

Agenda



Metro

600 NE Grand Ave.
Portland, OR 97232-2736

Meeting: Transportation Policy Alternatives Committee (TPAC)
 Date: Friday, October 7, 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 <ul style="list-style-type: none"> • Committee input on Creating a Safe Space at TPAC (Chair Kloster) • Responses from Wufoo feedback from committee members (Chair Kloster) • Updates from committee members around the Region (all) • Monthly MTIP Amendments Update (Ken Lobeck) • Fatal crashes update (Lake McTighe) • 2024-2026 Regional Travel Options grant program and timeline (Grace Stainback) 	
9:30 a.m.	Public communications on agenda items	
9:33 a.m.	Consideration of TPAC minutes, September 2, 2022 (<u>action item</u>)	Chair Kloster
9:35 a.m.	Metropolitan Transportation Improvement Program (MTIP) Formal Amendment 22-5289 (<u>action item, Recommendation to JPACT</u>) Purpose: For the purpose of adding new or amending existing projects in the 2021-26 Metropolitan Transportation Improvement Program (MTIP) to meet required Fall obligation targets or Federal approval steps (OC23-02-OCT)	Ken Lobeck, Metro
9:45 a.m.	Regional Mobility Policy Update: Draft Policy and Action Plan Purpose: Seek feedback on the draft regional mobility policy and implementation action plan in advance of seeking TPAC's recommendation to JPACT to test and refine the draft policy in the 2023 Regional Transportation Plan update. TPAC will be asked to make a recommendation to JPACT at the Nov. meeting.	Kim Ellis, Metro Glen Bolen, ODOT Susie Wright, Kittelson & Associates
11:00 a.m.	2023 Regional Transportation Plan (RTP) Schedule and Process Update Purpose: Provide an update on work completed and underway and upcoming discussions and milestones.	Kim Ellis, Metro
11:20 a.m.	2023 Regional Transportation Plan (RTP) Revenue Forecast Next Steps Purpose: Provide an update on work underway and upcoming discussions.	Ted Leybold, Metro
11:30 a.m.	Regional Transportation Plan (RTP) Equitable Funding Research Next Steps Purpose: Provide an overview of next steps to finalize and share the Equitable Transportation Funding Research Report	Lake McTighe, Metro

11:40 a.m.	JPACT/Metro Council Safe and Healthy Urban Arterials Workshop Recap Purpose: Provide a preliminary summary of policy feedback received at the September 29 workshop	John Mermin, Metro Lake McTighe, 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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សេចក្តីជូនដំណឹងអំពីការមិនរើសអើងរបស់ Metro

ការគោរពសិទ្ធិពលរដ្ឋរបស់ ១ សំរាប់ព័ត៌មានអំពីកម្មវិធីសិទ្ធិពលរដ្ឋរបស់ Metro ឬដើម្បីទទួលបានពាក្យបណ្តឹងរើសអើងសូមចូលទស្សនាគេហទំព័រ 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 9/30/2022

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

<p>October 7, 2022 9:00 am – noon</p> <p>Comments from the Chair:</p> <ul style="list-style-type: none">• Creating Safe Space at TPAC (Chair Kloster)• Responses from Wufoo feedback from committee members (Chair Kloster)• Committee member updates around the Region (Chair Kloster & all)• Monthly MTIP Amendments Update (K. Lobeck)• Fatal crashes update (Lake McTighe)• 2024-26 RTO grant program and timeline (Grace Stainback) <p>Agenda Items:</p> <ul style="list-style-type: none">• MTIP Formal Amendment 22-5289 Recommendation to JPACT (Lobeck, 10 min)• Regional Mobility Policy Update: Draft Policy and Action Plan (Kim Ellis, Metro/Glen Bolen, ODOT/Susie Wright, Kittelson & Associates; 75 min)• 2023 RTP Schedule and Process Update (Kim Ellis, 20 min)• 2023 RTP Revenue Forecast Next Steps (Ted Leybold, 10 min)• RTP Equitable Funding Research Next Steps (Lake McTighe, 10 min)• JPACT/Metro Council Safe and Healthy Urban Arterials Workshop Recap (John Mermin/Lake McTighe); 15 min)• Committee Wufoo reports on Creating a Safe Space at TPAC (Chair Kloster; 5 min)	<p>October 19, 2022 – MTAC/TPAC Workshop 9:00 am – noon</p> <p>Agenda Items:</p> <ul style="list-style-type: none">• RTP Needs Assessment Findings (Eliot Rose, Metro; 60 min)• High Capacity Transit Strategy Update: Network Vision (Ally Holmqvist, Metro; 60 min)• TriMet Forward Together update (Tara O'Brien, TriMet; 45 min)
<p>November 4, 2022 9:00 am – noon</p> <p>Comments from the Chair:</p> <ul style="list-style-type: none">• 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) <p>Agenda Items:</p> <ul style="list-style-type: none">• MTIP Formal Amendment 22-**** Recommendation to JPACT (Lobeck, 15 min)• Regional Mobility Policy Update: Draft Policy and Action Plan Recommendation to JPACT (Kim Ellis, Metro/ Glen Bolen, ODOT/ Susie Wright, Kittelson & Associates; 30 min)• RTP Call for Projects Policy Framework and Draft Revenue Forecast (Kim Ellis/Ted Leybold, 60 min)• <i>Rose Quarter Project update (Eliot Rose; 30 min)</i>• Committee Wufoo reports on Creating a Safe Space at TPAC (Chair Kloster; 5 min)	<p>November 9, 2022 – TPAC Workshop 9:00 am – noon</p> <p>Agenda Items:</p> <ul style="list-style-type: none">• Regional Freight Delay & Commodities Movement Study (Tim Collins/Kyle Hauger, Metro; 75 min)• Cascadia Corridor Ultra High Speed Ground Transportation: Overview and Update (Ally Holmqvist, Metro; Jennifer Sellers, ODOT; Jason Beloso, WSDOT; 45 min)• <i>82nd Avenue Project update (Elizabeth Mros- O'Hara, Metro/ City of Portland TBD; 30 min)</i>

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 22-******
Recommendation to JPACT (Lobeck, 15 min)
- **MTIP Formal Amendment 22-**** Rose Quarter Project** Recommendation to JPACT (Eliot Rose, 30 min)
- **RTP Call for Projects Policy Framework and Draft Revenue Forecast**
Recommendation to JPACT (Kim Ellis, Metro; 45 min.)
- Climate Smart Strategy JPACT/Council Workshop Recap (Kim Ellis, Metro; 30 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

WORKSHOP MEETING CANCELLED

Parking Lot: Future Topics/Periodic Updates: These are listed in the TPAC 2023 work program

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: September 28, 2022
To: TPAC and Interested Parties
From: Ken Lobeck, Funding Programs Lead
Subject: TPAC Metropolitan Transportation Improvement Program (MTIP) Monthly Submitted Amendments (during September 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

September FFY 2023 Formal Transition Amendment Bundle Contents				
Amendment Type: Formal/Full				
Amendment #: SP23-01-SEP				
Total Number of Projects: 15				
Key Number & MTIP ID	Lead Agency	Project Name	Project Description	Amendment Action
(#1) ODOT Key # 22609 MTIP ID TBD New Project	ODOT	OR8: East Lane (Cornelius) (New Project)	Install enhanced pedestrian crossing at East Lane including pedestrian ramps, sidewalk infill, striping, illumination, signage, median island to provide a safer place for pedestrians to cross OR 8 in a highly trafficked crossing with high use of public transportation.	<u>ADD NEW PROJECT:</u> The Formal Amendment adds the OTC approved safety project to the MTIP
(#2) ODOT Key # 22613 MTIP ID TBD New Project	ODOT	Portland Metro and Surrounding Areas Safety Reserve	Funds available for projects to respond to urgent safety concerns throughout the ODOT Region 1 area located in Clackamas, Hood River, Multnomah, and Washington counties.	<u>ADD NEW PROJECT:</u> The Formal Amendment adds the OTC approved safety project to the MTIP
(#3) ODOT Key # 22645 MTIP ID TBD New Project	Multnomah County	Broadway Bridge Deck Replacement	Replace the existing roadway deck, including streetcar rails on the bascule span. Replace all the existing mechanical and electrical components to provide a safe and durable riding surface for vehicles and light rail. (Br # 06757)	<u>ADD NEW PROJECT:</u> The Formal Amendment adds the new project with ODOT Bridge program awarded funding.
(#4) ODOT Key # 20874 MTIP ID: 70904	SMART	SMART Bus Purchase/PM/Amenities and Technology 2021	Maintenance and Bus Fleet Replacement and Software	<u>ADD FUNDS:</u> The amendment increases the authorized 5307 funding for the project.

<p>(#5) ODOT Key # 22190 MTIP ID: 71134</p>	<p>SMART</p>	<p>SMART Senior and Disabled Program (2022)</p>	<p>Services and Facility Improvements for Elderly and Disabled Customers</p>	<p><u>CANCEL PROJECT:</u> Key 22190 is canceled as SMART has traded funds with TriMet. Key 22190 is no longer a project.</p>
<p>(#6) ODOT Key # 22191 MTIP ID: 71139</p>	<p>SMART</p>	<p>SMART Bus and Bus Facilities (Capital) 2022</p>	<p>Bus and Bus Facility Upgrades Supports replacement/rehab of buses and related amenities to include equipment and amenities such as ADA lift and technology components and bus shelters and signs for continued service</p>	<p><u>FUNDING AND DESCRIPTION:</u> Decrease authorize FTA section 5339 funds and expand description per FTA guidance</p>
<p>(#7) ODOT Key # 22192 MTIP ID: 71144</p>	<p>SMART</p>	<p>SMART Bus Purchase/PM/ Amenities and Technology 2022</p>	<p>SMART Bus Purchase/PM/ Amenities and Technology 2022</p>	<p><u>INCREASE FUNDING:</u> Add approved FTA Section 5307 funds to the project per the updated UZA Apportionment letter</p>
<p>(#8) ODOT Key # 22193 MTIP ID: 71135</p>	<p>SMART</p>	<p>SMART Senior and Disabled Program (2023)</p>	<p>Services and Facility Improvements for Elderly and Disabled Customers Provides overall ADA & para-transit services to improve Enhanced Mobility of Seniors and Individuals with Disabilities with a focus on travel training for seniors and people with disabilities in Wilsonville.</p>	<p><u>DECREASE FUNDING:</u> Based on the updated UZA apportionment and the fund trade with TriMet, the FFY 2023 5310 funding for this project is being decreased.</p>

(#9) ODOT Key # 22194 MTIP ID: 71140	SMART	SMART Bus and Bus Facilities (Capital) 2023	Bus and Bus Facility Upgrades Supports replacement/rehab of buses and related amenities to include equipment and amenities such as ADA lift and technology components and bus shelters and signs for continued service	<u>SLIP & FUNDING:</u> Decrease projected authorized 5339 funds and slip project to FFY 2024
(#10) ODOT Key # 22195 MTIP ID: 71145	SMART	SMART Bus Purchase/PM/ Amenities and Technology 2023	Maintenance and Bus Fleet Replacement and Software	<u>INCREASE FUNDING:</u> Add approved FTA Section 5307 funds to the project
(#11) ODOT Key # 22196 MTIP ID: 71136	SMART	SMART Senior and Disabled Program (2024)	Services and Facility Improvements for Elderly and Disabled Customers Provides overall ADA & para-transit services to improve Enhanced Mobility of Seniors and Individuals with Disabilities with a focus on travel training for seniors and people with disabilities in Wilsonville.	<u>DECREASE FUNDING:</u> Based on the updated UZA apportionment and the fund trade with TriMet, the FFY 2023 5310 funding for this project is being decreased.
(#12) ODOT Key # 22198 MTIP ID: 71146	SMART	SMART Bus Purchase/PM/ Amenities and Technology 2024	Maintenance and Bus Fleet Replacement and Software	<u>INCREASE FUNDING:</u> Add approved FTA Section 5307 funds to the project
(#13) ODOT Key # 22164 MTIP ID: 71103	TriMet	Transit Oriented Development (TOD) program (FFY 2023) Preventive Maintenance Support (FFY 2023)	Partner with developers and local jurisdictions to attract private development near transit stations to reduce auto trips and improve the cost-effectiveness of regional transit investments. (FY 2023 allocation year) Metro (RFFA Step 1) STBG/Local exchange supporting TriMet's Bus and Rail Preventative Maintenance program	<u>SCOPE ADJUSTMENT & ADVANCE:</u> The formal amendment advances the project from FFY 2025 to FFY 2023 and updates the project scope based on TriMet's planned use for the STBG funds

			needs for labor and materials/services used for on-going maintenance of Bus and Rail fleets in TriMet's 3 county service district	
(#14) ODOT Key # 22181 MTIP ID: 71210	TriMet	TriMet Bus and Rail Preventive Maintenance (2023)	Capital Maintenance For Bus And Rail to ensure continued service	ADD FUNDING: Increase authorized 5337 funds based on revised FFY 2023 FTA UZA estimates
(#15) ODOT Key # 22184 MTIP ID: 71213	TriMet	Enhanced Seniors Mobility/ Individuals w/Disabilities (2023) 5310	Supports mobility management activities, purchase of services, operating, and preventative maintenance on vehicles for services focused on the elderly and persons with disabilities within the Portland Urbanized Area	ADD FUNDING: Increase authorized 5310 funds based on revised FFY 2023 FTA UZA estimates

Approval Status for the September FFY 2023 Formal MTIP Amendment, SP23-01-SEP:

- TPAC approval date: September 2, 2022
- JPACT approval date: September 15, 2022
- Metro Council approval date: Schedule for Thursday, October 6, 2022

Administrative Modifications

No administrative modifications were submitted during September 2022

Meeting minutes



Meeting: **Transportation Policy Alternatives Committee (TPAC)**
Date/time: Friday, September 2, 2022 | 9:00 a.m. to 12:00 p.m.
Place: Virtual online meeting via Web/Conference call (Zoom)

Members Attending

Tom Kloster, Chair
Karen Buehrig
Chris Deffebach
Lynda David
Eric Hesse
Jaimie Lorenzini
Jay Higgins
Tara O'Brien
Chris Ford
Karen Williams
Laurie Lebowsky-Young
Lewis Lem
Katherine Kelly

Affiliate

Metro
Clackamas County
Washington County
SW Washington Regional Transportation Council
City of Portland
City of Happy Valley and Cities of Clackamas County
City of Gresham and Cities of Multnomah County
TriMet
Oregon Department of Transportation
Oregon Department of Environmental Quality
Washington State Department of Transportation
Port of Portland
City of Vancouver

Alternates Attending

Jamie Stasny
Jessica Berry
Sarah Paulus
Peter Hurley
Dayna Webb
Mike McCarthy
Glen Bolen
Gerik Kransky

Affiliate

Clackamas County
Multnomah County
Multnomah County
City of Portland
City of Oregon City and Cities of Clackamas County
City of Tualatin and Cities of Washington County
Oregon Department of Transportation
Oregon Department of Environmental Quality

Members Excused

Allison Boyd
Don Odermott
Idris Ibrahim
Jasmine Harris
Rob Klug
Shawn M. Donaghy
Jeremy Borrego
Rich Doenges

Affiliate

Multnomah County
City of Hillsboro & Cities of Washington County
Community Member
Federal Highway Administration
Clark County
C-Tran System
Federal Transit Administration
Washington Department of Ecology

Guests Attending

Arleta Neighborhood Association

Affiliate

Mt. Scott

Guests attending, (continued)

Brenda Bartlett	Washington County
Chris Smith	Citizen Activist
Cody Field	City of Tualatin
Francesca Jones	Portland Bureau of Transportation
Garet Prior	Oregon Department of Transportation
Holly Smith	City of Fairview
Jean Senechal Biggs	City of Beaverton
Jeff Owen	HDR
Jim Sjulín	40 Mile Loop Land Trust
Neelam Dorman	Oregon Department of Transportation
Nick Fortey	Federal Highway Administration
Peter Swinton	Tualatin Hills Park & Recreation District
Nathaniel Price	Federal Highway Administration
Stephanie Noll	Oregon Trails Coalition
Vanessa Vissar	Oregon Department of Transportation
Vivian Satterfield	VERDE
Will Farley	City of Lake Oswego
One unidentified caller	

Metro Staff Attending

Ted Leybold, Resource & Dev. Manager	Kim Ellis, Principal Transportation Planner
Dan Kaempff, Principal Transportation Planner	Grace Cho, Senior Transportation Planner
Matthew Hampton, Senior Transportation Planner	Caleb Winter, Senior Transportation Planner
Robert Spurlock, Senior Transportation Planner	Alex Oreschak, Senior Transportation Planner
Margi Bradway, Dep. Director PD& Research	Clint Chiavarini, Senior GIS Specialist
Connor Ayers, Legislative Coordinator	Matthew Flodin, PD&R Intern
Eliot Rose, Senior Transportation Planner	Grace Stainback, Associate Transportation Planner
Jess Zdeb, Intern	John Mermin, Senior Transportation Planner
Ken Lobeck, Senior Transportation Planner	Marne Duke, Senior Transportation Planner
Noel Mickelberry, Assoc. Trans. Planner	Ramona Perrault, Council Policy Advisor
Thaya Patton, Sr. Research & Modeler	Tim Collins, Senior Transportation Planner
Summer Blackhorse, Program Assistant	Marie Miller, TPAC Recorder

Call to Order, Declaration of a Quorum and Introductions

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

Comments from the Chair and Committee Members

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

Chris Ford announced that Neelam Dorman has been appointed the new Oregon Department of Transportation Region 1 Planning Manager. Ms. Dorman joins Glen Bolen as an alternate member on the TPAC roster representing ODOT.

Chair Kloster announced plans for public meeting spaces at the Metro Regional Center being developed. Currently the building is closed to the public.

- **Monthly MTIP Amendments Update** (Ken Lobeck) Chair Kloster referred to the memo in the packet on the monthly submitted MTIP formal amendments submitted during August 2022. For any questions on the monthly MTIP amendment projects contact Mr. Lobeck directly.
- **Fatal crashes update** (John Mermin on behalf of Lake McTighe) The monthly update was provided on the number of people killed in traffic crashes in Clackamas, Multnomah and Washington Counties in 2022. So far this year, at least 73 people have died in traffic crashes. Thirty-seven percent of the traffic deaths were pedestrians.
- **Agenda for upcoming RTP Urban arterials JPACT/Council workshop** (Chair Kloster) The fact sheet provided in the packet gives direction from the policy brief earlier this year. Sept. 29 this subject will be the focus of the next JPACT/Metro Council workshop. Agenda and materials for the meeting will be sent out the week before.
- **Regional Mobility Policy Next Steps** (Kim Ellis)
The Regional Mobility Policy Update Project Timeline and 2022 Engagement Schedule was noted in the packet. The deadline for the recommendation from JPACT and Metro Council has been extended to Dec. The revised draft will be provided to TPAC in October. Appreciation was given to all the comments and feedback on this issue.

Eric Hesse noted comments provided by PBOT around speed thresholds with efficiencies and actions in the future. It was asked if valuable to prioritize in next steps. Jay Higgins agreed on the need for more time to discuss speed which is hard to understand how thresholds help move forward actions with materials shown so far. Ms. Ellis notes this is some of the research being done now, and part of the work bringing back to the committee in October.

- **TSMO project solicitation opportunity** (Caleb Winter) It was announced that following discussions at the July and August TransPort meetings, the opportunity to propose projects to implement the 2021 TSMO Strategy is now open. This project solicitation process starts by sending Metro a letter of interest by Sept. 19. Full information on the process is available on the website: <https://www.oregonmetro.gov/public-projects/regional-tsmo-strategy/tsmo-resources>
- **Application opportunity from US Convention of Mayors** (Eliot Rose) A funding resource was announced from efforts by the US Conference of Mayors and League of Cities to support small and mid-size cities to apply for infrastructure projects from funding created from the new infrastructure bill. It was encouraged to coordinate with Metro if applying. The link for this resource was shared: <https://localinfrastructure.org/>

Public Communications on Agenda Items

Stephane Noll, Oregon Trails Coalition

Support of the RFFA staff recommended projects was given for trails funding. Benefits for safety and critical funding investments for trails from these funds was described.

Vivian Satterfield, VERDE

Background on the engagement with neighborhoods, agencies and organizations to build trust for safety issues for pedestrians, cyclists and walkers on streets and roads was provided. Support for funding considerations with RFFA and Trails Bonds funding was given.

Jim Sjulín, 40 Mile Loop Land Trust

The trail projects on the staff recommended RFFA list are all worthy projects and their overall share of RFFA funds is reasonable. Thanks to everyone for supporting off-street trail projects.

Consideration of TPAC Minutes from August 5, 2022

MOTION: To approve minutes from August 5, 2022.

Moved: Karen Williams

Seconded: Karen Buehrig

ACTION: Motion passed unanimously.

Metropolitan Transportation Improvement Program (MTIP) Formal Amendment 22-5283 (Ken

Lobeck, Metro) The September FFY 2023 Formal Metropolitan Transportation Improvement Program (MTIP) Formal/Full Amendment regular bundle represents the first formal MTIP amendment for FFY 2023. It primarily is a “corrective” and “clean-up” amendment completing required changes or adding projects that will obligate early during FFY 2023 or were above the amendment threshold for administrative modifications and require a formal/full amendment.

The amendment bundle contains phase slips, funding changes, new projects, name/description updates and is being processed under MTIP Amendment SP23-01-SEP. The changes/additions need to occur early in FFY 2023 to position them properly for their planned fall phase obligation or next federal approval step which the MTIP and STIP is part of the approval steps. The bundle contains a total of 15 project amendments. A summary of the projects and amendment actions within the bundle are shown in the packet staff report.

Comments from the committee:

- Chris Deffebach asked why such a large area displayed for the district. Were we putting in C-Tran type improvements also? Mr. Lobeck noted the map showed the areas of projects with the amendment only making changes to SMART and TriMet projects.
- Tara O'Brien asked if this was the last opportunity for additional amendments in the process. Mr. Lobeck noted there will be MTIP formal amendments each month, with administrative amendments throughout the month as needed. Staff is going through obligation targets for 2023 now that will incorporate transit reviews at the same time with opportunities to make changes.

MOTION: To provide JPACT an approval recommendation of Resolution 22-5283 consisting of additions or changes to 15 projects enabling federal reviews and fund obligations to then occur in early Fall of 2022.

Moved: Tara O'Brien

Seconded: Jessica Berry

ACTION: Motion passed unanimously.

2025-27 Regional Flexible Funds Allocation (RFFA) Recommendation (Dan Kaempff, Metro) The presentation began with a brief overview of staff recommendations with discussion on any proposed changes or alternative recommendations. A reminder of the process for selecting projects for Trail

Bond funding and RFFA funding was presented. The bond proposal will be presented to Metro Council September 29. The RFFA proposal will be presented for adoption at Metro Council October 13.

Mr. Kaempff reminded the committee the RFFA staff recommendation focused on equity and safety outcomes, were based on example 2 from August discussions, invests throughout the region; top 2 priority projects from Portland and counties, and totaled 10 projects. The Parks Bond recommendation are 12 projects that TPAC and JPACT have reviewed and provided input on, and if necessary, may be revised based on RFFA discussion at this meeting.

Staff is recommending Step 22: \$47,300,000 (pending TPAC recommendation, JPACT approval) with Resolution 22-5284. It was noted that Step 1: \$105,400,186 (investments previously identified in RFFA Program Direction, IJA funding memo) would total with Step 2 the 2025-27 RFFA: \$152,700,186.

Comments from the committee:

- Karen Williams asked about the timing of availability of funds from the different categories. Mr. Kaempff noted the Parks Bond funds would start earlier, intended to initiate IGA processes soon. Robert Spurlock agreed estimating the availability of bond funds the first quarter of 2023. The RFFA funds would begin FY 2024, starting in October 2023.

MOTION: To approve staff recommendations of 25-27 RFFA Step 2 funding package to JPACT

Moved: Jessica Berry

Seconded: Jay Higgins

Discussion on the motion:

- Jaimie Lorenzini wanted to highlight the importance of the Tigard - Lake Oswego Trail project not recommended for Bond funding. The criteria numbers did not tell the whole story due to the conditions with people avoiding for safety and costs of industrial traffic. Strategies for funding with limited dollars is challenging. It was suggested that consideration be given for adding 2 projects if funds become available beyond our funding forecast in the RFFA recommendations that is consistent with project forecast planning with ODOT. These 2 projects are Lakeview Blvd. and Allen Blvd.
- Ted Leybold noted that correct, we are making this allocation based on forecast. Actual dollars come in each year in preparation to fill. The Federal authorization bill sets the amount of how much money will come into the region. Actual preparations come in annually. We track it in our financial plan and then, if more money comes in that what we have forecasted, we pick this up in the next allocation process. We adjust the bottom line with the next allocation.

If less money comes in than forecasted, and if some projects delayed the next allocation cycle, we track the available funds in the next allocation cycle. If all projects moved on schedule and less money came in we'd have to select a project to delay for delivery. This is our current process.

This would be a new process if selecting possible projects if funds came in above forecasted levels. But we would need to be very specific about which project came first, if a partial allocation would be OK, and have specifics worked out and at what point would we make that determination in terms of funding coming in. The next RFFA allocation process is in 3 years, 2025 the first year of appropriation funding coming in for projects we are picking right now. We need to work through the technical questions in how we'd select backup projects.

Ms. Lorenzini confirmed this understanding but suggested that between now and JPACT staff recommendation an option could be presented with this. Mr. Leybold acknowledged we could provide an option, noting the current practice picks up the next allocation process before the appropriations happen, but it would be essentially taking revenues from the next allocation process to put these projects in line first and pre-ump the next allocation process.

- Chris Deffebach appreciated Ms. Lorenzini’s comments. These are 2 major arterials that are hard to fund. If there was some way to frame when funds become available to be considered while dealing with uncertainties now and how things quickly change this might be an option. It was asked for clarification on when the bond debts would be retired. Mr. Leybold noted the current payment is \$63m/3 year cycle. Payment is reduced in 2028. The bond is fully retired in 2034. Ms. Lorenzini noted that smaller projects are important and having a “wait list” helps awareness of funding opportunities that with lower cost projects become achievable.
- Jessica Berry appreciated the discussion and recognized urban arterials are a big issue and need attention. A clarification was asked that are we saying we need to make a decision about this in the RFFA pot if there is more money we could spend on these 2 projects, or we are identifying them as priorities and when the next cycle comes along they will be funded. Mr. Leybold noted he described how the Federal funding process works and how the RFFA process positions itself relative to that. TPAC can recommend to JPACT putting projects in a reserve if in some point actual allocations provide more money than these are funded at some triggering point. We need to define what that is, or what could be more appropriated for RFFA money prior to or before the next allocation cycle.
- Jaimie Lorenzini noted interest in creating a plan for this allocation cycle that acknowledges the uncertainty experienced from circumstances and changes in the last few years in our region.

MOTION: To amend the motion to recognize the importance of the Lake View Blvd. and Allen Blvd. projects and hold them in reserve in the event if additional funding is available this RFFA cycle.

Moved: Jaimie Lorenzini

Seconded: Mike McCarthy

Discussion on the amended motion:

- Lewis Lem asked if the staff report created a recommendation list below the line of projects for proposed funding. It was also noted, in order to meeting the current budget, staff did not recommend full funding to projects that are on the list where gaps appear from amounts requested. Mr. Kaempff noted staff did not create a list of projects prioritized beyond what was recommended. All of the projects in staff recommendations are requested for their full requested amounts (RFFA projects), but there are 3 reductions in the Trails funding from requested amounts.
- Jay Higgins asked for clarification on the 2 projects with this amended motion. It was noted both projects are for planning and design options project development.
- Karen Williams noted she would not support the amended motion, based on public process, not the merits of the projects. Discussion on reserved project lists should have occurred prior to this when the process for prioritizing projects were first discussed, and allowing for uncertainties could have come from full public sessions. Creating a new process at this point seems unnecessary with consequences for other projects now allowing to compete.
- Jaimie Lorenzini noted this amendment is not to circumvent the public process but create a project list with considerations from input around the region for future funding available.
- Eric Hesse suggested a possible friendly amendment that would not specifically call out the 2 projects. But note that if potential funding was available in the allocation cycle consideration

of projects might be given. It was noted that JPACT could consider a follow-up process this way.

CALLED MOTION: To amend the motion to recognize the importance of the Lake View Blvd. and Allen Blvd. projects and hold them in reserve in the event if additional funding is available this RFFA cycle.

ACTION: Support: 4 votes Against: Support: 6 votes Abstaining: 1; Chris Ford

Chair Kloster noted that the committee could direct staff to include discussion from this recommendation to JPACT with the original motions.

Further discussion on the original amendment motion:

- Chris Deffebach agreed it was important to share TPAC comments with JPACT. The policy significance is we fund a lot of trails, but harder to get funding for arterials. Thoughts shared will improve the process for the next cycle.
- Lewis Lem suggested TPAC going back to regional groups and asking what their next recommended projects might be with possible backlog of worthy projects that were highlighted. Mr. Leybold noted this could be good direction for staff to incorporate into the staff report to JPACT, and additional elements of options of how to gather additional information and priorities from the subregions in terms of reserve list cycle of projects in a follow-up process or articulating a need for funding projects if more funding is available.
- Jessica Berry acknowledged the need for funding arterials and the difficulty doing so. It was suggested to say that if there is that gap or additional funding we do look at those next projects without naming them specifically, but recognize the RFFA funds should be for projects not eligible for trail funds, but if RFFA funds become available we look at projects that were close for funding and identify those for what's available.
- Jaimie Lorenzini agreed there is a balance between needs with limited funding. It's important to direct funding as needs change.
- Mike McCarthy acknowledged staff efforts on this issue. It was agreed that arterials didn't seem to score as proportionately well as other projects, so looking at how to be better prepared next cycle is recommended. It was noted there is a portion of the region underfunded that has become a recurring pattern theme and becoming difficult to stop.

ORIGINAL MOTION: To approve staff recommendations of 25-27 RFFA Step 2 funding package to JPACT. *Staff report to JPACT additions listed following the action on the motion.*

ACTION: Motion passed unanimously.

Chair Kloster listed additions to the staff report to JPACT:

- Worthy projects were left on the table
- Emphasize what was not funded (arterials)
- Changes in funding (Federal and other sources) and leveraging these opportunities
- Parities, sub-allocations considerations
- If funding comes in greater than forecasted, creating a system getting money out faster with consideration of projects not approved this cycle
 - Should we always do this?
 - Emphasize subregional engagement with County coordinating committees (and others) with prioritized projects of next projects.

Regional Transportation Plan (RTP) Vision, Goals & Process Update (Kim Ellis) The presentation began with an overview of the Regional Transportation Plan (RTP), the RTP as a key tool for implementing the 2040 Growth Concept and Climate Smart Strategy, the RTP 2023 timeline, and how community, business and partners being engaged.

Ms. Ellis described work being done to refine the policy framework, and the revenue and needs assessment analysis. A January - June 2023 schedule of Build RTP Investment Strategy was given.

Jan. 6 Official call for projects and programs released and on-line project database system available

Jan. 29 Deadline: Lead agencies submit preliminary list of priority projects and programs

Feb. 17 Deadline: Lead agencies submit required project information through online system, Form A on public engagement and endorsement letters from governing body and coordinating committees

March – April Metro staff evaluates investment packages and seeks public feedback on draft project list

May – June JPACT and Metro Council discuss results and public input and provide feedback on finalizing public review draft plan

A checklist on what agencies can do now to begin preparing for the Call for Projects. Staff members Ally Holmqvist and Lake McTighe are the Metro contact for the Call for Projects.

The committee was asked to give feedback on the draft Vision and Goals for the 2023 RTP.

Vision: Everyone in the greater Portland region will have safe, reliable and affordable travel options that support equity, resilient, healthy and economically vibrant communities.

Draft Goals:

1. Equitable Transportation: Transportation system disparities experienced by Black, Indigenous and other people of color and people with low incomes, are eliminated.
2. Climate Resilience: People, communities and ecosystems are healthy and resilient, carbon emissions and other pollution are reduced and travel by transit, walking and bicycling is increased.
3. Safe System: Serious crashes are eliminated and people are safe and secure when traveling in the region.
4. Mobility Options: People and businesses can reach the goods, services and opportunities they need by affordable travel options that are safe, connected, convenient, reliable, accessible, and welcoming for all.

Comments from the committee:

- Karen Buehrig appreciated the good work pulling the different goals together. In terms of goal 1 and equitable transportation it was thought valuable information was missing, and more was needed. At the end of the draft sentence, it was suggested to *add and barriers of people of color, low income people, older adults and people with disabilities and other historically marginalized communities face meeting their travel needs are removed.*

A fifth goal was suggested to be taken from the combined goals in goal 4 (mobility options) calling out the value of vibrant and prosperous communities. It was felt a need to uniquely support our economy, industrial areas and employment with land use and transportation.

- Chris Deffebach appreciated the elevated goals with more visibility. Agreement was given to Ms. Buehrig's suggestion on goal 1. Goal 2 highlighting climate and highlighting the environment, it was thought to recognize the importance of climate strategies. Goal 3 on safety and security was thought to be more specific and provide clarity on how safety is measured, and calling out seismic/earthquake readiness with transportation routes in the goal. It was agreed that economic prosperity be pulled out of the mobility goal to a separate goal.
- Eric Hesse supported the efforts to consolidate goals and felt the workshops were helpful with JPACT on issues. Regarding the climate strategies and green house emission reductions goals it was important to directly address this in the RTP goals. The word "resilience" might not be the correct way to summarize the factors, as opposed to climate or environmental leadership. VMT reduction was important to be called out in the actions.

The safe system goal was a good approach but adding "all modes" in the language might be helpful. Discussion on security importance was acknowledged, especially from an equity perspective. It was suggested that adding acting on qualitative and quantity information around safety measures, not just traffic safety, was helpful.

Regarding mobility options, what is missing is efficiency and how we manage growth. It was suggested to build on measurable actions with equity, which has an urgency for this. It was felt accountability gets buried in the equity goals and needs to be called out more. How the entire framework fits together for a comprehensive plan benefits the region.

- Chris Ford agreed with Ms. Buehrig's comments around a proposed 5th goal that calls out support of economic prosperity and business development.
- Mike McCarthy also agreed with the suggested goal 5 to support equity in economic prosperity for vibrant communities.
- Sarah Paulus agreed with previous comments. It was noted of the importance to define security and how this can be measured and evaluated in a well-rounded way. It was agreed that adding language around seismic resiliency into the safety goal should be included.
- Karen Buehrig commented on the process document, referring to page 194 of the packet. *Form A. Public engagement and non-discrimination certification and documentation for projects submitted in the 2023 Regional Transportation Plan Call for Projects*. It was noted "The state also outlines requirements for public engagement in transportation system planning activities by cities and counties in the Oregon Administrative Rules (OAR)". Concern was given with a plans previously approved that may not meet these new requirements. Consideration was asked to add language about projects adopted into plans after these 2022 rules were given, so that compliance would be given. It was noted the NEPA analysis is important but it will take time to process with various projects and not enough time to complete for this level of analysis would be completed for the RTP timelines.

Ms. Ellis agreed and thanked Ms. Buehrig for the flagging this. The complete analysis won't happen by January 2023 and language will be added to provide the flexibility for compliance. The new information requirements for NEPA projects was noted. Ms. Ellis agreed there will be further workshops on the subject for these discussions as well.

- Chris Ford agreed on the new form language suggestions and having further discussion at the workshop. If already in the existing RTP it should qualify and this is really about moving forward. If we need to have a discussion about this, we can. It's hard to retrofit past work, and

believes we are not looking at the RTP process be legitimizing past planning efforts but going forward on planning efforts. It was asked when TPAC would see the draft language for “Goal 5” around economy? Ms. Ellis noted draft updates to the materials including a new goal for the JPACT packet. Thank you for your feedback today!

