestion	BEST
Overall	BEST

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Project name:	7th Avenue
Applicant:	Portland Bureau of Transportation
Amount requested:	$10,692,227
Source requested:	RFFA
Project phase(s):	Construction
Evaluation notes:	Project upgrades existing bike lanes and sidewalks to add protected bike lanes and other active transportation improvements on a street identified on the High Crash Corridor network, e.g., ADA curb ramps, modernized signals and improved crossings. ROW is constrained; project removes parking on one side of the street. Project area includes residential and commercial uses; 7th Ave provides a safer alternative to a regional freight network street (MLK/Grand couplet). Identified in Regional Investment Measure. Improves access to regional target industries. Improves access to tracts with high industrial/commercial development potential. Improves access to tracts with high residential development potential. Improves regional freight network.
Outcomes ratings:	**RFFA**
Equity	BETTER
Safety	BEST
Climate	BETTER
Congestion	BEST
Overall	BETTER

draft

Project name:	Allen Blvd
Applicant:	Beaverton
Amount requested:	$723,670
Source requested:	RFFA
Project phase(s):	Planning
Evaluation notes:	Analysis of multiple options for multi-modal street improvements between Murray Rd. and King St. (approx. 1.5 miles). Options noted in application range from roadway reallocation to create a three-lane cross section, as well as roadway widening to retain the existing travel lanes and create space for protected bike facilities, wider sidewalks, and street trees. Project does not reach to Hwy. 217 interchange, approx. .2 mi east. Potential TSMO and ITS solutions identified, but further understanding of TSMO or ITS needs on this corridor are necessary. Improves access to regional target industries. Improves access to tracts with high industrial/commercial development potential. Improves regional freight network.
Additional information from applicant:	**Equity**: Project proposes a complete street plan approach to reduce barriers and disparities faced by community residents to access affordable and safe travel options. Project is in a Metro Equity Focus Area, with higher-than-average numbers of residents who are people of color, people with limited English proficiency and people with lower incomes. The project will evaluate a range of design alternatives that improve access for people walking, biking and taking transit and develop a plan to create a multimodal corridor that prioritizes mobility and access for people with a range of needs and physical abilities. **Safety**: Project is in High Injury Corridor and a top concern for community members is an incomplete, uncomfortable and sometimes challenging environment for walking and bicycling. Increasing safety and identifying solutions that reduce fatal and serious injury crashes is a key focus of the plan. **Community Engagement**: The project will meaningfully engage with historically marginalized communities and include partnering with CBOs and individuals to reach a diverse range of voices and lived experience. **TSMO and ITS**: Project will propose signal timing changes and Transit Signal Priority to keep buses on schedule.
Outcomes ratings:	**RFFA**
Equity	BETTER
Safety	BETTER
Climate	BEST
Congestion	BEST
Overall	BEST

draft

Project name:	Beaverton Creek Trail
Applicant:	Tualatin Hills Parks & Recreation District
Amount requested:	~~$1,774,575~~ 2,055,647
Source requested:	RFFA
Project phase(s):	Construction
Evaluation notes:	Project constructs and improves section of trail up to regional standards. Design is constrained in places due to constrained ROW through developed property. Has multiple on and off-street sections. Connects to MAX stations. Some additional project features at the intersections where the trail crosses the roadway. These features make it safer to cross. Improves access to regional target industries. Improves access to tracts with high industrial/commercial development potential. Improves access to tracts with high residential development potential. Improves regional freight network.
Outcomes ratings:	**RFFA**
Equity	BEST
Safety	BEST
Climate	BETTER
Congestion	BEST
Overall	BETTER

Project name:	Brookwood Pedestrian Overpass	
Applicant:	Hillsboro	
Amount requested:	$4,500,000	
Source requested:	Either	
Project phase(s):	Planning, Project Development	
Evaluation notes:	The project would design bridge across a major arterial that is also a segment of the Crescent Park Greenway. Adjoining segments of the regional trail are currently under construction. The project will address environmental considerations such as wetlands and floodplain issues. The project has a stated purpose of being more recreational and a lot of the project features are focused to support recreational use. Improves access to regional target industries. Improves access to tracts with high industrial/commercial development potential. Improves regional freight network.	
Outcomes ratings:	**Trails Bond**	**RFFA**
Equity	GOOD	GOOD
Safety	BETTER	BEST
Climate	BETTER	GOOD
Congestion	N/A	BETTER
Trails	BETTER	N/A
Overall	BETTER	BETTER

Project name:	Clackamas River Trail
Applicant:	Happy Valley
Amount requested:	$666,175
Source requested:	Bond
Project phase(s):	Construction
Evaluation notes:	Project would build a 1,450 foot multi-use trail along the Clackamas River in Carver. The property adjacent is undeveloped and difficult to plan / build without knowing what will be going there. Many unknowns regarding facility design and construction – major access issues - accessible likely and issue. Not currently filling a gap. The city would bring considerable overmatch, providing 75% of the overall project cost. Improves access to tracts with high residential development potential. Improves regional freight network.
Outcomes ratings:	**Trails Bond**
Equity	GOOD
Safety	GOOD
Climate	GOOD
Trails	GOOD
Overall	GOOD

Project name:	Cornfoot Road Multiuse Path	
Applicant:	Portland Bureau of Transportation	
Amount requested:	$5,225,500	
Source requested:	Either	
Project phase(s):	Project Development, Construction	
Evaluation notes:	Creates separated path along designated freight intermodal network connection in commercial/industrial zone. Fills 1.2 mile bike/ped network gap and is a segment of the Columbia Slough Trail. Improves connections to airport, employment, shopping. Not in an equity focus area but completes a direct connection between EFAs and employment area (via 47th Ave improvements). Improves access to regional target industries. Improves access to tracts with high industrial/commercial development potential. Improves regional freight network.	
Outcomes ratings:	**Trails Bond**	**RFFA**
Equity	BETTER	BETTER
Safety	GOOD	GOOD
Climate	BETTER	GOOD
Congestion	N/A	BEST
Trails	BETTER	N/A
Overall	BETTER	BETTER

Project name:	Council Creek Trail	
Applicant:	Washington County	
Amount requested:	$5,511,000	
Source requested:	Either	
Project phase(s):	Construction	
Evaluation notes:	Project builds 20 street and driveway crossings along the six mile long Council Creek Trail and would leverage $17.5M in local and federal funding dedicated to trail construction. Identified in Regional Investment Measure. Improves access to regional target industries. Improves access to tracts with high industrial/commercial development potential. Improves access to tracts with high residential development potential. Improves regional freight network.	
Outcomes ratings:	**Trails Bond**	**RFFA**
Equity	BEST	BETTER
Safety	BEST	BEST
Climate	BEST	BETTER
Congestion	N/A	BEST
Trails	BEST	N/A
Overall	BEST	BEST

Project name:	Cully Boulevard/57th Avenue
Applicant:	Portland Bureau of Transportation
Amount requested:	$7,643,201
Source requested:	RFFA
Project phase(s):	Construction
Evaluation notes:	Project improves bike/ped infrastructure between Fremont and Prescott streets. Creates protected bike lanes to continue existing protected facilities north of Prescott. Improves access to tracts with high residential development potential.
Outcomes ratings:	**RFFA**
Equity	BETTER
Safety	BETTER
Climate	BETTER
Congestion	BETTER
Overall	BETTER

Project name:	Emerald Necklace Trail	
Applicant:	Forest Grove	
Amount requested:	$200,000	
Source requested:	Either	
Project phase(s):	Planning	
Evaluation notes:	Refinement of several sections of an 11 mile trail loop encircling the city. Roughly half of the loop is already built. Through community engagement, the project would propose an alignment and preliminary design to complete the remaining gaps. Improves access to regional target industries. Improves access to tracts with high industrial/commercial development potential. Improves regional freight network.	
Additional information from applicant:	The Senate Appropriations Committee is considering a $2.24 million funding request for this project as part of the Transportation, Housing and Urban Development appropriations bill. Approval of this bill should occur in July. Should the City of Forest Grove receive these funds it is the intent of the City to complete the design, engineering and construction of the Gales Creek portion. This segment is approximately 3.1 miles, located between B Street and Gales Creek Terrace, and will be constructed entirely on City-owned land or easements. No right-of-way is required to construct this segment.	
Outcomes ratings:	**Trails Bond**	**RFFA**
Equity	BETTER	BETTER
Safety	BETTER	BETTER
Climate	BETTER	GOOD
Congestion	N/A	BETTER
Trails	BETTER	N/A
Overall	BETTER	BETTER

Project name:	Fanno Creek Trail
Applicant:	Tigard
Amount requested:	$1,606,705
Source requested:	RFFA
Project phase(s):	Planning
Evaluation notes:	Analysis of trail alignment options between Bonita Rd. and Durham Rd. (approx. 1 mile). Increases access to schools, library/services for an EFA and adjacent affordable housing complex. Significant portion of much longer trail system. Links/provides access to bus on perpendicular roads. Identified in Regional Investment Measure. Improves access to regional target industries. Improves access to tracts with high industrial/commercial development potential. Improves access to tracts with high residential development potential. Improves regional freight network.
Outcomes ratings:	**RFFA**
Equity	BETTER
Safety	BETTER
Climate	BETTER
Congestion	BETTER
Overall	BETTER

Project name:	Gresham – Fairview Trail
Applicant:	Gresham
Amount requested:	$~~4,167,723~~ 4,232,978
Source requested:	Trails Bond
Project phase(s):	Construction
Evaluation notes:	Builds a new 0.6 mile long multi-use path along west side of NE 201st Ave. Completes a gap in the Gresham-Fairview Trail and connects to the perpendicular I-84 path. The project has a high cost due to the need to move and rebuild the existing road. Improves access to regional target industries. Improves access to tracts with high industrial/commercial development potential. Improves access to tracts with high residential development potential.
Outcomes ratings:	**Trails Bond**
Equity	BEST
Safety	BEST
Climate	BEST
Trails	BETTER
Overall	BEST

Project name:	I-205 Multiuse Path
Applicant:	Clackamas County
Amount requested:	$~~935,884~~ 1,094,858
Source requested:	RFFA
Project phase(s):	Planning, Project Development
Evaluation notes:	Analysis of three potential alignments to replace current on-street section of regional multi-use path between Highways 224 and 212 (approx. 4,000 ft. straight line distance). Project will complete gap on regional trails network. Identified in Regional Investment Measure. Improves access to regional target industries. Improves access to tracts with high industrial/commercial development potential. Improves access to tracts with high residential development potential.
Outcomes ratings:	**RFFA**
Equity	BEST
Safety	BEST
Climate	BETTER
Congestion	BEST
Overall	BEST

draft

Project name:	Lakeview Blvd
Applicant:	Lake Oswego
Amount requested:	$450,036
Source requested:	RFFA
Project phase(s):	Project Development
Evaluation notes:	Analysis and planning for road improvements. Indicated initial project design would widen .7 mile of Lakeview Blvd. (Jean Rd to McEwan Rd) to 14' travel lanes with bicycle sharrows, and upgrade sidewalk on one side of street. The street has single-family homes on the south side and industrial uses on the north, presenting a challenge to meet both purposes. Analysis and outreach are needed to design a facility that will serve the needs of businesses and residents while increasing the livability of the streets in the area. Improves access to regional target industries. Improves access to tracts with high industrial/commercial development potential. Improves access to tracts with high residential development potential.
Outcomes ratings:	**RFFA**
Equity	BETTER
Safety	GOOD
Climate	BETTER
Congestion	GOOD
Overall	GOOD

Project name:	Marine Drive Trail	
Applicant:	Portland Parks & Recreation	
Amount requested:	$2,161,124	
Source requested:	Either	
Project phase(s):	Project Development, Construction	
Evaluation notes:	Project would fill a 4,050 foot gap in the 40-Mile Loop. The design is appropriate for the classification with good safety and crossing features. Applicant has on-levee design and construction experience. A good level of work has gone into project development. The project would replace 4,000+ft of dangerous on street bike lanes in a high crash corridor with a separated path. Improves access to regional target industries. Improves access to tracts with high industrial/commercial development potential. Improves regional freight network.	
Outcomes ratings:	**Trails Bond**	**RFFA**
Equity	GOOD	BETTER
Safety	BETTER	BEST
Climate	BEST	BETTER
Congestion	N/A	BEST
Trails	BETTER	N/A
Overall	BETTER	BETTER

draft

Project name:	Martin Luther King Jr. Boulevard
Applicant:	Portland Bureau of Transportation
Amount requested:	$5,532,955
Source requested:	RFFA
Project phase(s):	Construction
Evaluation notes:	Project consists of multiple crossing and signal improvements along MLK Blvd between Fremont and Lombard streets (approx. 2 mi). Adding bicycle facilities to MLK is not feasible due to nature of the street; improving crossings is safest improvement possible. Improves access to tracts with high industrial/commercial development potential. Improves access to tracts with high residential development potential. Improves regional freight network.
Outcomes ratings:	**RFFA**
Equity	BEST
Safety	BETTER
Climate	BEST
Congestion	BEST
Overall	BEST

Project name:	N Portland Greenway: Columbia Blvd to Cathedral Park	
Applicant:	Portland Parks & Recreation	
Amount requested:	~~$2,647,950~~ 2,779,340 - $5,505,841	
Source requested:	Either	
Project phase(s):	Project Development, Construction	
Evaluation notes:	Project consists of three main elements: 1) makes up funding shortfall for partially designed and funded bike/ped bridge over Columbia Blvd, 2) builds 1,450 feet of paved regional trail in Baltimore Woods Natural Area and Cathedral Park, and 3) completes 2,300 feet of on-street neighborhoods greenways. Reviewers are concerned that the requested funds may not be enough to cover the bridge shortfall and that the neighborhood greenway elements may not be eligible for bond funds, as they are not shown in the Regional Trails System Plan Map. Improves access to regional target industries. Improves access to tracts with high industrial/commercial development potential. Improves access to tracts with high residential development potential. Improves regional freight network. **EDIT 7/1/22**: Applicant has submitted a revised funding request with multiple project management and funding source scenarios and requested amounts for each. The funding request ranges from $2,779,340 to $5,505,841.	
Outcomes ratings:	**Trails Bond**	**RFFA**
Equity	BEST	BEST
Safety	BEST	BEST
Climate	BETTER	GOOD
Congestion	N/A	BEST
Trails	BEST	N/A
Overall	BEST	BETTER

draft

Project name:	N Portland Greenway: Kelley Point Park to Columbia Slough	
Applicant:	Portland Parks & Recreation	
Amount requested:	$4,465,605	
Source requested:	Either	
Project phase(s):	Project Development, Construction	
Evaluation notes:	Project would build a new 2,000 foot paved trail in Kelley Point Park and rebuild the 2,600 Rivergate Trail along the Columbia Slough. There is concern that the Rivergate Trail would be a "path to nowhere," as it dead ends at the site of an unfunded future bike-ped bridge across the Slough. Improves access to regional target industries. Improves access to tracts with high industrial/commercial development potential. Improves access to tracts with high residential development potential. Improves regional freight network.	
Outcomes ratings:	**Trails Bond**	**RFFA**
Equity	GOOD	BETTER
Safety	BETTER	BETTER
Climate	BETTER	GOOD
Congestion	N/A	GOOD
Trails	BETTER	N/A
Overall	BETTER	GOOD

draft

Project name:	Sandy Boulevard
Applicant:	Multnomah County
Amount requested:	$20,660,000
Source requested:	RFFA
Project phase(s):	Construction
Evaluation notes:	Project adds sidewalks and bike lanes, improves transit access along a 1.4 mile section of Sandy Blvd. between Gresham city limits and 230th Ave. Overall project funding request is phased into smaller sections to allow for different funding options to be considered. Project is not on high crash corridor network nor in equity focus area. But there is a large amount of affordable housing in the project area and it is in close proximity to employment areas. Project as described would not completely fill network gap; project extent does not include approx. 2 block length between improvements eastward to 201st and the Gresham city limit. It is unclear from the application if a future project is planned to close this gap. Improves access to regional target industries. Improves access to tracts with high industrial/commercial development potential. Improves regional freight network.
Additional information from applicant:	The project builds on a previous RFFA award to design the improvements on Sandy Blvd from the Gresham City Limits to 230th. The County and neighboring jurisdictions along Sandy Blvd have been working for many years over phased projects to make this former ODOT road a complete street safe for pedestrians. It is a narrow freight route and lacks safe bicycling, walking, or ADA accessible infrastructure in an area with senior and affordable housing and where more new multifamily housing is being constructed. Recent development has been required to fill in sidewalk gaps along the parcel's frontage, but the piecemeal nature of this development means it is still unsafe for people to walk along the corridor and impossible for people using mobility devices - this project builds on those existing projects and closes the gaps along this nearly 30 block corridor. This section and a couple of adjacent blocks in Gresham are the final gap in active transportation infrastructure on Sandy Blvd. We are partnering with Gresham to include the two blocks from the city limits to 201st Avenue so that there is no remaining gap after this project is completed.
Outcomes ratings:	**RFFA**
Equity	GOOD
Safety	BETTER
Climate	BETTER
Congestion	BEST
Overall	BETTER

draft

Project name:	Sandy River Greenway
Applicant:	Troutdale
Amount requested:	$1,945,800
Source requested:	Trails Bond
Project phase(s):	Construction
Evaluation notes:	Riverfront path construction completes a gap in the 40-mile loop, and connects existing trails at I-84 to the Historic Columbia River Highway in downtown Troutdale. Helps create safer connection to industrial area and employment. Proposed design provides a high-quality experience. Design challenge will be to cross under railroad while staying above flood elevation. 60% design is already completed.
Additional information from applicant:	**Anti-displacement strategy:** We are contracting with two design firms that are certified WBE and DBE (Marianne Zarkin Landscape Architects and Firwood Design Group) and will include COBID-certified firms in the bid evaluation criteria for the construction phase of the project. We will strive to include other strategies from "Parks Bond: Anti-displacements Strategies" memo (Metro, July 6, 2021) as the project progresses. **Provides transit options & connects with trails of statewide significance:** The proposed trail helps provide transit options and congestion relief in the Waterfall Corridor by connecting the I-84 bikeway to a Sasquatch shuttle stop and Bike Hub at the Gateway to the Gorge Visitor Center. **Industrial/Commercial developability:** Although census tract 41051010305 scores lower than average overall in terms of commercial and housing developability, the proposed trail and park is sited within Troutdale's Urban Renewal Area (The Confluence) which includes 16 acres of undeveloped land that will become a new mixed-use (residential and commercial) center for Troutdale. **Improves access to low and middle wage jobs:** The trail provides a direct connection from downtown Troutdale to census tract 41051010200 (Troutdale Reynolds Industrial Park) which is above average in terms of diversity, job access and developability according to the Economic Value Atlas tool.
Outcomes ratings:	**Trails Bond**
Equity	GOOD
Safety	BETTER
Climate	BETTER
Trails	GOOD
Overall	GOOD

Project name:	Scott Creek Trail
Applicant:	Happy Valley
Amount requested:	$89,562
Source requested:	Trails Bond
Project phase(s):	Planning, Project Development
Evaluation notes:	Project would complete 30% design for a regional trail gap in an equity focus area, providing a grade-separated crossing of Sunnyside Road and a connection to Mt. Talbert Nature Park. They have reached out to Tribes about the grant request and project. The project would address a network gap and has both a Preferred A) off street option and a Backup B) On Street alignment. Improves access to regional target industries. Improves access to tracts with high industrial/commercial development potential.
Outcomes ratings:	**Trails Bond**
Equity	BEST
Safety	BEST
Climate	BETTER
Trails	GOOD
Overall	BETTER

Project name:	Taylors Ferry Road
Applicant:	Portland Bureau of Transportation
Amount requested:	$10,124,236
Source requested:	RFFA
Project phase(s):	Construction
Evaluation notes:	Fills gap between 48th Ave and Barbur Blvd. Improves access to transit, creates safer biking/walking conditions. Project design is limited due to right-of-way limitations and environmental impacts. This segment of Taylors Ferry Rd traverses Woods Creek and surrounding natural area; sidewalk only on one side of street. Identified in Regional Investment Measure. Improves access to tracts with high residential development potential. Improves regional freight network.
Outcomes ratings:	**RFFA**
Equity	BETTER
Safety	GOOD
Climate	BETTER
Congestion	BETTER
Overall	BETTER