Regional Transportation Plan (RTP) Pricing Policy Development (Alex Oreschak, Metro) The presentation began with a brief overview of where we are in the regional pricing policy development for the RTP. Staff addressed input from TPAC on revised draft policies and action items that included:

- Reframe – Pricing instead of Congestion Pricing
- Better address revenue reinvestment
- Include language on freight, and on other pricing programs (such as Waterfall Corridor timed-use permits)
- Include description of which jurisdictions might implement pricing
- Remove/adjust references to EFAs and high injury corridors
- Revisions to policies and actions
- Policy 6 should focus on user experience, not emerging tech

Not yet addressed included:

- Policy background/context and connection to the RCPS and the action items
- Clarification on how policies and actions relate to RTP goals and objectives
- How different pricing projects can be regionally coordinated.
- Separate actions from policies – group action items together at end of section
- Remove changes to motor vehicle network policies
- Remove language around VMT reduction
- Change “diversion” to “rerouting” and define what level of diversion is an impact that warrants addressing

A new introduction was drafted that includes:

- Types of pricing, what jurisdictions might implement
- Why is pricing important?
- Benefits to freight and businesses
- Revenue reinvestment
- Constitutional restrictions
- Other state and regional pricing work
- Federal pricing programs
- Regional Congestion Pricing Study summary

Other changes to the policy language were noted:

- Revisions to policies and action items to reflect input
- Refocus Policy 6 more on user experience
- Action items are now numbered
- Placeholder for additional policy context
- Direction for additional work on Chapter 8
- Continue coordination with OHP amendment

Comments from the committee:

- Chris Deffebach noted there are many policies that are coordinated with this; much to evaluate. Regarding potential opportunities for revenue and investments the use of these funds for road improvements and operations and maintenance are not being seen. This is

particularly important for the road user charge. We are dealing with options to replace declining road funds. Policy 12 is challenging due to the level of detail needed. We don't have the resources needed to do a pricing study on every project. More comments will be provided by the Oct. 28 deadline.

- Eric Hesse noted the policy statements seem more aspirational and lack details. Written comments by the deadline will be given on these. It would be useful to understand the next process steps and what parts will be used in the interim. A gap was recognized with pricing strategies between state, local and regional entities. How these could be combined for effective strategies and implemented would be helpful.
- Karen Buehrig noted that Chapter 8 could include answers on tools to move the regional approach to pricing forward. Unsaid in the report is pricing revenues would also be used for different infrastructure investments. This needs to be more explicit and laid out. Unclear is how and when different actions would be applied. Goals are articulated well, but how and when they are implemented seem disconnected.

The Metro Regional Transportation Plan – Draft Pricing Policy, Policy Actions, Definitions, Background & Context document reads “With transportation pricing, our region can have better, faster transit, cleaner air, fewer hours sitting in traffic, and more equitable access to jobs and opportunities.” The next sentence reads “Pricing programs will need to be carefully designed to ensure the process to develop them is equitable, revenue is reinvested equitably and to support regional goals, diversion on local streets is mitigated, and pricing strategies are interoperable throughout the region.”

The first sentence needs to happen before the second one. More needs to be done in how the pricing program is implemented next to be designed better to achieve goals. There should be a transition connecting the two sentences.

- Chris Ford appreciated the comments from the committee and Metro staff work. ODOT felt this is trending well but not yet ready for advancement. Infrastructure and seismic reconstruction funding sources need to be listed as a revenue source. They are hard to specify in revenue funding. The regional balanced view aims to look at overall network affect in terms of mobility, climate, air quality and more at individual locations. We are looking at not being boxed in with perfection expected, but balanced over the region.

It was noted this pricing policy will carry into the next RTP and hold longer term conversations. Policy 12 was questioned on why changes were made. Referring to page 235 of the packet,

Policy 12 – Prior to adding new motor vehicle capacity ~~beyond the planned system of motor vehicle through lanes~~, demonstrate that system and demand management strategies, including access management, transit and freight priority, ~~and value~~ pricing, ~~and~~ transit service and multimodal connectivity improvements cannot meet regional mobility, safety, climate, and equity policies adequately address arterial or throughway deficiencies and bottlenecks. These changes were concerning regarding state transportation planning rules where investments are planned for land use development and challenges to the land use system. Future workshops and discussions can be planned to discuss further.

- Lewis Lem noted his main question is whether 'revenue raising' is considered by Metro to be an explicit goal in consideration of pricing options, in addition to congestion relief.

There are different implications between benefit from raising revenue or benefit to relieve congestion.

To conclude the presentation Mr. Oreschak noted that at the JPACT 8/18 meeting, it was requested that staff develop a comment letter to address regional concerns. A draft letter will be shared after this meeting, with comments requested by Sept. 7. The letter will be shared with JPACT in advance of their Sept. 15 meeting.

Next steps with the revised 2023 RTP Policy and Action Items presented at committees was given. TPAC is asked to provide written feedback by October 28. Updated policies will be incorporated in RTP chapter updates and chapter updates brought to TPAC in late winter/ early spring.

Committee comments on creating a safe space at TPAC (Chair Kloster) – Comments received:

I remain concerned that the online experience remains “inside baseball” that excludes community members of TPAC and members of the public. Suggest a special prep session/workshop that TPAC members can join to answer questions and support them.

Chair Kloster noted prep sessions may be possible moving forward once we bring community members coming onboard in January.

Please note that attendees are not able to see the votes from those members who do not have their cameras on. For these key votes and discussion, it’s important that we be able to see who is voting how. (Or alternately, you need to call the roll?)

Chair Kloster noted we are working through logistics heading into the new year and will share more at upcoming meetings.

Adjournment

There being no further business, meeting was adjourned by Chair Kloster at 12:00 p.m.

Respectfully submitted,

Marie Miller, TPAC Recorder

Attachments to the Public Record, TPAC meeting, September 2, 2022

Item	DOCUMENT TYPE	DOCUMENT DATE	DOCUMENT DESCRIPTION	DOCUMENT No.
1	Agenda	9/2/2022	9/2/2022 TPAC Agenda	090222T-01
2	TPAC Work Program	8/26/2022	TPAC Work Program as of 8/26/2022	090222T-02
3	Memo	8/24/2022	TO: TPAC and interested parties From: Ken Lobeck, Funding Programs Lead RE: TPAC Metropolitan Transportation Improvement Program (MTIP) Monthly Submitted Amendments (during August 2022)	090222T-03
4	Memo	8/25/2022	TO: TPAC and interested parties From: Lake McTighe, Regional Planner RE: August 2022 Report - Traffic Deaths in the three counties	090222T-04
5	Slide	8/24/2022	August traffic deaths in Clackamas, Multnomah and Washington counties	090222T-05
6	Handout	8/26/2022	Safe and healthy urban arterials fact sheet	090222T-06
7	Handout	8/24/2022	REGIONAL MOBILITY POLICY UPDATE PROJECT TIMELINE AND 2022 ENGAGEMENT SCHEDULE	090222T-07
8	Draft minutes	8/5/2022	Draft minutes from August 5, 2022 TPAC meeting	090222T-08
9	Resolution 22-5283	N/A	Resolution 22-5283 FOR THE PURPOSE OF ADDING NEW OR AMENDING EXISTING PROJECTS IN THE 2021- 26 METROPOLITAN TRANSPORTATION IMPROVEMENT PROGRAM (MTIP) TO COMPLETE REQUIRED PHASE SLIPS AND MAKE REQUIRED CORRECTIONS TO MEET FALL OBLIGATIONS OR FEDERAL APPROVAL STEPS (SP23-01-SEP)	090222T-09
10	Exhibit A to Resolution 22-5283	N/A	Exhibit A to Resolution 22-5283	090222T-10
11	Staff Report	8/24/2022	TO: TPAC and interested parties From: Ken Lobeck, Funding Programs Lead RE: September FFY 2023 MTIP Formal Amendment & Resolution 21-5283 Approval Request	090222T-11
12	Attachment 1	N/A	Attachment 1: OTC July 14, 2022 Annual Amendment Staff Item	090222T-12
13	Memo	8/26/2022	TO: TPAC and interested parties From: Dan Kaempff, Principal Transportation Planner RE: Recommendation to JPACT for Regional Flexible Fund Step 2 projects	090222T-13

Item	DOCUMENT TYPE	DOCUMENT DATE	DOCUMENT DESCRIPTION	DOCUMENT No.
14	Handout	N/A	2025-2027 RFFA staff recommendation	090222T-14
15	Memo	8/26/2022	TO: TPAC and interested parties From: Kim Ellis, AICP, RTP Project Manager RE: 2023 Regional Transportation Plan (RTP) – Proposed 2023 RTP Vision and Goals	090222T-15
16	Attachment 1	8/26/2022	Draft Vision Statement for 2023 RTP	090222T-16
17	Attachment 2	June 2022	JPACT and Metro Council RTP Workshop 1 Summary	090222T-17
18	Memo	8/26/2022	TO: TPAC and interested parties From: Kim Ellis, AICP, RTP Project Manager RE: 2023 RTP Call for Projects – Preliminary Information	090222T-18
19	Attachment 1	8/25/2022	Tentative Schedule and Timeline for Call for Projects and Plan Adoption	090222T-19
20	Attachment 2	N/A	Form A. Public engagement and non-discrimination certification and documentation for projects submitted in the 2023 Regional Transportation Plan Call for Projects	090222T-20
21	Handout	8/25/2022	Project Timeline and 2022 Discussions and Engagement Activities	090222T-21
22	Memo	8/26/2022	TO: TPAC and interested parties From: Alex Oreschak, Senior Transportation Planner RE: 2023 Regional Transportation Plan Policy Brief –Pricing Policy Development	090222T-22
23	Attachment 1	August 2022	Metro Regional Transportation Plan – Draft Pricing Policy, Policy Actions, Definitions, Background & Context	090222T-23
24	Attachment 2	August 2022	Feedback from July 2022 TPAC Meeting	090222T-24
25	Attachment 3	August 2022	JPACT & Council Workshop #2 (July 28, 2022) Summary	090222T-25
26	Public comment letter	9/1/2022	From: Jim Sjulín, Board Member, 40 Mile Loop Land Trust Re: Regional Flexible Funds Allocation for 2025-2027	090222T-26
27	Presentation	9/2/2022	September FFY 2023 Formal MTIP Amendment Resolution 22-5283	090222T-27
28	Presentation	9/2/2022	2025-2027 Regional Flexible Funds: TPAC recommendation to JPACT	090222T-28
29	Presentation	9/2/2022	2023 Regional Transportation Plan Update	090222T-29
30	Presentation	9/2/2022	RTP Pricing Policy Development	090222T-30

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF ADDING NEW OR) RESOLUTION NO. 22-5289
AMENDING EXISTING PROJECTS IN THE 2021-)
26 METROPOLITAN TRANSPORTATION) Introduced by: Chief Operating Officer
IMPROVEMENT PROGRAM (MTIP) TO MEET) Marissa Madrigal in concurrence with
REQUIRED FALL OBLIGATION TARGETS OR) Council President Lynn Peterson
FEDERAL APPROVAL STEPS (OC23-02-OCT))

WHEREAS, the Metropolitan Transportation Improvement Program (MTIP) prioritizes projects from the Regional Transportation Plan (RTP) to receive transportation related funding; and

WHEREAS, the Joint Policy Advisory Committee on Transportation (JPACT) and the Metro Council approved the 2021-24 MTIP via Resolution 20-5110 on July 23, 2020; and

WHEREAS, JPACT and the Metro Council must approve any subsequent amendments to add new projects or substantially modify existing projects in the MTIP; and

WHEREAS, the U.S. Department of Transportation (USDOT) has issued clarified MTIP amendment submission rules and definitions for MTIP formal amendments and administrative modifications that both ODOT and all Oregon MPOs must adhere to which includes that all new projects added to the MTIP must complete the formal amendment process; and

WHEREAS, the October Formal Amendment represents adding one new project to the MTIP and completing required positioning, cost adjustments, and scope updates for six projects for fall obligations and/or passing required federal approval steps; and

WHEREAS, two Transportation Demand Management (TDM) projects representing scope elements to six Portland projects are being combined together for a streamlined and more efficient flex transfer process, plus completion of the Transit Award Management System (TrAMS) through the Federal Transit Agency (FTA) obligation process; and

WHEREAS, the Oregon Transportation Commission (OTC) approved on September 13, 2022 funding adjustments to their Americans with Disabilities Act (ADA) program authorizing additional funding to Region 1 projects due to inflation cost impacts to their OR47/OR8/US30 Curb Ramps ADA improvement project and the US30BY Curb Ramps ADA improvement project; and

WHEREAS, ODOT's review and update to their All Roads Transportation Safety (ARTS) program determined two Region 1 safety upgrade projects, US26: SE 8th Ave - SE 58th Ave Sec. and a OR213: Glen Oak Rd - S Barnards Rd Sec., did not require the full proposed safety improvements and could reduce the project scopes without compromising the needed safety improvements; and

WHEREAS, TriMet received a FTA Section 5339b Bus and Bus Facilities discretionary grant with a federal award of \$5,566,583 to support their planned renovation of the Beaverton Transit Center which requires MTIP programming to move forward for later fund obligation and expenditure; and

WHEREAS, the scope changes, cost adjustments, shifting of funds, and adding the new TriMet project all exceeded FHWA and FTA's administrative change thresholds which triggered the need for the formal/full amendment to the MTIP; and

WHEREAS, all projects were subject to a Regional Transportation Plan consistency check which included financial/fiscal constraint verification, an assessment of possible air quality impacts, consistency with regional approved goals and strategies, and a reconfirmation that the MTIP's financial constraint finding is maintained a result of this amendment; and

WHEREAS, Metro's Transportation Policy and Alternatives Committee (TPAC) received their notification plus amendment summary overview, and recommended approval to Metro's Joint Policy Advisory Committee on Transportation (JPACT) on October 7, 2022; and

WHEREAS, JPACT approved Resolution 22-5289 consisting of the seven projects on October 20, 2022 and provided their approval recommendation to Metro Council; now therefore

BE IT RESOLVED that the Metro Council hereby adopts the approval recommendation, made by JPACT that occurred on October 20, 2022, and approves Resolution 22-5289 to formally amend the 2021-26 MTIP that include the six Metro and ODOT projects, and add TriMet's new 5339b grant award ensuring federal approvals and fund obligations can then occur in a timely fashion during FFY 2023.

ADOPTED by the Metro Council this ____ day of _____ 2022.

Lynn Peterson, Council President

Approved as to Form:

Carrie MacLaren, Metro Attorney

2021-2026 Metropolitan Transportation Improvement Program
Exhibit A to Resolution 22-5289

October FFY 2023 Formal Transition Amendment Bundle Contents
 Amendment Type: Formal/Full
 Amendment #: OC23-02-OCT
 Total Number of Projects: 7

Key Number & MTIP ID	Lead Agency	Project Name	Project Description	Amendment Action
(#1) ODOT Key # TDM-2026 MTIP ID 71262	Metro	Portland Transportation Demand Management Activities	Through the RTO program Portland will conduct outreach and education to connect residents on available bike/ped/transit transportation alternatives and options to help reduce vehicle trips (2022-24 RFFA Award from Key 22134, 22135 and 22138)	COMBINE PROJECT: The Formal Amendment combines the project and funding into Key 21593 to be implemented together. See next project
(#2) ODOT Key # 21593 MTIP ID 71067	Metro	Transportation Demand Management (Metro) Portland Transportation Demand Management Activities	Through the Metro RTO program, Portland will conduct outreach and education to connect residents on available bike/ped/transit transportation alternatives and options (2019-21 RFFA Award) Keys 20812/20813/20814 Through the Metro RTO program, Portland will conduct outreach and education to connect residents on available bike/ped/transit transportation alternatives (2019-21 RFFA Keys 20812, 20813, & 20814 plus 2022-24 awards in Keys 22134, 22135, 22138)	COMBINE PROJECT: The Formal Amendment combines Key TDM-2026 into 21593 to enable single project delivery through FTA's flex transfer process and TrAMS (Transit Award Management System)
(#3) ODOT Key # 22435 MTIP ID 71257	ODOT	OR47/OR8/US30 Curb Ramps	Construct to American Disabilities Act (ADA) standards, curbs and ramps at multiple locations along OR47, OR8, and US30 to reduce mobility barriers and make state highways more accessible to disabled persons	COST INCREASE: Add OTC approved funding to address a construction phase funding shortfall due to inflationary cost impacts.

Key Number & MTIP ID	Lead Agency	Project Name	Project Description	Amendment Action
(#4) ODOT Key # 22432 MTIP ID 71248	ODOT	US30BY Curb Ramps	At various location on US30 Bypass in the NE Portland area, construct ADA compliant curbs and ramps.	<u>COST INCREASE:</u> Add OTC approved funding to address a construction phase funding shortfall due to inflationary cost impacts.
(#5) ODOT Key # 21614 MTIP ID 71168	ODOT	US26: SE 8th Ave - SE 87th Ave US26: SE 8th Ave - SE 58th Ave Sec.	Update signals and improve intersection warning signage to improve safety on this section of highway.	<u>SCOPE & COST CHANGE:</u> Reduce project limits and adjust approved ARTS program funding for the project
(#6) ODOT Key # 21638 MTIP ID 71191	ODOT	OR213: I 205 - OR211 OR213: Glen Oak Rd - S Barnards Rd Sec.	Improvements including signals, reflectorized back plates, advance intersection warning signs, flashing lights, radar detection units and stop bars to increase safety on this section of highway.	<u>SCOPE & COST CHANGE:</u> Reduce project limits, adjust approved ARTS program funding, and correct the approved fund code for the project
(#7) ODOT Key # NEW MTIP ID TBD	TriMet	TriMet Beaverton Transit Center Renovation (2022 5339b)	Reconfigure, update, and renovate depreciated and undersized bus layover facilities at TriMet's Beaverton Transit Center to provide a safer pedestrian environment, improved layover pull-in/pull-out procedures, and added space for service operations	<u>ADD NEW PROJECT:</u> Add new FTA 5339b discretionary award to the MTIP supporting the Beaverton Transit Center renovation.

2021-2026 MTIP Formal Amendment - Exhibit A

October 2022 Formal Amendment for FFY 2023 - Amendment Number OC23-02-OCT

Summary Reason for Change: The project includes federal funds and federal approval steps which requires MTIP and STIP programming in order to complete.



**Metro
2021-27 Metropolitan Transportation Improvement Program (MTIP)
PROJECT AMENDMENT DETAIL WORKSHEET**

**MTIP Update Entry
COMBINE PROJECT**
Combine project into Key 21593 for
single TrAMS grant app.

Lead Agency: Metro		Project Type:	Other (Transit)	ODOT Key:	TDM-2026
Project Name: Portland Transportation Demand Management Activities	1	Fiscal Constraint Cat:	SM&O	MTIP ID:	71262
		ODOT Type	N/A	Status:	A & T22
Project Status: A = (Planning) In approved MTIP moving forward to obligate funds. also T22 (Transit) = Programming actions in progress or programmed in current MTIP		Performance Meas:	Transit	Comp Date:	12/31/2025
		Capacity Enhancing:	No	RTP ID:	12078
		Conformity Exempt:	Yes	CMP:	No
		30 Day Notice Begin:	10/4/2022	TCM:	No
		30 Day Notice End:	11/2/2022	TSMO Award	No
		Funding Source	Metro	TSMO Cycle	N/A
		Funding Type:	STBG-U	RFFA ID:	N/A
		State Highway Route	No	RFFA Cycle:	2022-24
		Mile Post Begin:	N/A	UPWP:	Yes
		Mile Post End:	N/A	UPWP Cycle:	SFY24
Short Description: Through the RTO program Portland will conduct outreach and education to connect residents on available bike/ped/transit transportation alternatives and options to help reduce vehicle trips (2022-24 RFFA Award from Key 22134, 22135 and 22138).		Length:	N/A	Past Amend:	3
		Flex Transfer to FTA	YES	Council Appr:	Yes
		FTA Conversion Code:	5307	Council Date:	11/10/2022
		1st Year Program'd:	2023	OTC Approval:	No
		Years Active:	1	OTC Date	N/A
STIP Amend #: TBD			MTIP Amnd #: OC23-02-OCT		

Detailed Description: In the city of Portland supporting Portland project Key 22134, 22135 and 22138, implement TDM outreach and education to residents via Metro's RTO program advocating transportation options and alternatives in the NE 122nd Ave Beech to Wasco area, plus Washington and Stark Streets between 91st and 109th Aves (TDM funding component to a larger 2022-2024 RFFA safety award in Key 22134, 22135 and 22138).

STIP Description: N/A

Last Amendment of Modification: None. Administrative - May 2022 - AM22-18-MAY1- ADD FUNDS: Combine \$85k total from Key 22135 representing required TDM activities

PROJECT FUNDING DETAILS

Fund Type	Fund Code	Year	Planning	Preliminary Engineering	Right of Way	Construction	Other (Transit)	Total
Federal Funds								
STBG-U	Y230	2026	-				\$ 250,109	\$ -
								\$ -
TDM-2026 is being combined into Key 21593							Federal Totals:	\$ -
State Funds								
								\$ -
								\$ -
							State Total:	\$ -
Local Funds								
Local	Match	2026	-				\$ 28,626	\$ -
								\$ -
								\$ -
Other funds = local overmatch contribution							Local Total	\$ -
Phase Totals Before Amend:			\$ -	\$ -	\$ -	\$ -	\$ 278,735	\$ 278,735
Phase Totals After Amend:			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total Project Cost Estimate (all phases):							\$	\$ -
Year of Expenditure Cost Amount:							\$	\$ -

Programming Summary Details

Why project is short programmed:

Phase Change Amount:	\$ -	\$ -	\$ -	\$ -	\$ (278,735)	\$ (278,735)
Phase Change Percent:	0%	0%	0%	0%	-100%	-100%
Revised Match Federal:	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Revised Match Percent:	N/A	N/A	N/A	N/A	0%	0%

Phase Obligations and Expenditures Summary						
Item	Planning	PE	ROW	Construction	Other	
Total Funds Obligated:						Federal Aid ID
Federal Funds Obligated:						N/A
Initial Obligation Date:						Other Notes STBG-U to be flex transferred to FTA. Flex NLT target date is 5/2023. Obligation by FTA to follow.
EA Number:						
EA Start Date:						
EA End Date:						
Known Expenditures:						

MTIP Programming Consistency Check Details and Glossary

General Areas	
1	Phase funding fields: Red font = prior amended funding or project details. Blue font = amended changes to funding or project details. Black font indicates no change has occurred.
2	Amendment Purpose: The purpose of an MTIP amendment is normally to add a new project due to required federal review actions involving the MTIP and STIP, or complete required changes to the project (name description, or funding) to meet the project's next federal approval delivery step.
3	This amendment to the MTIP completes what action: The formal amendment combines the existing funding into Key 21593. Key 21593 is a second TDM project with RFFA Step funds awarded to Portland and programed separately for TDM activities. The TDM projects are being combined into a single project to allow one FTA TrAMS grant to be submitted to obligate the funds which support a total of six Portland projects. Metro is authorized to flex transfer the eligible funds to FTA and provides a much simpler expenditure process for Portland to utilize through Metro's Regional Travel (RTO) program.
4	MTIP Programming Submitted Supporting Documentation: Current project programming and Metro management authorization to combine projects
5A	Was a 30 Public Notification/Opportunity to Comment Period Required? Yes
5B	What were the 30 day Public Notification/Opportunity to Comment start and end dates? October 4, 2022 to November 2, 2022
5C	Was the Public Notification/Opportunity to Comment period completed consistent with the Metro Public Participation Plan? Yes
5D	Was the Public Notification/Opportunity to Comment period included on the Metro website allowing email submissions as comments? Yes
5E	Were there a significant amount of comments received requiring a comments log summary provided to Metro Communications Staff? No
6	<p>Added clarifying notes:</p> <ol style="list-style-type: none"> 1. ODOT key number is temporary placeholder which will be canceled though the combining effort into Key 21593. TDM-2026 is canceled as a result. 2. Flex transfer/TrAMS grant submission planned for early CY 2023.

Fiscal Constraint Consistency Check Areas	
1	Will Performance Measurements Apply? Transit indirectly, but this is more of a planning type project
2A	Does the amendment include fiscal updates? Yes, The approved STBG is being combined into Key 21593. As a result Key TDM-2026 is zero programmed.
2B	What is the funding source for the project? The STBG originates from RFFA Step award funds to Portland project Keys 22134, 22135, and 22138
2C	Was the Proof-of Funding requirement satisfied and how? This is a lateral shift of existing approved funding forward to FFY 2023. No new funds are being added as a result of the combining effort.
2D	Was overall fiscal constraint demonstrated? Yes. From the STIP's perspective, new funds are being added to Key 21593. The MTIP action advances the funds from the non-constrained outer years to the constrained FFY 2023. This triggers the formal amendment requirement.

RTP Consistency Check Areas	
1A	RTP ID and Name: #12078 - Portland Citywide TDM Strategy
1B	RTP Project Description: Develop and implement a citywide Transportation Demand Management (TDM) strategy to reduce motor vehicle trip demand
2A	Is the project exempt per 40 CFR 93.126, Table 2 or 40 CFR 92.127, Table 3? Yes, under 126, Table 2
2B	What is the exception category per the regulation: Mass Transit - Operating assistance to transit agencies.
3A	Is the project considered capacity enhancing? No
3B	If capacity enhancing, did the project complete require air conformity analysis and transportation demand modeling through the RTP Update or via an RTP amendment? N/A. The project is not capacity enhancing
4	What RTP Goal does the project support? Goal #1 Vibrant Communities, Objective #1.2 Walkable Communities – Increase the share of households in walkable, mixed-use areas served by current and planned frequent transit service.
5	Does the project appear to be subject to Performance Measurements analysis and what type? Although technically a planning project, it supports Indirectly transit advocating the use of more transit facilities and options.
6	Does the project require a special performance assessment evaluation as part of the amendment? (applies to capacity enhancing projects, \$100 million or greater, and regionally significant) No.

UPWP Consistency Check Areas	
1A	Does the MTIP action also require an UPWP amendment: Yes, but as part of the SFY 24 UPWP. Indirectly, yes. The project will be identified as part of the RFFA step 1 allocation under the RTO program
1B	Can the MTIP amendment proceed ahead of the UPWP amendment? Yes. The MTIP can proceed as the RFFA step 2 funding has been awarded to the Portland street projects. The TDM scope is a separated scope element from these projects.
2	What UPWP category does the project fit under (e.g. Master Agreement, Metro Funded Regionally Significant, or Non-Metro Funded Regionally Significant)? Metro Funded Regionally Significant under the RTO program.

Other Review Areas

1	Is the project location identified on the National Highway System (NHS), and what is its designation? No - Not applicable
2A	Is the project location identified as part of one or more of Metro Modeling Networks, and which one(s)? No - Not applicable
2B	What is the Metro modeling designation? Not applicable
3	Is the project designated as a Transportation Control Measure (TCM)? No
4	Is the project location identified on a Congestion Management Plan route? No

Fund Type Codes References

STBG-U	(Metro STBG) Federal Surface Transportation Block Grant funds appropriated to ODOT and with a portion allocated under a formula to the MPOs and then committed to eligible projects via a discretionary award process
Local	General Local funds committed by the lead agency that normally cover the minimum match requirement to the federal funds
5307	Federal FTA Section 5307 funds, referred to as Urbanized Area Formula Program Grants. Upon completion of the flex transfer process FTA converts the STBG-U into eligible 5307 funds under which provide transit capital and operating assistance and for transportation related planning in urbanized areas.

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ODOT Key: TDM-2026 | MTIP ID: 71262
Portland Transportation Demand Management Activities - Cycle 2021-26

Current Programming

phase	year	fund type	federal amount	minimum local match	other amount	total	hold from mtip
Other (explain)	2026		\$250,109	\$28,626		\$278,735	<input type="checkbox"/>
	2026	STBG-URBAN	\$250,109	\$28,626		\$278,735	
Totals >>			\$250,109	\$28,626	\$0	\$278,735	



Metro
2021-27 Metropolitan Transportation Improvement Program (MTIP)
PROJECT AMENDMENT DETAIL WORKSHEET

MTIP Update Entry
COMBINE PROJECT

Combine Key TDM-2026 into Key 21593 for single TrAMS grant app.

Lead Agency: Metro			Project Type:	Other (Transit)		ODOT Key: 21593
Project Name: Transportation Demand Management (Metro) Portland Transportation Demand Management Activities	2		Fiscal Constraint Cat:	SM&O		MTIP ID: 71067
			ODOT Type	N/A		Status: A & T22
Project Status: A = (Planning) In approved MTIP moving forward to obligate funds. also T22 (Transit) = Programming actions in progress or programmed in current MTIP			Performance Meas:	Transit		Comp Date: 12/31/2025
			Capacity Enhancing:	No		RTP ID: 12078
			Conformity Exempt:	Yes		CMP: No
			30 Day Notice Begin:	10/4/2022		TCM: No
			30 Day Notice End:	11/2/2022		TSMO Award: No
			Funding Source	Metro		TSMO Cycle: N/A
			Funding Type:	STBG-U		RFFA ID: N/A
			State Highway Route	No		RFFA Cycle: 2022-24
			Mile Post Begin:	N/A		UPWP: Yes
			Mile Post End:	N/A		UPWP Cycle: SFY24
Short Description: Through the Metro RTO program, Portland will conduct outreach and education to connect residents on available bike/ped/transit transportation alternatives and options (2019-21 RFFA Award) Keys 20812/20813/20814- Through the Metro RTO program, Portland will conduct outreach and education to connect residents on available bike/ped/transit transportation alternatives (2019-21 RFFA Keys 20812, 20813, & 20814 plus 2022-24 awards in Keys 22134, 22135, 22138)			Length:	N/A		Past Amend: 4
			Flex Transfer to FTA	YES		Council Appr: Yes
			FTA Conversion Code:	5307		Council Date: 11/10/2022
			1st Year Program'd:	2021		OTC Approval: No
			Years Active:	3		OTC Date: N/A
		STIP Amend #: TBD				MTIP Amnd #: OC23-02-OCT
Detailed Description: In the city of Portland supporting Portland project Keys 20812, 20813, and 20814, 22134, 22135, and 22138 , implement TDM outreach and education to residents via Metro's RTO program advocating transportation options and alternatives in the Brentwood-Darlington, NE Halsey St between 65th Ave and 92nd Ave, and Jade/Montavilla neighborhood centers (TDM funding component to a larger 2019-2021 RFFA ped/bike/transit Award to the three projects) across multiple neighborhoods in the Portland area						
STIP Description: Through the Metro Regional Transportation Options program, Portland will conduct outreach and education to connect residents on available bike/pedestrian/transit transportation alternatives and options.						

Last Amendment of Modification: None. Administrative - December 2021 - AM22-07-DEC1 - Slip Other phase with \$126,400 of STBG plus match from FFY 2022 to FFY 2023

PROJECT FUNDING DETAILS

Fund Type	Fund Code	Year	Planning	Preliminary Engineering	Right of Way	Construction	Other (Transit)	Total
Federal Funds								
STBG-U	Z230	2023	-				\$ 126,400	\$ -
STBG-U	Y230	2023					\$ 376,509	\$ 376,509
TA-U	Z301	2023					\$ 40,000	\$ 40,000
							\$ -	\$ -
TDM-2026 is being combined into Key 21593							Federal Totals:	\$ 416,509
State Funds								
							\$ -	\$ -
							\$ -	\$ -
							\$ -	\$ -
							State Total:	\$ -
Local Funds								
Local	Match	2023	-				\$ 14,467	\$ -
Local	Match	2023					\$ 43,093	\$ 43,093
Local	Match	2023					\$ 4,578	\$ 4,578
							\$ -	\$ -
Other funds = local overmatch contribution							Local Total	\$ 47,671
Phase Totals Before Amend:			\$ -	\$ -	\$ -	\$ -	\$ 185,445	\$ 185,445
Phase Totals After Amend:			\$ -	\$ -	\$ -	\$ -	\$ 464,180	\$ 464,180
							Total Project Cost Estimate (all phases):	\$ 464,180
							Year of Expenditure Cost Amount:	\$ 464,180

Programming Summary Details

Why project is short programmed:

Phase Change Amount:	\$ -	\$ -	\$ -	\$ -	\$ 278,735	\$ 278,735
Phase Change Percent:	0%	0%	0%	0%	150%	150%
Revised Match Federal:	\$ -	\$ -	\$ -	\$ -	\$ 47,671	\$ 47,671
Revised Match Percent:	N/A	N/A	N/A	N/A	10.27%	10.27%

Phase Obligations and Expenditures Summary						
Item	Planning	PE	ROW	Construction	Other	
Total Funds Obligated:						Federal Aid ID
Federal Funds Obligated:						N/A
Initial Obligation Date:						Other Notes STBG-U to be flex transferred to FTA. Flex NLT target date is 5/2023. Obligation by FTA to follow.
EA Number:						
EA Start Date:						
EA End Date:						
Known Expenditures:						

MTIP Programming Consistency Check Details and Glossary

General Areas	
1	Phase funding fields: Red font = prior amended funding or project details. Blue font = amended changes to funding or project details. Black font indicates no change has occurred.
2	Amendment Purpose: The purpose of an MTIP amendment is normally to add a new project due to required federal review actions involving the MTIP and STIP, or complete required changes to the project (name description, or funding) to meet the project's next federal approval delivery step.
3	This amendment to the MTIP completes what action: The formal amendment combines the existing funding from Key TDM-2026 into Key 21593. Key 21593 is a TDM project with RFFA Step funds awarded to Portland and programed separately. The TDM projects are being combined into a single project to allow one FTA TrAMS grant to be submitted to obligate the funds which support a total of six Portland projects. Metro is authorized to flex transfer the eligible funds to FTA and provides a much simpler expenditure process for Portland to utilize through Metro's Regional Travel (RTO) program.
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5B	What were the 30 day Public Notification/Opportunity to Comment Start and end dates? October 4, 2022 to November 2, 2022
5C	Was the Public Notification/Opportunity to Comment period completed consistent with the Metro Public Participation Plan? Yes
5D	Was the Public Notification/Opportunity to Comment period included on the Metro website allowing email submissions as comments? Yes
5E	Were there a significant amount of comments received requiring a comments log summary provided to Metro Communications Staff? No
6	<p>Added clarifying notes:</p> <ol style="list-style-type: none"> 1. ODOT key number is temporary placeholder which will be canceled though the combining effort into Key 21593. TDM-2026 is canceled as a result. 2. Flex transfer/TrAMS grant submission planned for early CY 2023.

Fiscal Constraint Consistency Check Areas	
1	Will Performance Measurements Apply? Transit indirectly, but this is more of a planning type project
2A	Does the amendment include fiscal updates? Yes, The approved STBG is being combined into Key 21593. As a result Key TDM-2026 is zero programmed.
2B	What is the funding source for the project? The STBG originates from RFFA Step award funds to Portland project Keys 20812,20813, and 20814, 22134, 22135, and 22138
2C	Was the Proof-of Funding requirement satisfied and how? This is a lateral shift of existing approved funding forward to FFY 2023. No new funds are being added as a result of the combining effort.
2D	Was overall fiscal constraint demonstrated? Yes. From the STIP's perspective, new funds are being added to Key 21593. The MTIP action advances the funds from the non-constrained outer years to the constrained FFY 2023. This triggers the formal amendment requirement.

RTP Consistency Check Areas	
1A	RTP ID and Name: #12078 - Portland Citywide TDM Strategy
1B	RTP Project Description: Develop and implement a citywide Transportation Demand Management (TDM) strategy to reduce motor vehicle trip demand
2A	Is the project exempt per 40 CFR 93.126, Table 2 or 40 CFR 92.127, Table 3? Yes, under 126, Table 2
2B	What is the exception category per the regulation: Mass Transit - Operating assistance to transit agencies.
3A	Is the project considered capacity enhancing? No
3B	If capacity enhancing, did the project complete require air conformity analysis and transportation demand modeling through the RTP Update or via an RTP amendment? N/A. The project is not capacity enhancing
4	What RTP Goal does the project support? Goal #1 Vibrant Communities, Objective #1.2 Walkable Communities – Increase the share of households in walkable, mixed-use areas served by current and planned frequent transit service.
5	Does the project appear to be subject to Performance Measurements analysis and what type? Although technically a planning project, it supports Indirectly transit advocating the use of more transit facilities and options.
6	Does the project require a special performance assessment evaluation as part of the amendment? (applies to capacity enhancing projects, \$100 million or greater, and regionally significant) No.

UPWP Consistency Check Areas	
1A	Does the MTIP action also require an UPWP amendment: Yes, but as part of the SFY 24 UPWP. Indirectly, yes. The project will be identified as part of the RFFA step 1 allocation under the RTO program
1B	Can the MTIP amendment proceed ahead of the UPWP amendment? Yes. The MTIP can proceed as the RFFA step 2 funding has been awarded to the Portland street projects. The TDM scope is a separated scope element from these projects.
2	What UPWP category does the project fit under (e.g. Master Agreement, Metro Funded Regionally Significant, or Non-Metro Funded Regionally Significant)? Metro Funded Regionally Significant under the RTO program.

Other Review Areas

1	Is the project location identified on the National Highway System (NHS), and what is its designation? No - Not applicable
2A	Is the project location identified as part of one or more of Metro Modeling Networks, and which one(s)? No - Not applicable
2B	What is the Metro modeling designation? Not applicable
3	Is the project designated as a Transportation Control Measure (TCM)? No
4	Is the project location identified on a Congestion Management Plan route? No

Fund Type Codes References

STBG-U	(Metro STBG) Federal Surface Transportation Block Grant funds appropriated to ODOT and with a portion allocated under a formula to the MPOs and then committed to eligible projects via a discretionary award process
Local	General Local funds committed by the lead agency that normally cover the minimum match requirement to the federal funds
5307	Federal FTA Section 5307 funds, referred to as Urbanized Area Formula Program Grants. Upon completion of the flex transfer process FTA converts the STBG-U into eligible 5307 funds under which provide transit capital and operating assistance and for transportation related planning in urbanized areas.



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ODOT Key: 21593 | MTIP ID: 71067
Transportation Demand Management (Metro) - Cycle 2021-26

Current Programming

phase	year	fund type	federal amount	minimum local match	other amount	total	hold from mtip
Other (explain)	2023		\$166,400	\$19,045		\$185,445	<input type="checkbox"/>
	2021	STBG-URBAN	\$126,400	\$14,467		\$140,867	
	2021	TA - URBAN	\$40,000	\$4,578		\$44,578	
Totals >>			\$166,400	\$19,045	\$0	\$185,445	

2021-2026 MTIP Formal Amendment - Exhibit A

October 2022 Formal Amendment for FFY 2023 - Amendment Number OC23-02-OCT

Summary Reason for Change: The project includes federal funds and federal approval steps which requires MTIP and STIP programming in order to complete.



**Metro
2021-27 Metropolitan Transportation Improvement Program (MTIP)
PROJECT AMENDMENT DETAIL WORKSHEET**

**MTIP Update Entry
COST INCREASE**
Add OTC approved funding to the project to address Cons shortfall

Lead Agency: ODOT		Project Type:	Highway	ODOT Key:	22435
Project Name: OR47/OR8/US30 Curb Ramps	3	Fiscal Constraint Cat:	SM&O	MTIP ID:	71257
		ODOT Type	ADAP	Status:	4
Project Status: 4 = (PS&E) Planning Specifications, & Estimates (final design 30%, 60%, 90% design activities initiated).		Performance Meas:	Safety	Comp Date:	12/31/2027
		Capacity Enhancing:	No	RTP ID:	12095
		Conformity Exempt:	Yes	CMP:	Yes
		30 Day Notice Begin:	10/4/2022	TCM:	No
		30 Day Notice End:	11/2/2022	TSMO Award	No
		Funding Source	ODOT	TSMO Cycle	N/A
		Funding Type:	State STBG	RFFA ID:	No
		State Highway Route	OR47/8/30	RFFA Cycle:	N/A
		Mile Post Begin:	Multiple	UPWP:	No
		Mile Post End:	Multiple	UPWP Cycle:	N/A
Short Description: Construct to American Disabilities Act (ADA) standards, curbs and ramps at multiple locations along OR47, OR8, and US30 to reduce mobility barriers and make state highways more accessible to disabled persons		Length:	Multiple	Past Amend:	4
		Flex Transfer to FTA	No	Council Appr:	Yes
		FTA Conversion Code:	N/A	Council Date:	11/10/2022
		1st Year Program'd:	2021	OTC Approval:	Yes
		Years Active:	2	OTC Date	9/13/2022
			STIP Amend #: 21-24-2623	MTIP Amnd #: OC23-02-OCT	

Detailed Description: At approximately 22 locations on OR47, OR8, and US30, construct to ADA standards curbs and ramps as part of the ODOT/AOCIL settlement to help reduce mobility barriers and make state highways more accessible to disable persons (RTP ID: 12095), (PGB = Yes, Safety & Ops) (OTC approval: March 2021, Item G), (Exempt 40 CFR93.126, Table 2, Air Quality - Bicycle and Pedestrian Improvements)

STIP Description: Construct curb ramps to meet compliance with the Americans with Disabilities Act (ADA) standards.

Last Amendment of Modification: Administrative - July 2022, - AM22-24-JUL1 - PHASE SLIP: The Administrative Modification adds \$739,737 of new funds approved to the project in support of ROW phase cost needs. The admin mod also slips the ROW phase to FFY 2023.

PROJECT FUNDING DETAILS

Fund Type	Fund Code	Year	Planning	Preliminary Engineering	Right of Way	Other (Utility Relocation)	Construction	Total
Federal Funds								
State STBG	Z24E	2022		\$ 1,969,369				\$ 1,969,369
AC-STBGS	ACP0	2022		\$ 1,799,291				\$ -
State STBG	Y240	2022		\$ 1,799,291				\$ 1,799,291
AC-STBGS	ACP0	2023			\$ 1,356,718			\$ 1,356,718
AC-STBGS	ACP0	2024					\$ 3,017,855	\$ -
State STBG	Y240	2024					\$ 7,944,848	\$ 7,944,848
							Federal Totals:	\$ 13,070,226
State Funds								
State	Match	2022		\$ 225,403				\$ 225,403
State	Match	2022		\$ 205,937				\$ 205,937
State	Match	2023			\$ 155,282			\$ 155,282
State	Match	2024					\$ 345,407	\$ -
State	Match	2024					\$ 909,323	\$ 909,323
							State Total:	\$ 1,495,945
Local Funds								
								\$ -
								\$ -
Other funds = local overmatch contribution							Local Total	\$ -
Phase Totals Before Amend:			\$ -	\$ 4,200,000	\$ 1,512,000	\$ -	\$ 3,363,262	\$ 9,075,262
Phase Totals After Amend:			\$ -	\$ 4,200,000	\$ 1,512,000	\$ -	\$ 8,854,171	\$ 14,566,171
Total Project Cost Estimate (all phases):							\$	14,566,171
Year of Expenditure Cost Amount:							\$	14,566,171

Programming Summary Details

Why project is short programmed: Not applicable. The project is not short programmed

Phase Change Amount:	\$ -	\$ -	\$ -	\$ -	\$ 5,490,909	\$ 5,490,909
Phase Change Percent:	0%	0%	0%	0%	163%	60.5%
Revised Match Federal:	\$ -	\$ 431,340	\$ 155,282	\$ -	\$ 909,323	\$ 1,495,945
Revised Match Percent:	N/A	10.27%	10.27%	N/A	10.27%	10.27%

Phase Obligations and Expenditures Summary

Item	Planning	PE	ROW	Other/Utility	Construction	
Total Funds Obligated:		\$ 4,200,000				Federal Aid ID
Federal Funds Obligated:		\$ 3,768,660				SA00(466)
Initial Obligation Date:		12/22/2021				Other Notes
EA Number:		PE003364				
EA Start Date:		Not Available				
EA End Date:		Not Available				
Known Expenditures:		Not Available				

MTIP Programming Consistency Check Details and Glossary

General Areas

1	Phase funding fields: Red font = prior amended funding or project details. Blue font = amended changes to funding or project details. Black font indicates no change has occurred.
2	Amendment Purpose: The purpose of an MTIP amendment is normally to add a new project due to required federal review actions involving the MTIP and STIP, or complete required changes to the project (name description, or funding) to meet the project's next federal approval delivery step.
3	This amendment to the MTIP completes what action: The formal amendment adds funding approved by the OTC to the Construction phase to address the updated cost estimate due to inflationary impacts.
4	MTIP Programming Submitted Supporting Documentation: STIP Summary Report, STIP Impacts Worksheet, Project Location Maps, plus OTC Staff Report
5A	Was a 30 Public Notification/Opportunity to Comment Period Required? Yes
5B	What were the 30 day Public Notification/Opportunity to Comment Start and end dates?
5C	Was the Public Notification/Opportunity to Comment period completed consistent with the Metro Public Participation Plan?
5D	Was the Public Notification/Opportunity to Comment period included on the Metro website allowing email submissions as comments?
5E	Were there a significant amount of comments received requiring a comments log summary provided to Metro Communications Staff?
6	Added clarifying notes: Cost increase equal 60% which is above the 20% threshold for administrative cost adjustments which triggers need for the formal amendment.

Fiscal Constraint Consistency Check Areas	
1	Will Performance Measurements Apply? Yes, Safety
2A	Does the amendment include fiscal updates? Yes. Added funding to the construction phases
2B	What is the funding source for the project? OTC approved IJA funding
2C	Was the Proof-of Funding requirement satisfied and how? OTC Staff Report
2D	Was overall fiscal constraint demonstrated? Yes.

RTP Consistency Check Areas	
1A	RTP ID and Name: #12095 - Safety & Operations Projects
1B	RTP Project Description: Projects to improve safety or operational efficiencies such as pedestrian crossings of arterial roads, railroad crossing repairs, slide and rock fall protections, illumination, signals and signal operations systems, that do not add motor vehicle capacity.
2A	Is the project exempt per 40 CFR 93.126, Table 2 or 40 CFR 92.127, Table 3? Yes
2B	What is the exception category per the regulation: 40 CFR 93.126, Table 2, Safety - Projects that correct, improve, or eliminate a hazardous location or feature.
3A	Is the project considered capacity enhancing? No
3B	If capacity enhancing, did the project complete require air conformity analysis and transportation demand modeling through the RTP Update or via an RTP amendment? Not applicable. The project is not capacity enhancing.
4	What RTP Goal does the project support? Goal #5, Safety and Security - Objective 5.1 Transportation Safety – Eliminate fatal and severe injury crashes for all modes of travel.
5	Does the project require a special performance assessment evaluation as part of the amendment? (applies to capacity enhancing projects, \$100 million or greater, and regionally significant) No. A special performance assessment evaluation is not required.

UPWP Consistency Check Areas	
1A	Does the MTIP action also require an UPWP amendment? No
1B	Can the MTIP amendment proceed ahead of the UPWP amendment? Not applicable
2	What UPWP category does the project fit under (e.g. Master Agreement, Metro Funded Regionally Significant, or Non-Metro Funded Regionally Significant)? Not applicable

Other Review Areas

1	Is the project location identified on the National Highway System (NHS), and what is its designation? - Applies to OR47 in Forest Grove only: OR47 in the project limits is identified as a MAP-21 Principal Arterial on the NHS
2A	Is the project location identified as part of one or more of Metro Modeling Networks, and which one(s)? Yes, Motor Vehicle, Pedestrian, and Bicycle
2B	What is the Metro modeling designation? (OR47 through forest Grove is the applicable roadway reference in the Metro MPA for the project. Additional site locations are outside of the Metro MPA boundary - OR47 Motor Vehicle = Throughway - OR47 Pedestrian = Pedestrian Parkway - OR47 Bicycle = Bicycle Parkway
3	Is the project designated as a Transportation Control Measure (TCM)? No
4	Is the project location identified on a Congestion Management Plan route? Yes

Fund Type Codes References

ADVCON	A general Federal Advance Construction fund type placeholder used by ODOT when the expected federal fund code (e.g. HSIP, NHPP) is not available or designated yet. ODOT covers the initial expenditures allowing the phase obligation to occur. Later the federal conversion fund code is assigned.
AC-STBGS	Federal Advance Construction fund type code with the anticipated federal conversion code identified. For AC-STBGS, the anticipated conversion code is State STBG
State STBG	Federal Surface Transportation Block Grant funds appropriated to ODOT and committed to eligible projects
State	General state funds committed to the project normally to support the match requirement against the federal funds.

Fund Codes											
Phase	Fund Code	Description	ICA P	Percent of Phase	Total Amount	Federal Percent	Federal Amount	State Percent	State Amount	Local Percent	Local Amount
PE	Y240	Surface Transportation Block Grant (STBG) - Flex IIJA	Y	47.74%	2,005,228.00	89.73%	1,799,291.08	10.27%	205,936.92	0.00%	0.00
	Z24E	Surface transportation block grants - flex FAST ext	Y	52.26%	2,194,772.00	89.73%	1,969,368.92	10.27%	225,403.08	0.00%	0.00
	PE Totals				100.00%	4,200,000.00		3,768,660.00		431,340.00	
RW	ACPO	ADVANCE CONSTRUCT PR		100.00%	1,512,000.00	89.73%	1,356,717.60	10.27%	155,282.40	0.00%	0.00
	RW Totals				100.00%	1,512,000.00		1,356,717.60		155,282.40	
CN	Y240	Surface Transportation Block Grant (STBG) - Flex IIJA		100.00%	8,854,171.00	89.73%	7,944,847.64	10.27%	909,323.36	0.00%	0.00
	CN Totals				100.00%	8,854,171.00		7,944,847.64		909,323.36	
Grand Totals							14,566,171.00		13,070,225.24		0.00

Agenda Item F; Attachment 02

Key Number (leave blank if new)	Region	Project Name	BMP	EMP	Bridge #	Phase	Primary Work Type	Funding Responsibility	Current Total (0 if new)	Proposed Total	Difference
22431	1	OR141/OR217 curb ramps	4.97	7.07		CN	ADA	SW ADA TRANSITION	\$ 4,662,297.00	\$ 7,518,278.00	\$ 2,855,981.00
22432	1	US30BY curb ramps	1.28	14.74		CN	ADA	SW ADA TRANSITION	\$25,556,438.00	\$ 38,810,000.00	\$ 13,253,562.00
22434	2	US101 curb ramps (Lincoln City/Lincoln Beach)	112.3	125		CN	ADA	SW ADA TRANSITION	\$12,063,225.00	\$19,149,070.00	\$ 7,085,845.00
22435	2	OR47/OR8/US30 curb ramps	17.88	90.59		CN	ADA	SW ADA TRANSITION	\$ 9,075,262.00	\$14,566,171.00	\$ 5,490,909.00
22437	3	US101/OR241/OR540 curb ramps (Coos Bay/North Bend)	VAR	VAR		CN	ADA	SW ADA TRANSITION	\$ 8,066,607.00	\$13,435,375.00	\$ 5,368,768.00
22511	2	OR540 curb ramps: Coos Bay city limits -	4.80	8.40		CN	ADA	SW ADA	\$ 1,800,000.00	\$ 1,800,000.00	\$ 0.00

2021-2026 MTIP Formal Amendment - Exhibit A

October 2022 Formal Amendment for FFY 2023 - Amendment Number OC23-02-OCT

Summary Reason for Change: The project includes federal funds and federal approval steps which requires MTIP and STIP programming in order to complete.



**Metro
2021-27 Metropolitan Transportation Improvement Program (MTIP)
PROJECT AMENDMENT DETAIL WORKSHEET**

**MTIP Update Entry
COST INCREASE**
Add OTC approved funding to the project to address Cons shortfall

Lead Agency: ODOT		Project Type:	Highway	ODOT Key:	22432
Project Name: US30BY Curb Ramps	4	Fiscal Constraint Cat:	O&M	MTIP ID:	71248
		ODOT Type	ADAP	Status:	4
Project Status: 4 = (PS&E) Planning Specifications, & Estimates (final design 30%, 60%, 90% design activities initiated).		Performance Meas:	Safety	Comp Date:	12/31/2027
		Capacity Enhancing:	No	RTP ID:	12095
		Conformity Exempt:	Yes	CMP:	Yes
		30 Day Notice Begin:	10/4/2022	TCM:	No
		30 Day Notice End:	11/2/2022	TSMO Award	No
		Funding Source	ODOT	TSMO Cycle	N/A
		Funding Type:	State STBG	RFFA ID:	No
		State Highway Route	OR47/8/30	RFFA Cycle:	N/A
		Mile Post Begin:	Multiple	UPWP:	No
		Mile Post End:	Multiple	UPWP Cycle:	N/A
Short Description: At various location on US30 Bypass in the NE Portland area, construct ADA compliant curbs and ramps.		Length:	Multiple	Past Amend:	3
		Flex Transfer to FTA	No	Council Appr:	Yes
		FTA Conversion Code:	N/A	Council Date:	11/10/2022
		1st Year Program'd:	2021	OTC Approval:	Yes
		Years Active:	2	OTC Date	9/13/2022
			STIP Amend #: 21-24-2623	MTIP Amnd #: OC23-02-OCT	

Detailed Description: On US30 Bypass at multiple locations between MP 1.28 to 14.76) in the NE Portland area, construct ADA compliant curbs and ramps for safety improvements. (ADA PGB)

STIP Description: Construct curb ramps to meet compliance with the Americans with Disabilities Act (ADA) standards.

Last Amendment of Modification: Formal - June 2022 - JN22-14-JUN2 - COST INCREASE Add new IJJA 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 FUNDING DETAILS

Fund Type	Fund Code	Year	Planning	Preliminary Engineering	Right of Way	Other (Utility Relocation)	Construction	Total
Federal Funds								
State STBG	Z24E	2021		\$ 5,361,060				\$ 5,361,060
ST STBG- IJJA	Z909	2021		\$ 5,594,973				\$ -
HIP	Z909	2021		\$ 3,927,127				\$ 3,927,127
HIP	Z918	2021		\$ 1,667,846				\$ 1,667,846
AC-STBGS	ACP0	2023			\$ 1,886,370			\$ -
ST STBG- IJJA	Y240	2023			\$ 1,882,290			\$ -
ST STBG-IJJA	Y240	2023			\$ 3,768,660			\$ 3,768,660
AC-STBGS	ACP0	2023				\$ 8,207,099		\$ -
ST STBG- IJJA	Y240	2023				\$ 20,099,520		\$ 20,099,520
							Federal Totals:	\$ 34,824,213
State Funds								
State	Match	2021		\$ 613,597				\$ 613,597
State	Match	2021		\$ 640,370				\$ -
State	Match	2021		\$ 449,477				\$ 449,477
State	Match	2021		\$ 190,893				\$ 190,893
State	Match	2023			\$ 215,903			\$ -
State	Match	2023			\$ 215,437			\$ -
State	Match	2023			\$ 431,340			\$ 431,340
State	Match	2023				\$ 939,339		\$ -
State	Match	2023				\$ 2,300,480		\$ 2,300,480
							State Total:	\$ 3,985,787
Local Funds								
								\$ -
Other funds = local overmatch contribution							Local Total	\$ -
Phase Totals Before Amend:			\$ -	\$ 12,210,000	\$ 4,200,000	\$ -	\$ 9,146,438	\$ 25,556,438
Phase Totals After Amend:			\$ -	\$ 12,210,000	\$ 4,200,000	\$ -	\$ 22,400,000	\$ 38,810,000
Total Project Cost Estimate (all phases):							\$	\$ 38,810,000
Year of Expenditure Cost Amount:							\$	\$ 38,810,000

Programming Summary Details

Why project is short programmed: Not applicable. The project is not short programmed

Phase Change Amount:	\$ -	\$ -	\$ -	\$ -	\$ 13,253,562	\$ 13,253,562
Phase Change Percent:	0%	0%	0%	0%	145%	51.9%
Revised Match Federal:	\$ -	\$ 1,253,967	\$ 431,340	\$ -	\$ 2,300,480	\$ 3,985,787
Revised Match Percent:	N/A	10.27%	10.27%	N/A	10.27%	10.27%

Phase Obligations and Expenditures Summary

Item	Planning	PE	ROW	Other/Utility	Construction	
Total Funds Obligated:		\$ 12,210,000				Federal Aid ID
Federal Funds Obligated:		\$ 10,956,033				S123(025)
Initial Obligation Date:		9/1/2021				Other Notes OTC approval 9/13/2022
EA Number:		PE003334				
EA Start Date:		Not Available				
EA End Date:		Not Available				
Known Expenditures:		Not Available				

MTIP Programming Consistency Check Details and Glossary

General Areas

1	Phase funding fields: Red font = prior amended funding or project details. Blue font = amended changes to funding or project details. Black font indicates no change has occurred.
2	Amendment Purpose: The purpose of an MTIP amendment is normally to add a new project due to required federal review actions involving the MTIP and STIP, or complete required changes to the project (name description, or funding) to meet the project's next federal approval delivery step.
3	This amendment to the MTIP completes what action: The formal amendment adds funding approved by the OTC to the Construction phase to address the updated cost estimate due to inflation.
4	MTIP Programming Submitted Supporting Documentation: STIP Summary Report, STIP Impacts Worksheet, Project Location Map, plus OTC Staff Report
5A	Was a 30 Public Notification/Opportunity to Comment Period Required? Yes
5B	What were the 30 day Public Notification/Opportunity to Comment Start and end dates? October 4, 2022 to November 2, 2022.
5C	Was the Public Notification/Opportunity to Comment period completed consistent with the Metro Public Participation Plan? Yes
5D	Was the Public Notification/Opportunity to Comment period included on the Metro website allowing email submissions as comments? Yes
5E	Were there a significant amount of comments received requiring a comments log summary provided to Metro Communications Staff? No
6	Added clarifying notes: Cost increase equals 51.9% which is above the 20% threshold for administrative cost adjustments which triggers need for the formal amendment.

Fiscal Constraint Consistency Check Areas	
1	Will Performance Measurements Apply? Yes, Safety
2A	Does the amendment include fiscal updates? Yes. Added funding to the construction phases
2B	What is the funding source for the project? OTC approved IJIA funding
2C	Was the Proof-of Funding requirement satisfied and how? OTC Staff Report
2D	Was overall fiscal constraint demonstrated? Yes.

RTP Consistency Check Areas	
1A	RTP ID and Name: #12095 - Safety & Operations Projects
1B	RTP Project Description: Projects to improve safety or operational efficiencies such as pedestrian crossings of arterial roads, railroad crossing repairs, slide and rock fall protections, illumination, signals and signal operations systems, that do not add motor vehicle capacity.
2A	Is the project exempt per 40 CFR 93.126, Table 2 or 40 CFR 92.127, Table 3? Yes
2B	What is the exception category per the regulation: 40 CFR 93.126, Table 2, Safety - Projects that correct, improve, or eliminate a hazardous location or feature.
3A	Is the project considered capacity enhancing? No
3B	If capacity enhancing, did the project complete require air conformity analysis and transportation demand modeling through the RTP Update or via an RTP amendment? Not applicable. The project is not capacity enhancing.
4	What RTP Goal does the project support? Goal #5, Safety and Security - Objective 5.1 Transportation Safety – Eliminate fatal and severe injury crashes for all modes of travel.
5	Does the project require a special performance assessment evaluation as part of the amendment? (applies to capacity enhancing projects, \$100 million or greater, and regionally significant) No. A special performance assessment evaluation is not required.

UPWP Consistency Check Areas	
1A	Does the MTIP action also require an UPWP amendment? No
1B	Can the MTIP amendment proceed ahead of the UPWP amendment? Not applicable
2	What UPWP category does the project fit under (e.g. Master Agreement, Metro Funded Regionally Significant, or Non-Metro Funded Regionally Significant)? Not applicable

Other Review Areas

1	Is the project location identified on the National Highway System (NHS), and what is its designation? - Applies to OR47 in Forest Grove only: OR47 in the project limits is identified as a MAP-21 Principal Arterial on the NHS
2A	Is the project location identified as part of one or more of Metro Modeling Networks, and which one(s)? Yes, Motor Vehicle, Pedestrian, and Bicycle
2B	What is the Metro modeling designation? (OR47 through forest Grove is the applicable roadway reference in the Metro MPA for the project. Additional site locations are outside of the Metro MPA boundary - OR47 Motor Vehicle = Throughway - OR47 Pedestrian = Pedestrian Parkway - OR47 Bicycle = Bicycle Parkway
3	Is the project designated as a Transportation Control Measure (TCM)? No
4	Is the project location identified on a Congestion Management Plan route? Yes

Fund Type Codes References

ADVCON	A general Federal Advance Construction fund type placeholder used by ODOT when the expected federal fund code (e.g. HSIP, NHPP) is not available or designated yet. ODOT covers the initial expenditures allowing the phase obligation to occur. Later the federal conversion fund code is assigned.
AC-STBGS	Federal Advance Construction fund type code with the anticipated federal conversion code identified. For AC-STBGS, the anticipated conversion code is State STBG
State STBG	Federal Surface Transportation Block Grant funds appropriated to ODOT and committed to eligible projects
State	General state funds committed to the project normally to support the match requirement against the federal funds.

Fund Codes												
Phase	Fund Code	Description	ICA P	Percent of Phase	Total Amount	Federal Percent	Federal Amount	State Percent	State Amount	Local Percent	Local Amount	
PE	Z24E	Surface transportation block grants - flex FAST ext	Y	48.93%	5,974,657.00	89.73%	5,361,059.73	10.27%	613,597.27	0.00%	0.00	
	Z909	Highway infrastructure any	Y	35.84%	4,376,604.42	89.73%	3,927,127.15	10.27%	449,477.27	0.00%	0.00	
	Z918	Highway infrastructure any	Y	15.23%	1,858,738.58	89.73%	1,667,846.12	10.27%	190,892.46	0.00%	0.00	
	PE Totals				100.00%	12,210,000.00		10,956,033.00		1,253,967.00		0.00
RW	Y240	Surface Transportation Block Grant (STBG) - Flex IJJA		100.00%	4,200,000.00	89.73%	3,768,660.00	10.27%	431,340.00	0.00%	0.00	
	RW Totals				100.00%	4,200,000.00		3,768,660.00		431,340.00		0.00
CN	Y240	Surface Transportation Block Grant (STBG) - Flex IJJA		100.00%	22,400,000.00	89.73%	20,099,520.00	10.27%	2,300,480.00	0.00%	0.00	
	CN Totals				100.00%	22,400,000.00		20,099,520.00		2,300,480.00		0.00
Grand Totals						38,810,000.00		34,824,213.00		3,985,787.00		0.00

Agenda Item F; Attachment 02

Key Number (leave blank if new)	Region	Project Name	BMP	EMP	Bridge #	Phase	Primary Work Type	Funding Responsibility	Current Total (0 if new)	Proposed Total	Difference
22431	1	OR141/OR217 curb ramps	4.97	7.07		CN	ADA	SW ADA TRANSITION	\$ 4,662,297.00	\$ 7,518,278.00	\$ 2,855,981.00
22432	1	US30BY curb ramps	1.28	14.74		CN	ADA	SW ADA TRANSITION	\$25,556,438.00	\$ 38,810,000.00	\$ 13,253,562.00
22434	2	US101 curb ramps (Lincoln City/Lincoln Beach)	112.3	125		CN	ADA	SW ADA TRANSITION	\$12,063,225.00	\$19,149,070.00	\$ 7,085,845.00
22435	2	OR47/OR8/US30 curb ramps	17.88	90.59		CN	ADA	SW ADA TRANSITION	\$ 9,075,262.00	\$14,566,171.00	\$ 5,490,909.00
22437	3	US101/OR241/OR540 curb ramps (Coos Bay/North Bend)	VAR	VAR		CN	ADA	SW ADA TRANSITION	\$ 8,066,607.00	\$13,435,375.00	\$ 5,368,768.00
22511	2	OR540 curb ramps: Coos Bay city limits -	4.80	8.40		CN	ADA	SW ADA	\$ 1,800,000.00	\$ 1,800,000.00	\$ 0.00

2021-2026 MTIP Formal Amendment - Exhibit A

October 2022 Formal Amendment for FFY 2023 - Amendment Number OC23-02-OCT

Summary Reason for Change: The project includes federal funds and federal approval steps which requires MTIP and STIP programming in order to complete.



Metro
2021-27 Metropolitan Transportation Improvement Program (MTIP)
PROJECT AMENDMENT DETAIL WORKSHEET

MTIP Update Entry
SCOPE & COST CHANGE
Reduce project limits and adjust funding

Lead Agency: ODOT		Project Type:	Highway	ODOT Key:	21614
Project Name: US26: SE 8th Ave - SE 87th Ave US26: SE 8th Ave - SE 58th Ave Sec.	5	Fiscal Constraint Cat:	SM&O	MTIP ID:	71168
		ODOT Type	Safety	Status:	4
Project Status: 4 = (PS&E) Planning Specifications, & Estimates (final design 30%, 60%,90% design activities initiated).		Performance Meas:	Safety	Comp Date:	12/31/2026
		Capacity Enhancing:	No	RTP ID:	12095
Short Description: Update signals and improve intersection warning signage to improve safety on this section of highway.		Conformity Exempt:	Yes	CMP:	Yes
		30 Day Notice Begin:	10/4/2022	TCM:	No
		30 Day Notice End:	11/2/2022	TSMO Award	No
		Funding Source	ODOT	TSMO Cycle	N/A
		Funding Type:	State	RFFA ID:	N/A
		State Highway Route	US26	RFFA Cycle:	N/A
		Mile Post Begin:	1.14	UPWP:	No
		Mile Post End:	5.35 3.86	UPWP Cycle:	N/A
		Length:	4.21 2.72	Past Amend:	3
		Flex Transfer to FTA	No	Council Appr:	Yes
		FTA Conversion Code:	N/A	Council Date:	11/10/2026
		1st Year Program'd:	2021	OTC Approval:	No
		Years Active:	2	OTC Date	N/A
		STIP Amend #: 21-24-2652			MTIP Amnd #: OC23-02-OCT

Detailed Description: *Modify detailed description with the following --> On US26 (SE Powell Blvd) in the southeast Portland area between MP 1.14 to MP 3.86, update signals and improve intersection warning signage to improve safety on this section of highway (ARTS Region 1 approved project)*

STIP Description: Update signals and improve intersection warning signage to improve safety on this section of highway.

Last Amendment of Modification: Administrative - January 2022 - AM22-09-JAN1 - The Administrative Modification convert the SFLP funds back to state funds on PE and ROW per ODOT request

PROJECT FUNDING DETAILS

Fund Type	Fund Code	Year	Planning	Preliminary Engineering	Right of Way	Other (Utility Relocation)	Construction	Total
Federal Funds								
								\$ -
								\$ -
							Federal Totals:	\$ -
State Funds								
State	S010	2021		\$ 22,626				\$ -
State	S010	2021		\$ 50,000				\$ 50,000
State	S010	2022					\$ 74,759	\$ -
State	S010	2023					\$ 278,723	\$ 278,723
								\$ -
							State Total:	\$ 328,723
Local Funds								
								\$ -
								\$ -
Other funds = local overmatch contribution								\$ -
Local Total								\$ -
Phase Totals Before Amend:	\$ -		\$ 22,626	\$ -	\$ -	\$ 74,759	\$ 97,385	
Phase Totals After Amend:	\$ -		\$ 50,000	\$ -	\$ -	\$ 278,723	\$ 328,723	
Total Project Cost Estimate (all phases):							\$	328,723
Year of Expenditure Cost Amount:							\$	328,723

Programming Summary Details

Why project is short programmed: The project is not short programmed. - KL

Phase Change Amount:	\$ -	\$ 27,374	\$ -	\$ -	\$ 203,964	\$ 231,338
Phase Change Percent:	0%	121%	0%	0%	273%	238%
Revised Match Federal:	N/A	N/A	N/A	N/A	N/A	N/A
Revised Match Percent:	N/A	N/A	N/A	N/A	N/A	N/A

Phase Obligations and Expenditures Summary						
Item	Planning	PE	ROW	Other/Utility	Construction	
Total Funds Obligated:		\$ 50,000				Federal Aid ID
Federal Funds Obligated:		\$ -				S026(167)
Initial Obligation Date:		7/19/2021				Other Notes
EA Number:		PE003317				
EA Start Date:		Not Available				
EA End Date:		Not Available				
Known Expenditures:		Not Available				

MTIP Programming Consistency Check Details and Glossary

General Areas

1	Phase funding fields: Red font = prior amended funding or project details. Blue font = amended changes to funding or project details. Black font indicates no change has occurred.
2	Amendment Purpose: The purpose of an MTIP amendment is normally to add a new project due to required federal review actions involving the MTIP and STIP, or complete required changes to the project (name description, or funding) to meet the project's next federal approval delivery step.
3	This amendment to the MTIP completes what action: The amendment reduces the project limits and adjusts the authorized ARTS program funding for the project. The net cost increase at 238% exceeds the 50% cost change threshold for administrative cost adjustments.
4	MTIP Programming Submitted Supporting Documentation: STIP Summary Report, STIP Impacts Worksheet, and Project Location Map
5A	Was a 30 Public Notification/Opportunity to Comment Period Required? Yes
5B	What were the 30 day Public Notification/Opportunity to Comment Start and end dates? 10-4-2022 to 11/2/2022
5C	Was the Public Notification/Opportunity to Comment period completed consistent with the Metro Public Participation Plan? Yes
5D	Was the Public Notification/Opportunity to Comment period included on the Metro website allowing email submissions as comments? Yes
5E	Were there a significant amount of comments received requiring a comments log summary provided to Metro Communications Staff? No
6	Added clarifying notes: The cost adjustment is a relative small amount which is authorized by the ARTS manager.

Fiscal Constraint Consistency Check Areas

1	Will Performance Measurements Apply? Yes, safety
2A	Does the amendment include fiscal updates? Additional State funds are being committed to the project
2B	What is the funding source for the project? ODOT ARTS program
2C	Was the Proof-of Funding requirement satisfied and how? STIP Impacts Worksheet funding authorization change
2D	Was overall fiscal constraint demonstrated? Yes

RTP Consistency Check Areas	
1A	RTP ID and Name: #12095 - Safety & Operations Projects
1B	RTP Project Description: Projects to improve safety or operational efficiencies such as pedestrian crossings of arterial roads, railroad crossing repairs, slide and rock fall protections, illumination, signals and signal operations systems, that do not add motor vehicle capacity.
2A	Is the project exempt per 40 CFR 93.126, Table 2 or 40 CFR 92.127, Table 3? Yes, per Table 2
2B	What is the exception category per the regulation: Table 2 - Safety - Projects that correct, improve, or eliminate a hazardous location or feature.
3A	Is the project considered capacity enhancing? No
3B	If capacity enhancing, did the project complete require air conformity analysis and transportation demand modeling through the RTP Update or via an RTP amendment? N/A. The project is not capacity enhancing
4	What RTP Goal does the project support? Goal 5 - Transportation Safety and Security, Objective 5.1 Transportation Safety – Eliminate fatal and severe injury crashes for all modes of travel.
5	Does the project appear to be subject to Performance Measurements analysis and what type? Yes, Safety
6	Does the project require a special performance assessment evaluation as part of the amendment? (applies to capacity enhancing projects, \$100 million or greater, and regionally significant) No. The project is not capacity enhancing or exceeds \$100 million dollars

UPWP Consistency Check Areas	
1A	Does the MTIP action also require an UPWP amendment: No
1B	Can the MTIP amendment proceed ahead of the UPWP amendment? N/A
2	What UPWP category does the project fit under (e.g. Master Agreement, Metro Funded Regionally Significant, or Non-Metro Funded Regionally Significant)? N/A

Other Review Areas	
1	Is the project location identified on the National Highway System (NHS), and what is its designation? Yes, MAP-21 NHS Principal Arterials
2A	Is the project location identified as part of one or more of Metro Modeling Networks, and which one(s)? Motor Vehicle, Transit, Freight, Bike & Pedestrian
2B	What is the Metro modeling designation? - Motor Vehicle: Major Arterial - Transit: Enhanced Transit Connector - Freight: Roadway Connector - Bike: Bicycle Parkway - Pedestrian: Pedestrian Parkway
3	Is the project designated as a Transportation Control Measure (TCM)? No
4	Is the project location identified on a Congestion Management Plan route? Yes

Fund Type Codes References	
State	General state funds committed to the project normally to support the match requirement against the federal funds. For this project, no federal funds are part of the project. The project is 100% state funded and provide the funding source similar to projects that are 100% locally funded.

Fund Codes											
Phase	Fund Code	Description	ICA P	Percent of Phase	Total Amount	Federal Percent	Federal Amount	State Percent	State Amount	Local Percent	Local Amount
PE	S010	STATE		100.00%	50,000.00	0.00%	0.00	100.00%	50,000.00	0.00%	0.00
	PE Totals			100.00%	50,000.00		0.00		50,000.00		0.00
RW	S010	STATE		0.00%	0.00	0.00%	0.00	0.00%	0.00	0.00%	0.00
	RW Totals			0.00%	0.00		0.00		0.00		0.00
CN	S010	STATE		100.00%	278,723.00	0.00%	0.00	100.00%	278,723.00	0.00%	0.00
	CN Totals			100.00%	278,723.00		0.00		278,723.00		0.00
Grand Totals					328,723.00		0.00		328,723.00		0.00

2021-2026 MTIP Formal Amendment - Exhibit A

October 2022 Formal Amendment for FFY 2023 - Amendment Number OC23-02-OCT

Summary Reason for Change: The project includes federal funds and federal approval steps which requires MTIP and STIP programming in order to complete.