Project name:	Tigard – Lake Oswego Trail	
Applicant:	Tigard	
Amount requested:	$245,000	
Source requested:	Either	
Project phase(s):	Planning	
Evaluation notes:	This alignment study will refine a concept alignment for a 4,400 foot regional trail connection that includes crossings of a freeway ramp and two private properties, and a reconfiguration of city streets. The future trail would provide an important link in the active transportation network by connecting to an existing bike/ped bridge across I-5. The project faces many constraints and unknowns, particularly around ODOT's future plans within its right-of-way. Improves access to regional target industries. Improves access to tracts with high industrial/commercial development potential. Improves access to tracts with high residential development potential. Improves regional freight network.	
Outcomes ratings:	**Trails Bond**	**RFFA**
Equity	BETTER	BETTER
Safety	BETTER	BEST
Climate	BEST	BETTER
Congestion	N/A	BEST
Trails	BEST	N/A
Overall	BEST	BEST

Project name:	Trolley Trail
Applicant:	North Clackamas Parks & Recreation District
Amount requested:	$624,250
Source requested:	Trails Bond
Project phase(s):	Construction
Evaluation notes:	Realigns and improves an existing 1,065 foot substandard section of the regional trail along McLoughlin Blvd, within the park. The design will create a 14-ft paved multi-use path and will remove tight turns, delineate bike and ped zones, mitigate potential crossing conflict, and provide more uniform paving. This segment connects people from the regional trail network to the park and the river as well as from the transit stops, housing, and commercial areas in the adjacent downtown and neighboring communities. Identified in Regional Investment Measure. Improves access to tracts with high residential development potential. Improves regional freight network.
Outcomes ratings:	**Trails Bond**
Equity	BEST
Safety	BEST
Climate	BEST
Trails	BEST
Overall	BEST

draft

Project name:	Troutdale Road
Applicant:	Multnomah County
Amount requested:	$1,720,000
Source requested:	RFFA
Project phase(s):	Project Development
Evaluation notes:	Project improves .35 mile of Troutdale Rd. between Stark St. and Beaver Creek Ln. Includes culvert replacement for Beaver Creek and adds sidewalks and bike facilities. Improves transit stops. Troutdale Rd/Buxton Rd are identified as a 1.5 mile gap in the regional bike/ped network. Curb tight sidewalks and painted bike lanes are present for most of this gap but are largely missing in the project area particularly at the culvert. There are few viable alternative options for north/south active transportation travel in this area.
Outcomes ratings:	**RFFA**
Equity	BETTER
Safety	BETTER
Climate	GOOD
Congestion	BETTER
Overall	BETTER

Project name:	Westside Trail Bridge
Applicant:	Tualatin Hills Parks & Recreation District
Amount requested:	$1,907,500
Source requested:	Trails Bond
Project phase(s):	Project Development
Evaluation notes:	Project will complete design and engineering for a bike/ped bridge across US-26 Sunset Highway. Crosses a major barrier (the freeway) and the design thus far has been informed by a thorough planning and engagement process. Identified in Regional Investment Measure. Improves access to regional target industries. Improves access to tracts with high industrial/commercial development potential. Improves regional freight network.
Outcomes ratings:	**Trails Bond**
Equity	BEST
Safety	BETTER
Climate	BETTER
Trails	BEST
Overall	BEST

Project name:	Westside Trail: Segment 1
Applicant:	King City
Amount requested:	$210,000
Source requested:	Trails Bond
Project phase(s):	Planning, Project Development
Evaluation notes:	Project would plan and design the entirety of King City's 4,000 foot segment of the regional trail. The Urban Growth Boundary was recently expanded to encompass this portion of trail. The trail would provide connections to the local trail network and public transit on 99W to the people living North of Beef Bend Rd or west of the Power Line. Because it is a planning project there are still many unknowns regarding facility design. Improves access to tracts with high residential development potential.
Outcomes ratings:	**Trails Bond**
Equity	GOOD
Safety	GOOD
Climate	GOOD
Trails	BETTER
Overall	GOOD

Project name:	Willamette Falls Drive
Applicant:	West Linn
Amount requested:	$3,497,580
Source requested:	RFFA
Project phase(s):	Construction
Evaluation notes:	Project continues complete street improvements for .4 mile between 16th and Ostman Streets. High level of design detailed in application; concern is that available right-of-way may not be sufficient along the entire length to include all identified project elements.
Additional information from applicant:	This project parallels I-205 and completes a section of the planned regional bike and pedestrian network paralleling the freeway/pending tollway. It also connects to planned walking and safe routes to school for the Athey Creek middle school currently under construction on Willamette Falls Drive.
Outcomes ratings:	**RFFA**
Equity	GOOD
Safety	BETTER
Climate	BETTER
Congestion	GOOD
Overall	GOOD

draft

ACKNOWLEDGEMENTS

Performance Measures Work Group:
Glen Bolen – ODOT
William Francis – Community Cycling Center
Hau Hagedorn – Portland State University
Ted Labbe – Urban Greenspaces Institute
Lewis Lem – Port of Portland
Andre Lightsey-Walker – The Street Trust
Stephanie Noll – Oregon Trails Coalition
Jeff Owen – TriMet
Momoko Saunders – Community Cycling Center
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If you picnic at Blue Lake or take your kids to the Oregon Zoo, enjoy symphonies at the Schnitz or auto shows at the convention center, put out your trash or drive your car – we've already crossed paths.

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draft

The following are links to excel spreadsheets. They refer to the TPAC July 8, 2022 meeting agenda item *Regional Flexible Funds Allocation (RFFA)/Trails Bond: Risk Assessment, Public Comments Reports*

To fully view the spreadsheets you can download them to your computer/devise, or adjust the view from the sharefile link.

RFFA Bond Examples:

https://oregonmetro.sharefile.com/d-s9a12069294b34920aa9cebb6bd97b137

RFFA Technical Scores:

https://oregonmetro.sharefile.com/d-sc4cae691cb9a4c58afd45f7653e8d371

Memo

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

Date: July 1, 2022
To: Transportation Policy Alternatives Committee (TPAC) and interested parties
From: John Mermin, Metro
Lake McTighe, Metro
Subject: 2023 Regional Transportation Plan (RTP) –Draft Safe and Healthy Urban Arterials policy brief

PURPOSE
The purpose of this memo is to share an updated policy brief that has incorporated feedback from TPAC prior to the Urban Arterials discussion at the August 25 JPACT / Metro Council Workshop.

BACKGROUND
As part of the 2023 Regional Transportation Plan update, Metro staff are developing a series of policy briefs, similar to background reports developed in previous RTP updates. The briefs are informational documents that provide a mix of existing conditions, existing RTP policy, relevant work, and policy considerations for further discussion and/or recommendations. Their purpose is to support JPACT and Metro Council discussions on whether and how to update RTP policies and/or actions in response to the issues.

The draft policy briefs are being refined based on TPAC input prior to Metro Council and JPACT discussion. They will help inform RTP policy updates, the RTP needs assessment, and the RTP Call for Projects, and future work needed to implement the RTP (Chapter 8). Other policy brief topics include: Mobility Policy, Regional Congestion Pricing, Climate Smart Strategy Update and High Capacity Transit Strategy Update. Priority policy topics were identified through input from the Metro Council, regional technical and advisory committees, community leaders and other stakeholders engaged during the scoping phase as key policy updates to address in the 2023 RTP update.

Review process for the Urban Arterials Policy Brief
The timeline below summarizes TPAC engagement. Based on the input received to date, Metro has clarified and strengthened language throughout the document, e.g. better acknowledging past efforts towards addressing the challenges on urban arterials. Staff has also reframed and simplified Section 4 "What's Needed to Move Forward" to pose a handful of RTP update-focused policy questions for discussion at the August 25 JPACT / Metro Council workshop.

- **March 9** TPAC workshop - Shared draft policy brief and received comments
- **April 1** TPAC Comments from Chair– Shared memo summarizing comments heard at 3/9 TPAC workshop, requested further comments by 4/15 and offered individual meetings to discuss
- **April 6** - Met with TriMet staff to discuss policy brief
- **April 13** - Met with ODOT staff to discuss policy brief
- **April 15** - Received 6 comment letters on policy brief (ODOT, TriMet, Washington County, Clackamas County, Multnomah County, and Happy Valley)

- **June 3**– Sent revised policy brief to the agencies that sent comment letters and/ or provided comments during the 3/9 TPAC workshop with request for additional input (by 6/17)
- **June 22** - Met with PBOT staff to discuss policy brief
- **July 8** TPAC – Share revised draft Policy Brief in advance of discussion at 8/25 JPACT/Council workshop
- **August 25** - JPACT/Council Workshop to discuss Urban Arterials
- **October 7** TPAC – Recap discussion and policy direction from the August JPACT/Council Workshop

NEXT STEPS

Metro staff will share the revised urban arterial policy brief at the August 25 JPACT/Metro Council workshop and use the questions in Section 4 to request input from decision-makers that will inform how the needs of Urban Arterials are addressed throughout the rest of the RTP update process, e.g. RTP Policy updates, RTP Needs Assessment, RTP Call for Projects and future work needed to implement the RTP (Chapter 8).

Please contact John.Mermin@oregonmetro.gov and Lake.McTighe@oregonmetro.gov with any questions or concerns.