Metro
2021-27 Metropolitan Transportation Improvement Program (MTIP)
PROJECT AMENDMENT DETAIL WORKSHEET

MTIP Update Entry
SCOPE CHANGE
Adjust project MP limits based on updated scope for the project

Lead Agency: ODOT		Project Type:	Highway	ODOT Key:	21638
Project Name: OR213: I-205 - OR211 OR213: Glen Oak Rd - S Barnards Rd Sec.	6	Fiscal Constraint Cat:	SM&O	MTIP ID:	71191
		ODOT Type	Safety	Status:	4
Project Status: 4 = (PS&E) Planning Specifications, & Estimates (final design 30%, 60%,90% design activities initiated).		Performance Meas:	Safety	Comp Date:	12/31/2026
		Capacity Enhancing:	No	RTP ID:	12095
Short Description: Improvements including signals, reflectorized back plates, advance intersection warning signs, flashing lights, radar detection units and stop bars to increase safety on this section of highway.		Conformity Exempt:	Yes	CMP:	Yes
		30 Day Notice Begin:	10/4/2022	TCM:	No
		30 Day Notice End:	11/2/2022	TSMO Award	No
		Funding Source	ODOT	TSMO Cycle	N/A
		Funding Type:	State	RFFA ID:	N/A
		State Highway Route	OR213	RFFA Cycle:	N/A
		Mile Post Begin:	0.0 3.69	UPWP:	No
		Mile Post End:	16.11 14.55	UPWP Cycle:	N/A
		Length:	16.11 10.86	Past Amend:	3
		Flex Transfer to FTA	No	Council Appr:	Yes
		FTA Conversion Code:	N/A	Council Date:	11/10/2026
		1st Year Program'd:	2021	OTC Approval:	No
Years Active:	2	OTC Date	N/A		
STIP Amend #: 21-24-2651			MTIP Amnd #: OC23-02-OCT		

Detailed Description: ~~Existing—Improvements including signals, reflectorized back plates, advance intersection warning signs, flashing lights, radar detection units and stop bars to increase safety on this section of highway.~~

Change to be --> At approximately 33 site locations on OR213 from MP 3.69 to MP 14.55 in Clackamas County, complete various safety upgrades including signals reflectorized back plates, advance intersection warning signs, flashing lights, radar detection units and stop bars to increase safety on this section of highway (ARTS awarded project)

STIP Description: Improvements including signals, reflectorized back plates, advance intersection warning signs, flashing lights, radar detection units and stop bars to increase safety on this section of highway.

Last Amendment of Modification: Administrative - December 2021 - AM22-07-DEC1 - Slip ROW phase with \$48,255 of State SFLP from FFY 2022 to FFY 2023. Slip Other/UR phase with \$15,090 of State SFLP funds from FFY 2022 to FFY 2023.

PROJECT FUNDING DETAILS

Fund Type	Fund Code	Year	Planning	Preliminary Engineering	Right of Way	Other (Utility Relocation)	Construction	Total
Federal Funds								
								\$ -
								\$ -
							Federal Totals:	\$ -
State Funds								
SFLP	S060	2021		\$ 64,260				\$ -
State	S010	2021		\$ 64,261				\$ 64,261
SFLP	S060	2023			\$ 48,255			\$ -
SFLP	S060	2023			-	\$ 15,090		\$ -
SFLP	S060	2022					\$ 409,142	\$ -
State	S010	2023					\$ 193,543	\$ 193,543
								\$ -
Note: State funds were incorrectly programmed as SFLP and are being corrected here.							State Total:	\$ 257,804
Local Funds								
								\$ -
								\$ -
							Local Total	\$ -
Phase Totals Before Amend:			\$ -	\$ 64,260	\$ -	\$ -	\$ 409,142	\$ 473,402
Phase Totals After Amend:			\$ -	\$ 64,261	\$ -	\$ -	\$ 193,543	\$ 257,804
Total Project Cost Estimate (all phases):							\$	257,804
Year of Expenditure Cost Amount:							\$	257,804

Programming Summary Details										
Why project is short programmed: The project is not short programmed. - KL										
Phase Change Amount:	\$	-	\$	1	\$	-	\$	(193,499)	\$	(215,598)
Phase Change Percent:		0%		0%		0%		-47.3%		-45.5%
Revised Match Federal:		N/A		N/A		N/A		N/A		N/A
Revised Match Percent:		N/A		N/A		N/A		N/A		N/A

Phase Obligations and Expenditures Summary						
Item	Planning	PE	ROW	Other/Utility	Construction	
Total Funds Obligated:		\$	64,261			Federal Aid ID
Federal Funds Obligated:		\$	-			S160(057)
Initial Obligation Date:			7/19/2021			Other Notes
EA Number:			PE003318			
EA Start Date:			Not Available			
EA End Date:			Not Available			
Known Expenditures:			Not Available			

MTIP Programming Consistency Check Details and Glossary	
General Areas	
1	Phase funding fields: Red font = prior amended funding or project details. Blue font = amended changes to funding or project details. Black font indicates no change has occurred.
2	Amendment Purpose: The purpose of an MTIP amendment is normally to add a new project due to required federal review actions involving the MTIP and STIP, or complete required changes to the project (name description, or funding) to meet the project's next federal approval delivery step.
3	This amendment to the MTIP completes what action: The amendment reduces the project limits and adjusts the authorized ARTS program funding for the project. ODOT's Traffic Division determined that the safety upgrades are only required in the revised project limits area. The scope change triggers the need for a formal amendment.
4	MTIP Programming Submitted Supporting Documentation: STIP Summary Report, STIP Impacts Worksheet, and Project Location Map
5A	Was a 30 Public Notification/Opportunity to Comment Period Required? Yes
5B	What were the 30 day Public Notification/Opportunity to Comment Start and end dates? 10-4-2022 to 11/2/2022
5C	Was the Public Notification/Opportunity to Comment period completed consistent with the Metro Public Participation Plan? Yes
5D	Was the Public Notification/Opportunity to Comment period included on the Metro website allowing email submissions as comments? Yes
5E	Were there a significant amount of comments received requiring a comments log summary provided to Metro Communications Staff? No
6	Added clarifying notes: The fund type code (from SFLP back to State) is being corrected as part of the amendment as well.

Fiscal Constraint Consistency Check Areas	
1	Will Performance Measurements Apply? Yes, safety
2A	Does the amendment include fiscal updates? Yes, the State SFLP funds are converted back to general State funds.
2B	What is the funding source for the project? ODOT State funds from the ARTS program
2C	Was the Proof-of Funding requirement satisfied and how? STIP Impacts Worksheet funding authorization change
2D	Was overall fiscal constraint demonstrated? Yes

RTP Consistency Check Areas	
1A	RTP ID and Name: #12095 - Safety & Operations Projects
1B	RTP Project Description: Projects to improve safety or operational efficiencies such as pedestrian crossings of arterial roads, railroad crossing repairs, slide and rock fall protections, illumination, signals and signal operations systems, that do not add motor vehicle capacity.
2A	Is the project exempt per 40 CFR 93.126, Table 2 or 40 CFR 92.127, Table 3? Yes, per Table 2
2B	What is the exception category per the regulation: Table 2 - Safety - Projects that correct, improve, or eliminate a hazardous location or feature.
3A	Is the project considered capacity enhancing? No
3B	If capacity enhancing, did the project complete require air conformity analysis and transportation demand modeling through the RTP Update or via an RTP amendment? N/A. The project is not capacity enhancing
4	What RTP Goal does the project support? Goal 5 - Transportation Safety and Security, Objective 5.1 Transportation Safety – Eliminate fatal and severe injury crashes for all modes of travel.
5	Does the project appear to be subject to Performance Measurements analysis and what type? Yes, Safety
6	Does the project require a special performance assessment evaluation as part of the amendment? (applies to capacity enhancing projects, \$100 million or greater, and regionally significant) No. The project is not capacity enhancing or exceeds \$100 million dollars

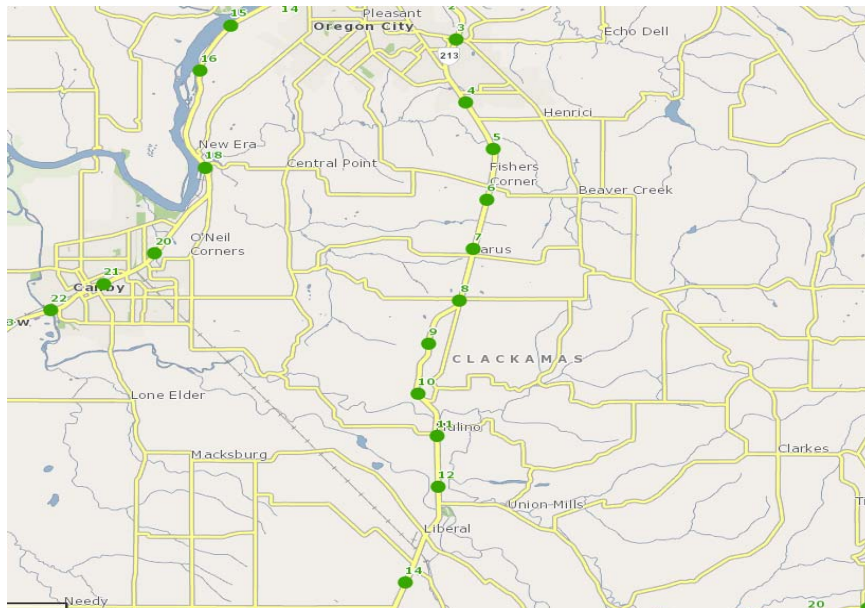
UPWP Consistency Check Areas	
1A	Does the MTIP action also require an UPWP amendment: No
1B	Can the MTIP amendment proceed ahead of the UPWP amendment? N/A
2	What UPWP category does the project fit under (e.g. Master Agreement, Metro Funded Regionally Significant, or Non-Metro Funded Regionally Significant)? N/A

Other Review Areas	
1	Is the project location identified on the National Highway System (NHS), and what is its designation? Yes, MAP-21 NHS Principal Arterials
2A	Is the project location identified as part of one or more of Metro Modeling Networks, and which one(s)? Yes. Motor Vehicle, Transit, Freight, and Bicycle
2B	What is the Metro modeling designation? - Motor Vehicle: Throughway - Transit: Regional Bus - Freight: Roadway Connector - Bike: Regional Bikeway
3	Is the project designated as a Transportation Control Measure (TCM)? No
4	Is the project location identified on a Congestion Management Plan route? Yes

Fund Type Codes References

State	General state funds committed to the project normally to support the match requirement against the federal funds. For this project, no federal funds are part of the project. The project is 100% state funded and provide the funding source similar to projects that are 100% locally funded.
SFLP	State Funded Local Projects. ODOT converts eligible smaller federally funded projects into state funds to expedite project delivery.

Fund Codes											
Phase	Fund Code	Description	ICA P	Percent of Phase	Total Amount	Federal Percent	Federal Amount	State Percent	State Amount	Local Percent	Local Amount
PE	S010	STATE		100.00%	64,261.00	0.00%	0.00	100.00%	64,261.00	0.00%	0.00
	PE Totals			100.00%	64,261.00		0.00		64,261.00		0.00
RW	S010	STATE		0.00%	0.00	0.00%	0.00	0.00%	0.00	0.00%	0.00
	RW Totals			0.00%	0.00		0.00		0.00		0.00
UR	S010	STATE		0.00%	0.00	0.00%	0.00	0.00%	0.00	0.00%	0.00
	UR Totals			0.00%	0.00		0.00		0.00		0.00
CN	S010	STATE		100.00%	193,543.00	0.00%	0.00	100.00%	193,543.00	0.00%	0.00
	CN Totals			100.00%	193,543.00		0.00		193,543.00		0.00
Grand Totals					257,804.00		0.00		257,804.00		0.00



2021-2027 MTIP Formal Amendment - Exhibit A

October 2022 Formal Amendment for FFY 2023 - Amendment Number OC23-02-OCT

Summary Reason for Change: The project includes federal funds and federal approval steps which requires MTIP and STIP programming in order to complete or modify to ensure the approval step can occur.



**Metro
2021-26 Metropolitan Transportation Improvement Program (MTIP)
PROJECT AMENDMENT DETAIL WORKSHEET**

**MTIP Formal Amendment
ADD NEW PROJECT**
Add new 5339(b) bus facility improvement project to MTIP

Lead Agency: TriMet		Project Type:	Transit	ODOT Key:	New - TBA
Project Name: TriMet Beaverton Transit Center Renovation (2022 5339b)	7	Fiscal Constraint Cat:	Capital	MTIP ID:	New - TBA
		ODOT Type	TBD	Status:	T22
Project Status: T22 = Programming actions in progress or programmed in current MTIP		Performance Meas:	Transit	Comp Date:	12/31/2027
		Capacity Enhancing:	No	RTP ID:	11338
		Conformity Exempt:	Yes	CMP:	No
		30 Day Notice Begin:	10/4/2022	TCM:	No
		30 Day Notice End:	11/2/2022	TSMO Award	No
		Funding Source	FTA	TSMO Cycle	N/A
		Funding Type:	5339	RFFA ID:	N/A
		State Highway Route	N/A	RFFA Cycle:	N/A
		Mile Post Begin:	NA	UPWP:	No
		Mile Post End:	N/A	UPWP Cycle:	N/A
Short Description: Reconfigure, update, and renovate depreciated and undersized bus layover facilities at TriMet's Beaverton Transit Center to provide a safer pedestrian environment, improved layover pull-in/ pull-out procedures, and added space for service operations		Length:	N/A	Past Amend:	0
		Flex Transfer to FTA	No	Council Appr:	Yes
		FTA Conversion Code:	N/A	Council Date:	11/10/2022
		1st Year Program'd:	2023	OTC Approval:	No
		Years Active:	0	OTC Date	N/A
		STIP Amend #: TBD		MTIP Amnd #: OC23-02-OCT	

Detailed Description: In Beaverton at the TriMet Beaverton Transit Center, relocate, reconfigure and expand the pick-up and bus layover area to increase safety, support planned service upgrades and provide space for sixty-foot, articulated, battery electric buses and remodel and expand the Operator Layover Facility to accommodate 9 additional operators and update worn spaces and fixtures (2022 IJA 5339(b) Bus & Bus Facilities FTA Award)

STIP Description: TBD

Last Amendment of Modification: None. Initial project programming in the MTIP.

PROJECT FUNDING DETAILS

Fund Type		Year	Planning	Preliminary Engineering	Right of Way	Construction	Other (Workforce)	Total
Federal Funds								
5339(b)		2023		\$ 677,112				\$ 677,112
5339(b)		2025			\$ 12,972			\$ 12,972
5339(b)		2025				\$ 4,620,499		\$ 4,620,499
5339(b)		2025					\$ 256,000	\$ 256,000
PE combines Eng + Outreach							Federal Totals:	\$ 5,566,583
State Funds								
								\$ -
							State Total:	\$ -
Local Funds								
Local-STIF	Match	2023		\$ 169,278				\$ 169,278
Local-STIF	Match	2025			\$ 3,243			\$ 3,243
Local-STIF	Match	2025				\$ 1,155,125		\$ 1,155,125
Local-STIF	Match	2025					\$ 64,000	\$ 64,000
							Local Total	\$ 1,391,646
Phase Totals Before Amend:			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Phase Totals After Amend:			\$ -	\$ 846,390	\$ 16,215	\$ 5,775,624	\$ 320,000	\$ 6,958,229
Total Project Cost Estimate (all phases):							\$	6,958,229
Year of Expenditure Cost Amount:							\$	6,958,229

Programming Summary Details

Why project is short programmed: N/A. The project is not short programmed.

Phase Change Amount:	\$ -	\$ 846,390	\$ 16,215	\$ 5,775,624	\$ 320,000	\$ 6,958,229
Phase Change Percent:	0%	100%	100%	100%	100.0%	100.0%
Revised Match Federal:	\$ -	\$ 169,278	\$ 3,243	\$ 1,155,125	\$ 64,000	\$ 1,391,646
Revised Match Percent:	N/A	20.0%	20.0%	20.0%	20.0%	20.0%

Phase Obligations and Expenditures Summary						
Item	Planning	PE	ROW	Other/Utility	Construction	
Total Funds Obligated:						Federal Aid ID
Federal Funds Obligated:						
Initial Obligation Date:						Other Notes
EA Number:						
EA Start Date:						
EA End Date:						
Known Expenditures:						

MTIP Programming Consistency Check Details and Glossary

General Areas	
1	Phase funding fields: Red font = prior amended funding or project details. Blue font = amended changes to funding or project details. Black font indicates no change has occurred.
2	Amendment Purpose: The purpose of an MTIP amendment is normally to add a new project due to required federal review actions involving the MTIP and STIP, or complete required changes to the project (name description, or funding) to meet the project's next federal approval delivery step.
3	This amendment to the MTIP completes what action: The formal amendment adds the new FTA 5339b discretionary award to TriMet to the MTIP enabling the project to move forward in TrAMS and be implemented.
4	MTIP Programming Submitted Supporting Documentation: FTA grant award notification, 5339 grant application, and other related supporting documentation
5A	Was a 30 Public Notification/Opportunity to Comment Period Required? Yes
5B	What were the 30 day Public Notification/Opportunity to Comment Start and end dates? October 4, 2022 to November 2, 2022
5C	Was the Public Notification/Opportunity to Comment period completed consistent with the Metro Public Participation Plan? Yes
5D	Was the Public Notification/Opportunity to Comment period included on the Metro website allowing email submissions as comments? Yes
5E	Were there a significant amount of comments received requiring a comments log summary provided to Metro Communications Staff? No
6	Added clarifying notes:

Fiscal Constraint Consistency Check Areas

1	Will Performance Measurements Apply? Yes, Transit
2A	Does the amendment include fiscal updates? Yes, changes to the current 5339b funding levels
2B	What is the funding source for the project? FTA discretionary grant - FY22 Bus and Low-and-No Emission Grant Awards program
2C	Was the Proof-of Funding requirement satisfied and how? Yes, FTA Award notification website
2D	Was overall fiscal constraint demonstrated? Yes.

RTP Consistency Check Areas

1A	RTP ID and Name: ID# 11338 - Operating Capital: Equipment and Facilities Phase 2
1B	RTP Project Description: Equipment and facilities to support system replacement, refurbishment, and growth.
2A	Is the project exempt per 40 CFR 93.126, Table 2 or 40 CFR 92.127, Table 3? Yes, under Table 2
2B	What is the exception category per the regulation: Mass Transit - Reconstruction or renovation of transit buildings and structures (e.g., rail or bus buildings, storage and maintenance facilities, stations, terminals, and ancillary structures).
3A	Is the project considered capacity enhancing? No
3B	If capacity enhancing, did the project complete require air conformity analysis and transportation demand modeling through the RTP Update or via an RTP amendment? N/A. The project is not capacity enhancing
4	What RTP Goal does the project support? Goal #10 - Fiscal Stewardship, Objective 10.1 - Infrastructure Condition – Plan, build and maintain regional transportation assets to maximize their useful life, minimize project construction and maintenance costs and eliminate maintenance backlogs
5	Does the project require a special performance assessment evaluation as part of the amendment? (applies to capacity enhancing projects, \$100 million or greater, and regionally significant) No. The project is not capacity enhancing or costs in excess of \$100 million dollars

UPWP Consistency Check Areas

1A	Does the MTIP action also require an UPWP amendment: No.
1B	Can the MTIP amendment proceed ahead of the UPWP amendment? Not Applicable
2	What UPWP category does the project fit under (e.g. Master Agreement, Metro Funded Regionally Significant, or Non-Metro Funded Regionally Significant)? Not Applicable

Other Review Areas

1	Is the project location identified on the National Highway System (NHS), and what is its designation? No
2A	Is the project location identified as part of one or more of Metro Modeling Networks, and which one(s)? Yes. Transit network
2B	What is the Metro modeling designation? Transit Center
3	Is the project designated as a Transportation Control Measure (TCM)? No
4	Is the project location identified on a Congestion Management Plan route? No

Fund Type Codes References

5339(b)	Federal Transit Administration (FTA) based funding for eligible Bus and Bus Facility improvements. For this specific award, the funds are part of the discretionary component and fall under FTA's Section 5339(b) which can be used to replace, rehabilitate and purchase buses and related equipment and to construct bus-related facilities including technological changes or innovations to modify low or no emission vehicles or facilities. The required minimum match is normally 20% against the federal portion of 80%.
Local	General Local funds committed by the lead agency that normally cover the minimum match requirement to the federal funds. For this discretionary award, the minimum match requirement is 20%.

[Grant Programs](#) >

[Program Pages](#) >

[Applicants](#) >

[Grantee Tools](#) >

[Contact Your Regional Office](#)

[FAQ](#) >

FY22 FTA Bus and Low- and No-Emission Grant Awards

FTA's FY22 Low- and No-Emission and Bus and Bus Facilities programs will provide \$1.66 billion in grants to transit agencies, territories and states across the country to invest in bus fleets and facilities. Funded by the President's Bipartisan Infrastructure Law, the majority of funded projects will use zero-emissions technology, which reduces air pollution and helps meet the President's goal of net-zero emissions by 2050.

- Read the [press release](#)
- Watch a [1-minute video](#)

State	Project Sponsor	Funding	Bus/Low-No	Description
OR	Tri-County Metropolitan Transportation District of Oregon	\$5,566,583	Buses and Bus Facilities	TriMet will receive funding to renovate and expand the Beaverton Transit Center to better support bus operations and planned service upgrades for the Portland region, including space to accommodate new electric buses.

Memo



Metro

600 NE Grand Ave.
Portland, OR 97232-2736

Date: September 28, 2022
To: TPAC and Interested Parties
From: Ken Lobeck, Funding Programs Lead
Subject: October FFY 2023 MTIP Formal Amendment & Resolution 22-5289 Approval Request

FORMAL MTIP AMENDMENT STAFF REPORT

Amendment Purpose Statement

FOR THE PURPOSE OF ADDING NEW OR AMENDING EXISTING PROJECTS IN THE 2021-26 METROPOLITAN TRANSPORTATION IMPROVEMENT PROGRAM (MTIP) TO MEET REQUIRED FALL OBLIGATION TARGETS OR FEDERAL APPROVAL STEPS (OC23-02-OCT)

BACKGROUND

What This Is:

The October FFY 2023 Formal Metropolitan Transportation Improvement Program (MTIP) Formal/Full Amendment regular bundle continues the effort to add required new projects, position projects for fall obligations, and complete necessary updates enabling the next federal approval step to occur. The bundle contains a total of seven project amendments. They include:

- Combining two Transportation Demand Management outreach projects (Keys TDM-2026 and 21593) for Portland. This action will streamline the project's obligation through FTA's flex transfer and TrAMS grant approval process enabling the final obligation and expenditure process for Metro and Portland to move forward faster.
- Adjusting Keys 22435 and 22432 which are ODOT ADA curb and ramp improvement projects that have a significant construction phase funding shortfall. Through OTC action, the amendment is adding the required extra funds.
- Amending Keys 21614 and 21638 which include scope changes plus adjusted milepost limits and cost adjustments.
- Adding TriMet's new FTA Section 5339b discretionary grant to renovate the Beaverton Transit Center.

What is the requested action?

Staff is providing TPAC their official notification and requests they provide JPACT an approval recommendation of Resolution 22-5289 consisting of additions and changes or new projects which are required to be added to the MTIP enabling federal reviews and fund obligations to then occur in fall of 2022.

A summary of the projects and amendment actions within the bundle are shown on the next pages.

October FFY 2023 Formal Transition Amendment Bundle Contents				
Amendment Type: Formal/Full				
Amendment #: OC23-02-OCT				
Total Number of Projects: 7				
Key Number & MTIP ID	Lead Agency	Project Name	Project Description	Amendment Action
(#1) ODOT Key # TDM-2026 MTIP ID 71262	Metro	Portland Transportation Demand Management Activities	Through the RTO program Portland will conduct outreach and education to connect residents on available bike/ped/transit transportation alternatives and options to help reduce vehicle trips (2022-24 RFFA Award from Key 22134, 22135 and 22138)	COMBINE PROJECT: The Formal Amendment combines the project and funding into Key 21593 to be implemented together. See next project
(#2) ODOT Key # 21593 MTIP ID 71067	Metro	Transportation Demand Management (Metro) Portland Transportation Demand Management Activities	Through the Metro RTO program, Portland will conduct outreach and education to connect residents on available bike/ped/transit transportation alternatives and options (2019-21 RFFA Award) Keys 20812/20813/20814 Through the Metro RTO program, Portland will conduct outreach and education to connect residents on available bike/ped/transit transportation alternatives (2019-21 RFFA Keys 20812, 20813, & 20814 plus 2022-24 awards in Keys 22134, 22135, 22138)	COMBINE PROJECT: The Formal Amendment combines Key TDM-2026 into Key 21593 to be obligated and implemented together
(#3) ODOT Key # 22435 MTIP ID 71257	ODOT	OR47/OR8/US30 Curb Ramps	Construct to American Disabilities Act (ADA) standards, curbs and ramps at multiple locations along OR47, OR8, and US30 to reduce mobility barriers and make state highways more accessible to disabled persons	COST INCREASE: Add OTC approved funding to address a construction phase funding shortfall due to inflationary cost impacts.

(#4) ODOT Key # 22432 MTIP ID: 71248	ODOT	US30BY Curb Ramps	At various location on US30 Bypass in the NE Portland area, construct ADA compliant curbs and ramps.	<u>COST INCREASE:</u> Add OTC approved funding to address a construction phase funding shortfall due to inflationary cost impacts.
(#5) ODOT Key # 21614 MTIP ID: 71168	ODOT	US26: SE 8th Ave – SE 87th Ave US26: SE 8th Ave - SE 58th Ave Sec.	Update signals and improve intersection warning signage to improve safety on this section of highway.	<u>SCOPE & COST CHANGE:</u> Reduce project limits and adjust approved ARTS program funding for the project
(#6) ODOT Key # 21638 MTIP ID: 71191	ODOT	OR213: I-205 – OR211 OR213: Glen Oak Rd - S Barnards Rd Sec.	Improvements including signals, reflectorized back plates, advance intersection warning signs, flashing lights, radar detection units and stop bars to increase safety on this section of highway.	<u>SCOPE & COST CHANGE:</u> Reduce project limits, adjust approved ARTS program funding, and correct the approved fund code for the project
(#7) ODOT Key # New MTIP ID: TBD	TriMet	TriMet Beaverton Transit Center Renovation (2022 5339b)	Reconfigure, update, and renovate depreciated and undersized bus layover facilities at TriMet's Beaverton Transit Center to provide a safer pedestrian environment, improved layover pull-in/ pull-out procedures, and added space for service operations	<u>ADD NEW PROJECT:</u> Add new FTA 5339b discretionary award to the MTIP supporting the Beaverton Transit Center renovation.

AMENDMENT BUNDLE SUMMARY:

The October FFY 2023 Formal MTIP Amendment bundle involves combining two projects to simplify and streamline the later obligation and expenditure process between Portland and Metro, cost and scope updates to four ODOT projects and adds a new FTA 533b discretionary grant award to the MTIP supporting the Beaverton Transit Center renovation.

A total of seven projects are included in the October, OC23-02-OCT amendment bundle. All projects in the bundle completed a 30-day public notification/opportunity to comment period consistent with Metro's Public Participation Plan. The public comment period opened on October 4, 2022 and closed on November 2, 2022.

The included projects require a formal/full MTIP amendment because they exceed the administrative change thresholds FHWA and FTA have established for the MTIP and STIP. Generally, the project changes triggered a formal amendment were due to the following reasons:

- The change resulted in adding the project to the MTIP.
- The change updated project costs which:
 - Were above the 30% cost change threshold for transit projects.

- Were above the 30% cost change threshold for roadway/capital improvement projects with a total project cost between \$1 and 5 million dollars.
- Were above the 20% cost change threshold for roadway/capital improvement projects with a total project cost above \$5 million.
- The required changes significantly impact the existing project’s scope which triggers the need for the formal/full amendment and a review that the project is still consistent with the RTP.

A more detailed overview of each project amendment in the bundle begins below.

Project #1	Portland Transportation Demand Management Activities
<p><u>Project Description:</u> Through the RTO program Portland will conduct outreach and education to connect residents on available bike/ped/transit transportation alternatives and options to help reduce vehicle trips (2022-24 RFFA Award from Key 22134, 22135, and 22138).</p>	
<p>Identifications/Key Consistency Check Areas:</p> <ul style="list-style-type: none"> ● Lead Agency: Metro ● ODOT Key Number: TDM-2026 ● MTIP ID#: 71262 ● RTP ID: 12078 ● Proof-of Funding/Fiscal Constraint Demonstrated: Yes ● Conformity Status: Exempt from air quality analysis and transportation demand modeling requirements ● OTC approval required: No ● Performance Measurements applicable: Indirectly, Transit ● Special Amendment Performance Assessment Required: No ● Were overall RTP Consistency checks achieved and satisfactory: Yes ● Can the required changes be made, or can the project be added to the MTIP without issues: Yes 	
<p><u>Description of Changes</u> Through the October FFY 2023 Formal Amendment Key TDM-2026 is combined into Key 21593. Both projects are Transportation Demand Management (TDM) projects which will provide outreach and education to residents via Metro's RTO program advocating transportation options and alternatives. The projects fall under Metro as lead agency to flex transfer the funds through FTA and obligate them through FTA’s Transit Award Management System (TrAMS). The funding is dedicated to Portland to complete the required TDM activities.</p> <p>The funding originated from Metro awarded Regional Flexible Fund Allocation awards to Portland over two different funding calls. Three Portland awarded projects are impacted from the 2022-24 RFFA call with the TDM portion and are programmed in TDM-2026. They include:</p> <ul style="list-style-type: none"> ● Key 22134, NE 122nd Ave Safety & Access: Beech – Wasco): Construct new enhanced and marked crossings in NE 122nd Ave near NE Beech Street/NE Failing Street NE Sacramento Street/NE Brazee Street NE Broadway/NE Hancock Street and NE Wasco St/NE Multnomah St to improve safety and accessibility. 	

- **Key 22135, NE MLK Blvd Safety & Access to Transit: Cook-Highland:**
Construct pedestrian crossing and intersection channelization improvements on NE MLK Blvd at various locations between Cook St and Highland St. Complete signal upgrades at NE Fremont and NE Killingsworth. Add protected left turn lane at both intersection
- **Key 22138, Stark & Washington Safety: SE 92nd Ave - SE 109th Ave:**
Construct protected bike lanes protected signal phasing for peds and bikes transit islands to improve transit operations and comfort ped islands to shorten crossing distance and signal controller upgrades to better manage speeds and traffic flow.

The TDM scope was removed from three projects and programmed separately to ensure IGA conflicts with ODOT did not occur. TDM activities are a general condition of approval for RFFA Step 2 projects for the eligible projects and agencies which can complete the required work. The TDM reprogramming in the MTIP and STIP for the above three projects occurred around the time of the kick-off meetings among Metro, ODOT, and Portland.

Key 21593 contains the similar Portland projects with TDM removed from the 2019-21 RFFA call. When the project funding TDM-2026 is combined into Key 21593, Key 21593 will represent a total six Portland TDM projects. Metro then can move on to flex transfer the funds to FTA and complete the FTA TrAMS grant to obligate the funds. Once obligated, Metro’s RTO program can issue a notice to proceed to Portland’s TDM office to begin completing the work and expend the funds. The process parallels the Metro’s RTO sub-recipient grant allocation format to complete other TDM activities.

Support Item(s): Location Maps

Key 22134
F: 122nd Ave
Safety, Access & Transit

Project context and background

Currently, 122nd Ave is a High Crash Corridor that does not adequately serve all modes. Five of the City’s thirty highest crash intersections are along 122nd Ave. Since 2010, there have been over 400 people injured while traveling on 122nd, including 127 people walking and biking. Nine people have died in the past 8 years.

122nd Ave is a stressful environment to walk, bike, cross the street and access transit. The street is typically a five-lane arterial with on-street parking and narrow bike lanes that becomes turn lanes at major signalized intersection. The sidewalks are often narrow and substandard. Most of 122nd Avenue does not meet the City’s new guidelines for marked crosswalk spacing. Buses experience delay, including slow average speeds, high dwell time at stops and significant travel speed variability during peak travel times.

PBOT is developing a plan to identify improvements on 122nd Ave, between SE Foster and NE Marine Dr, with the goal to increase safety for all, improve pedestrian & bicycle access and support better transit while balancing needs of freight & other modes, identify improvements to help eliminate serious injuries and fatalities, and remove 122nd Ave from the Vision Zero High Crash Corridor network.

Project details

PBOT’s RFFA application scope draws from staff recommendations and public stakeholder feedback on elements of the draft 122nd Ave Plan: Safety, Access and Transit. The improvements proposed to be included in the RFA project scope include new enhanced and marked crossings in the vicinity of NE Beech, NE Sacramento/ Brazeel (dependent on funding/actual costs), NE Broadway/ Hancock, and NE Wasco/Multnomah.

Project Cost Estimate: \$6,491,000
Local Match: \$1,842,300; RFFA Grant Request: \$4,648,700

FOR MORE INFORMATION
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122ND AVE | SAFETY ACCESS & TRANSIT
UPDATED: JUNE 14 2019

Key 22135

NE MLK Jr Blvd
Safety & Access to Transit

Project context and background

NE MLK Jr Blvd already has one of Portland’s highest concentrations of affordable housing, and a great deal more is in the pipeline. As more and more people live on this corridor, pedestrian and commercial activity is increasing, which leads to conflicts with the high volumes of high speed traffic on this major thoroughfare.

The PBOT Safe Routes to School Plan also identified several crossing needs along the corridor. This project will focus on providing enhanced pedestrian crossings at regular spacing along MLK Jr Blvd to ensure safety and access to transit.

NE Martin Luther King Jr Blvd is a major destination and business hub for Black Portlanders. This project would not only seek to direct investments in crossing and transit amenities, but would also include streetscape improvements such as pedestrian scale lighting and a community-driven process to further develop the corridor’s identity to celebrate NE MLK Jr Blvd as a vibrant business district.

Project details

- SIGNAL UPGRADE (add protected signal phase for vehicles turning onto NE Martin Luther King Jr Blvd)
- NEW ENHANCED CROSSING (existing marked crossing exists, project will upgrade)
- FUNDED CROSSING IMPROVEMENT
- EXISTING SIGNALIZED INTERSECTION
- EXISTING OR FUTURE BIKEWAY CONNECTION

Project Cost Estimate: \$4,723,000
Local Match: \$600,000; RFFA Grant Request: \$4,123,000

FOR MORE INFORMATION
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NE MLK JR BLVD | SAFETY & ACCESS TO TRANSIT
UPDATED: JUNE 14 2019



Key 22138

E: Stark/Washington Corridor Improvements

Project background and details

The Stark/Washington couplet is one of the major business hubs in Gateway, but is currently very auto-oriented and sees high rates of crashes, with three to four lanes in each direction, difficult pedestrian crossings, and narrow sidewalks and bike lanes. This project will transform this area into a more ped/bike/transit oriented hub for East Portland, with safety improvements ranging from protected bike lanes to bus lanes and transit islands to enhanced crossings. This is a Vision Zero project on a High Crash Corridor and serves a high equity need. This project was also prioritized in the Growing Transit Communities Plan, adopted in 2017.

Project Cost Estimate: \$6,532,000
 Local Match: \$1,200,000; RFFA Grant Request: \$5,332,000

FOR MORE INFORMATION
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PBOT
 2022-2024 RFFA PROJECT CANDIDATES | 09

STARK/WASHINGTON CORRIDOR IMPROVEMENTS
 UPDATED: JUNE 14, 2019

Project #2	<p>Transportation Demand Management (Metro)</p> <p>Portland Transportation Demand Management Activities</p>
<p>Project Description: Through the Metro RTO program, Portland will conduct outreach and education to connect residents on available bike/ped/transit transportation alternatives and options (2019-21 RFFA Award) Keys 20812/20813/20814 Through the Metro RTO program, Portland will conduct outreach and education to connect residents on available bike/ped/transit transportation alternatives (2019-21 RFFA Keys 20812, 20813, & 20814 plus 2022-24 awards in Keys 22134, 22135, 22138)</p>	
<p>Identifications/Key Consistency Check Areas:</p> <ul style="list-style-type: none"> • Lead Agency: Metro • ODOT Key Number: 21593 • MTIP ID#: 71067 • RTP ID: 12078 • Proof-of Funding/Fiscal Constraint Demonstrated: Yes • Conformity Status: Exempt from air quality analysis and transportation demand modeling requirements • OTC approval required: No • Performance Measurements applicable: Indirectly, Transit • Special Amendment Performance Assessment Required: No • Were overall RTP Consistency checks achieved and satisfactory: Yes 	

- Can the required changes be made, or can the project be added to the MTIP without issues:
Yes

Description of Changes

Through the October FFY 2023 Formal Amendment Key TDM-2026 is combined into Key 21593. Both projects are Transportation Demand Management (TDM) projects which will provide outreach and education to residents via Metro's RTO program advocating transportation options and alternatives. The projects fall under Metro as lead agency to flex transfer the funds through FTA and obligate them through FTA's Transit Award Management System (TrAMS). The funding is dedicated to Portland to complete the required TDM activities.