Draft 2023 RTP policy brief

Safe and healthy urban arterials

June 29, 2022

oregonmetro.gov/rtp

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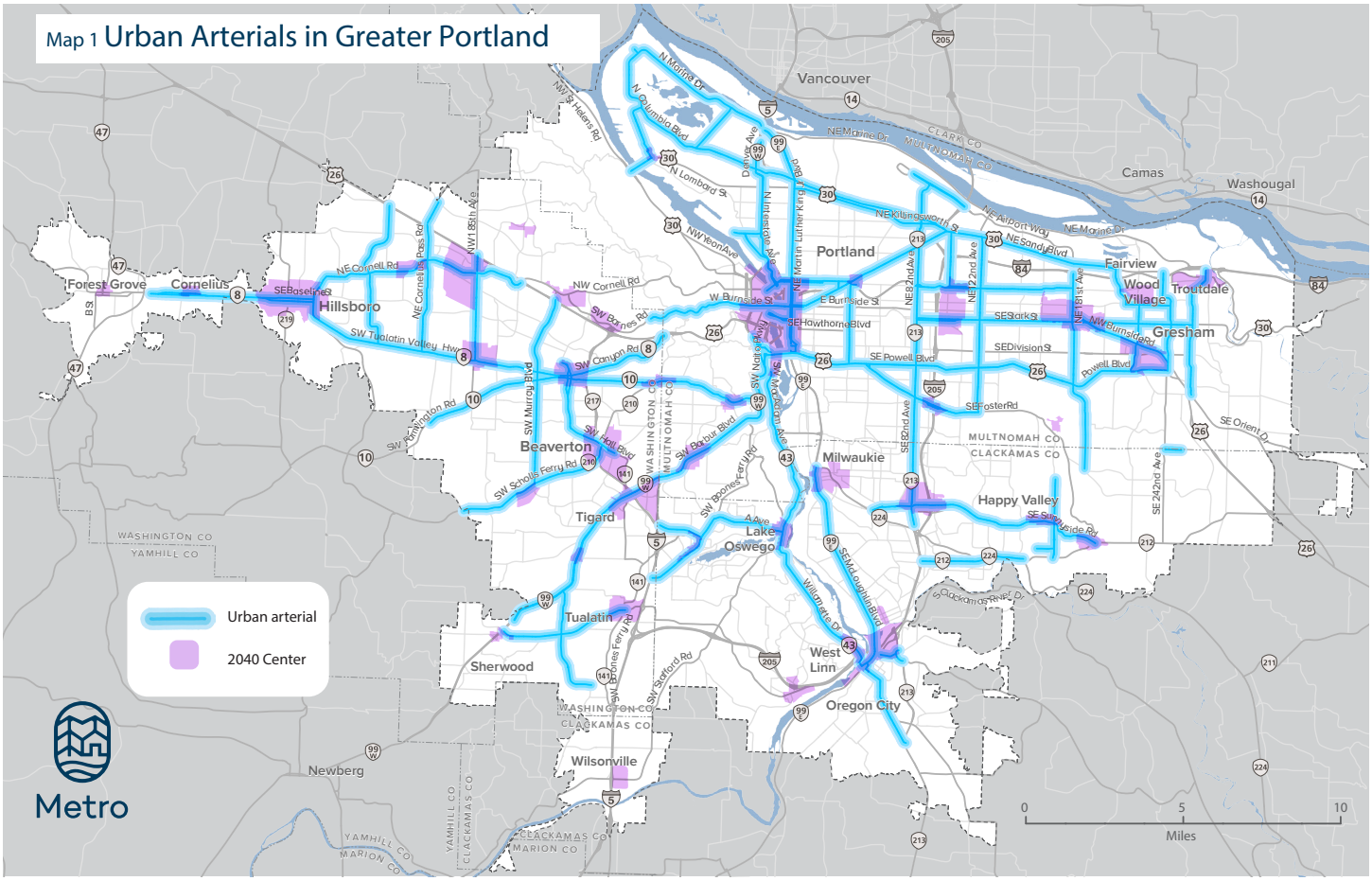
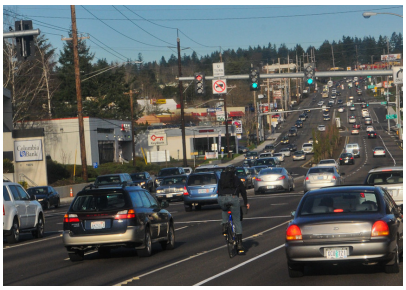
Introduction and purpose

As part of the update of the 2023 Regional Transportation Plan (RTP), Metro staff are developing policy briefs, similar to background reports developed in previous RTP updates. The briefs are informational documents that provide a mix of existing conditions, existing policy, challenges, and policy considerations for further discussion and/or recommendations. Their purpose is to support the Joint Policy Advisory Committee for Transportation (JPACT) and Metro Council discussions on RTP policies, projects, programs and actions in response to these issues. The policy briefs are also intended to inform the RTP needs and revenue analysis and the RTP project list solicitation.

Map 1 Urban Arterials in Greater Portland



Note: Map 1 is included for illustrative purposes. Updates to the 2023 RTP motor vehicle functional classifications map will likely include new major arterials and other changes to the motor vehicle functional classifications.



Policy questions in **Section 4** focus on potential strategic actions to address the types of challenges identified in **Section 3** to developing safe and healthy urban arterial roadways in the region.

The focus of the brief is on roadways identified as major arterials in the RTP, henceforth referred to as "urban arterials" illustrated in **Map 1**. While the types of issues and challenges identified in **Section 2 and 3** may also occur on other roadways, including minor arterials, Metro staff recommend that major arterials be the focus for the following reasons: they have a higher order significance to the regional system than minor arterials, e.g. they are more likely to connect to regional centers and throughway interchanges. they "accommodate longer distance through trips and serve more of a regional traffic function" compared to minor arterials (2018 RTP); they are typically more dangerous due to higher speeds, volumes and more travel lanes than minor arterials; they are typically the most complicated roads to make improvements on, requiring a lot of coordination and planning; and even with coordinated planning and investments all of the needs will likely take a long time to address. Focusing on major (urban) arterials should not diminish the important needs of minor arterials or other projects. It is merely a way to develop and refine strategic actions to address the needs of some of the most important travel corridors in the region. Examples of urban arterials (see **Table 1 in Section 3**) in each part of the region are used to illustrate common issues on the urban arterials.

Section 1. Why is a new approach for urban arterials needed?

Urban arterials often serve as multicultural community hubs dotted with vibrant businesses, affordable housing, parks and schools. In Metro's 2040 Growth Concept, urban arterials serve as key corridors that connect regional centers. They play a critical role in the transit system and are incredibly complex. They typically have four or more travel lanes carrying tens of thousands of vehicles each day, often with posted travel speeds of 35 miles per hour or higher. Some urban arterials are also major freight truck routes, providing important connections to the region's industrial areas and intermodal facilities.

While these characteristics enable huge numbers of cars, buses and trucks to crisscross the region every day, without safety and health interventions they can be deadly, disproportionately impacting people with lower incomes and Black, Indigenous, and people of color (BIPOC). The majority of urban arterials are

In Metro's 2040 Growth Concept, urban arterials serve as key corridors that connect regional centers. They play a critical role in the transit system and are incredibly complex.

designated Regional Emergency Transportation Routes[1], serving critical life safety function during large scale disasters by helping connect our vulnerable populations with critical infrastructure and essential facilities region-wide.[2] However, despite their critical role in the region's transportation system, decades of underinvestment and land use patterns has led to persistent safety and equity issues, as shown in **Map 2**. Safety, equity, economic development and land use, and transit and mobility represent four important areas of intersection with urban arterials.

Land use and economic development

1. **Urban arterials are where people, live, work and play and are critical to implementing regional land use vision**. Many of the urban arterials in the greater Portland region are also where people access jobs, housing, and other essential services. These corridors play a critical role for communities. All seven of the 2040 Growth Concept's Regional Centers, 23 out of 32 Town Centers and 54 out of 67 Station Communities have an urban arterial passing through them. Urban arterials provide the backbone within emerging growth areas, as identified in concept plans.[3]

2. **Current conditions can create barriers to economic development on urban arterials**. Existing zoning, design and safety issues make it difficult for centers to develop economically and become the thriving communities as envisioned in the 2040 Growth Concept. While the barriers to development along urban corridors are complex, making roadways safer is important.[4] Pedestrian improvements alone may not create as many economic benefits as they would compared to lowering volumes and speeds through major roadway design and land use changes. While making pedestrian improvements on higher speed routes has significant benefits for safety and access to transit, the recent Active Transportation Return on Investment study found less

1 See map at https://rdpo.net/emergency-transportation-routes

2 The ETRs were updated in 2020 in a regional effort led by the Regional Disaster Preparedness Organization (RDPO) and Metro. The routes will be prioritized in 2022-23.

3 The number of centers and station communities intersected and connected by an urban arterial will change with the update of the 2023 RTP motor vehicle functional classification modal map.

4 A December 2018 draft report "82nd Avenue Study: Understanding Barriers to Development" from Portland's Bureau of Planning and Sustainability examines the layers of barriers to development along the urban arterial, including safety issues.

economic benefits for businesses than on lower speed and traffic streets within 2040 centers.[5]

Equity

1. **Urban arterials are important travel corridors and places Black, Indigenous and People of Color (BIPOC) and people with lower income live, work and travel**. Sixty-seven percent of urban arterial mileage is in areas with higher than average populations of BIPOC, people with lower income and limited English proficiency. People with lower income and people of color, especially Black people, are more likely to be killed in a traffic crash.[6] The five bus routes carrying the most people of color and low-income riders are on urban arterials, including #72(Killingworth/82nd), #20 (Burnside/Stark), #57 (TV Hwy), #9 (Powell), #75 (Lombard/Caesar Chavez). These are also high injury corridors.

2. **Urban arterials contribute to unhealthy air quality and heat island affects in Equity Focus Areas**. Census tracts with the highest estimated prevalence of asthma in the region are more likely to intersect with an urban arterial, especially those within an Equity Focus Area.[7] Many urban arterials also lack a robust tree canopy or other green infrastructure, which can help reduce urban heat island effects, air and noise pollution for people traveling, living and working along the roadway.

Mobility, especially for transit

1. **Urban arterials provide mobility to thousands of people in Portland region**. Urban arterials make up about 5 percent of the roadways within the metropolitan area yet they are the backbone of the regional roadway network[8], carrying a large share of trips in the region, e.g. Tualatin Valley Highway carries over 40,000 motor vehicle trips per day[9] and 7,000 transit trips.[10] They function as links between communities in existing urban areas, e.g. 99E between the cities of Milwaukie and Oregon City, and as backbones within emerging growth areas as called for in concept plans.

2. **Highest bus ridership in the region is on urban arterials**. Eight of the 10 highest-ridership bus routes in the TriMet system are on urban arterials. Collectively these lines carry about 25 percent of TriMet's ridership.[11]

3. **Nearly all urban arterials align with frequent bus routes**. Many of these routes are future priorities for adding more frequent service but lack dedicated right of way that is needed for faster, more efficient service, and bicycle and pedestrian infrastructure.

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5 Metro Active Transportation Return on Investment Report, February 2022 https://www.oregonmetro.gov/active-transportation-return-investment-study

6 Regional Transportation Safety Strategy 2-year Progress Report, Metro (June 2021), https://www.oregonmetro.gov/sites/default/files/2021/08/03/RTSS-progress-report-20210603.pdf

7 Centers for Disease Control (CDC). Places: Local Data for Better Health (accessed 1/14/22). https://experience.arcgis.com/experience/22c7182a162d45788dd52a2362f8ed65

8 There are approximately 5,894 miles of roadways within the region, 299 of which are classified as Major Arterials; calculation by functional classification, not lane miles.

9 2019 ODOT, area east of SW 170th Ave. https://www.oregon.gov/odot/Data/Documents/TVT_2019.xlsx

10 2019 TriMet data

11 2020 TriMet data.

Safety

1. **A disproportionate number of serious and fatal crashes occur on urban arterials**. While urban arterials account for 5 percent of roadway miles in the region, 41 percent of traffic fatalities and serious injuries occur on urban arterials.[12] Arterials have the highest number of crashes per-road mile of any roadway classification. And, whereas arterials and throughways in the region have similar overall annual vehicle miles traveled (there are about 175 million more vehicle miles traveled on throughways each year) the number of serious crashes per 100 million vehicle miles traveled is seven times higher on arterial roadways than on throughways.[13] A majority of urban arterials are also identified as Regional High Injury Corridors (2015-2019 crash data).[14] Urban arterials are dangerous due to high traffic speeds, volumes, numbers of lanes, and the mix of different modes traveling at different speeds. The auto-oriented designs and land use patterns on many of these roadways, such as frequent driveways and access points, in combination with higher speeds and traffic volumes can also contribute to safety conflicts.

2. **A disproportionate number of serious pedestrian and bicycle crashes and fatalities occur on urban arterials**. Fifty percent of fatal bicycle crashes and 49 percent of fatal pedestrian crashes occur on urban arterials. Forty-one percent of serious bike crashes and 53 percent of serious pedestrian crashes occur on urban arterials. Urban arterials can be barriers for people walking, accessing transit, bicycling, or using a

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12 For context, RTP minor arterials make up 7 percent of roadway miles, while 31 percent of fatal and serious crashes occur on them (2015-2019 ODOT crash data.) Out of the 6,793 fatal and serious crashes that occurred, 2,072 occurred on minor arterials. Refer to the crash tables in the Appendix.

13 The serious crash rate on throughways is 1.1 serious crashes per 100 million VMT. The serious crash rate on arterials is 7.4 serious crashes per 100 million vehicle miles traveled. Section 2, crashes by roadway classification, 2018 Metro State of Safety Report: https://www.oregonmetro.gov/sites/default/files/2018/05/25/2018-Metro-State-of-Safety-Report-05252018.pdf

14 Fatal and serious crashes occur on urban arterials not identified as High Injury Corridors, but the concentration is lower. Urban arterials not identified as High Injury Corridors include the SE 10th Ave section of Tualatin Valley Highway in downtown Hillsboro; Brookwood Parkway N of Schute Road; SW Watson Avenue in downtown Beaverton (2-lanes); Schools Ferry Road west of 135th; Beaverton-Hillsdale Highway east of 96th Avenue which has bike facilities east of 65th, unlike the rest of the highway; Ave A and Country Club Road in Lake Oswego; Highway 43; Airport Way; Greeley Avenue and Marine Drive in Portland; 172nd Avenue in Clackamas County.

mobility device. In 2015, sidewalks were missing on half of all arterial roadway miles, and 44 percent of all arterial roadway miles lacked bikeways.[15] Filling sidewalk and bikeway gaps on urban arterials would considerably increase the number of people with access to essential destinations within walking and bicycling distance.[16] Other safety interventions such as medians, sidewalk buffers, enhanced pedestrian crossings, lighting and signal improvements are also lacking, though more data is needed to better understand needs. Project development for the 2020 regional transportation funding measure highlighted the safety and mobility needs of several urban arterials.

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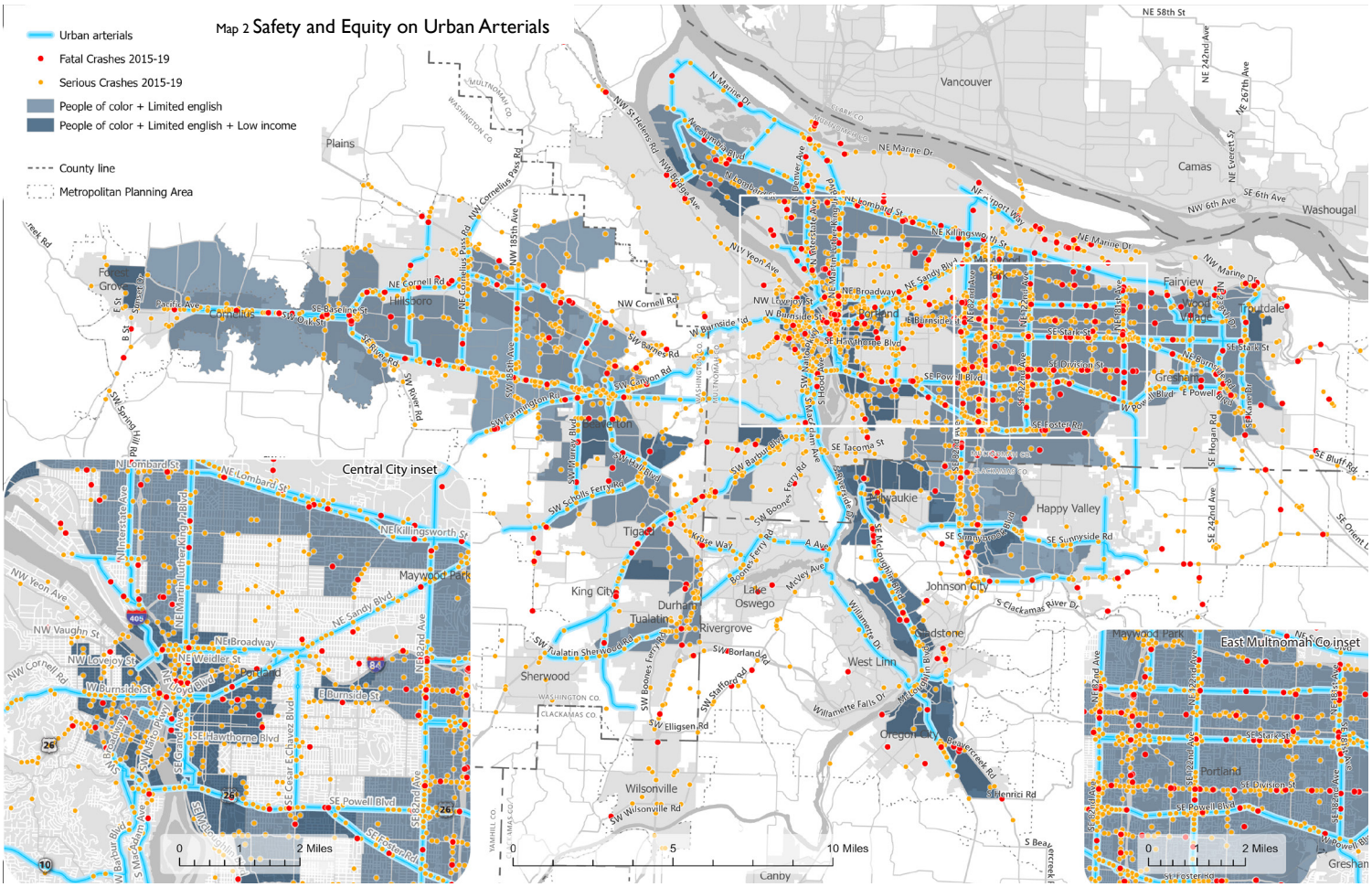
15 2018 RTP existing conditions analysis for minor and major arterial roadways. Compared to all roadways in the region, arterials have less sidewalks completed. Fifty-five percent of roadway miles in the region have completed sidewalks.

16 Pedestrian Network Analysis for the Regional Active Transportation Plan, June 2013. https://www.oregonmetro.gov/regional-active-transportation-plan

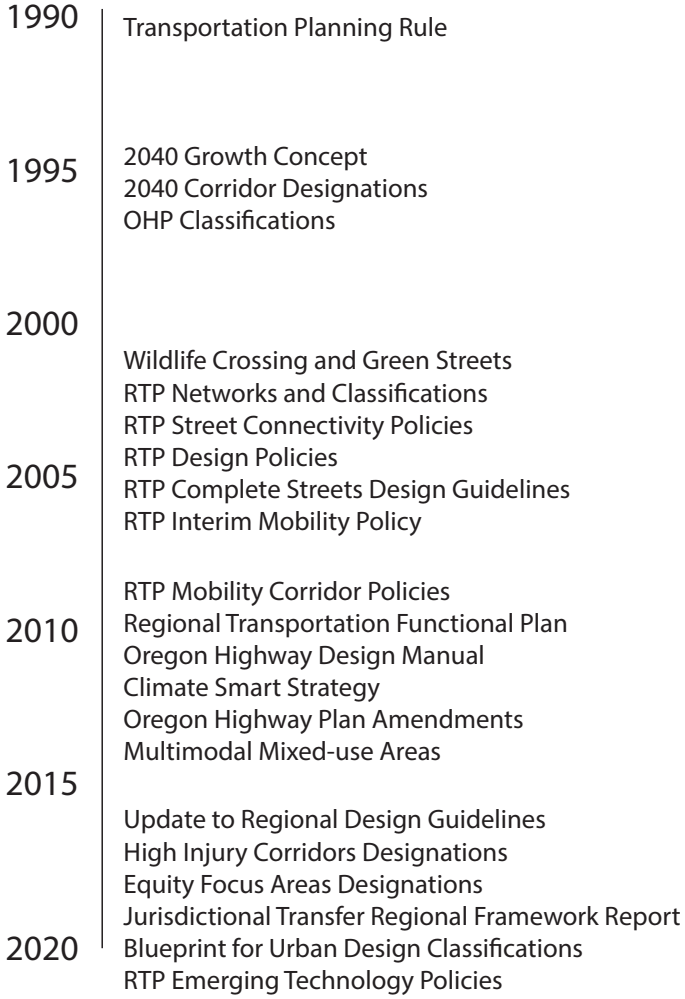


Note: Map is included for illustrative purposes to illustrate the need and does not reflect definitive map of eligible facilities.

Section 2. Why now?

As **Chart 1** shows, foundational regional and state policies beginning in the 1990s with adoption of the Transportation Planning Rule and 2040 Growth Concept led to thirty years of developing and implementing comprehensive multimodal connectivity, design and complete street policies in the greater Portland region. See the **Appendix** for analysis of the impact of these arterial roadway policies.

Chart 1 History of Arterial Roadway Policy (1990s to present)



While there is a comprehensive policy framework in the Regional Transportation Plan (RTP) and a strong history of regional collaboration and desire by transportation agencies and land use authorities to develop healthy and safe roadways, the challenges documented in the next section continue to stand in the way. In order to address the safety and equity issues on urban arterials, the region needs an agreed upon approach to improve and maintain these roadways, including a coordinated and comprehensive set of actions that help address these issues and leverage needed funding to achieve the community's vision for these roadways.