The funding originated from Metro awarded Regional Flexible Fund Allocation awards to Portland over two different funding calls. A total of six projects are covered as part of the changes to Key 21593. They include three projects from Key TDM-2026 and three projects within Key 21593. Key 21593 now will apply to the following six projects:

From Key TDM-2026 (and combined into 21593)

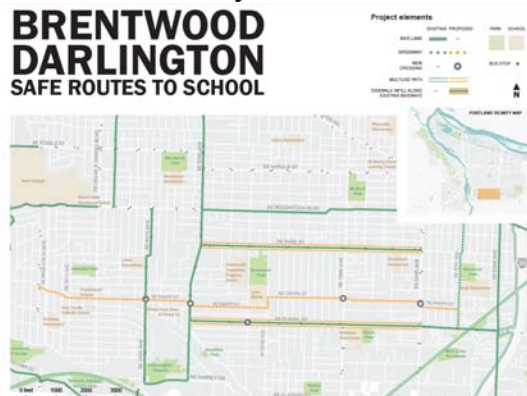
- **Key 22134, NE 122nd Ave Safety & Access: Beech - Wasco**
- **Key 22135, NE MLK Blvd Safety & Access to Transit: Cook-Highland:**
- **Key 22138, Stark & Washington Safety: SE 92nd Ave - SE 109th Ave:**

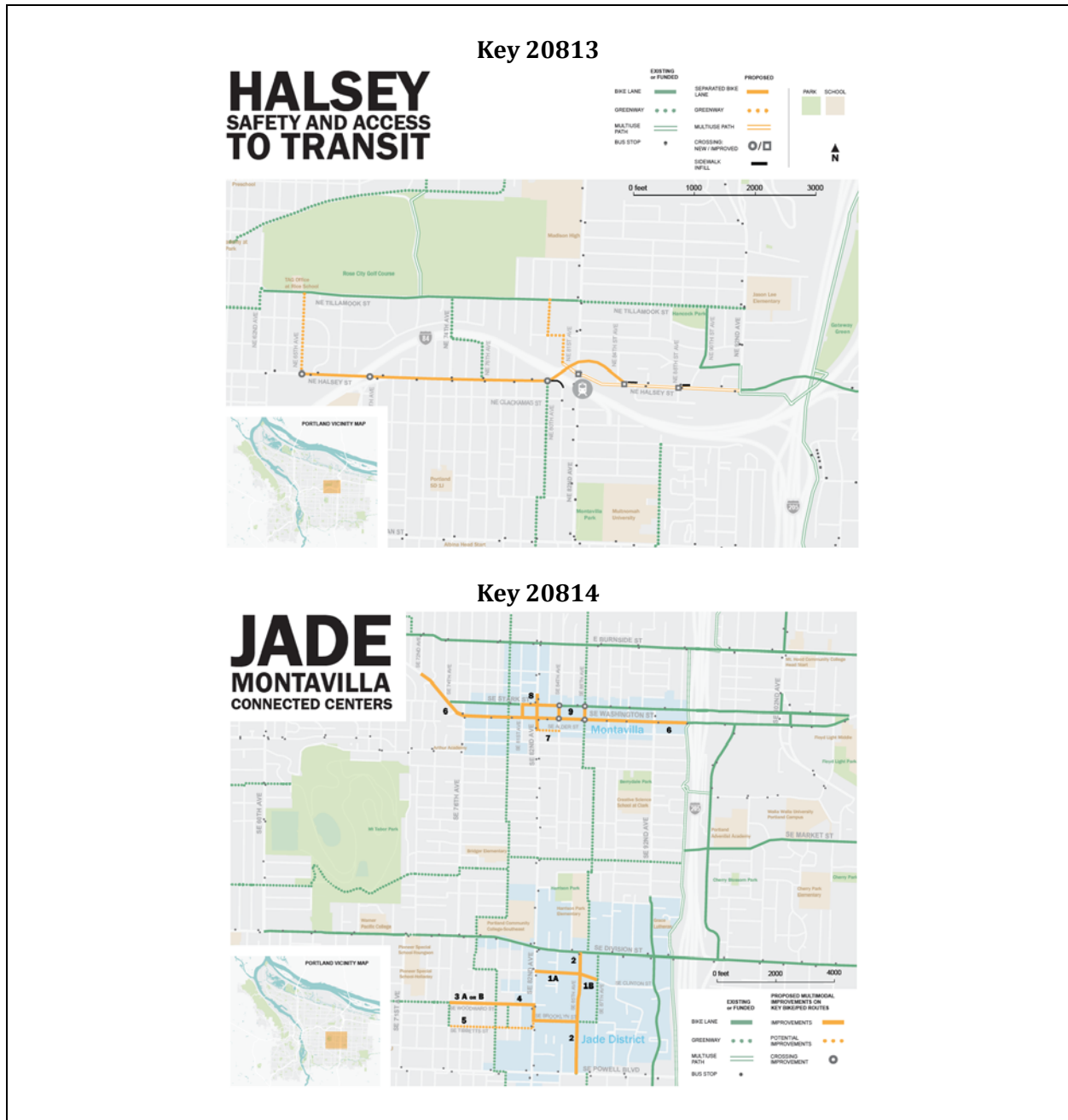
Existing Projects within Key 21593

- **Key 20812, Brentwood Darlington Bike/Ped Improvements:**
Connect to parks, community gardens and shopping. Sidewalks fill gaps in the ped network. Greenway provides connections between bikeways in Springwater corridor(2019-21 RFFA Award)
- **Key 20813, NE Halsey Street Bike/Ped/Transit Improvements:**
Signal improvements, intersection redesigns, bus stop improvements and high-priority crossings on NE Halsey between 65th and 92nd, bikeway from 65th to 92nd, path from the 82nd Ave. MAX station (19-21 FFFA Award)
- **Key 20814, Jade and Montavilla Multi-modal Improvements:**
Construct multi-modal improvements on key pedestrian and bicycle routes within and connecting to the Jade District and Montavilla Neighborhood Centers. (19-21 RFFA Award)

Support Item(s): Location Maps

Key 20812





Project #3	OR47/OR8/US30 Curb Ramps
<p>Project Description: Construct to American Disabilities Act (ADA) standards, curbs and ramps at multiple locations along OR47, OR8, and US30 to reduce mobility barriers and make state highways more accessible to disabled persons</p>	
<p>Identifications/Key Consistency Check Areas:</p> <ul style="list-style-type: none"> • Lead Agency: ODOT • ODOT Key Number: 22435 	

- MTIP ID#: 71257
- RTP ID: 12095
- Proof-of Funding/Fiscal Constraint Demonstrated: Yes
- Conformity Status: Exempt from air quality analysis and transportation demand modeling requirements
- OTC approval Yes – September 13, 2022
- Performance Measurements applicable: Yes – Safety
- Special Amendment Performance Assessment Required: No
- Were overall RTP Consistency checks achieved and satisfactory: Yes
- Can the required changes be made, or can the project be added to the MTIP without issues: Yes

Description of Changes

The impact of inflation upon transportation capital projects continues to leave its unapologetic footprint upon many projects. Key 22435 is no exception. The formal amendment addresses a construction phase funding shortfall. The amendment adds \$5.4 million to the project resulting in a 60% increase to the construction phase. OTC approval was required and occurred on September 13, 2022.

Key 22435 is one of several statewide ADA curb improvement projects that will replace or modify ADA ramps throughout the state, primarily through outsourced design and contracted construction. The Program is scheduled to replace or modify over 25,000 curb ramps on or along the state highway system between 2017 and 2032. Key 22435 involves multiple routes and covers areas in both region 1 and Region 2. The project contains currently 22 site location planned for ADA improvements.

The OTC staff report cites two keys factors for the cost increase to the project. They include (1) capacity issues of concrete construction industry, and (2) increases in bid costs practices. See Attachment 1 (OTC ADA Staff Item) for additional details.

The added costs results in a 60% cost increase to the project which is well above the 20% administrative threshold for cost changes resulting in the need for a formal/full amendment.

Support Item(s):

ODOT OTC Partial Project Award List

Agenda Item F; Attachment 02

Key Number (leave blank if new)	Region	Project Name	BMP	EMP	Bridge #	Phase	Primary Work Type	Funding Responsibility	Current Total (0 if new)	Proposed Total	Difference
22431	1	OR141/OR217 curb ramps	4.97	7.07		CN	ADA	SW ADA TRANSITION	\$ 4,662,297.00	\$ 7,518,278.00	\$ 2,855,981.00
22432	1	US30BY curb ramps	1.28	14.74		CN	ADA	SW ADA TRANSITION	\$25,556,438.00	\$ 38,810,000.00	\$ 13,253,562.00
22434	2	US101 curb ramps (Lincoln City/Lincoln Beach)	112.3	125		CN	ADA	SW ADA TRANSITION	\$12,063,225.00	\$19,149,070.00	\$ 7,085,845.00
22435	2	OR47/OR8/US30 curb ramps	17.88	90.59		CN	ADA	SW ADA TRANSITION	\$ 9,075,262.00	\$14,566,171.00	\$ 5,490,909.00
22437	3	US101/OR241/OR540 curb ramps (Coos Bay/North Bend)	VAR	VAR		CN	ADA	SW ADA TRANSITION	\$ 8,066,607.00	\$13,435,375.00	\$ 5,368,768.00
22611	3	OR540 curb ramps: Coos Bay city limits -	4.89	8.49		CN	ADA	SW ADA	\$ -	\$ 1,800,000.00	\$ 1,800,000.00

Project Location Area Maps





Site Location List

Locations								
Route	Highway	MP Begin	MP End	Length	Street	City	County	ACT
OR-47	029 TUALATIN VALLEY HIGHWAY	17.88	19.38	1.50		FOREST GROVE	WASHINGTON	R1ACT
OR-47	029 TUALATIN VALLEY HIGHWAY	20.21	20.29	0.08			WASHINGTON	NWACT
OR-47	029 TUALATIN VALLEY HIGHWAY	19.95	19.96	0.01			WASHINGTON	R1ACT
OR-47	029 TUALATIN VALLEY HIGHWAY	19.44	19.56	0.12			WASHINGTON	R1ACT
OR-47	029 TUALATIN VALLEY HIGHWAY	19.39	19.43	0.04			WASHINGTON	R1ACT
OR-47	029 TUALATIN VALLEY HIGHWAY	20.30	20.40	0.10			WASHINGTON	NWACT
OR-47	029 TUALATIN VALLEY HIGHWAY	21.08	21.60	0.52			WASHINGTON	NWACT
OR-47	029 TUALATIN VALLEY HIGHWAY	19.97	20.20	0.23			WASHINGTON	R1ACT
OR-47	029 TUALATIN VALLEY HIGHWAY	19.57	19.94	0.37			WASHINGTON	NWACT
OR-47	029 TUALATIN VALLEY HIGHWAY	25.37	25.71	0.34		GASTON	WASHINGTON	NWACT
OR-47	029 TUALATIN VALLEY HIGHWAY	25.73	26.54	0.81			YAMHILL	MWACT

OR-47	029	TUALATIN VALLEY HIGHWAY	25.72	25.72	0.00			YAMHILL	MWACT
OR-47	102	NEHALEM	88.68	88.70	0.02			WASHINGTON	NWACT
OR-47	102	NEHALEM	88.62	88.66	0.04			WASHINGTON	NWACT
OR-47	102	NEHALEM	88.67	88.80	0.13			WASHINGTON	NWACT
OR-47	102	NEHALEM	88.81	90.15	1.34			WASHINGTON	R1ACT
OR-47	102	NEHALEM	88.02	88.52	0.50			WASHINGTON	NWACT
OR-47	102	NEHALEM	88.54	88.61	0.07			WASHINGTON	NWACT
OR-47	102	NEHALEM	90.16	90.59	0.43		FOREST GROVE	WASHINGTON	R1ACT
OR-47	102	NEHALEM	88.53	88.53	0.00			WASHINGTON	NWACT
OR-47	102	NEHALEM	60.87	62.77	1.90		VERNONIA	COLUMBIA	NWACT
US-30	092	LOWER COLUMBIA RIVER	46.66	48.40	1.74		RAINIER	COLUMBIA	NWACT

Project #4	US30BY Curb Ramps
<p><u>Project Description:</u> At various location on US30 Bypass in the NE Portland area, construct ADA compliant curbs and ramps.</p>	
<p>Identifications/Key Consistency Check Areas:</p> <ul style="list-style-type: none"> • Lead Agency: ODOT • ODOT Key Number: 22432 • MTIP ID#: 71248 • RTP ID: 12095 • Proof-of Funding/Fiscal Constraint Demonstrated: Yes • Conformity Status: Exempt from air quality analysis and transportation demand modeling requirements • OTC approval Yes – September 13, 2022 • Performance Measurements applicable: Yes – Safety • Special Amendment Performance Assessment Required: No • Were overall RTP Consistency checks achieved and satisfactory: Yes • Can the required changes be made, or can the project be added to the MTIP without issues: Yes 	
<p><u>Description of Changes</u></p> <p>The cost increase to Key 22432 is similar to the increase to Key 22435 (prior project). Key 22432 is an ODOT ADA curb and ramps improvement project which now faces a funding shortfall in the construction phase. Additional ADA program funds are being committed to address the funding shortfall. The amendment adds \$13.25 million to the project resulting in a 51% increase to the construction phase. OTC approval was required and occurred on September 13, 2022.</p>	

The OTC staff report is included as Attachment one and provides additional details for the cost increase. The added costs results in a 51% cost increase to the project which is well above the 20% administrative threshold for cost changes resulting in the need for a formal/full amendment.

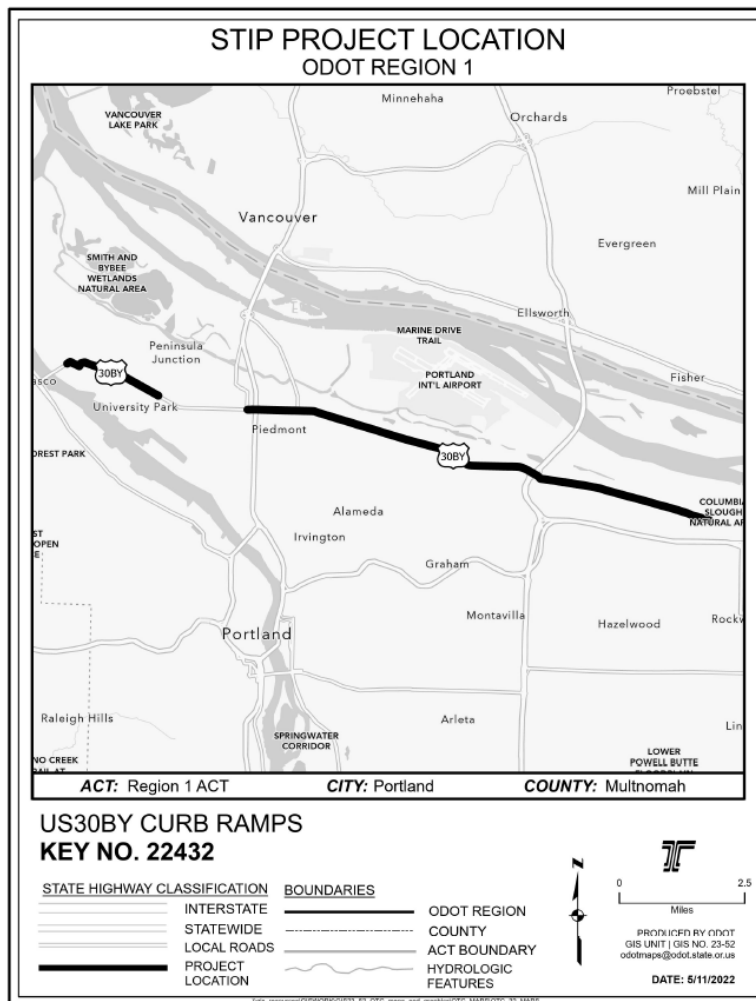
Support Item(s):

ODOT OTC Partial Project Award List

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22611	3	OR540 curb ramps: Coos Bay city limits -	4.89	8.49		CN	ADA	SW ADA TRANSITION	\$ -	\$ 1,800,000.00	\$ 1,800,000.00

Project Location Area Map



Site Location List

Locations									
Route	Highway	MP Begin	MP End	Length	Street	City	County	ACT	
US-30BY	123	NORTHEAST PORTLAND	11.33	13.18	1.85		PORTLAND	MULTNOMAH	R1ACT
US-30BY	123	NORTHEAST PORTLAND	14.72	14.73	0.01		PORTLAND	MULTNOMAH	R1ACT
US-30BY	123	NORTHEAST PORTLAND	14.74	14.76	0.02		GRESHAM	MULTNOMAH	R1ACT
US-30BY	123	NORTHEAST PORTLAND	13.19	14.71	1.52		PORTLAND	MULTNOMAH	R1ACT
US-30BY	123	NORTHEAST PORTLAND	13.20	13.25	0.05		PORTLAND	MULTNOMAH	R1ACT
US-30BY	123	NORTHEAST PORTLAND	11.33	6.14	5.19		PORTLAND	MULTNOMAH	R1ACT
US-30BY	123	NORTHEAST PORTLAND	11.33	6.14	5.19		PORTLAND	MULTNOMAH	R1ACT
US-30BY	123	NORTHEAST PORTLAND	5.16	5.31	0.15		PORTLAND	MULTNOMAH	R1ACT
US-30BY	123	NORTHEAST PORTLAND	5.33	6.14	0.81		PORTLAND	MULTNOMAH	R1ACT
US-30BY	123	NORTHEAST PORTLAND	5.32	5.32	0.00		PORTLAND	MULTNOMAH	R1ACT
US-30BY	123	NORTHEAST PORTLAND	1.28	3.32	2.04		PORTLAND	MULTNOMAH	R1ACT

Project #5

US26: SE 8th Ave – SE 87th Ave
US26: SE 8th Ave - SE 58th Ave Sec.

Project Description:

Update signals and improve intersection warning signage to improve safety on this section of highway.

Identifications/Key Consistency Check Areas:

- Lead Agency: ODOT
- ODOT Key Number: **21614**
- MTIP ID#: 71168
- RTP ID: 12095
- Proof-of Funding/Fiscal Constraint Demonstrated: Yes
- Conformity Status: Exempt from air quality analysis and transportation demand modeling requirements
- OTC approval: No
- Performance Measurements applicable: Yes – Safety
- Special Amendment Performance Assessment Required: No – The project is not capacity enhancing or exceeds \$100 million dollars
- Were overall RTP Consistency checks achieved and satisfactory: Yes
- Can the required changes be made, or can the project be added to the MTIP without issues: Yes

Description of Changes

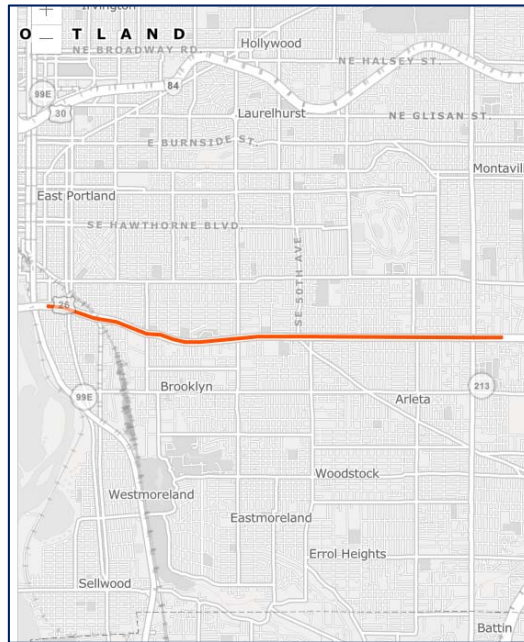
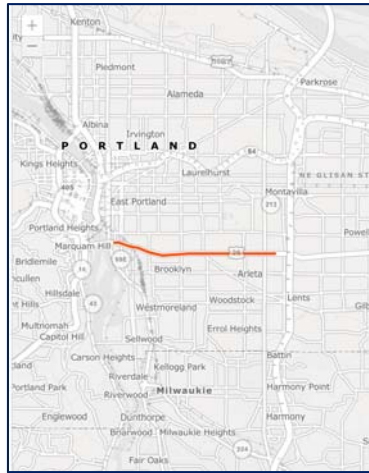
The October FFY 2023 Formal Amendments reduces the project limits and adjusts the authorized ARTS program funding for the project. ODOT Traffic section evaluated the proposed improvements for the corridor and determined that only the section between MP 1.14 and MP

3.86 are required. As a result, the project limits and scope are being adjusted to reflect the reduce project limits.

An updated cost estimate requires additional ARTS program funding and exceeds the 50% cost change threshold for administrative cost adjustments for this project. The project cost increases from \$97,385 to \$328,723. The project remains funded completely with state funds.

Support Items:

Project Location Maps



Project #6	OR213: I-205 - OR211 OR213: Glen Oak Rd - S Barnards Rd Sec.
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Project Description:

Improvements including signals, reflectorized back plates, advance intersection warning signs, flashing lights, radar detection units and stop bars to increase safety on this section of highway.

Identifications/Key Consistency Check Areas:

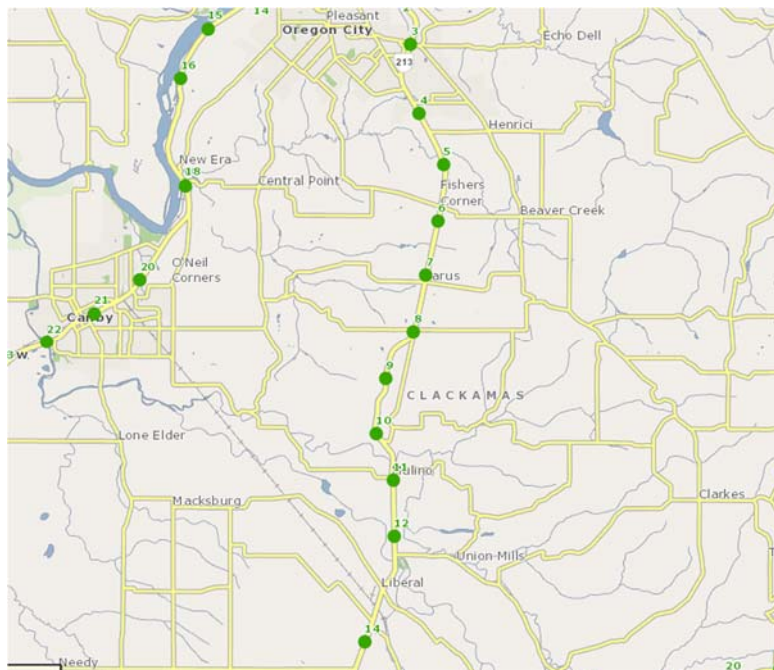
- Lead Agency: SMART
- ODOT Key Number: **21638**
- MTIP ID#: 71191
- RTP ID: 12095
- Proof-of Funding/Fiscal Constraint Demonstrated: Yes
- Conformity Status: Exempt from air quality analysis and transportation demand modeling requirements
- OTC approval No – not applicable
- Performance Measurements applicable: Yes – Safety
- Special Amendment Performance Assessment Required: No
- Were overall RTP Consistency checks achieved and satisfactory: Yes
- Can the required changes be made, or can the project be added to the MTIP without issues: Yes

Description of Changes

The October formal amendment reduces the project limits and adjusts the authorized ARTS program funding for the project. ODOT's Traffic Division determined that the safety upgrades are only required in the revised project limits area. The scope change is significant and triggers the need for a formal amendment.

Support Items:

Project Site Locations Map



Revised Project Site Locations

ID	MP Begin	MP End	Route	Highway	City	County
02	10.83	10.84	OR-213	160 - CASCADE SOUTH		CLACKAMAS
03	10.90	12.45	OR-213	160 - CASCADE SOUTH		CLACKAMAS
04	7.84	7.90	OR-213	160 - CASCADE SOUTH		CLACKAMAS
05	8.12	8.13	OR-213	160 - CASCADE SOUTH		CLACKAMAS
06	4.79	5.49	OR-213	160 - CASCADE SOUTH		CLACKAMAS
07	10.45	10.56	OR-213	160 - CASCADE SOUTH		CLACKAMAS
08	8.14	10.20	OR-213	160 - CASCADE SOUTH		CLACKAMAS
09	12.46	13.78	OR-213	160 - CASCADE SOUTH		CLACKAMAS
10	4.05	4.10	OR-213	160 - CASCADE SOUTH	OREGON CITY	CLACKAMAS
11	3.69	4.00	OR-213	160 - CASCADE SOUTH	OREGON CITY	CLACKAMAS
12	10.21	10.39	OR-213	160 - CASCADE SOUTH		CLACKAMAS
13	6.76	7.30	OR-213	160 - CASCADE SOUTH		CLACKAMAS
14	5.74	6.75	OR-213	160 - CASCADE SOUTH		CLACKAMAS
15	5.50	5.73	OR-213	160 - CASCADE SOUTH		CLACKAMAS
16	7.31	7.65	OR-213	160 - CASCADE SOUTH		CLACKAMAS
17	4.01	4.04	OR-213	160 - CASCADE SOUTH	OREGON CITY	CLACKAMAS
18	13.79	14.55	OR-213	160 - CASCADE SOUTH		CLACKAMAS
19	8.03	8.07	OR-213	160 - CASCADE SOUTH		CLACKAMAS
20	4.19	4.51	OR-213	160 - CASCADE SOUTH		CLACKAMAS
21	8.02	8.11	OR-213	160 - CASCADE SOUTH		CLACKAMAS
22	4.11	4.13	OR-213	160 - CASCADE SOUTH	OREGON CITY	CLACKAMAS
23	10.57	10.59	OR-213	160 - CASCADE SOUTH		CLACKAMAS
24	10.40	10.44	OR-213	160 - CASCADE SOUTH		CLACKAMAS
25	7.91	8.01	OR-213	160 - CASCADE SOUTH		CLACKAMAS
26	4.17	4.18	OR-213	160 - CASCADE SOUTH	OREGON CITY	CLACKAMAS
27	7.66	7.83	OR-213	160 - CASCADE SOUTH		CLACKAMAS
28	7.32	7.54	OR-213	160 - CASCADE SOUTH		CLACKAMAS
29	10.60	10.61	OR-213	160 - CASCADE SOUTH		CLACKAMAS
30	10.64	10.82	OR-213	160 - CASCADE SOUTH		CLACKAMAS
31	4.52	4.61	OR-213	160 - CASCADE SOUTH		CLACKAMAS
32	4.14	4.16	OR-213	160 - CASCADE SOUTH	OREGON CITY	CLACKAMAS
33	4.62	4.78	OR-213	160 - CASCADE SOUTH		CLACKAMAS

Project #7

**TriMet Beaverton Transit Center Renovation (2022 5339b)
New Project**
Project Description:

Reconfigure, update, and renovate depreciated and undersized bus layover facilities at TriMet's Beaverton Transit Center to provide a safer pedestrian environment, improved layover pull-in/pull-out procedures, and added space for service operations

Identifications/Key Consistency Check Areas:

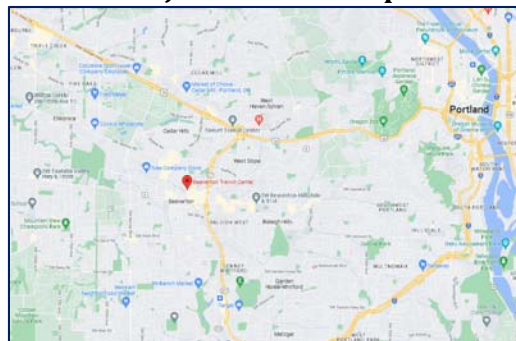
- Lead Agency: TriMet
- ODOT Key Number: **New** – To be assigned
- MTIP ID#: New – To be assigned
- RTP ID: 11338 - Operating Capital: Equipment and Facilities Phase 2
- Proof-of Funding/Fiscal Constraint Demonstrated: Yes – FTA grant award notification
- Conformity Status: Exempt from air quality analysis and transportation demand modeling requirements
- OTC approval No – not applicable
- Performance Measurements applicable: Yes – Transit
- Special Amendment Performance Assessment Required: No
- Were overall RTP Consistency checks achieved and satisfactory: Yes
- Can the required changes be made, or can the project be added to the MTIP without issues: Yes

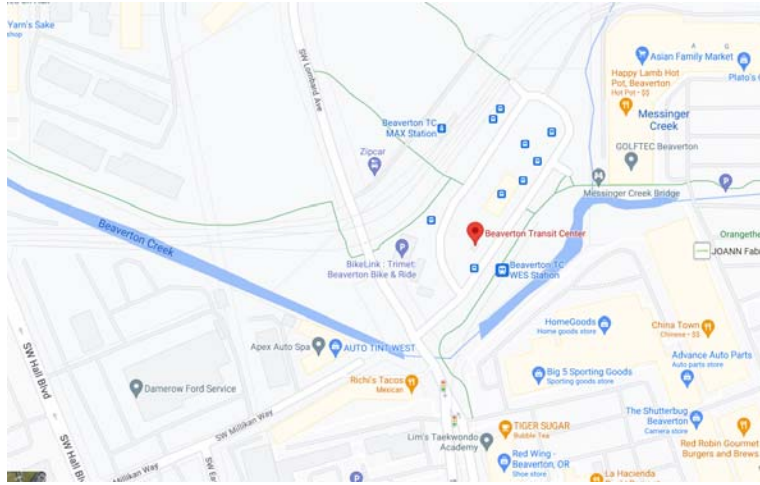
Description of Changes

The October 2022 Formal MTIP amendment adds TriMet's new FTA Section 5339b discretionary grant award to renovate the Beaverton Transit Center. The project grant award is from the FY22 FTA Bus and Low- and No-Emission Grant Awards discretionary program. FTA's FY22 Low- and No-Emission and Bus and Bus Facilities programs provided \$1.66 billion in grants to transit agencies, territories and states across the country to invest in bus fleets and facilities.

TriMet's Beaverton Transit Center Renovation will update and reconfigure depreciated and undersized bus layover facilities at TriMet's Beaverton Transit Center. The outcome of these investments will be a safer pedestrian environment, improved operator break and layover spaces, more efficient layover pull-in and pull out procedures, new space required for service upgrades that will accommodate 60 foot, articulated, zero emissions buses (ZEB) and overhead opportunity fast-charging for both 60 and 40 foot battery electric buses.

TriMet will relocate, reconfigure and expand the pick-up and bus layover area at Beaverton Transit Center to increase safety, support planned service upgrades and provide space for sixty-foot, articulated, battery electric buses and remodel and expand the Operator Layover Facility to accommodate 9 additional operators and update worn spaces and fixtures.

Support Items:**Project Location Maps**



Project Award Notification

United States Department of Transportation

Federal Transit Administration

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FAQ

FY22 FTA Bus and Low- and No-Emission Grant Awards

FTA's FY22 Low- and No-Emission and Bus and Bus Facilities programs will provide \$1.66 billion in grants to transit agencies, territories and states across the country to invest in bus fleets and facilities. Funded by the President's Bipartisan Infrastructure Law, the majority of funded projects will use zero-emissions technology, which reduces air pollution and helps meet the President's goal of net-zero emissions by 2050.

- Read the [press release](#)
- Watch a [1 minute video](#)

State	Project Sponsor	Funding	Bus/Low-No Emission	Description
AK	Ketchikan Gateway Borough, The Bus	\$4,285,436	Low or No Emission	The Ketchikan Gateway Borough will receive funding to buy electric buses and charging equipment. The new buses will help improve service and reliability and, by improving air quality, advance environmental justice in the Ketchikan community in Southwest Alaska.

Related Links

- Grants for Buses and Bus Facilities Programs
- Low or No-Emission Vehicle

OK	City of Norman, Oklahoma	\$894,963	Low or No Emission	The City of Norman will receive funding to buy compressed natural gas buses to replace buses that have exceeded their useful life. This will improve the reliability of transit service, helping residents access jobs, schools, and essential services.
OR	Tri-County Metropolitan Transportation District of Oregon	\$5,566,583	Buses and Bus Facilities	TriMet will receive funding to renovate and expand the Beaverton Transit Center to better support bus operations and planned service upgrades for the Portland region, including space to accommodate new electric buses.
OR	Oregon Department of Transportation, Public Transportation Division	\$4,632,050	Buses and Bus Facilities	The Oregon Department of Transportation will receive funding to buy battery electric buses and install electric chargers. UPTD will also build a maintenance facility and bus wash station and install a solar-powered covered parking area.

METRO REQUIRED PROJECT AMENDMENT REVIEWS

In accordance with 23 CFR 450.316-328, Metro is responsible for reviewing and ensuring MTIP amendments comply with all federal programming requirements. Each project and their requested changes are evaluated against multiple MTIP programming review factors that originate from 23 CFR 450.316-328. The programming factors include:

- Verification and eligible to be programmed in the MTIP.
- Passes fiscal constraint verification.
- Passes the RTP consistency review. Identified in the current approved constrained RTP either as a stand- alone project or in an approved project grouping bucket
- Consistent with RTP project costs when compared with programming amounts in the MTIP
- If a capacity enhancing project, the project is identified in the approved Metro modeling network and has completed required air conformity analysis and transportation demand modeling
- Satisfies RTP goals and strategies consistency: Meets one or more goals or strategies identified in the current RTP.
- If not directly identified in the RTP’s constrained project list, the project is verified to be part of the MPO’s annual Unified Planning Work Program (UPWP) if federally funded and a regionally significant planning study that addresses RTP goals and strategies and/or will contribute or impact RTP performance measure targets.
- Determined the project is eligible to be added to the MTIP, or can be legally amended as required without violating provisions of 23 CFR450.300-338 either as a formal Amendment or administrative modification:
- Does not violate supplemental directive guidance from FHWA/FTA’s approved Amendment Matrix.
- Reviewed and determined that Performance Measurement will or will not apply.
- Completion of the required 30 day Public Notification period:
- Meets MPO responsibility actions including project monitoring, fund obligations, and expenditure of allocated funds in a timely fashion.

APPROVAL STEPS AND TIMING

Metro’s approval process for formal amendment includes multiple steps. The required approvals for the October FFY 2023 Formal MTIP amendment (OC23-02-OCT) will include the following:

<u>Action</u>	<u>Target Date</u>
• TPAC Agenda mail-out.....	September 30, 2022
• Initiate the required 30-day public notification process.....	October 4, 2022
• TPAC notification and approval recommendation.....	October 7, 2022
• JPACT approval and recommendation to Council.....	October 20, 2022
• Completion of public notification process.....	November 2, 2022
• Metro Council approval.....	November 10, 2022

Notes:

- * The above dates are estimates. JPACT and Council meeting dates could change.
- ** If any notable comments are received during the public comment period requiring follow-on discussions, they will be addressed by JPACT.

USDOT Approval Steps (The below time line is an estimation only):

<u>Action</u>	<u>Target Date</u>
• Final amendment package submission to ODOT & USDOT.....	November 16, 2022
• USDOT clarification and final amendment approval.....	Early December, 2022

ANALYSIS/INFORMATION

1. **Known Opposition:** None known at this time.
2. **Legal Antecedents:**
 - a. Amends the 2021-24 Metropolitan Transportation Improvement Program adopted by Metro Council Resolution 20-5110 on July 23, 2020 (FOR THE PURPOSE OF ADOPTING THE 2021-2024 METROPOLITAN TRANSPORTATION IMPROVEMENT PROGRAM FOR THE PORTLAND METROPOLITAN AREA).
 - b. Oregon Governor approval of the 2021-24 MTIP: July 23, 2020
 - c. 2021-2024 Statewide Transportation Improvement Program (STIP) Approval and 2021 Federal Planning Finding: September 30, 2020
3. **Anticipated Effects:** Enables the projects to obligate and expend awarded federal funds, or obtain the next required federal approval step as part of the federal transportation delivery process.
4. **Metro Budget Impacts:** None to Metro

RECOMMENDED ACTION:

Staff is providing TPAC their official notification and requests they provide JPACT an approval recommendation of Resolution 22-5289 consisting of additions and changes or new projects which are required to be added to the MTIP enabling federal reviews and fund obligations to then occur in fall of 2022.

One Attachment: OTC September 13, 2022 Staff Item – ADA Program Update



Oregon

Kate Brown, Governor

Oregon Transportation Commission

Office of the Director, MS 11

355 Capitol St NE

Salem, OR 97301-3871

DATE: September 1, 2022

TO: Oregon Transportation Commission

FROM: Kristopher W. Strickler
Director

SUBJECT: **Agenda Item F** – Americans with Disabilities Act (ADA) Program Update and Amend the 2021-2024 Statewide Transportation Improvement Program (STIP) to allocate ADA STIP Program funds to projects.

Requested Action:

Receive an update on efforts to deliver compliant ADA curb ramps on or along the ODOT Highway system, current challenges, and the program funding plan. Request approval to amend the 2021-2024 Statewide Transportation Improvement Program (STIP) to add and modify projects by advancing funding from the 2024-2027 STIP.

Background:

ODOT ADA Obligations

The American with Disabilities Act (ADA) of 1990, as amended by the ADA Amendments of 2008, requires ODOT to provide people with disabilities an equal opportunity to participate in and benefit from ODOT programs, services, and activities. In 2017, ODOT completed an update of the State's inventory of ADA-compliant curb ramps on or along our state highway system consistent with ODOT and Association of Oregon Centers for Independent Living (AOCIL) Settlement Agreement. Data gathered in this effort indicated that a substantial number of the existing ADA ramps built over the last 50 years do not meet all of the ODOT ramp standards. To achieve our ultimate goal of providing better, more equitable pedestrian access, ODOT developed an ADA Ramp Plan with a defined schedule for upgrading noncompliant ramps to be ADA compliant. ODOT also created the ADA Program Unit (Program) to focus the Agency efforts on the ADA Ramp Plan, comply with the Settlement Agreement, and meet the intent of the Federal ADA legislation. The Program manages the funding of multiple STIP projects in each STIP cycle to replace or modify ADA ramps throughout the state, primarily through outsourced design and contracted construction.

Targets for Ramp Numbers

The Program is scheduled to replace or modify over 25,000 curb ramps on or along the state highway system between 2017 and 2032. This effort is further divided into three 5-year time periods. In the first 5 years of the Ramp Plan, the Program created and funded projects intended to achieve 30% of the inventory (7,779 ramps) by December 2022. Each subsequent 5-year period has its own ramp target as shown: 11,956 additional ramps (cumulative of 75%) by 2027 and the final set of 6,642 ramps (complete at 100%) by 2032.

Capacity of Concrete Construction Industry

ODOT launched the ADA Program with an implementation strategy focused on a lower production rate between 2017 and 2020, and increasing production in the final years of 2021-2022, to provide adequate time for the concrete construction industry to adjust to the sudden increase in demand. To meet its second 5-year target (75% completion), ODOT set an expected production rate of 2,500 ramps per year between 2023 and 2027 (an increase of 1,000 ramps per year). During initial program planning, ODOT anticipated the concrete construction industry's ability to accommodate this increased level of work. However, the increased production volume, appears to have placed stress on the concrete construction industry, likely contributing to increased prices and several failed solicitations.

Overview of ODOT Construction Contracting Practices

ODOT hires private construction firms to build the ADA ramps. By the end of 2022, ODOT anticipates its ADA ramp construction contracts will stretch Oregon's concrete construction firms that have a history with ODOT ADA projects beyond their current capacity. For example, five of the fifteen 2022 ADA ramp projects are multi-year and have a contract completion date in 2023. Most construction firms will complete a majority of the ramps during the 2022 construction period. However, due to delay associated with a failed bid, one ADA Ramp project will not require a set number of ramps in 2022, due in part to the short construction window in the eastern part of Oregon before winter weather prevents construction.

Each contractor sets their construction schedule and delivers ramps based on resources available and the contractor's competing commitments. Currently, ODOT does not have a high level of confidence in the industry's ability to complete the number of ramps required in ODOT's contracts before December 2022. If a contractor does not meet the completion timeline for their 2022 ramps, they will be charged liquidated damages (a financial penalty). This provision encourages the contractor to prioritize the completion of their ODOT project, but it does not guarantee timely construction completion.

Increases in Bid Costs Practices

ODOT ADA ramp project costs increased significantly over the last three years. We believe this is due, in part, to increased ramp construction volumes, supply chain issues, and inflation. The average price of curb ramps (total project cost/ramps in the project) doubled from 2017 to 2021, and tripled by 2022.

Program staff are confident ODOT can develop the design packages for bidding to meet the increased ramp rate required over the next 5 years. However, the increasing bid prices have caused significant budget challenges. In response, the Program is developing strategies to attract more bidders and to increase construction capacity for the required volume of ADA ramp projects.

The need for ADA Program Improvements

During the creation of the ADA Ramp Plan in 2017, a number of assumptions and decisions occurred concerning funding, designing, and constructing the volume of curb ramps required. As part of ODOT's efforts for continuous improvement, the Program began a Refinement Study to evaluate its progress and key obstacles in the past five years to determine necessary program improvements. This effort, involving teams of subject matter experts from ODOT and across the transportation industry, will identify what is working well and prioritize needed program modifications going forward for the next 10 years. We are seeking input from across ODOT and external stakeholders including design consultants and construction contractors to prioritize improvements that will have the greatest impact.

Continuous Improvement Advisory Committee Recommendations

The Program presented an update at the Continuous Improvement Advisory Committee (CIAC) meeting on June 15, 2022. CIAC members provided their perspectives on the Program, including several areas for potential Program prioritization or improvements.

- The Program is unlike others in ODOT's portfolio and success will require considerable resources to meet the program timelines. As a unique program, ODOT should consider modifying the project delivery processes for the Program and not treat this work as "business as usual."
- Replacing or rebuilding ramps in an urban area is very difficult from a construction perspective in comparison to new ramp construction. Managing and sharing the risk between ODOT and the Contractors working on complex projects in these environments will be critical.
- The Program will gain from cooperation and collaboration with the contracting community in terms of process improvements and risk management.
- An established funding strategy and a protected program budget to fund the Program will be key to meeting the ADA Ramp Plan.
- Consider how the Project Delivery Model can benefit from utilizing the private sector to deliver this work – including an Outsourced Program Manager Model which would be a modified ADA version of the OTIA Bridge Program.

- Given the nature of the work, alternative delivery methods could be beneficial and should be explored, including:
 - CMGC: Construction Manager – General Contractor
 - IDIQ: Indefinite Delivery – Indefinite Quantity
 - Design Build

ADA Program Funding Plan

The Delivery and Operations Division in cooperation with the Finance and Budget Division have developed an ADA Ramp Program Funding Plan to provide timely funding for the necessary STIP projects. The ADA program developed a cost model for the ADA Ramp Program through 2032 when the current ADA Agreement ends based on the cost of ADA Ramp projects bid and constructed so far.

The cost-per-ramp increased significantly over the last three years and this estimated budget may vary significantly in future years based on changes to the ADA delivery model, use of Alternative Delivery contracting, and capacity of the Concrete Industry.

Using today's market prices, the total cost projection of the ADA Ramp Program is approximately \$1.4 – \$1.5 billion. Due to the significant variables highlighted throughout this letter, the budget is expressed as a range. The current ADA Program funding level is just under \$427 million spent and/or programmed through 2024. Based on all of this, approximately \$1 billion in additional funding is needed to complete the ADA curb ramp program by December 31, 2032.

Based on the delivery of projects over several different STIP cycles and anticipated funding levels, the following funding strategy is proposed:

- \$700 million in additional funding through 2027.
- \$300 million in the next two STIP cycles from 2028 through 2032.

The \$700 million needed through 2027 would be provided from two sources.

- FHWA annual redistribution funds. In July 2022 the OTC approved dedicating up to \$100 million in federal funds for the program from 2022 through 2027 as part of the agency's strategy to allocate anticipated additional federal funds.
- Grant Anticipation Revenue Vehicles (GARVEE) Bonds would generate approximately \$600 million. GARVEE bonds are a federal program that permits the use of federal transportation funds for the debt service repayment. We anticipate 2-3 bond sales that will provide the needed funding at the appropriate time. GARVEE bonds typically require a 12-18 year repayment period, with annual debt service payments depending on interest rates and repayment period. Debt service will ramp up as each tranche of bonds are sold, reaching a maximum of approximately \$65 million per year in 2029, with the bonds paid off around 2040. ODOT intends to seek

legislative authorization for the first tranche of GARVEE bonds in 2023 so they can be sold in the 23-25 biennium. Debt service will start in 2025 and be paid from federal funds in the STIP.

The remaining \$300 million in the next two STIP cycles from 2028 through 2032 are anticipated to be paid for out of the STIP on an annual cash basis. This means the 27-30 STIP and 30-33 STIP will pay for both ADA program costs and the debt service on the GARVEE bonds.

Amending the current 2021-2024 STIP by modifying the funding for the projects identified in the attached list and advancing \$217 million in funding is the first step in implementing the funding plan as outlined above. ODOT will include the additional funding needed for the ADA program in the '24-'27 STIP when it is brought to the Commission for review and approval in 2023. ODOT will also build the required ADA funding into the STIP funding allocation for the '27-'30 and '30-33 STIPs when those are brought to the Commission. The Legislature and Commission will take separate action in the future to authorize each issuance of GARVEE bonds as ODOT determines the timing, amounts, and other details of its bond issuance plan.

Additional funding will be allocated to projects through future STIP actions.

Additional work to address push buttons at signalized intersections will be considered in the future. When an agreement, schedule, and cost estimate are completed, the push button improvements will be incorporated into the funding plan.

Outcomes:

With approval, ODOT will amend the 2021-2024 STIP to allocate funds to the identified projects and begin implementing the ADA Program Funding Plan.

Without approval, ODOT will not move the required curb ramp projects forward to meet the 15 year deadline and will need to reassess funding options for the OTC to consider.

Attachments:

- Attachment 1 – ADA Program Map
- Attachment 2 – September 2022 ADA STIP Amendment Project List

OREGON DEPARTMENT OF TRANSPORTATION REGION MAP



LEGEND

- REGION OFFICE (Yellow triangle)
- STATE HIGHWAY (Red line)
- STATE HIGHWAY NUMBER (100)
- COUNTY BOUNDARY (Black line)
- REGION NUMBER (1)
- ROUTE SHIELDS (Blue and red)
- INTERSTATE (Blue and red shield)
- U.S. (White shield)
- OREGON (White shield)

Region 2 Ramps
1009 Remediated as of 2021
8439 More required to be remediated

Region 1 Ramps
1170 Remediated as of 2021
6906 More required to be remediated

Region 3 Ramps
578 Remediated as of 2021
2887 More required to be remediated

Region 4 Ramps
290 Remediated as of 2021
1992 More required to be remediated

Region 5 Ramps
667 Remediated as of 2021
2937 More required to be remediated



Ramp data values included are referenced from the ODOT 2021 Annual Report published March 31st, 2022.

DISCLAIMER
This product is for informational purposes only and may not have been prepared for or be suitable for legal, engineering or planning purposes. Users of this information should exercise the greatest care and information sources to ascertain the accuracy of the information.

Key Number (leave blank if new)	Region	Project Name	BMP	EMP	Bridge #	Phase	Primary Work Type	Funding Responsibility	Current Total (0 if new)	Proposed Total	Difference	Description of Change (up to 200 characters)
22431	1	OR141/OR217 curb ramps	4.97	7.07		CN	ADA	SW ADA TRANSITION	\$ 4,662,297.00	\$ 7,518,278.00	\$ 2,855,981.00	Increase the Construction phase estimate
22432	1	US30BY curb ramps	1.28	14.74		CN	ADA	SW ADA TRANSITION	\$25,556,438.00	\$ 38,810,000.00	\$ 13,253,562.00	Increase the Construction phase estimate.
22434	2	US101 curb ramps (Lincoln City/Lincoln Beach)	112.3	125		CN	ADA	SW ADA TRANSITION	\$12,063,225.00	\$19,149,070.00	\$ 7,085,845.00	Increase the Construction phase estimate.
22435	2	OR47/OR8/US30 curb ramps	17.88	90.59		CN	ADA	SW ADA TRANSITION	\$ 9,075,262.00	\$14,566,171.00	\$ 5,490,909.00	Increase the Construction phase estimate.
22437	3	US101/OR241/OR540 curb ramps (Coos Bay/North Bend)	VAR	VAR		CN	ADA	SW ADA TRANSITION	\$ 8,066,607.00	\$13,435,375.00	\$ 5,368,768.00	Increase the Construction phase estimate.
22611	3	OR540 curb ramps: Coos Bay city limits - Boat Basin Rd	4.89	8.49		CN	ADA	SW ADA TRANSITION	\$ -	\$ 1,800,000.00	\$ 1,800,000.00	Add a new child project of K22437.
22438	3	Jackson County curb ramps, phase 2	VAR	VAR		CN	ADA	SW ADA TRANSITION	\$ 8,476,501.00	\$10,729,128.00	\$ 2,252,627.00	Increase the Construction phase estimate.
22612	3	Jackson County curb ramps, phase 2A	VAR	VAR		CN	ADA	SW ADA TRANSITION	\$ -	\$ 3,600,000.00	\$ 3,600,000.00	Add a new child project of K22438.
22442	4	Sisters and Bend curb ramps	VAR	VAR		CN	ADA	SW ADA TRANSITION	\$ 9,042,316.00	\$17,633,346.00	\$ 8,591,030.00	Increase the Construction phase estimate.
22445	5	Burns & Hines curb ramps	0	132.2		CN	ADA	SW ADA TRANSITION	\$ 7,261,783.00	\$10,936,935.00	\$ 3,675,152.00	Increase the Construction phase estimate.
22446	5	Grant County curb ramps	VAR	VAR		CN	ADA	SW ADA TRANSITION	\$ 6,279,410.00	\$ 9,359,492.00	\$ 3,080,082.00	Increase the Construction phase estimate.
22447	5	Jordan Valley/Ontario/Huntington/Adrian curb ramps	VAR	VAR		CN	ADA, BIKPED	SW ADA TRANSITION, FIX-IT SW SWIP BIKPE	\$ 5,750,309.00	\$ 9,832,725.00	\$ 4,082,416.00	Increase the Construction phase estimate.
22621	1	US30 curb ramps (Hood River)	49.07	50.98		RW, CN	ADA	SW ADA TRANSITION	\$ -	\$ 5,154,997.00	\$ 5,154,997.00	Add a new child project of K22204.
22554	2	OR99W/OR18 curb ramps (McMinnville)	34	47.38		RW, CN	ADA	SW ADA TRANSITION	\$ 5,780,000.00	\$21,528,875.00	\$ 15,748,875.00	Add the Right of Way and Construction phase estimates.
22555	2	OR223/OR99W curb ramps (Dallas/Rickreall)	0	57.81		RW, CN	ADA	SW ADA TRANSITION	\$ 3,676,700.00	\$13,694,852.00	\$ 10,018,152.00	Add the Right of Way and Construction phase estimates.
22556	2	OR18B curb ramps (Willamina/Sheridan)	2	7.7		RW, CN	ADA	SW ADA TRANSITION	\$ 2,165,500.00	\$ 8,066,022.00	\$ 5,900,522.00	Add the Right of Way and Construction phase estimates.
22570	3	US101/OR540 curb ramps (Coos Bay/North Bend), phase 2	0.05	238.98		RW, CN	ADA	SW ADA TRANSITION	\$ 4,876,400.00	\$20,165,433.00	\$ 15,289,033.00	Add the Right of Way and Construction phase estimates.
22571	3	Jackson and Josephine County curb ramps, phase 3	VAR	VAR		RW, CN	ADA	SW ADA TRANSITION	\$ 4,698,430.00	\$16,568,191.00	\$ 11,869,761.00	Add the Right of Way and Construction phase estimates.
22558	4	OR126 & US26 curb ramps (Redmond/Priveville)	18.01	111.97		RW, CN	ADA	SW ADA TRANSITION	\$ 4,642,700.00	\$20,787,608.00	\$ 16,144,908.00	Add the Right of Way and Construction phase estimates.

22560	5	Umatilla County curb ramps (pendleton) Phase 2	-0.7	2.9		RW, CN	ADA	SW ADA TRANSITION, BIKE/PED, SWIP	\$ 3,741,200.00	\$10,995,000.00	\$ 7,253,800.00	Add the Right of Way and Construction phase estimates. New funding totals are \$7,995,000 ADA, \$2,500,000 Ped/Bike Strategic advanced from the 24-27 STIP, and \$500,000 SWIP.
22561	5	Umatilla/Morrow County curb ramps phase	0.04	184.2		RW, CN	ADA	SW ADA TRANSITION	\$ 6,153,900.00	\$21,237,040.00	\$ 15,083,140.00	Add the Right of Way and Construction phase estimates.
	1	Region 1 ADA curb ramps	VAR	VAR		PE	ADA	SW ADA TRANSITION	\$ -	\$19,600,000.00	\$ 19,600,000.00	Advance a portion of the Preliminary Engineering phase from the 24-27 STIP so design for ramps planned for 2025 and 2026 construction can begin early.
	2	Region 2 ADA curb ramps	VAR	VAR		PE	ADA	SW ADA TRANSITION	\$ -	\$22,000,000.00	\$ 22,000,000.00	Advance a portion of the Preliminary Engineering phase from the 24-27 STIP so design for ramps planned for 2025 and 2026 construction can begin early.
	3	Region 3 ADA curb ramps	VAR	VAR		PE	ADA	SW ADA TRANSITION	\$ -	\$ 7,000,000.00	\$ 7,000,000.00	Advance a portion of the Preliminary Engineering phase from the 24-27 STIP so design for ramps planned for 2025 and 2026 construction can begin early.
	5	Region 5 ADA curb ramps	VAR	VAR		PE	ADA	SW ADA TRANSITION	\$ -	\$12,165,000.00	\$ 12,165,000.00	Advance the Preliminary Engineering phase from the 24-27 STIP so design for ramps planned for 2025 and 2026 construction can begin early.
	3	US101/OR540 curb ramps (Coos Bay/North Bend), phase 3	0.05	238.98		PE, RW, CN	ADA	SW ADA TRANSITION	\$ -	\$36,830,000.00	\$ 36,830,000.00	Add a new design-build project.

\$261,194,560.00



Memo

Date: September 30, 2022

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

From: Kim Ellis, Metro Project Manager
Lidwien Rahman, ODOT Project Manager
Glen Bolen, ODOT Region 1

Subject: Regional Mobility Policy Update: Draft Policy, Measures and Action Plan for the 2023 Regional Transportation Plan

PURPOSE

The purpose of this memo is to present the draft regional mobility policy, performance measures and implementation action plan provided in **Attachment 1**. Metro and ODOT staff recommend the draft policy, measures and targets be moved forward to further test and refine as part of the 2023 Regional Transportation Plan update.

Significant updates have been made to address feedback and questions raised during the August 17 TPAC/MTAC workshop, additional feedback submitted by jurisdictional partners following the workshop and findings from a travel speed analysis conducted by the Consultant team. The Consultant team used model data from the 2018 RTP to support the analysis. A workshop summary is provided in **Attachment 2**. Findings and supporting maps from the travel speed analysis are provided in **Attachment 3** that will be presented at the meeting. **Attachment 4** includes an overview of the draft policy and measures. **Attachment 5** includes an overview of next steps for finalizing the draft policy and future implementation actions.

ACTION REQUESTED AND KEY DISCUSSION QUESTIONS

At the November 4 meeting, TPAC will be requested to recommend that JPACT support moving forward the draft policy, measures (and targets) and implementation plan for further testing and refinement as part of the 2023 Regional Transportation Plan update.

While all feedback on the draft policy and implementation plan is welcome and appreciated, in particular, staff seeks discussion and feedback on these three topics:

1. **The draft travel speed-based reliability target for throughways in the Portland area.** The project team recommends setting the reliability target as an “hours of congestion” target for throughways in the Portland area to test and refine through the RTP update. The recommended speed threshold is 35 MPH. The measure would be used to identify locations and the percentage of the throughway system with poor reliability, where due to recurring congestion, average travel speeds drop below 35 MPH for more than 4 hours per day.
 - *Do you have feedback on the proposed reliability target? After discussion in the meeting, do you support it?*
2. **The draft implementation action plan.** The action plan has been updated to include new actions as well information on lead agencies and timing for the implementation actions.
 - *Do you support or have additional feedback on the overall timing and proposed actions? Anything missing?*

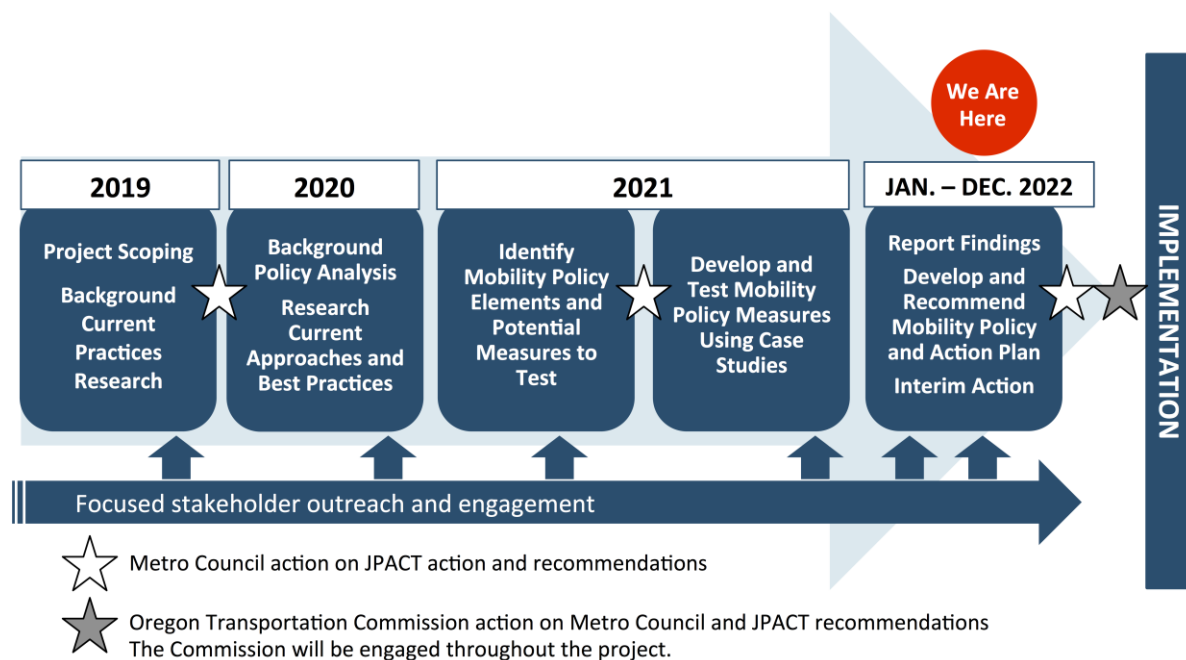
3. Do you have feedback on other aspects of the draft policy and measures that warrant further discussion by TPAC or JPACT before making a recommendation to JPACT?

Updates to the draft policy, including clean-up edits, are anticipated to address additional feedback received by TPAC, JPACT and the Metro Council in October. Staff will include a summary of recommended changes as part of the Nov. 4 TPAC packet.

BACKGROUND

Shown in **Figure 1**, Metro and the Oregon Department of Transportation (ODOT) are working together since 2019 to update the policy on how we define and measure mobility in the Portland region in the Oregon Highway Plan (OHP) and Regional Transportation Plan (RTP). The updated policy, when adopted, will also apply to local transportation system plans (TSPs) and corridor plans, and during the local comprehensive plan amendment process.

Figure 1. Project Timeline



The current mobility policy, last updated more than 20 years ago, is contained in both the 2018 [Regional Transportation Plan](#) (RTP) and Policy 1F (Highway Mobility Policy) of the [Oregon Highway Plan](#) (OHP). The policy relies on a vehicle-based measure of mobility (and thresholds) to evaluate current and future performance of the motor vehicle network during peak travel periods. The measure, also known as the v/c ratio, is the ratio of motor vehicle volume to motor vehicle capacity of a given roadway.¹

The 2018 RTP failed to meet state requirements for demonstrating consistency with the OHP Highway Mobility Policy (Policy 1F) under the current mobility targets for state-owned facilities in the region. As a result, ODOT and Metro agreed to work together to update the mobility policy for the Portland area in both the 2018 RTP and OHP Policy 1F.

¹ For example, when the v/c ratio of a roadway equals 0.90, 90 percent of the roadway's vehicle capacity is being used. At 1.0, the vehicle capacity of the roadway is fully used.

The mobility policy update was defined and adopted unanimously in Chapter 8 of the 2018 RTP. At that time, JPACT and the Metro Council recognized this work was important to better align how we measure mobility and adequacy of the transportation system for people and goods with the RTP policy goals for addressing equity, climate, safety, and congestion.

JPACT and the Metro Council also recognized the updated policy must support other state, regional and local policy objectives, including implementation of the 2040 Growth Concept and the region's Climate Smart Strategy. This comprehensive set of shared regional values, goals and related desired outcomes identified in the RTP and 2040 Growth Concept, as well as local and state goals continue to guide the policy update.

Overview of How We Got Here

An overview of the process used to identify the mobility policy elements and develop the draft policy and proposed performance measures follows.

From Fall 2019 to June 2020, the Transportation Research and Education Center (TREC)/Portland State University documented current mobility-related performance measures and methods being used in the Portland region, statewide and nationally. The [Portland State University's Synthesis Research on Current Measures and Tools](#) reviews the existing mobility policy and summarizes current practices in measuring multimodal mobility.

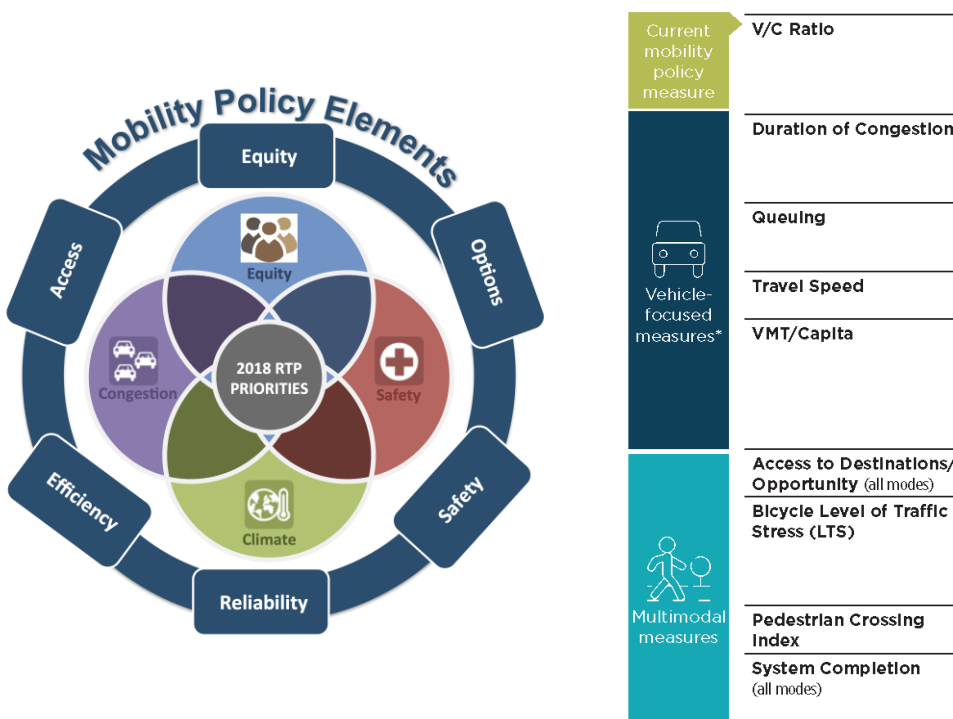
In 2020, the project team reviewed [previous input from historically marginalized and underserved communities](#) and other stakeholders from the [2018 Regional Transportation Plan update](#), development of the [2020 transportation funding measure](#) and the [Scoping Engagement Process](#) for this effort. Based on this review and additional feedback received through two workshops with the TPAC and MTAC in fall 2020, six key transportation outcomes were identified as integral to how we view mobility in the Portland region.

In Fall 2020, TPAC and MTAC also provided feedback on criteria to be used to screen and select potential mobility performance measures for testing that address one or more mobility policy elements. In Winter 2021, the Consultant team applied the screening criteria through a multi-step process to narrow a list of 38 potential mobility measures to 12 potential mobility measures that appeared most promising for testing and further evaluation through case studies. [A technical memo](#) and supporting documents describing the screening process is available on the project website.

In spring 2021, the project team engaged policymakers, practitioners, community leaders and other stakeholders to review and provide feedback on the draft mobility policy elements and potential measures to include in the updated policy. Throughout May and June 2021, the project team engaged stakeholders through online forums, briefings and committee meetings. The four online forums included two forums for planning, modeling and engineering practitioners, a forum for goods and freight professionals, and a forum for community leaders. A total of about 130 people participated in the forums. Project staff also presented and received feedback at County Coordinating Committees (staff and policy), MTAC, TPAC, the Metro Policy Advisory Committee (MPAC), JPACT and the Metro Council – representing more than 350 individual points of input.

A [Stakeholder Engagement Report](#) and [supporting Appendices](#) documenting the Spring 2021 engagement process and input received is available on the project website.

In June 2021, JPACT and Metro Council recommended the mobility policy elements and measures in **Figure 2** be further evaluated and tested. The recommendation was informed by past research and input, the technical screening process and subsequent stakeholder input.

Figure 2: Regional Mobility Policy Elements and Measures Evaluated

Throughout Fall 2021 and early 2022, the project team evaluated a series of case studies. The case studies research focused on learning more about each of the potential new mobility measures and potential ways in which the measures could be applied across different land use and transportation contexts and for different planning applications – focusing on system planning and plan amendments. A memo providing an [overview of the preliminary case study evaluation work](#) and a [report summarizing the case study analysis and findings](#) are available on the project website.

From February to May 2022, the project team engaged TPAC, MTAC and other practitioners through three workshops, an online questionnaire, briefings to staff-level county coordinating committees and a third practitioners forum. The team reported the case study findings and preliminary mobility policy recommendations from the research.

The discussions and questionnaire resulted in additional input on the draft policies, the individual measures being proposed for the updated mobility policy and ideas for how the measures could be applied during system planning and when evaluating the transportation impacts of plan amendments. The TPAC and MTAC workshop materials and meeting summaries are available on the Metro website. A [report summarizing feedback from the April 2022 practitioners forum](#) is available on the project website.

From May to August 2022, the project team used the previous input received to further develop the draft regional mobility policy and proposed performance measures and presented the policy and measures to TPAC and MTAC at the June 17 joint workshop. Staff from the City of Portland and Multnomah Council submitted additional written feedback following the workshop, and the project team had two follow-up meetings with the city of Portland in July and August as requested at the workshop. The Metro Council discussed the draft policy and proposed performance measures at a July work session and expressed support for the overall direction of the work,

including the draft policies and proposed measures, recognizing more details on application of the policy and measures, including thresholds would continue to be developed with TPAC and MTAC through the summer.

In August, the project team continued to refine the draft policy, which includes five individual policy statements, and four proposed performance measures to address feedback received. Major changes made to the June draft included:

- Provided additional clarification on use of VMT/capita and baseline setting.
- Removed travel speed for arterials from the draft policy.
- Removed proposed throughway travel speed thresholds pending further TPAC and MTAC discussion of additional travel speed analysis prepared by the Consultant team.
- Added information on TSMO and TDM system completeness that reflects ongoing Metro work through the Regional TSMO and Regional Travel Options programs.
- Clarified the process for applying the policy in system planning and plan amendments.

The project team presented an updated draft policy, measures and action plan to TPAC and MTAC at the August 17 joint workshop (see **Attachment 2**). Staff from the Multnomah County, the Federal Highway Administration (FHWA), City of Portland, Washington County and Clackamas County submitted additional written feedback following the workshop. The project team had two follow-up meetings with ODOT technical services staff from Salem and Region 1.

In Late August and throughout September, the project team continued to refine the draft performance measures and implementation action plan to address feedback received. Major changes made since the August draft include:

- Added travel speed-based reliability targets for the region's throughways based on additional analysis prepared by the Consultant team (see **Attachment 3**).
- Added information on TSMO and TDM system completeness that reflects ongoing Metro work through the Regional TSMO and Regional Travel Options programs.
- Further clarified the process for applying the policy in system planning and plan amendments.
- Expanded the draft implementation action plan to include more specificity on future actions needed to implement the policy and lead agencies and timing for this work.

NEXT STEPS

A schedule of the remaining steps in development of the draft policy and implementation action plan follows. Feedback received in October will be addressed in draft policy and implementation action plan brought forward for consideration by TPAC, JPACT and the Metro Council in November and December.

10/7/22	TPAC discussion and feedback
10/18/22	Metro Council discussion and feedback
10/20/22	JPACT discussion and feedback
11/4/22	TPAC recommendation to JPACT on a final draft policy and measures to test and refine in the 2023 RTP update

11/17/22	JPACT considers action on TPAC recommendation
12/1/22	Metro Council considers action on JPACT recommendation (requested date)
Winter 2023	Begin to apply draft policy in 2023 RTP update
November 2023	JPACT and Metro Council consider adoption of final policy and measure in 2023 Regional Transportation Plan
2024 and beyond	Implementation activities defined in the implementation action plan

/Attachments

Attachment 1. Draft Regional Mobility Policy and Action Plan (9/30/22)

Attachment 2. August 17 TPAC/MTAC Workshop Summary

Attachment 3. Segment-Hours of Congestion Travel Speed Reliability Analysis of Throughways (9/29/22)

Attachment 4. Overview of Draft Regional Mobility Policy (9/30/22)

Attachment 5. Overview Where We Are Headed (9/30/22)

Memo



Date: September 30, 2022

To: Kim Ellis, Metro, and Lidwien Rahman, ODOT

From: Susan Wright, PE, Kittelson & Associates, Inc.
Darci Rudzinski, MIG|APG

Project: Regional Mobility Policy Update

Subject: Task 8.2: Draft Regional Mobility Policy for the 2023 Regional Transportation Plan (9/30/22)

Introduction

Since 2019, Metro and the Oregon Department of Transportation (ODOT) have been working together to update the regional mobility policy and related mobility measures for the Portland metropolitan area. The mobility policy guides the development of regional and local transportation plans and studies, and the evaluation of potential impacts of plan amendments and zoning changes on the transportation system. The goal of this update is to better align the policy and measures with shared regional values, goals, and desired outcomes identified in Metro’s Regional Transportation Plan (RTP) and 2040 Growth Concept, as well as with local and state goals, and define expectations about mobility by travel mode, land use context, and roadway function(s). The updated policy will describe the region’s desired mobility outcomes and more robustly and explicitly define mobility for transportation system users in the Portland area.

This document builds upon the draft mobility definition and foundational elements integral to achieving the region’s desired mobility outcomes supported by the Joint Policy Advisory Committee on Transportation (JPACT) and Metro Council in 2021, and presents a “Draft” regional mobility policy that was informed by technical analysis and input received from policymakers, practitioners and other project stakeholders throughout the process, including a series of workshops and forums convened in 2022.¹ This draft policy will be further tested and refined in 2023 as part of the update to the RTP that is underway. JPACT and the Metro Council are anticipated to consider final action on the 2023 RTP (and the updated mobility policy) in November 2023. **Background**

The determination that alternative mobility targets are necessary for the Portland metropolitan region was made through the 2018 Regional Transportation Plan (RTP) planning process. This determination was based on inability to implement the transportation projects needed to meet current targets given anticipated funding and estimated costs, and in some cases because the physical impacts of potential projects or the impacts on other modes were not acceptable considering other transportation policies and land use and environmental conditions in the affected locations. The adopted RTP Section 3.5, Regional Motor Vehicle Network Vision and Policies, includes the Interim Regional Mobility Policy; mobility targets therein correspond with the Oregon Highway Plan’s Policy 1F, Highway Mobility Policy, Table 7. With this project, regional mobility policy will take its place in the overarching System Policies currently in the Chapter 3 (Section 3.2) of the RTP, alongside safety, equity, and climate. Mobility policies are intended to apply to arterials and throughways within the Metro’s planning area. Policies and associated measures will also be forwarded to the Oregon Transportation Commission for consideration of amending Oregon

¹ The research and summary reports of the workshops and forums are posted on the project website at www.oregonmetro.gov/mobility.

Highway Plan Policy 1F, and if adopted would apply to state facilities within the Portland metropolitan area.

The draft mobility policy is intended to achieve the following mobility outcomes which are in alignment with ODOT and Metro strategic goals and priorities. They were identified by policymakers and stakeholders as critical to how we plan for, manage, and operate our transportation system.