Section 3. What are the challenges to fixing urban arterials?

Understanding the challenges, as well as what has been working, will help us understand what might be done differently and identify potential strategies to achieve safe and healthy urban arterials.

Funding challenges

Ongoing challenges in bringing funding to urban arterials

1. **Capital and maintenance needs are greater than available funding**. The cost of improving these facilities to urban standards with a systemic corridor wide approach can be very expensive and especially burdensome to smaller jurisdictions with limited staff capacity. The overwhelming costs of transforming urban arterials to address all of the needs can be overwhelming. Jurisdictions have used incremental investments to address safety hotspots and work towards complete streets. However, the design process challenges of implementing even the simplest of projects, as described below, increases costs and complexity. **Table 1** shows five example urban arterials in which the level of need estimated for the 2020 regional transportation funding measure is much greater compared to the level of revenues allocated to projects on those facilities in the 2018 RTP. These costs are illustrative and do not include maintenance costs. They are provided here to illustrate the level of need.

2. **Lack of dedicated funding and coordinated investments**. Given the current structure of federal, state, local and regional funding, there is no one dedicated funding source to urban arterial planning or capital projects. Unless the urban arterial is part of a regional investment area, the responsible jurisdictions typically cannot assemble enough funding necessary for a transformational project. Unlike regional transit corridor planning which has consistently received federal funds that enables a full project to move forward, urban arterials typically do not; improvements are made in a piecemeal fashion and it is difficult to piece together enough funding to make substantial improvements. Jurisdictions may be hesitant to fund the needed corridor planning studies and conduct public outreach without some assurance that funding for capital improvements will be available. Further, these transformational and larger scale projects require a level of funding which has not historically been available. It is important to note than when there is an influx of funding on urban arterials, gentrification and displacement are concerns that must be addressed.

3. **Lack of identified or prioritized projects to address equity, gaps and deficiencies**. While there are important projects on urban arterials in the 2018 RTP, the 20+ year plan does not include projects to complete all the gaps and deficiencies, including in Equity Focus Areas and communities that have been underserved and underinvested in. Seventeen percent of projects in the 2018 RTP and 6 percent of forecasted revenues are prioritized on urban arterials, despite these facilities carrying a large share of regional trips and serious crashes. This is a result of a combination of factors, including inadequate funding, competition of projects for available funding, complexity of projects, prioritization of other needs, and a lack of data on deficiencies and needs.[17] Very few of the 2018 RTP projects prioritized for these facilities are planned to be built in the first 10 years of the plan, as shown in **Table 1**.

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17 Lack of comprehensive data on the needs and deficiencies on urban arterials makes it challenging to plan and identify opportunities. In particular, equity informed data is needed. Regional safety and network data, ODOT's Active Transportation Needs Inventory (ATNI), TriMet's Pedestrian Plan, the needs identified in the 2020 regional transportation funding measure provide valuable information, but gaps to developing an updated network built for analyzing mobility, would support developing systematic and coordinated investment plans.

Policy and design challenges

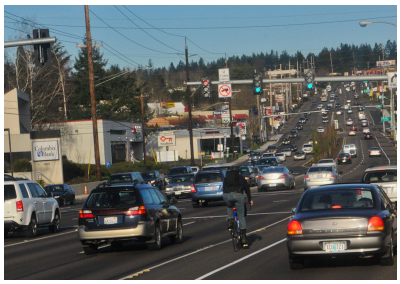
Ongoing challenges to achieving multimodal designs and complete streets

1. **Outdated functional purpose of state-owned urban arterials**. About a third of urban arterial mileage in the region is owned by the State. However, many of these roads no longer serve their original statewide function, and the State has focused its resources on throughways. A handful of these roadways still have a "Statewide" Functional Classification in the Oregon Highway Plan even though they no longer serve a statewide function.[18] Transferring ownership to local agencies has helped, such as Sandy Blvd in Portland and Powell in Gresham, but has not happened yet on many of the state-owned urban arterials. Multiple agencies are typically involved in projects along urban arterials. However, it is not always clear who is leading the way to improve the roadways – local government, ODOT or the transit provider – hence the term 'orphan highways'. This makes it difficult to work through trade-offs in decision making and to address problems in a coordinated manner.

2. **Design standards and state laws prioritize motor vehicle throughput**.[19] Urban arterials serve many functions. An outcomes-based design approach seeks to achieve a comprehensive set of shared values, goals and desired outcomes identified in adopted policies. Constrained right of ways and additional regulations (e.g. some urban arterials are ORS 366.215 Reduction Review Routes) add challenges to balancing the tradeoffs between different modes. Furthermore, the 2018 RTP regional mobility policy that has been in place since 2000 (measuring volume to capacity) prioritizes motor vehicle throughput over other outcomes, such as improving safety for people walking and bicycling. For example, NW/ SW185th Avenue has multimodal elements but its design is primarily focused on motor vehicles. This challenge can make it very difficult to complete even simple projects such as adding a bicycle lane or a median island to urban arterials. Jurisdictions may prioritize projects on other facilities that they know they can complete and that are also

18 The 2020 Highway Jurisdictional Transfer report, includes Roadway Classification recommendations for portions of TV Highway, Hwy 43, 99W, and 99E Consultant recommendation. See Attachment G at https://www.oregonmetro.gov/jurisdictionaltransfer

19 Refer to Chapter 43 of the Metro Creating Livable Streets Guide for a discussion of functions.



important. **As Table 1** shows, these example roadways pass through 2040 centers, and are expected to absorb a significant proportion of future residential and job growth. Despite regional and state design best practices (and local zoning) the design process faces many obstacles to achieving complete streets in centers, primarily the continued prioritization of vehicle throughout over other important outcomes.

Table 1. Examples of roadblocks to building safe and healthy arterials

	Tualatin Valley Highway	82nd Avenue	SE McLoughlin Boulevard	SW/NW 185th Avenue	SE/NE 122nd Avenue
Estimated needs identified in 2020 regional transportation funding measure	$800M	$730M	$330M	$190M	$100M
Project $ on facility in 2018 RTP	$208M	$65M	$129M	$76M	$23M
Share of RTP projects prioritized for first 10 years of the plan	3 of 16 projects	4 of 6 projects	3 of 10 projects	0 of 3 projects	2 of 2 projects
Share of RTP projects with primary purpose of reducing fatalities/serious injuries	1 of 16 projects	4 of 6 projects	2 of 10 projects	0 of 3 projects	0 of 2 projects
Share of RTP projects with secondary objective of reducing fatalities/serious injuries	8 of 16 projects	1 of 6 projects	3 of 10 projects	3 of 3 projects	2 of 2 projects
2040 Centers served by road	Forest Grove, Cornelius, Hillsboro, Aloha, Beaverton	82nd Ave Max station area, Clackamas, Lents, Gateway	Milwaukie, Gladstone, Oregon City	Tanasbourne/ Amberglen, Willow Creek/ SW 185th station area, Aloha	122nd Ave Max station area, Gateway

Notes: 1) One project may represent a "bucket" of projects, for example adding lighting, sidewalks and crossings at several locations. This approach provides flexibility, but provides less detail as to what will be completed in the end. 2) Examples from the regional funding measure are included to provide an example of level of need. The process did not capture all priorities and was tailored to the specific mechanism of the funding measure. 3) Most projects should and do achieve multiple desired outcomes. In this table the primary and secondary objectives are highlighted to illustrate which projects in the RTP are primarily focused on safety, a critical concern on urban arterials.

Building on what is working: a history of investments and collaboration

The policy questions identified in Section 4 build on past efforts to address challenges on urban arterials. State and local transportation agencies have been working to enhance safety on urban arterials for decades. Successful transit projects illustrate the capacity of regional partners to coordinate effectively to complete complex corridor projects. Recently, with the regional transportation funding measure, coordination went into developing comprehensive proposals to meet the needs of the communities living along our region's urban arterials.

1. **Long history of collaboration and investments**. Metro, ODOT, counties, cities and TriMet have been working to improve safety along urban arterial corridors for decades, including efforts such as:

- ODOT Region 1 Active Transportation Needs Inventory (ATNI)
- Metro and TriMet's Enhanced Transit Corridor Study
- PBOT's Vision Zero
- McLoughlin Boulevard Strategic Investment planning effort
- 82nd Avenue Planning
- Beaverton Downtown design standards
- Beavercreek Rd planning
- TV Highway planning efforts
- Major Streets Transportation Improvement Program (MSTIP) investments in county arterials

2. **2020 regional transportation funding measure**. This effort was a collaborative process centered on equity brought multiple stakeholders together, assessed and developed projects with local investment teams that included community members and leaders. The process developed proposals for several important regional corridors and included Better Bus projects that would improve transit reliability and speeds on urban arterials. Identifying needs along the corridors highlighted the lack of data and planning. The process identified strategies to address displacement, which is an important part of a funding strategy for urban arterials. While the funding measure did not pass, this was a valuable learning process and together ODOT, local agency partners and Metro staff gained a wealth of information and developed concepts which provide a strong foundation for future work.

3. **Coordinated, systemic investments with investment areas planning**. These efforts integrate land use, housing, jobs and transportation corridor planning supporting a systematic and coordinated approach to investments.

4. **Metro and ODOT are leading an effort to update the Regional Mobility Policy**. Updating how the region defines and measures mobility beyond the volume to capacity ratio to better align the mobility policy with the comprehensive set of shared values, goals and desired outcomes identified in the Regional Transportation Plan, the 2040 Growth Concept, as well as with local and state goals.

Section 4. What's needed to move forward?

The following questions are presented for consideration by the Metro Council, the Joint Policy Advisory Committee on Transportation (JPACT) and other regional partners. These, and other policy questions developed in the planning process, are intended to help guide a new approach to urban arterials in the 2023 RTP update.