Equity

- ***Black, Indigenous and people of color (BIPOC) community members and people with low incomes, youth, older adults, people living with disabilities and other marginalized and underserved communities experience equitable mobility.***

BIPOC and other marginalized communities have often experienced disproportionately negative impacts from transportation infrastructure as well as disparities in access to safe multimodal travel options. Addressing these disparities is a priority for ODOT and Metro.

The regional transportation system should support access to opportunities for everyone, not just people in motor vehicles. Equity can be enhanced through providing strong multimodal networks with priority provided to improvements benefitting historically marginalized and underserved communities.

Efficiency

- ***Land use and transportation decisions and investments contribute to more efficient use of the transportation system meaning that trips are shorter and can be completed by more travel modes, reducing space and resources dedicated to transportation.***

Efficiency in this context means that transportation requires less space and resources. Efficiency can be improved by shortening travel distances between destinations. Shorter travel distances to destinations enhance the viability of using other and more efficient modes of transportation than the automobile and preserves roadway capacity for transit, freight and goods movement by truck and for longer trips. Efficiently using land, and planning for key destinations in proximity to the where people live and work, contributes to shorter trip lengths.

The transportation efficiency of existing and proposed land use patterns and transportation systems can be measured by looking at “vehicle miles traveled (VMT) per capita” for home-based trips² or “VMT per employee” for commute trips to/from work of an area.

Access and Options

- ***People and businesses can conveniently and affordably reach the goods, services, places, and opportunities they need to thrive.***
- ***People and businesses can choose from a variety of seamless and well-connected travel modes and services that easily get them where they need to go.***

² TSPs and comprehensive plans collectively can achieve reduced VMT/capita; however, the contributions of individual projects are challenging to measure and when considered individually or in a localized area may increase VMT/capita.

The viability of trips made by modes other than automobiles can be increased by investing in a connected, multimodal transportation system. Multimodal systems serve all people, not just those who have access to vehicles or the ability to drive them, and provide more route choices, increase safety and efficiency, and increase reliability.

Closing gaps in networks, particularly pedestrian and bicycle networks, and closing special and temporal gaps in transit networks, can change travel preferences, reducing VMT/capita. Progress towards well connected, multimodal networks can be measured by mode with “system completeness”.

Safety

- ***People are able to travel safely and comfortably, and feel welcome.***

Unsafe transportation facilities can result in injury and loss of life, and place a strain on emergency responders. Both unsafe conditions and perceived unsafe conditions can impact travel behavior, causing users to choose different routes or modes. Prioritizing investments that reduce the likelihood of future crashes and that improve safety and comfort for all users will increase mode choices and improve reliability. System completeness by travel mode is useful in identifying needs and investments that could enhance safety and comfort.

Reliability

- ***People and businesses can count on the transportation system to travel where they need to go reliably and in a reasonable amount of time.***

In a reliable transportation system, all users, including people in automobiles and using transit, can reasonably predict travel time to their destinations. Reliability is impacted by travel conditions, safety, street connectivity, congestion, and availability of travel options. Investments in safety, street connectivity, transit, transportation system management and operations (TSMO), and demand management can yield significant benefits for managing congestion and increasing reliability for all travelers. System completeness can be used as a measure of the availability of reliable travel options, including walking and biking. Average travel speed can be used as a measure to forecast areas of congestion including looking at the number of hours a facility is congested and the percentage of a facility that is congested for multiple hours per day. Average travel speed can also be used to look at total travel time between origin-destination pairs and identify bottlenecks that are most impacting reliability on key travel routes for vehicle modes, including freight and transit.

For Throughways, the essential function is throughput and mobility for motor vehicle travel, including transit and freight vehicles, to maximize movement of people and goods. Throughways serve interregional and interstate trips and travel times are an important factor in people and businesses being able to make long-distance trips to and through the region and access destinations of regional and statewide significance in a reasonable and reliable amount of time.

For most Arterials, depending upon the street design classification and freight network classification, the essential functions are transit, bicycle and pedestrian travel and access, while balancing motor vehicle travel and the many other functions of arterials in intensely developed areas. Transit reliability on arterials can be improved with exclusive bus lanes, signal priority and other TSMO strategies. Improving automobile reliability through additional roadway capacity should follow the region’s congestion management process and not come at the expense of non-motorized modes and achieving system completeness consistent with modal or design classifications in the RTP or achieving the VMT/capita target for the region or the jurisdiction.

Performance Measures

Regional mobility within the Portland metropolitan area is multi-faceted and requires more than one performance measure to assess adequacy and needs , and to monitor progress toward desired mobility outcomes. Through a process of research, case studies, applying evaluation criteria and soliciting stakeholder and practitioner input, an extensive list of potential measures was narrowed down to four measures. These measures, applied at different scales and to different facilities, are needed to assess overall system performance and whether the system of multi-modal networks are equitable, complete, safe, comfortable, and reliable.

Table 1: Draft Mobility Policy Performance Measures

Measure	Scale for Application	How it Would be Used	Expected Mobility Outcomes
<p>VMT/Capita for home-based trips</p> <p>and</p> <p>VMT/Employee for commute trips to/from work</p>	<p>Plan Area (RTP, TSP, Plan Amendment)</p>	<p>Measured for the plan area to ensure that land use and transportation plan changes are working in tandem to achieve OAR 660 Division 44 (Metropolitan greenhouse Gas (GHG) Emissions Reduction rule) and OAR 660 Division 12 VMT/capita reduction targets and resulting in:</p> <ul style="list-style-type: none"> • reduced need to drive • improved viability of using other and more efficient modes of transportation than the automobile and • preserving roadway capacity for transit, freight and movement for goods and services. 	<p>Land Use Efficiency</p> <p>Land use patterns that are more efficient to serve because they reduce the need to drive and are supportive of travel options.</p>
<p>System Completeness</p>	<p>Facility Level for Throughways and Regional Arterials in Plan Area (RTP, TSP, Plan Amendment)</p>	<p>Used to identify needs and define the complete multimodal system in regional and local TSPs, facility plans, corridor plans, and area plans. The planned system would be defined through system planning and include local, collector and arterial network connectivity, the future number of through lanes, , type of bicycle facility, sidewalks, pedestrian crossings at designated spacing, transit service, transit priority treatments and other transit supportive infrastructure, and TSMO/TDM elements.</p>	<p>Complete Multi-Modal Networks</p> <p>Travel options and connectivity allow people to reliably and safely walk, bike, drive, and take transit to get where they need to go.</p>
<p>Hours of Congestion</p>	<p>Facility Level for Throughways (RTP, TSP, Plan Amendment)</p>	<p>Used to identify locations and the percentage of the RTP designated throughway system with poor reliability where due to recurring congestion, average travel speeds drop below 35 mph for more than 4 hours per day. ³</p> <p>Addressing motor vehicle congestion through additional throughway capacity should follow the RTP system sizing policy and congestion management process⁴ and OHP Policy 1G⁵ and should not come at the expense of achieving system completeness for non-motorized modes consistent with RTP modal or design classifications or achieving the VMT/capita target for the region or jurisdiction.</p>	<p>Reliability</p> <p>Safe, efficient and reliable travel speeds for people, goods and services.</p>

³ When vehicle demand causes traffic speeds to drop below 35 mph, traffic flows become unstable (more stop and go) and the facility capacity drops and the facility is able to move fewer cars per lane. Above 35 mph, traffic flows are more likely to be stable and capacity remains fairly consistent even as the speeds increase and greater distances are needed between vehicles.

⁴ RTP Chapter 3 (pages 3-71 and 3-72) and Appendix L to the RTP provides more detailed information. Sections 3.08.220 and 3.08.510 of the Regional Transportation Functional Plan further direct how cities and counties implement the CMP in the local system planning process.

⁵ Policy 1G (Major Improvements) has the purpose of maintaining highway performance and improving highway safety by improving system efficiency and management before adding capacity.

Draft Regional Mobility Policy for the 2023 Regional Transportation Plan

Within the Portland metropolitan area, the State of Oregon and Metro have a shared goal of providing mobility such that people and businesses can safely, affordably, and efficiently reach the goods, services, places, and opportunities they need to thrive by a variety of seamless and well-connected travel options and services that are welcoming, convenient, comfortable, and reliable.

To achieve these outcomes, it is the policy of the State of Oregon and Metro to:

- Mobility Policy 1 Ensure that land use decisions and investments in the transportation system enhance efficiency in how people and goods travel to where they need to go.
- Mobility Policy 2 Provide people and businesses a variety of seamless and well-connected travel modes and services that increase connectivity, increase choices and access to low carbon transportation options so that people and businesses can conveniently and affordably reach the goods, services, places and opportunities they need to thrive.
- Mobility Policy 3 Create a reliable transportation system that people and businesses can count on to reach destinations in a predictable and reasonable amount of time.
- Mobility Policy 4 Prioritize the safety and comfort of travelers by all modes when planning and implementing mobility solutions.
- Mobility Policy 5 Prioritize investments that ensure that Black, Indigenous and people of color (BIPOC) community members and people with low incomes, youth, older adults, people living with disabilities and other marginalized and underserved populations have equitable access to safe, reliable, affordable and convenient travel choices that connect to key destinations.
- Mobility Policy 6 Use mobility performance measures and targets that have direct for system planning and evaluating the impacts of plan amendments including Vehicle Miles Travelled (VMT) per capita for home-based trips and VMT/employee for commute trips to/from work, hours of congestion on the throughways, and system completeness.

These policies apply to:

- the state highway system within the Portland metropolitan area for
 - identifying state highway mobility performance expectations for planning and plan implementation; and
 - evaluating the impacts on state highways of amendments to transportation system plans, acknowledged comprehensive plans and land use regulations pursuant to the Transportation Planning Rule (OAR 660-12-0060).
- throughways and regional arterials designated in the Regional Transportation Plan, which include state and local jurisdiction facilities, for identifying mobility performance expectations for planning and plan implementation.

Regional Mobility Policy Reminder:

This policy is not meant for use during development review of outright zoned development but does apply to plan amendments per the TPR.

Under this policy, Oregon Highway Plan volume-to-capacity ratio targets still guide operations decisions such as managing access and traffic control systems and can be used to identify intersection improvements that would help reduce delay, improve the corridor average travel speed, and improve safety. Local jurisdiction standards for their facilities still apply for evaluating impacts of amendments to transportation system plans, acknowledged comprehensive plans and land use regulations pursuant to the Transportation Planning Rule (OAR 660-12-0060) and guiding operations decisions.

Four performance measures as described in Table 2 will be used to assess the adequacy of mobility in the Portland metropolitan area for the regional networks based on the expectations for each facility type, location, and function. These measures will be the initial tools to identify mobility gaps and deficiencies (needs) and consider solutions to address identified mobility needs. The subsequent actions describe how to apply these measures for system planning and assessing plan amendment consistency with OAR 660-012-0060.

How do the measures work together?

VMT/capita will be a controlling measure in both system planning and plan amendments to ensure that the planned transportation system and changes to the system support reduced VMT/capita by providing travel options that are complete and connected and that changes to land use reduce the overall need to drive from a regional perspective and are supportive of travel options.

- For system planning, the final planned system must support OAR 660 Division 44 (Metropolitan Greenhouse Gas (GHG) Emissions Reduction rule) and OAR 660 Division 12 VMT reduction targets.
- For plan amendments, VMT/capita will be used to determine if the proposed plan amendment has a significant impact on regional VMT/capita that needs to be mitigated or not.

System completeness and hours of congestion on throughways are secondary measures that will be used to identify needs and inform the development of the planned system. The policy requires that TSPs define the planned system for each mode using a variety of guidance documents. Additional RTP and state policies also guide the development of individual modal systems. It is important to note that the Regional Mobility Policy is one of many policies that inform the development of the Regional Transportation Plan and local transportation system plans in the Portland region. The regional and local “planned” system may not achieve completeness for all modes but should identify future needs and expectations for all facilities given constraints and tradeoffs. Similarly, hours of congestion on throughways will inform state and regional needs of the throughway system, and the target articulates the desired level of reliability for the throughway system designated in the RTP and OHP. Identifying solutions for locations that do not meet the hours of congestion on throughways target shall follow the RTP congestion management process⁶ and OHP Policy 1G⁷, and should not come at the expense of achieving the VMT/capita target.

⁶ 2018 RTP Chapter 3 (pages 3-71 and 3-72) regarding RTP the Congestion Management Process state that “The RTP calls for implementing system and demand management strategies and other strategies prior to building new motor vehicle capacity, consistent with the Federal Congestion Management Process (CMP), Oregon Transportation Plan policies (including Oregon Highway Plan Policy 1G) and Section 3.08.220 of the Regional Transportation Functional Plan (RTFP). Appendix L to the RTP provides more detailed information. Sections 3.08.220 and 3.08.510 of the Regional Transportation Functional Plan further direct how cities and counties implement the CMP in the local system planning process.

⁷ Policy 1G (Major Improvements) has the purpose of maintaining highway performance and improving highway safety by improving system efficiency and management before adding capacity.

Table 2: Draft Mobility Policy Performance Measure Targets

Measure	Application	Target	
VMT/Capita for home-based trips and VMT/Employee for commute trips to/from work	System Planning	OAR 660 Division 44 ((Metropolitan Greenhouse Gas (GHG) Emissions Reduction rule)) and OAR 660 Division 12 set VMT/capita reduction targets with which the 2023 RTP update and local TSPs will need to comply. The 2023 RTP and TSPs that meet this regional target will establish 2045 baseline VMT/capita and VMT/employee. All subsequent applications of this policy shall not increase VMT/capita or VMT/employee above the future baseline.	
	Plan Amendments ¹	The plan amendment will have equal to or lower forecast VMT/capita for home-based trips and equal to or lower forecast VMT/employee for commute trips to/from work than the District ² .	
System Completeness	System Planning	Complete networks and systems for walking, biking, transit, vehicles, freight, and implement strategies for managing the transportation system and travel demand (See Table 3 for guidance and Table 4 for completeness elements by facility type). (The planned system, Strategic and Financially Constrained, will be defined in local jurisdiction TSPs and may not achieve completeness for all modes to target levels but the local jurisdiction TSP should identify future intent for all facilities given constraints and tradeoffs.)	
	Plan Amendments	100% of planned system Or Reduced gaps and deficiencies (See Table 5 for guidance)	
Hours of Congestion		RTP Motor Vehicle Designation	Target⁵
	System Planning ³	Throughways ⁴ I-205, I-84 (east of I-205) I-5 (Marquam Bridge to Wilsonville) OR 217 US 26 (west of sylvan) US 30, OR 47, OR 212 OR 224, OR 213 I-405 (from I-5 South to I-5 North) I-5 North (Marquam Bride to Interstate Bridge) US 26 (from Sylvan interchange to I-405) I-84 from I-5 to I-205 99E from Lincoln Street to OR 224 interchange	Average speed not below 35 mph for more than 4 hours per day
	Plan Amendments	Same as system planning	Same as system planning

Table Notes:

¹ Plan amendments that meet this target shall be found to not have a significant impact pursuant to the Transportation Planning Rule (OAR 660-12-0060).

² Metro will establish VMT/capita “Districts” that identify TAZ groupings (subareas) with similar land use characteristics and forecast VMT/Capita. A spreadsheet or similar tool will be developed to help assess potential changes to VMT/capita and VMT/employee and potential mitigations to minimize the need for application of the regional travel demand model for all plan amendments.

³ Addressing motor vehicle congestion through additional throughway capacity should follow the RTP congestion management process and OHP Policy 1G and should not come at the expense of achieving system completeness for non-motorized modes consistent with regional modal or design classifications or achieving the VMT/capita target for the region or jurisdiction.

⁴ Throughways are designated in the Regional Transportation Plan and generally correspond to Expressways designated in the Oregon Highway Plan.

⁵ Used to identify areas of poor reliability where due to recurring congestion, average travel speeds drop below TBD mph for TBD hours per day. It will be used as a target to identify needs and deficiencies and to assess the percentage of the throughway that meets the target. It will not be applied as a standard that creates conflict with meeting OAR 660 Division 44 VMT per capita reduction targets.

Table 3: Guidance for Defining the Complete Planned System

Mode	System Completeness Element	Supporting guidance
Pedestrian	Plan for complete network	RTFP, DLSTG, BUD
	Plan for adequate crossing spacing	RTFP, DLSTG, BUD
	Plan for adequate crossing treatments, including curb ramps	NCHRP 562
	Plan for a low-stress walking network to transit and other key destinations ⁸	RTFP, APM, TriMet Pedestrian Plan
Bicycle	Plan for complete network	RTFP, DLSTG, BUD
	Plan for a low-stress bicycling network to transit and other key destinations	APM
	Plan for adequate bike parking at key destinations	RTFP, TriMet Bicycle Parking Guidelines
Transit	Plan for complete network	Regional Transportation Plan RTFP
	Plan for transit priority infrastructure (e.g., transit signal priority, queue jumps, semi-exclusive or exclusive bus lanes or transitways)	Regional Transit Strategy
	Plan for adequate bus stop amenities and other transit supportive facilities ⁹	TriMet Bus Stop Guidelines
Motor Vehicle	Plan for adequate local, collector and arterial street connectivity	RTP, RTFP
	Plan for number of through lanes within maximum guidance	RTP, RTFP, DLSTG
	Plan/policy for where turn lanes will be permitted/prohibited and maximum number of turn lanes considering safety for all modes and land use context	APM, DLSTG, BUD
TSMO	Plan for infrastructure and programs, and maintain system compatibility	RTFP ¹⁰ Regional ITS Architecture Plan Regional TSMO Strategy
TDM	Plan for infrastructure and programs	RTFP Regional TDM guidance for TSPs ¹¹

AMP – Analysis Procedures Manual (ODOT)
 BUD – Blueprint for Urban Design (ODOT)
 DLSTG – Designing Livable Streets and Trails Guide (Metro)

NCHRP – National Cooperative Highway Research Project
 RTFP – Regional Transportation Functional Plan (Metro)

⁸ Key destinations include but are not limited to: 2040 centers and main streets; major employers; transit stops and stations; grocery stores and farmers markets; childcare facilities, schools and colleges; medical or dental clinics and hospitals; government offices and other civic destinations; parks, recreation centers, trails, and open spaces; major sports or performance venues; and gyms and health clubs.

⁹ Transit supportive facilities includes stations, hubs, stops, shelters, signs, and ancillary features.

¹⁰ The implementation action plan includes updates to the RTFP to further include TSMO and TDM considerations.

¹¹ This document will outline how jurisdictions may incorporate TDM into their planning processes, providing guidance for supporting or requiring TDM delivery at site level, setting targets and objectives, and monitoring success. The document will be based on FHWA-HOP-12-035 national guidance, adapted to align with state and regional context including the updated ECO Rules, CFEC Rulemaking, and regional goals. The implementation action plan includes the development of this guidance in 2023.

Table 4: System Completeness Elements by Facility Type

Facility	System Completeness (Elements)
Throughways	Planned TSMO/ITS ¹² infrastructure and programs Planned TDM ¹³ infrastructure and programs Planned street connectivity Planned transit service routes and service frequency Planned transit priority treatments and other transit supportive infrastructure Planned pricing strategies Planned travel lanes Planned regional trails/multi-use paths
Arterials	Planned TSMO/ITS ¹⁴ infrastructure and programs Planned TDM infrastructure and programs Planned street connectivity Planned transit service routes and service frequency Planned transit priority treatments and other transit supportive infrastructure Planned sidewalks and pedestrian crossings Planned bikeways Planned travel lanes

¹² Transportation System Management measures for throughways means techniques for increasing the efficiency, safety, capacity, or level of service of a transportation facility without increasing its size. Examples include, but are not limited to, access management, ramp metering, and restriping of high occupancy vehicle (HOV) lanes.

¹³ Demand management means actions which are designed to change travel behavior in order to improve performance of transportation facilities and to reduce need for additional road capacity. Methods may include, but are not limited to, the use of non-driving modes, individualized marketing programs, commuter programs, trip reduction strategy for large employers, ride-sharing and vanpool programs, trip-reduction ordinances, shifting to off-peak periods, and parking management, including reduced, times or paid parking.

¹⁴ Transportation System Management and Operations measures for arterials means techniques for increasing the efficiency, safety, capacity, or level of service of a transportation facility without increasing its size. Examples include, but are not limited to, traffic signal improvements, traffic control devices including installing medians and parking removal, channelization, access management, and restriping of high occupancy vehicle (HOV) lanes, including bus only lanes.

System Planning Actions

A planned system that can be used to review system completeness is the primary outcome of system planning. VMT/capita and hours of congestion are applied to system planning to support the identification of the planned system. The Regional Mobility Policy does not dictate how Metro or local agencies conduct system planning. It is one tool to be used to identify needs and define the planned system. System planning includes updates to long-range transportation plans, including the Regional Transportation Plan and locally adopted transportation system plans. System planning also includes planning for the transportation system in smaller geographies through facility plans, corridor refinement plans as defined in the RTP and OAR 660-012-, and area plans, including concept plans for designated urban reserve areas. The following actions describe how each of the performance targets shall be used in tandem in system planning, which is supported by the flow chart in Figure 1.

1. Division 44 GHG Emissions Reduction Rule) and OAR 660 Division 12 (Transportation Planning Rule) set a VMT/capita reduction target for the Portland metropolitan area¹⁵. The 2023 RTP will identify the strategies needed to achieve this target and result in 2045 baseline VMT/capita for the region. This future baseline shall be used to estimate future VMT/capita for home-based trips and VMT/employee for commute trips to/from work at the TAZ level. The TAZ data shall be aggregated to develop “Districts”¹⁶ with similar land use and VMT characteristics by Metro through the 2023 RTP update and implementation process. The percent change in VMT/capita for the region must meet the reduction target in Division 44 (GHG Emissions Reduction Rule), but the percent change in VMT/capita for each district will vary.
2. For system planning at the sub-regional, local jurisdiction (TSPs), or subarea levels, VMT/capita for home-based trips and VMT/employee for commute trips to/from work shall be measured for the “Districts” covering the plan area to ensure that land use and transportation plan changes are working in tandem to achieve the region’s VMT/capita reduction target, resulting in reduced need to drive, improved viability of using other and more efficient modes of transportation than the automobile, and preserving roadway capacity for transit, freight and movement of goods and services. At the first major TSP update after this policy is implemented, system plans shall demonstrate that the planned transportation system achieves the regional OAR 660 Division 44 (GHG Emissions Reduction Rule) and OAR 660 Division 12 (Transportation Planning Rule) targets and that future system plan updates maintain or reduce aggregate VMT/capita for home-based trips and VMT/employee for commute trips to/from work for the “Districts” in the plan area compared to the 2045 baseline set in the 2023 RTP. Projections of VMT/capita must incorporate the best available science on latent and induced travel of additional roadway capacity consistent with OAR 660-012-0160.

¹⁵ The Division 44 VMT reduction targets cannot currently be measured using Metro’s Regional Travel Demand Model (RTDM); however, baselines for VMT/capita for home-based trips and VMT/employee for commute trips to/from work can be established from the RTDM for the RTP scenario that meet the Division 44 VMT reduction targets as measured via a different tool.

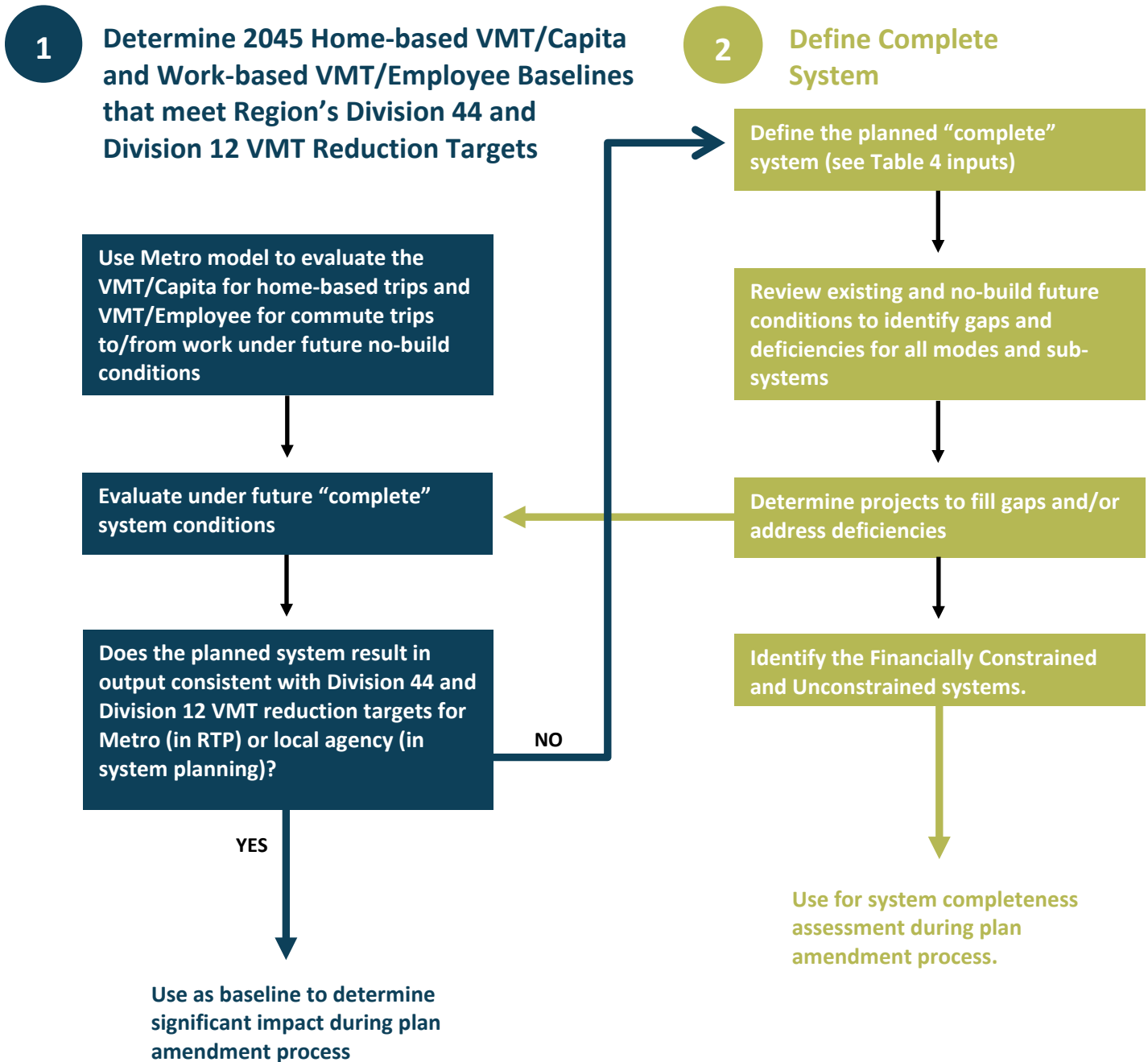
¹⁶ VMT/capita “Districts” will be established that identify TAZ groupings (subareas) with similar forecast VMT/capita, considering use of RTP mobility corridor geographies as a starting point.

3. System completeness definitions in guidance documents shall be used to identify needs and ensure that the planned transportation system is increasing connectivity and improving safety of the multimodal network. The planned system shall be established in local transportation system plans consistent with the RTP and RTFP for each facility and will vary based on the modal functional classification and design classification. Table 3 provides guidance for defining the planned system and Table 4 identifies the elements that must be identified for each facility or service type.
4. Hours of congestion for throughways based on average travel speed targets shall be used to assess performance of throughway facilities within the system planning study area for safe, efficient, and reliable speeds. Targets will include a target minimum average travel speed that shall be maintained for a specific number of hours per day, recognizing that the target average speed is not likely to be met during a number of peak hours, as described in Table 2. The percentage of the throughway system meeting the target may also be considered. These targets shall inform identification of transportation needs and consideration of system and demand management strategies and other strategies¹⁷ but shall not be used as standards at the expense of non-motorized modes and achieving system completeness for other modes consistent with regional modal or design classifications or achieving the VMT/capita target for the region or jurisdiction. Analysis segmentation of facilities within the study area will be determined based on the analysis software or modeling tool utilized.¹⁸ Projections of VMT/capita must incorporate the best available science on latent and induced travel of additional roadway capacity.
5. Interchanges shall be managed to maintain safe, efficient, and reliable operation of the mainline for longer trips of regional or statewide purpose through the interchange area. The main objective is to avoid the formation of traffic queues on off-ramps which back up into the portions of the ramps needed for safe deceleration from mainline speeds or onto the mainline itself. This is a significant traffic safety and operational concern as queues impact mainline operations and crashes affecting reliability. Deceleration space for vehicles exiting throughway mainlines can be improved by managing throughways for longer trips resulting in reducing off-ramp traffic volumes and by increasing capacity at the off-ramp terminal. Throughway off-ramp terminal intersection and deceleration needs shall be evaluated through system plans such as Interchange Area Management Plans, Corridor Plans, and Sub-area Plans.
6. In system plans, when identifying transportation needs and prioritizing investments and strategies, projects that create greater equity and reduce disparities between “Equity Focus Areas” and “Non-Equity Focus Areas” shall be prioritized. This action aims to improve equitable outcomes by burdening underserved populations less than and benefiting underserved populations as much or more as the study area population as a whole. Because the Equity Focus Areas as defined by the RTP are based on a regional average comparison, local governments shall conduct a more specific equity analysis at the local TSP scale consistent with OAR 660-012-0135.

¹⁷ The RTP system sizing policies, regional congestion management process and OHP Policy 1F will be followed to determine mitigations that support meeting the hours of congestion threshold.

¹⁸ Supporting documentation will be needed as part of implementation of the policy to define the segmentation methodologies based on analysis options.

Figure 1: System Planning Process Utilizing the Mobility Policy Measures



Plan Amendment Evaluation Actions

All three of the mobility policy measures are applied to the evaluation of plan amendments. The following actions describe how each of the performance targets shall be used in tandem in evaluating plan amendments consistent with the Transportation Planning Rule (OAR 660-012-0060) and is supported by the flowchart in Figure 3.

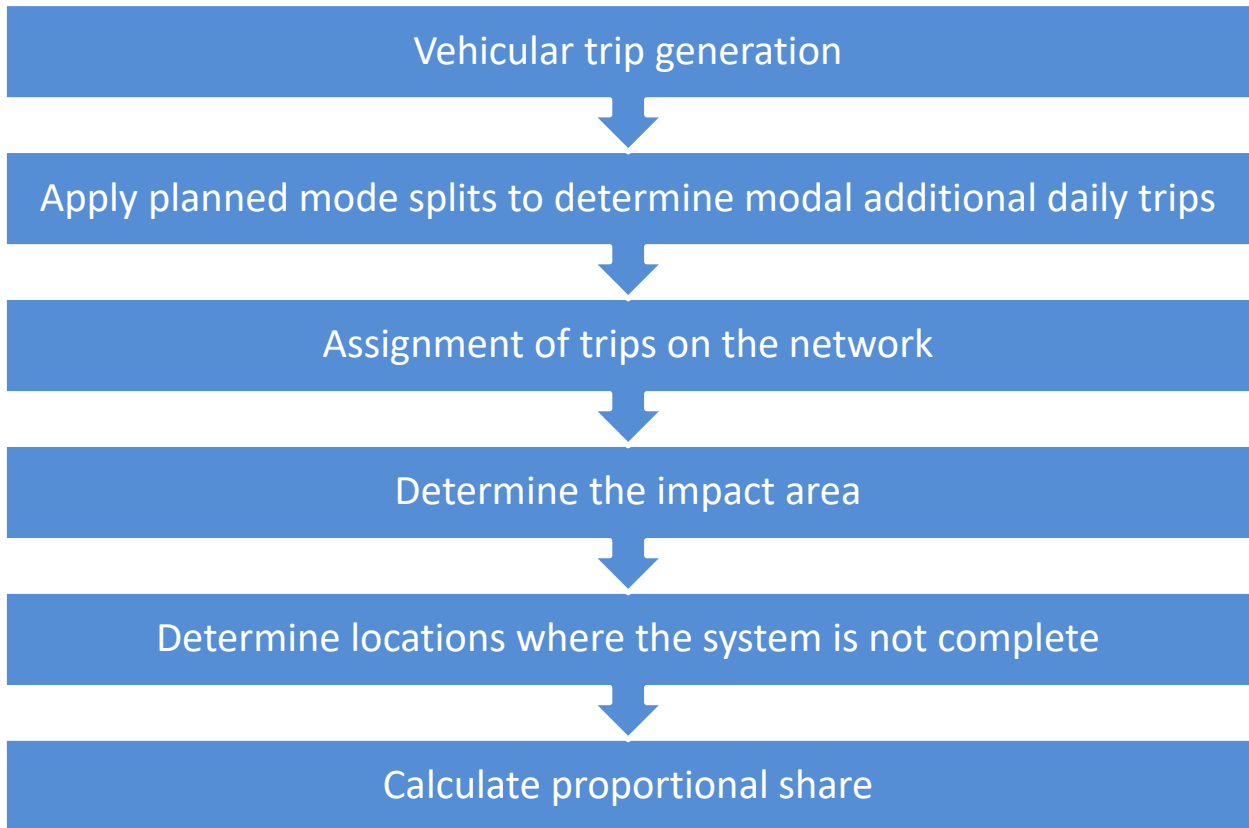
1. Comprehensive plan amendments that do not surpass the trip generation thresholds in the Oregon Highway Plan Policy 1F will be found to have no significant impact and are not required to further evaluate VMT/capita, hours of congestion, or system completeness.
2. In a jurisdiction with a TSP that has demonstrated compliance with achieving the region's Division 44 and Division 12 VMT reduction targets, comprehensive plan amendments that are forecast to maintain or lower VMT/capita for home-based trips and VMT/employee for commute trips to/from work compared to their 2045 baseline that achieve Division 44 targets, shall be found to have no significant impact consistent with the Transportation Planning Rule (OAR 660-12-0060)
3. Comprehensive plan amendments that have a significant impact because they a) increase VMT/capita for home-based trips or VMT/employee for commute trips to/from work or b) the jurisdiction has not demonstrated compliance with OAR 660 Division 44 and Division 12 VMT reduction targets shall mitigate that impact by adjusting their land use plan, supporting VMT/capita reduction through enhancing non-vehicular modes beyond what's in the financially constrained transportation system plan, and/or committing to travel demand management. Enhancing non-vehicular modes means increasing system completeness for non-vehicular modes within the impact area of the plan amendment for those modes. Within the impact area, the system gaps will be identified based on the planned system in the TSP.
4. Large plan amendments will be obligated to develop a funding plan that will address the system gaps and bring additional projects that support VMT/capita reduction into the financially constrained transportation system plan and that help the district meet their VMT/capita target or mitigate the safety impacts of additional vehicle trips. In addition to addressing system completeness, a large plan amendment that is found have a significant impact on VMT/capita that cannot be mitigated will be required to review the impact of the plan amendment on meeting the hours of congestion on Throughways target and mitigate the impact. Addressing the motor vehicle hours of congestion target shall follow the RTP congestion management process and OHP Policy 1G and shall not come at the expense of achieving the VMT/capita target for the region.
5. Small scale plan amendments will need to demonstrate their proportionate impact on increased VMT/capita in the district and agree to conditions on the plan amendment or future conditions of development approval consistent with the local jurisdiction development code and project funding mechanisms to support reduced VMT/capita such as land use, travel demand management, and/or off-site mitigations to support VMT reduction or mitigate safety impacts of additional trips.
6. System completeness assessment of comprehensive plan amendments shall identify the needs to meet the planned system for each mode, as established in regional and/or local system plans. For each mode, the completeness impact area will be defined based on routing from the comprehensive plan amendment site for the specified distances in Table 5. Table 5 provides guidance for identifying the needs within each modal completeness impact area. For the comprehensive plan amendment, a proportional share of additional projects in

the unconstrained transportation system plan, not included financially constrained transportation system plan, will be established based on additional daily trips for the plan amendment for both multi-modal trips as well as the vehicular trips for which the increased VMT/capita is being mitigated, as described in Figure 2.

7. Comprehensive plan amendments that demonstrate either of the following for analysis segments within the vehicular impact area shall be found to require mitigation, and a proportional share of the identified needs will be established for the comprehensive plan amendment based on additional daily trips
 - a) Degrades the hours of congestion of an existing or planned transportation facility such that it would not meet the performance target identified Table 2; or
 - b) Degrades the hours of congestion of an existing or planned transportation facility that is otherwise projected to not meet the performance standards identified in Table 2.

8. Interchanges within the vehicular impact area shall be assessed for off-ramp queuing to maintain safe, efficient and reliable operation of the mainline for longer trips of regional or statewide purpose through the interchange area under the forecast comprehensive plan amendment.

Figure 2: Guidance for Assessing Plan Amendment Impacts



Note: Vehicular trip generation with planned mode splits will be used until or unless mode specific trip generation resources become available.