Table 2. Challenges and policy questions for update of 2023 RTP

Funding challenges	**Policy Questions**
1. Capital and maintenance needs are greater than available funding 2. Lack of dedicated funding and coordinated investments 3. Lack of identified or prioritized projects to address equity, gaps and deficiencies	A. What updates should be considered in the 2023 RTP to develop a funding and investment approach to advance safety and equity outcomes on urban arterials? Potential updates could include: • Emphasize investments in urban arterials • Emphasize priorities from the 2020 regional funding measure into the RTP project list • Identification of new revenue source(s) dedicated to urban arterials B. How might regional partners coordinate resources and projects in the 2023 RTP to identify a combination of corridor planning, transformative corridor wide improvements and strategic near-term safety investments on urban arterials? What risks need to be addressed in emphasizing urban arterials over other projects? Strategic actions could include: • Including corridor planning for urban arterials to create a pipeline and strategy for funding and investment (leveraging RFFA and other sources to fund planned corridors) • Encourage incremental near-term investments that can be moved forward quickly in coordination with long-term investment strategy C. How should desired equity and safety outcomes and impacts inform decisions in the 2023 RTP to strategically invest in urban arterials? In what ways could High Injury Corridors, Equity Focus Areas and the planned transit network be used to advance safety and equity goals on urban arterials? Strategic actions could include: • Updating and enhancing data to better understand needs • Emphasizing filling transit, bicycle and pedestrian gaps in equity focus areas and centers on urban arterials
Policy and design challenges	**Policy questions**
1. . Outdated functional purpose of state-owned urban arterials. 2. Design standards and state laws prioritize motor vehicle throughput	What changes to the design and project development process are needed to support development of complete streets on urban arterials? What type of implementation activities in the RTP could support a better process? Strategic actions could include: • Updating state and local functional classifications to be consistent with the RTP design classifications to support implementing the 2040 Growth Concept and planned land uses • Identifying legislative fixes and other implementation activities in the RTP to remove roadblocks to implementing complete streets • Committing to applying urban design standards (BUD, NACTO, Metro's Designing Livable Streets Guide, approved local standards) on identified corridors in policies and projects • Committing in plans and policies, including the new Regional Mobility Policy, to an outcomes and performance-based process that prioritizes safety, transit, walking and bicycling in trade-offs • Including implementation activities to support jurisdictional transfer of urban arterials

Appendix 1. Impact of urban arterial policies

1. Oregon Transportation Planning Rule (TPR) (1991)

This required regional and local system plans. It included a flawed 0060 section. It required balancing land use and transportation, but assumed there's some level of traffic mobility that equals balance. There was a belief that you could build your way out of congestion. This created a choice of creating overbuilt, unsafe streets vs shifting all the development outside the UGB.

2. 2040 Growth Concept (1995) (implemented through Regional Framework Plan and 1996 Urban Growth Management Functional Plan (UGMFP) (UGMFP last updated in 2018)

This ties land use and transportation together - desired land uses guide transportation investments. It brought multimodal responsibility to the RTP. Previously the only projects in the RTP were either highways or High Capacity Transit. The growth concept established that the region has an interest in mixed use centers being successful. Thus, smaller bike and pedestrian projects within centers (including on arterials) became "regional" / eligible for federal funds. This is a pivotal point on how federal funds are spent.

3. 2040 Corridor designations (1995)

Corridors were envisioned to play a key role in the success of the 2040 Growth Concept however they have never been clearly defined. Region wide they run through very different land uses, from urban neighborhoods and centers to employment and commercial areas. Due to a lack of a vision for these urban arterials development and redevelopment progress along corridors has been limited with only a few successful examples in the region.

4. OHP classifications (1999)

ODOT doesn't have classifications for bike, ped, design, Transportation System Management & Operations (TSMO). This creates confusion. There are conflicting desires from state/region for some arterials and different uses are prioritized. The OHP included Special Transportation Areas, Commercial Centers and Urban Business areas. These are land use areas that could factor into design, to be approved by ODOT. Level of Service (LOS) alone, can't be the deciding factor. A problem is that they had to be approved by ODOT, and solutions were often mobility focused / not place-making focused.

5. RTP Networks and classifications (e.g., design, motor vehicle, bike, ped, freight and transit, TSMO) (2000), last updated 2018

This expressed the importance of arterials from modal perspective. RTP classifications link to specific design policies. Inconsistent classifications exist between the state and regional motor vehicle system.

6. RTP street connectivity policies (2000), continues to be reflected in 2018 RTP

This established that better local connectivity reduced the need for wider arterials. Retrofitting local street connectivity has been challenging in some areas, e.g. Washington County given the barriers such as railroads, streams and topography.

7. RTP design policies (2000) continues to be reflected in 2018 RTP

These specify the desired number of lanes on arterials. The cross sections show a complete streets approach.

8. RTP complete streets design guidelines (2000) Updated with Designing Livable Streets Guide (2020)

These are the design standards for urban arterials to implement the 2040 Growth Concept. They are best practices, but are not requirements. They are not consistently applied in plans and projects. Unclear if the issue is lack of awareness, or that they're viewed as inconsistent with adopted city, county, state design standards. The street design classification should be arbiter of tradeoffs – guidelines provide performance based approach.

9. Wildlife crossing and Green Streets added in to design guidance. (2002)

These are recognized by NOAA fisheries as safe harbor from ESA for salmon and steelhead.

10. RTP interim mobility policy (2000) to be updated in the RTP in 2023.

Achieving this policy is in conflict with 2000 RTP street design policies. We can't afford to build to a congestion-free peak hour. No one wants to pay for it and no one wants the system that would result if you did.

11. RTP mobility corridor policies (2010), continue to be reflected in 2018 RTP

In rapidly filling up travel corridors, there is a need to depend on the nearby local system, likewise the nearby system is affected by the corridors. These policies demonstrate how mobility is supported through multiple facilities and modes within a broader corridor. The policy is implemented through corridor planning. Corridor plans are not all consistent, e.g. EMCP vs. TV Hwy corridor plan. The concept came out of FHWA. Throughways filling up can be relieved by local system, bundle together interrelated facilities, look at the relationship, breakaway from different organizations. They illustrate the land use context. Urban arterials no longer seen as important once a throuhgway is built in the corridor; lack of thinking about a system. It is challenging to coordinate all the different plans within one travel corridor.

12. Regional Transportation Functional Plan (2012)

The Functional plan expanded to include transportation. Parking provisions were moved into the RTFP (formerly in Urban Growth Management Functional Plan (UGMFP) Title 2. There are minimum and maximum parking ratios for commercial and retail uses along arterials. It guides local implementation of RTP, e.g arterial design concepts and connectivity standards, local pedestrian and bicycle plans including provision for sidewalks and bikeways on all arterials, controlled pedestrian and bicycle crossings of major arterials, local TSMO plans including arterial performance monitoring. It provides hierarchy for what to do first to address mobility, before adding vehicle capacity. Not clear how this is documented and that all steps are taken.

13. Oregon Highway Design Manual (2012)

This uses V/V ratios that are different from RTP and OHP. It creates issues when there are differences between system plan policy targets/standards and project design standards. It is auto-centric.

14. Oregon Highway Plan Amendments (2011)

These created the "Do the Best we can" standard. It was later undone in 2012.

15. TPR – Multimodal Mixed Use Areas (MMAs) (2012)

These established that the power is at local level (in principal) – local cities and counties can adopt these and get a lot more flexibility in design.

16. Climate Smart Strategy (2014)

This links public health outcomes to transportation choices. Transportation System Management & Operations and Transit were found to be the most effective strategies for reducing GHG emissions, since both have design implications.

17. Emerging Technology in RTP (2018)

This strategy called out need for active curb management for these emerging businesses

18. High injury corridors designations (2018)

A policy map in the RTP that identifies the six percent of roadways in the region where 60 percent of fatal and serious crashes occur (in addition to state and locally identified areas). Nearly all urban arterials are also high injury corridors. High injury corridors are intended to help prioritize investments where they can be most effective.

19. Equity Focus Areas designations (2018)

These are where historically marginalized communities are currently located. Mapping has illustrated the proximity of these communities to urban arterials. Regional policy focuses investments in these areas.

20. Blueprint for Urban Design (BUD) design classifications (2020)

These establishes guidance for urban design on Oregon state highways until such time that all ODOT manuals related to urban design can be updated to include these revised design criteria. ODOT is currently updating its Highway Design Manual to incorporate the BUD. The six urban contexts portrayed in the BUD, along with their respective design criteria, will allow project teams to better align ODOTs transportation needs with local community aspirations. The Bud is just beginning to be implemented.

21. Jurisdictional Transfer (JT) regional framework report (2020)

Many (1/3 of mileage) of the RTP Major Arterials are state-owned. The JT report created a prioritization of these roadways as transfer candidates

22. Emergency Transportation Routes Phase 1 (2020)

There is a large overlap in ETRs and arterials. All of the ETRs have been mapped. There is work underway to tier/prioritize these routes and provide operational guidance for their owners in 2022-23.

23. Planning Emphasis Areas (PEAs) (2022)

These are established by Federal Highway Administration and include areas such as Complete Streets and Climate Change. They are expected to be incorporated into regional planning.

Appendix 2. Roadway miles and serious crashes

RTP Motor Vehicle Functional Classification	Miles (within MPA)	% total
All roadways	5893.8	100%
Major arterials	298.7	5.1%
Minor arterials	395.0	6.7%

Source: Metro RLIS. Calculation is by roadway name, not lane miles

Roadway miles in Equity Focus Areas (EFAs)

Urban arterials in EFAs	Length miles	% in EFAs
POC+LEP	154.6	51.6%
POC+LEP+LI	200.4	66.9%
Not in EFAs	99.1	33.1%
UAs in EFAs	200.4	66.9%
Total in dataset	299.5	

Source: Metro, 2022

Serious crashes on urban arterials (major arterials)

2007-2019 crashes	Urban arterials	All roadways	
Fatal crashes	343	856	40.1%
Fatalities	354	884	40.0%
Serious crashes	2451	6035	40.6%
Serious injuries	2744	6727	40.8%
F or S crashes	2759	6793	40.6%
All crashes	114659	284032	40.4%

2015-2019 crashes	Urban arterials	All roadways	
Fatal crashes	160	404	39.6%
Fatalities	165	415	39.8%
Serious crashes	1032	2469	41.8%
Serious injuries	1129	2686	42.0%
F or S crashes	1173	2834	41.4%
All crashes	45662	115955	39.4%

2015-2019 crashes	Urban arterials	All roadways in MPA	% on UA
Pedestrian fatal crashes	83	168	49.4%
Pedestrian fatalities	83	176	47.2%
Pedestrian serious crashes	168	317	53.0%
Pedestrian serious injuries	168	327	51.4%
Bike fatal crashes	10	20	50.0%
Bike fatalities	10	20	50.0%
Bike serious crashes	51	126	40.5%
Bike serious injuries	51	126	40.5%

All crashes	45662	115955	39.4%

Source: ODOT crash data, 2021

Note: a single crash event can be considered both a fatal crash and a serious crash (they're not exclusive)

Metro

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

So, hello. We're Metro – nice to meet you.

In a metropolitan area as big as Portland, we can do a lot of things better together. Join us to help the region prepare for a happy, healthy future.

Metro Council President
Lynn Peterson

Metro Councilors
Shirley Craddick, District 1
Christine Lewis, District 2
Gerritt Rosenthal, District 3
Juan Carlos González, District 4
Mary Nolan, District 5
Duncan Hwang, District 6

Auditor
Brian Evans

Date: July 8, 2022
To: Transportation Policy Alternatives Committee and Interested Parties
From: Alex Oreschak, Senior Transportation Planner
Subject: Multnomah County Earthquake Ready Burnside Bridge Update

Purpose

This meeting is to:

1. Update TPAC on the progress of the Earthquake Ready Burnside Bridge Project
2. Answer questions TPAC may have about the project

Request to TPAC

Discussion on the Earthquake Ready Burnside Bridge Project.

Project Overview and History

The primary purpose of the Earthquake Ready Burnside Bridge (EQRB) Project is to create a seismically resilient Burnside Street lifeline crossing of the Willamette River that would remain fully operational and accessible for vehicles and other modes of transportation immediately following a major Cascadia Subduction Zone (CSZ) earthquake.

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

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

Following publication of the Draft EIS, the County asked the project team to identify ways to bring the overall cost of the project down, while maintaining the core purpose and need of the project, in order to help ensure a new bridge is funded and built. Any significant changes to the project as a result would be documented in Supplemental Draft Environmental Impact Statement and published for public review and comment. Over the course of the summer of 2021, the project team worked to identify a range of cost saving measures and presented them to the Community Task Force in October 2021.The range of cost saving measures included the selection of a conventional girder style structure type for the west approach span over Tom McCall Waterfront Park, a bascule style structure type for the movable span in the river, and the narrowing of the overall bridge width resulting in the reduction of one vehicular lane of traffic. The Community Task Force then provided a preliminary approval of the range of cost saving measures, subject to hearing feedback from the public on the changes being proposed.

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

Environmental Impact Statement was published on April 29th, 2022, followed by a 45-day public comment period.

Next Steps

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

Attachments:

Attachment 1: Project Fact Sheet

Earthquake Ready Burnside Bridge

BETTER. SAFER. CONNECTED.

MULTNOMAH COUNTY'S FUTURE REGIONAL LIFELINE

Experts say we are past due for a magnitude 8+ earthquake to hit Oregon. None of **Multnomah County's** aging downtown bridges are expected to withstand such an earthquake. An Earthquake Ready Burnside Bridge will play a critical role in disaster response and regional recovery.

Funding Status

$895 M Estimated project cost

$300 M Multnomah County funded

$595 M Funding need

Federal Grant Requests

- **Rebuilding American Infrastructure with Sustainability and Equity (RAISE)**
  $5 million for planning
- **Multimodal Projects Discretionary Grant (MPDG)**
  $535 million for construction
- **Bridge Investment Program:**
  pending NOFO, to be determined

A Valuable Asset to Our City

Seismic Resiliency

Supports disaster relief and emergency response to reunite families and accelerate economic recovery. For every $1 spent pre-disaster saves $6 post-disaster.

Multimodal

Provides a wider, protected multi-use path for pedestrians, bicyclists, and people with disabilities. Designed to support streetcar and transit-only facilities.

Equity

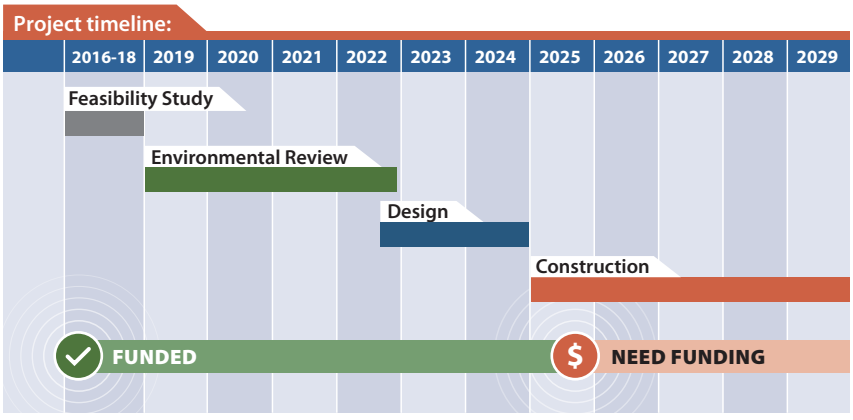
Maintains a connection to vital social services, shelters, transit and recreation facilities downtown. Many social service providers that provide safety net services to County residents across the region are located adjacent to the bridge. A resilient Burnside Bridge will be poised to serve our most vulnerable populations after the earthquake.

Equitable Jobs

Brings 4,000 job-years of employment to the region and will establish a Project Labor Agreement focusing on local hiring and apprenticeships for disadvantaged, minority, and women-owned businesses. This Agreement would be the first of its kind in Oregon on a Federal Aid project.

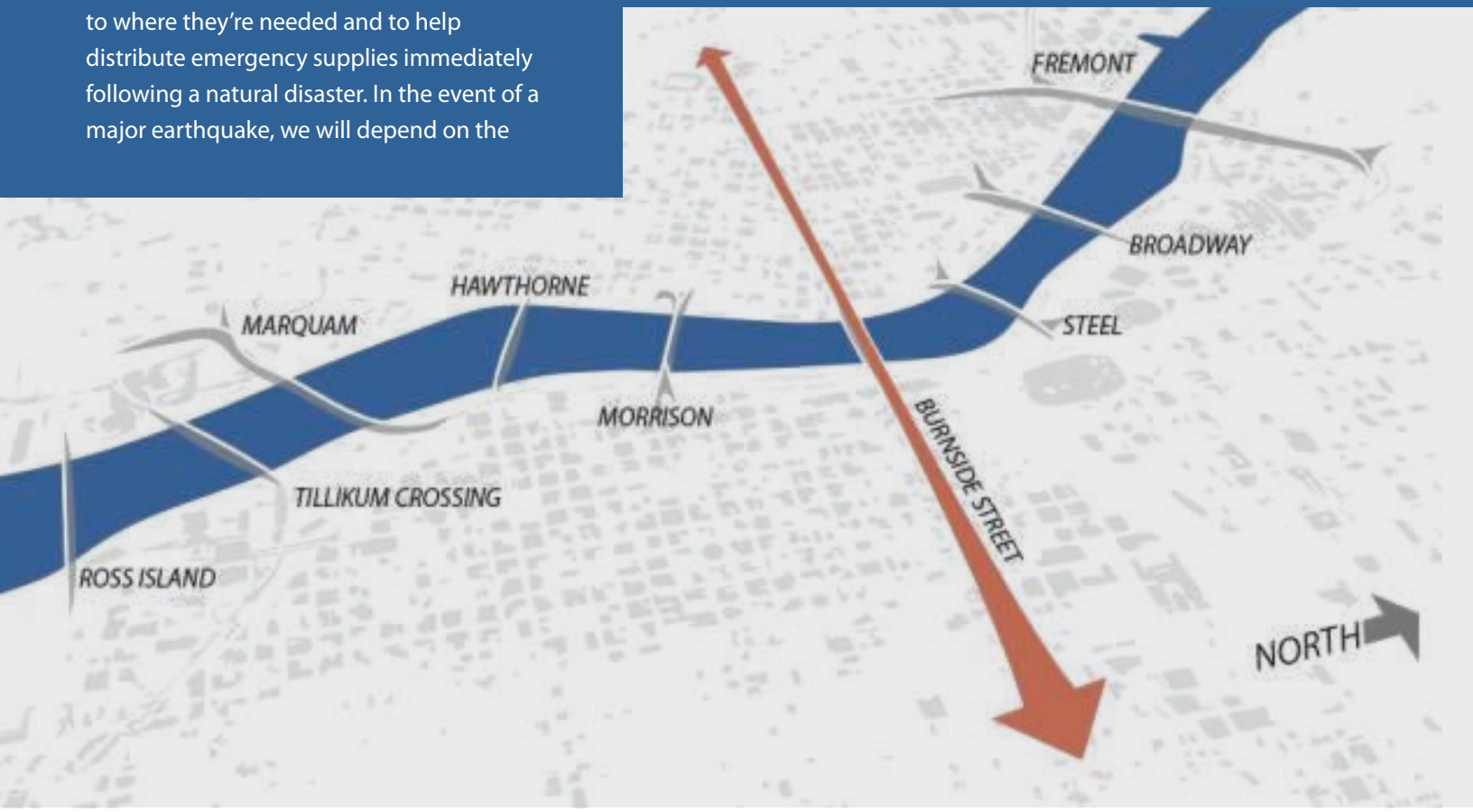
Environment

Supports future transportation uses that generate fewer emissions, enhances stormwater treatment, supports habitat restoration, instills Clean Air Construction Act and is seeking a Greenroads Sustainability Certification Rating.



A Regional Lifeline Route

A lifeline route allows first responders to get to where they're needed and to help distribute emergency supplies immediately following a natural disaster. In the event of a major earthquake, we will depend on the Burnside Bridge as the main emergency lifeline route across the Willamette River, connecting the region from east to west. In the longer term, a lifeline route is vital in the efforts of a regional recovery.



Broad Community Support and Engagement

350+ Briefings

7 Online Open Houses and Surveys

13K+ Survey Responses

88% Community Approval rating*

* support from community survey for the Preferred Alternative

Letters of Support

14 Community Organizations/ Businesses

5 Government Levels of Support

6 Agencies

Congressman Earl Blumenauer • Congresswoman Suzanne Bonamici • Senator Jeff Merkley • Senator Ron Wyden • State Senator Elizabeth Steiner Hayward • State Representative Maxine Dexter • State Representative Rob Nosse • City of Gresham • City of Portland • Metro • Oregon Environmental Council • Regional Disaster Preparedness Organization • TriMet • Mercy Corps • Because People Matter / Nightstrike • Business for a Better Portland • City Club of Portland • Climate Solutions • Pacific Building and Construction Trades Council • Neighbors for Clean Air • Northwest Carpenter's Union • Northwest Oregon Labor Council • Oregon Association of Minority Entrepreneurs • Portland Business Alliance • Portland Neighborhood Emergency Teams • Professional Business Development Group • The Street Trust

EARTHQUAKE READY BURNSIDE BRIDGE

Multnomah County

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www.BurnsideBridge.org