Figure 3: Plan Amendment Process Utilizing the Mobility Policy Measures

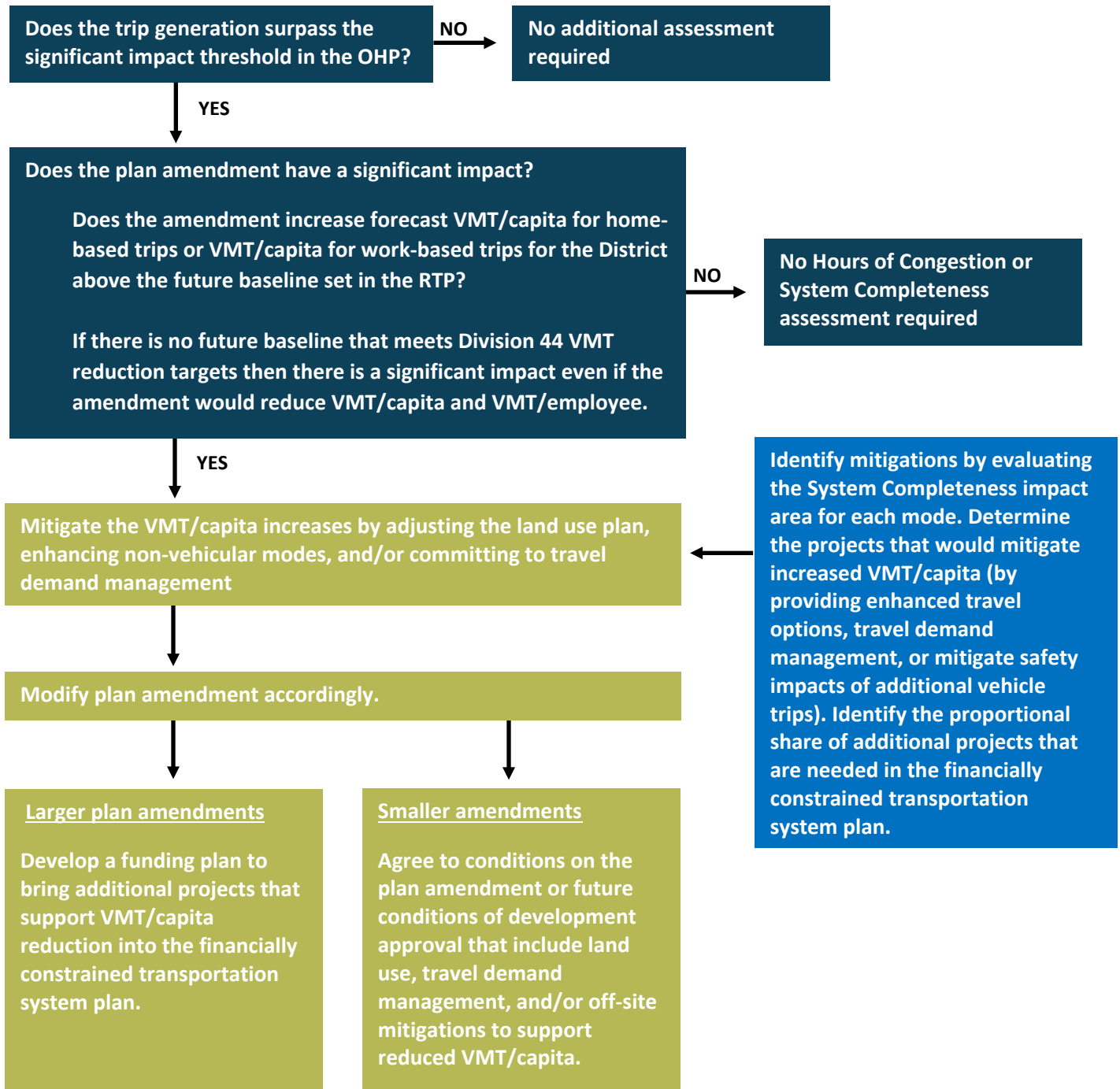


Table 5: Guidance for Assessing Plan Amendment Impacts to System Completeness

	Plan Amendment		
	1. Determine study area by selecting the specified distance along existing and planned facilities	2. Determine if the planned system should be updated to address needs of plan amendment (applies to larger plan amendments only)	3. Determine locations and quantity of gaps in the planned system within the study area
Pedestrian	Along facilities within 1/2-mile network routing from site in all directions	n/a	Missing pedestrian crossings
	Along facilities within 1/2-mile network routing from site in all directions	Review NCHRP 562	Missing pedestrian crossing treatments (islands, medians, pedestrian beacons or signals, pedestrian crossing timing, etc.)
	Along facilities within 1/2-mile network routing from site in all directions	n/a	Curb-miles of low-stress pedestrian facilities gaps
Bike	Along facilities within 1/2-mile network routing from site in all directions	n/a	Curb-miles of low-stress bicycle facilities gaps
	Along facilities within 1/2-mile network routing from site in all directions	n/a	Missing bicycle crossings, signals, or signal phases
	Along facilities within 1/2-mile network routing from site in all directions	Review TriMet Bicycle Parking Guidelines	Missing bike parking
Transit	Along facilities within 1/2-mile network routing from site in all directions	Review TriMet Bus Stop Guidelines	Missing bus stops amenities by amenity type
			Missing transit priority treatments (e.g., transit signal priority, queue jumps, bus-only lanes)
			Missing transit supportive infrastructure
Motor Vehicle	Along facilities within 1/2-mile network routing from site in all directions or 10% change in traffic volumes (whichever is greater)	n/a	Centerline-miles of roadway gaps
	Along facilities within 1/2-mile network routing from site in all directions	Review travel speeds, off-ramp queuing	Lane-miles of throughway lane gaps
TSMO	Along facilities within 1/2-mile network routing from site in all directions	n/a	Gaps in ITS infrastructure along TSMO 'Key Corridors' ¹⁹ (per Regional TSMO Strategy and RTP); Missing ITS projects (per TSP)
TDM – Infrastructure	Along facilities within 1/2-mile network routing from site in all directions	n/a	Missing TDM projects (per TSP)
TDM - Programming	Site-based/within site boundaries	n/a	Agreement to fulfill required programming (per TSP)

Notes:

Distances apply to ODOT review of state highways for plan amendments. Local jurisdictions may define distances for review of their facilities in their codes related to plan amendments.

Off-site improvements required during either the plan amendment or development review process will continue to be relate to the impact of the development

¹⁹ TSMO Key Corridors will be based on the 2018 RTP TSMO network map (figure 3.28). The implementation action plan includes further development of TSMO Key Corridors, to be defined and mapped for inclusion in the 2023 RTP.

Regional Mobility Policy for the Portland Metropolitan Area

Draft Implementation Action Plan

The following describes actions necessary to implement the proposed policy including steps to incorporate the policy into existing policy documents, guidance and procedures, and development of the data and tools needed for practitioners to implement the policy. The implementation actions are organized by these estimated time periods:

- **2023**
- **2024**
- **2025 and beyond**

A lead agency and timing for completion is identified for each action along with a brief description of the action. Lead agencies are Metro and ODOT. Partners include cities, counties, transit providers, Port districts and other partners in the greater Portland region.

These actions are draft and subject to further refinement in 2023 as the policy is tested and refined during the 2023 Regional Transportation Plan (RTP) update. These implementation actions will be completed as resources are available.

2023 Actions

- **Test and refine the draft Regional Mobility Policy through 2023 Regional Transportation Plan update.** This work will include incorporating the regional mobility policy language in the Overarching System Policies currently in Chapter 3 (Section 3.2) of the RTP, alongside safety, equity, and climate policies. To be consistent with the format of the RTP, explanatory text for each of the six policy statements will be developed with specific actions to implement each. This work will be completed in coordination with ODOT and cities, counties, and other partners in the region.

Lead Agency: Metro

When: Winter-Spring 2023

- **Establish baseline VMT/capita for home-based trips and VMT/employee for commute trips to/from work in the 2023 RTP.** This work will include defining “districts” within the regional modeling tools for which baseline VMT/capita for home-based trips and VMT/employee for commute trips to/from work will be established, considering the RTP mobility corridors geographies as a starting point. This work will be completed in coordination with ODOT and cities and counties in the region.

Lead Agency: Metro

When: Spring 2023

- **Further define and map TSMO “Key Corridors” for inclusion in 2023 RTP.** This action as called for in the 2021 Regional TSMO Strategy and will support implementation of the updated mobility policy. TSMO Key Corridors will be based on the 2018 RTP TSMO Network Map, and will represent the network in which transportation systems management strategies are most essential. This work will be completed in coordination with ODOT and cities and counties in the region.

Lead Agency: Metro/TransPort

When: Winter-Spring 2023

- **Update Multimodal System Inventories.** Update the Statewide Active Transportation Network Inventory in the Portland region in coordination and collaboration with Metro and local governments as a tool to support implementation of the updated Regional Mobility Policy and reporting for OAR 660-012 and OAR 660-044, building from local and regional (RLIS) system data. The Regional Land Information System (RLIS) Metro maintains and data collected by local governments and reported to Metro provide important information to support this action.

Lead Agency: ODOT

When: Winter-Spring 2023

- **Develop implementation guidance for TDM/TSMO to support the Regional Mobility Policy.** Guidance will identify expectations for system completeness for TDM/TSMO at a regional level, identify roles and responsibilities for Metro and its partners in implementation, include recommended processes for system planning and plan amendments for local jurisdictions, and provide TDM tools to support implementation. The TSMO guidance will likely include a checklist, using the existing Regional ITS Architecture Plan and ITS checklist as a starting point. The Regional ITS Architecture Plan allows a local agency to track how information flows among transportation operators to manage the multimodal system and assures the equipment they put into capital projects is effective and interoperable, satisfying requirements of the region, ODOT and FHWA. This work will be completed in coordination with ODOT, cities and counties and other partners in the region.

Lead Agency: Metro

When: 2023-24

- **Adopt the final Regional Mobility Policy in the 2023 Regional Transportation Plan.** The 2018 RTP Section 3.5, Regional Motor Vehicle Network Vision and Policies, includes the Interim Regional Mobility Policy; mobility targets therein correspond with the Oregon Highway Plan's Policy 1F, Highway Mobility Policy, Table 7.

Lead Agency: Metro

When: Nov. 2023

2024 Actions

- **Request consideration of the Regional Mobility Policy for the Portland metropolitan area in the updated Oregon Highway Plan to reflect the regional mobility policy adopted in the 2023 Regional Transportation Plan.** An update of the Oregon Highway Plan is planned for 2022-23, following the adoption of the new Oregon Transportation Plan. The updated Regional Mobility Policy is anticipated to replace Table 7 in the current OHP Policy 1F. Request new OHP to integrate explanatory text, performance measure targets, and other state guidance for transportation system planning for state highways in the Portland metropolitan area, consistent with the updated policy. . The requested new policy will include removal of the recommendation in the Oregon Highway Plan for local agencies to adopt ODOT mobility standards for development review purposes.

Lead Agencies: Metro and ODOT

When: 2024

- **Amend Regional Transportation Functional Plan, Title 3, Transportation Project Development, to reflect the Regional Mobility Policy.** Title 3 includes current mobility targets in Table 3.08-2; Section 3.08.230 Performance Targets and Standards requires Oregon Transportation Commission approval for local adoption of mobility standards for state highways that differ from those in Table 3.08-2. Establish an evaluation and reporting process that an agency must follow to demonstrate that the RTP congestion management process was used and that other solutions were analyzed first before capacity-adding projects consistent with OAR 660-012-0830. Other functional plan amendments may be needed to implement the final adopted policy. This work will be completed in coordination with ODOT, DLCD, transit providers, cities, counties and other partners in the region.

Lead Agency: Metro

When: 2024

- **Develop a VMT-based spreadsheet tool to support evaluation of plan amendments.** The spreadsheet or similar tool will help assess potential changes to VMT/capita and VMT/employee for commute trips and potential mitigations to minimize the need for application of the regional travel demand model for all plan amendments. Before leading the tool development, ODOT would develop data and tool specifications, review relevant research, and conduct sensitivity testing in coordination with Metro and other MPOs. This tool is anticipated to support implementation of this policy and OAR 660-012 and OAR 660-044 statewide. The tool would have three main functions:

- Provide the starting VMT/capita and VMT/employee starting values for projects to use. These starting values could be presented at the traffic analysis zone (TAZ) level or District level.
- Assess the direction and magnitude of change to VMT/capita and VMT/employee that would result from the proposed land use changes.

Evaluate the effectiveness of potential mitigation actions, including changes to planned land use and circulation, improved transit, bicycling, and walking facilities, and the implementation of travel demand management (TDM) programs.

Lead Agency: ODOT

When: 2024-25

- **Develop hours of congestion and travel speed forecasting guidance.** Develop guidance on calculating hourly average travel speed and hours of congestion on throughways based on the model used in coordination with ODOT. If using output from the regional travel demand model, ensure a consistent approach to segment lengths, model hour(s) reviewed, and any calibration needed. This work may identify updates to ODOT's Analysis Procedures Manual and/or other procedures to reflect this guidance.

Lead Agencies: Metro and ODOT

When: 2024

- **Update Regional Transportation Functional Plan to encompass additional relevant TSMO and TDM system planning guidance.** Consider how the plan amendment and development review processes could support citywide and county-wide initiatives identified in TSPs such as ITS plans, wayfinding programs, and demand management programs. This work will be completed in coordination with ODOT, DLCD, DEQ, transit providers and cities and counties in the region.

Lead Agency: Metro

When: 2024

- **Update ODOT's Analysis Procedures Manual, development review procedures, and TSP guidelines to reference the updated Regional Mobility Policy.** The development review procedures will be updated to provide guidance on assessing impacts of plan amendments on ODOT facilities. The updates will build on updates planned to start in 2023 to support implementation of OAR 660-012 and OAR 660-044 and the new OHP when it is adopted.

Lead Agency: ODOT

When: 2023-2024

- **Determine remaining needs for updates to the Oregon Highway Design Manual to acknowledge the adopted Portland Metro area mobility policy.** The updates will build on updates planned to start in 2023 to support implementation of OAR 660-012 and OAR 660-044.

Lead Agency: ODOT

When: 2024

- **Develop model codes and guidance to support local implementation.** Develop guidance to local jurisdictions (potentially in the RTFP) on how the RMP could be applied to their facilities for reviewing plan amendments and land development applications. Applying the RMP to local jurisdiction facilities requires amendments to local jurisdiction standards for their facilities through their TSPs and land development codes. This work will be completed in coordination with ODOT, DLCD, transit providers and cities and counties in the region.

Lead Agency: Metro

When: 2024

2025 and Beyond Actions

- **Implement Regional Mobility Policy through local TSP and comprehensive plan updates.** Local TSP and plan updates will apply the new mobility policy in their system planning and update local codes and ordinances to reflect the new policy in requirement for plan amendments and project development. This work includes incorporating regional performance targets that apply to plan amendments to ensure that the proposed changes are consistent with the planned function, capacity, and performance standards of state and regional facilities. Local jurisdictions that have adopted ODOT's OHP V/C targets as standards in their development codes, may also replace these v/c targets with the new mobility policy and performance targets. This work will be completed in coordination with ODOT and Metro.

Lead Agency: Cities and counties

When: 2025 and beyond

- **Incorporate Regional Mobility Policy Implementation Guidance for TDM into Metro’s Regional Travel Options (RTO) Strategy Update.** RTO staff seeks to be responsive to new policy direction (including the Regional Mobility Policy Update, 2023 RTP Update, and the DEQ Employee Commute options Rules Update) as well as internal program direction (including the 2022 RTO Racial Equity Strategy, 2022 Commute Program Analysis, and updates to the RTO Grant Program). These inputs set the RTO Program on a revised trajectory of program and service delivery which will be reflected in an update to the 2018 RTO Strategy, the program’s 10-year strategic plan. The RTO Strategy Update will articulate a regional vision for TDM, including a roadmap for Metro and partners in supporting this vision.

Lead Agency: Metro

When: 2025-2026

- **Update Transportation Analysis Zones (TAZs) to support local and regional planning needs.** Refine TAZ boundaries or establish additional TAZs to better align with jurisdictional, urban growth boundaries and other planning needs.

Lead Agency: Metro

When: 2026-28

- **Expand the region’s Dynamic Traffic Assignment capabilities.** This work would expand the region’s existing model(s) to calculate hourly average travel speeds for all throughways and other reliability measure outputs within a capacity constrained model. Guidance will be developed to consistently calculate hourly average travel speed using DTA model. This work will also determine if thresholds should be adjusted if analysis is adjusted to use the DTA model. This work will be completed in coordination with ODOT and other state and regional modeling collaboration efforts described below.

Lead Agency: Metro

When: TBD

- **State and Regional Modeling Collaboration.** Modify and create new regional modeling tools in coordination with the Oregon Modeling Statewide Collaborative (OMSC) to better account for all modes of travel, including light-duty commercial travel, in support of implementation of this policy and OAR 660-012 and OAR 660-044. This includes support for the statewide joint-estimation and regional deployment of ActivitySim and supporting tools, which will better integrate State and Regional modeling efforts, particularly where these models overlap and exchange data.

Lead Agency: Metro and ODOT

When: TBD

REGIONAL MOBILITY POLICY UPDATE

AUGUST 2022 MTAC/TPAC WORKSHOP SUMMARY

Project Introduction

Metro and Oregon Department of Transportation (ODOT) are working together to update the existing Regional Mobility Policy and how it defines and measures mobility for the Portland area transportation system. The project will recommend amendments to the Regional Transportation Plan (RTP) and the Oregon Highway Plan Policy 1F for the Portland area.

Workshop Overview

On August 17, 2022 from 9:00 AM to 12:00 PM, Metro and ODOT participated in the Metro Technical Advisory Committee (MTAC) and Transportation Policy Alternatives Committee (TPAC) Workshop. The project team presented and conducted a group discussion on the regional mobility policy update from 9:15 to 11:15 AM.

The project team provided an update on the project purpose, process, and discussions that have taken place over the last two years. They also clarified the purpose of the workshop discussion, which was to get input on the revised draft mobility policy, specifically the measures and targets focusing on the applications in system planning and plan amendments. The project team reviewed the major changes and discussion items that have been considered since speaking with the group in June 2022.

A copy of the full agenda for the workshop can be found in **Appendix A**. A list of participants is provided in **Appendix B**. The full PowerPoint presentation can be found in **Appendix C**. Materials provided to participants in advance of the workshop are provided in **Appendix D**. Additional Feedback submitted by agency partners following the 8/17/22 MTAC TPAC Workshop is provided in **Appendix E**.

Key Themes

A number of key themes arose during the discussions at the workshop, including the following which are organized by topic.

VMT per capita

- Clarifications requested around the VMT/capita data and models used.
- Clarifications needed around using OAR 660 Division 44 (GHG Reduction rule) for threshold-setting.

- Clarifications needed to describe that not all areas are expected to have the same VMT/capita or same reduction in VMT/capita, but that the baseline for a subarea's performance will be set based on what's achieved for the subarea in the final regional scenario that meets the reduction target.
- Further work requested for the system planning process and flow chart to understand when the different measures are used and inform each other.
- Do not want to add barriers to adding density or land uses that help reduce VMT/capita.

Travel speed

- It is important to note for travel speed that the region is not going to meet any threshold at all times for all segments. The team wants to use data to determine thresholds and hours per day meeting the thresholds that are realistic based on our existing conditions.
- Clarification needed on operationalizing travel speed as a target or standard, particularly in terms of OHP Policy 1G, the RTP Congestion management process (CMP), and the statement of not being "at the expense of completing the system for non-vehicle modes".
- Suggestions to not use summer or pandemic INRIX data for continued work setting travel speed thresholds.

System completeness

- Further work requested to define calculations of proportional share.
- Further work needed around TDM or clarifying when that work will occur in the process.

Plan amendment process

- Still need further clarity for this to become an actionable policy.
- Further work needed to bring forth the ideas around closing gaps in disparity and ensuring prioritization of safety.
- Clarity around implementing system completeness is needed. Define what level of the TSP is considered the complete system: unconstrained or constrained.

Participation

Including project staff, a total of 98 people attended the workshop. Most participants were city, county, Metro, state, or transit agency staff, 15 were consultants or employees of a private firm, and 3 had no affiliation.

Discussion summary

As the project team presented the workshop materials, a large group discussion was facilitated to understand attendee questions. Below is a summary of the presentation information and questions/comments raised by the committee members. Responses to the questions and comments are included as well.

VMT per capita

Key themes:

- Clarifications requested around the VMT/capita data and models used.
- Clarifications needed around using OAR 660 Division 44 (Metropolitan Greenhouse Gas (GHG) Emissions Reduction rule) for threshold-setting.
- Clarifications needed to describe that not all areas are expected to have the same VMT/capita or the same reduction in VMT/capita, but that the baseline for a subarea's performance will be set based on what's achieved for the subarea in the final regional scenario that meets the reduction target.
- Further work requested for the system planning process and flow chart to understand when the different measures are used and inform each other.
- Do not want to add barriers to adding density or land uses that help reduce VMT/capita.

Group Discussion Summary:

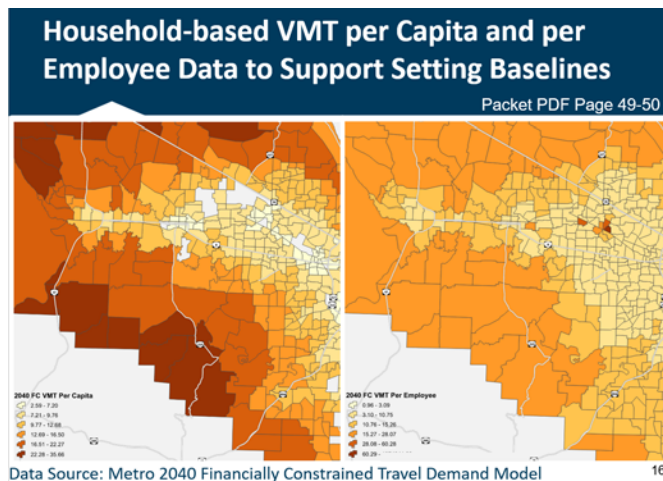
Below are the questions raised, followed by responses from the project team.

- Which is the “next major RTP”? In 2027 or 2023?
 - The project team confirmed that the updated RMP will apply to the “2023 RTP” and will make that correction. Anything that needs additional work beyond the 2023 RTP timeline will be identified through that update as future work in Chapter 8 of the 2023 RTP. Metro will use this RMP update to set the baseline for the 2023 RTP, which will also address the Climate-Friendly and Equitable Communities rules (OAR 660 Division 44 and OAR 660 Division 12).
- Were the maps (slide 16) created with the 2040 population/employment data within Transportation Analysis Zones (TAZs)? Can this process be done by local jurisdictions?
 - This is based on the 2040 financially constrained network adopted in the 2018 RTP. Metro will use an updated growth forecast to the year 2045 as part of 2023 RTP update. The 2045 growth forecast went through an extensive regional review process with local governments,

the Metro Technical Advisory Committee and the Metro Policy Advisory Committee in 2017 prior to adoption by the Metro Council in 2021. This includes all model assumptions we already have in the travel demand model, such as multimodal transportation investments adopted in the RTP, parking, TDM assumptions, etc.

- Local jurisdictions could do some VMT/capita calculations, but Metro is prohibited by law from providing employment by TAZ. One of the policy's implementation steps is to produce a spreadsheet tool for smaller plan amendments to determine if the land use change will result in increased VMT/capita. This tool would be developed for local jurisdictions to use.
- Some examples and information around sketch-level tools provided by other agencies include:
 - University of Utah VMT spreadsheet tool background info:
<https://static1.squarespace.com/static/57719e085016e1776170a81c/t/57719e8e890b2719732dac81/1379542553096/MXDTripGenApp.pdf>
 - University of Utah spreadsheet tool for district level travel:
https://alex-steinberger-zhcx.squarespace.com/s/ET_MXD_Travel_App_Standalone_v320.xlsm
 - Site level model with documentation on the EPA website:
<https://www.epa.gov/smartgrowth/mixed-use-trip-generation-model>
 - Manual from California that shows the math for a giant range of development related items and the effects on GHG:
<https://www.airquality.org/residents/climate-change/ghg-handbook-caleemod>
- There are many layers of information and data interacting in the VMT/capita maps shown. What is the granularity of the data and how we respond and solve the problem?

- These two maps tell two stories of the data: where people are working and where are they living. There are areas with a regional draw for work and primarily residential areas. Some centers show complete communities with both, where people don't have to drive as far.



- Portland has the lowest VMT/capita due to a rich transit service and other factors, with lots of professionals coming in from the rest of the region. This is not the case throughout the region. Is this methodology going to economically hurt the region? Need to test drive this approach to figure out the details. It's the right toolbox but we need to be careful of the tools.
- Is the VMT for employment a per day measurement from home and back?
 - The model is for average weekdays, such as in April and October, of the model year. These are home-based trips (one end is at home) and don't capture service vehicles/delivery or other driving that people might do as part of work, only commute trips. This is how the Metro travel demand model works. If the model was more activity-based (which is where the industry is heading), then it would capture more types of trips.
- Figure 1 in the draft policy should better relate with the process being verbally described. Suggest calculating demand before needs. We need to understand what the VMT/capita will be, then that will drive the need to be outlined in the TSP.
 - We have two parallel processes that will inform one another to look at the VMT/capita and system completeness.
 - The project team will work to further address this.
- The maps make sense and reinforce the region's effort to focus growth in mixed-use centers served by transit per the 2040 Growth Concept. However, reality hasn't matched the original vision. What if we move forward with a new plan amendment and it fails VMT/capita targets? Does it all fail? Pass/fail? Don't want the tool to hamper us in building/selecting helpful projects or desired development that supports 2040 implementation.
 - Correct, this is not a new vision.

- For each plan amendment, the first question is “Do we have a VMT/capita increase?” Then the next step is what do we do to mitigate it, getting back to how the local agency has defined the complete transportation system for that area and getting to proportional share?
- We agree that we do not want to add barriers to reducing VMT/capita. We are trying to update the policy to help agencies move forward with beneficial land use changes that support the 2040 Growth Concept and community, regional and state goals.
- We need to provide viable alternatives, but local governments don’t control transit. That makes it hard to grow the regional centers.

Travel speed

Key themes:

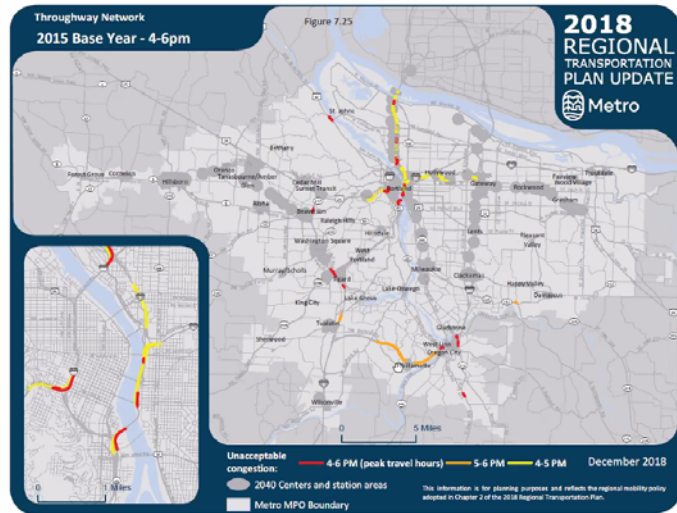
- It is important to note for travel speed that the region is not going to meet any threshold at all times of day for all segments. The team wants to use data to determine thresholds and hours per day meeting the thresholds that are realistic based on our existing conditions.
- Clarification needed on operationalizing travel speed as a target or standard, particularly in terms of OHP Policy 1G, the CMP, and the statement of not being “at the expense of completing the system for non-vehicle modes”.
- Suggestions to not use summer or pandemic INRIX data for continued work setting travel speed thresholds.

Group Discussion Summary:

Below are the questions raised, followed by responses from the project team.

- The time of day for travel has heavily impacts the direction that is congested. This is a good chart but how will it be used?
 - These charts and data can help with setting targets, knowing that there are some bottlenecks that the region can’t or doesn’t have the money to address. The goal is not to have zero miles of congestion on all throughways in the region but to reduce the miles that are not meeting the target following the region’s adopted congestion management process and OHP Policy 1G.

- Appreciate the note about latent demand; there is a lot of diversion that is happening. One of the challenges is that the regional travel demand model is a great tool for what it does, but it has limitations. The current congestion issues aren't shown in the model [image to the right was shown as an example].



- Response highlighted that this map example is not direct output from the regional travel model. The map shows where we are not meeting the current adopted mobility policy, which allows more congestion in certain places, including v/c thresholds of .99 and greater than 1.0 for a two-hour period.
- Please clarify how the speed measure would be operationalized as a target or standard, particularly the “not at the expense of completing system for non-vehicle modes...” phrase and how this will intersect with OHP Policy 1G, RTP Congestion Management Process and System completeness measure. That is a keen interest for agencies since they don't want conflicts with what has been developed already.
 - This is something the project team will continue to work on. It's not a straightforward issue.
- Please make sure it's clear what the modal prioritization is and what the implications are. Can you measure travel time variability instead of speed? Travel time variability is more important for travel choices.
 - Part of the graph does show variability throughout the day, based on real-time data. The threshold of meeting a reasonable travel speed at least “X” number of hours in a day gets at that variability. The number one thing most impacting travel time variability is congestion, which is why we moved toward travel speed for a facility-based measure.
- Concerned about using data from July during the pandemic. Recommend using pre-pandemic data from during the school year.

System completeness

Key themes:

- Further work requested to define calculations of proportional share.
- Further work needed around TDM or clarifying when development of TDM guidance will occur in the process.

Group Discussion Summary:

Below are the questions raised, followed by responses from the project team.

- For the plan amendment section of the draft policy, Action 4 discusses system completeness assessment and proportional share. How will “proportional share” be calculated? By dollar amount or for specific projects? Would the projects need to be constructed before the amendment is approved?
 - Only plan amendments that are increasing VMT/capita would look at system completeness. You would then go through the process of identifying the gaps in the complete system based on the local TSP. The process includes defining an impact area, identifying the gaps within that area, determining the additional generated trips, and then how the plan amendment changes the number of trips on that facility. That information would be used to determine a proportional share of those incomplete projects in the impact area that would need to be addressed as part of the plan amendment.
 - If the plan for addressing the system completeness proportional share is adopted in the local code, then the local government can approve the plan amendment. You don’t need to have the project built to approve the amendment.
- When will “forthcoming” TDM guidance be provided? As part of this effort or later?
 - The RTP policies define what constitutes a complete system and influence local TSPs. The Regional Transportation Functional Plan (RTFP) and Transportation Planning Rule (TPR) direct how local TSPs define what is included.
 - The ODOT/DLCD TGM Program developed some guidance intended to help local jurisdictions who are considering expanding their TDM efforts to incorporate programmatic TDM measures into the land use permit process that may also be helpful.¹

¹ https://www.oregon.gov/lcd/Publications/TDMPlans_for_Development_2013.pdf

- The project team will have additional information and guidance to bring into the policy and implementation action plan this fall, but there will be further work needed from the Metro Regional Travel Options Program team that is anticipated to begin in early 2023. Also, the recently adopted CFEC rules will trigger updates to a lot of state guidance and tools (the Analysis Procedures Manual, TSP Guidelines, etc.) that informs how transportation analysis and TSPs are done and identifies data needed to support the analysis. In addition, ODOT is considering contributing to some of this data such as developing a statewide multimodal inventory, for example.

Plan amendment process

Key themes:

- Still need further clarity for this to become an actionable policy.
- Further work needed to bring forth the ideas around closing gaps in disparity and ensuring prioritization of safety.
- Clarity around implementing system completeness is needed. Define what level of the TSP is considered the complete system, unconstrained or constrained.

Group Discussion Summary:

Below are the questions raised, followed by responses from the project team.

- The project team finished the presentation by discussing the plan amendment process. The project team reminded the group that the RMP applies to throughways and arterials designated in the RTP, for system planning and for plan amendments. Local jurisdiction standards will still apply for other facilities (e.g. collectors) if their standards are unchanged. We anticipate that many local agencies will move away from v/c as the mobility standard to have the same or similar measures used for all roads for the plan amendment process. That will be the case for the Portland central city and regional and town centers at a minimum due to the TPR rule amendments adopted in July 2022.
- This will be challenging to translate into policy before TPAC will be asked to make a recommendation to JPACT. Appreciate that step 6 includes the intention of reducing equity disparities while improving safety. Let's prioritize the completeness to advance the outcomes. How do we define investment policies?

- For footnote 7 of Table 3, is this related to the ECO rule update? How do we develop a policy with a financially constrained plan that says we want this level of system completeness?
 - Yes, a policy that says we want the completeness outlined in the RTP/RTFP is needed. We need to think through whether the policy is based on the financially constrained plan or unconstrained plan. Currently the policy is based on the financially constrained plan, consistent with TPR Section -0060.
- There is more detail in what is being presented compared to the table in the draft policy. The challenge for local governments is the implications to our system without further clarification. It's hard to understand how "travel speed" and "system completeness" will be applied because this part of the policy has not been significantly updated since June. This seems to be the most underdeveloped piece of the policy (compared to VMT/capita reduction). Encourage the team to make a linkage to system completeness outcomes.
- The greater the number of trips, the further the impact of the proposed development. If there is a small change, there will be a smaller effect on the transportation system. It is unclear if the mobility policy as proposed deals with distance of impact or if it has a set radius – e.g. an impact area.
- System completeness is often tied to sidewalks and bike facilities. We know that Washington County has transit deficiencies. Does the policy define what a complete transit system is? There are implementation issues for developing a complete system by the end of the planning period. When we have green fields, a lot of development is required for implementation. We partner with developers to do infill if the market can't do it on its own, so we want to allow flexibility for local jurisdictions to address these gaps in completeness.
 - The definition of the complete system will be in the RTP and TSPs; there is already guidance in the RTFP and other documents for what TSPs need to include. The policy itself will not define the complete system but establishes the process to review system completeness as part of the plan amendment process.
 - Further work is needed to define if the complete system is the TSP's financially constrained project list or the unconstrained project list. As noted earlier, currently the policy is based on the financially constrained plan, consistent with TPR Section -0060.
- Concern about using pandemic data to set thresholds and curious if the thresholds that will be included in the policy will be there indefinitely or updated with a future RTP update.

- Agreement that data to inform setting thresholds for the RTP should be pre-pandemic.
- We wouldn't want to revisit the thresholds for every RTP but we do start each RTP update with an existing conditions analysis. It will be difficult to update the thresholds frequently since this policy will likely be in the Oregon Highway Plan (OHP).

APPENDIX A WORKSHOP AGENDA

Agenda



Metro

600 NE Grand Ave.
Portland, OR 97232-2736

Meeting: Metro Technical Advisory Committee (MTAC) and
Transportation Policy Alternatives Committee (TPAC) Workshop
Date: Wednesday August 17, 2022
Time: 9:00 a.m. to 12:00 p.m.
Place: Virtual meeting held via Zoom
[Connect with Zoom](#)
Passcode: 692965
Phone: 877-853-5257 toll free

9:00 a.m.	Call meeting to order, introductions, and committee updates	Chair Kloster
	Comments from the Chair and committee: <ul style="list-style-type: none">• 2023 RTP Schedule of Discussion (Kim Ellis)• 2022 RTP JPACT and Metro Council Workshop Series (Kim Ellis)	
9:10 a.m.	Public communications on agenda items	
9:13 a.m.	Consideration of MTAC/TPAC workshop summary, June 15, 2022 Edits/corrections sent to Marie Miller marie.miller@oregonmetro.gov	Chair Kloster
9:15 a.m.	Metro/ODOT Regional Mobility Policy: Draft Recommendations Purpose: Review key updates to address prior input and share new information on the proposed measures and their application for input.	Kim Ellis, Metro Glen Bolen, ODOT Susie Wright, Kittelson & Associates
11:00 a.m.	River Terrace 2.0 UGB exchange status update Purpose: MTAC has an opportunity to provide feedback on preliminary UGB exchange options.	Ted Reid, Metro Tim O'Brien, Metro Clint Chiavarini, Metro
12:00 noon	Adjournment	Chair Kloster

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

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Metro txoj kev ntxaug daim ntauw ceeb toom

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

APPENDIX B LIST OF PARTICIPANTS

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

Date/time: Wednesday, August 17, 2022 | 9:00 a.m. to noon

Place: Virtual conference meeting held via Zoom

Members, Alternates Attending

Affiliate

Tom Kloster, Chair	Metro
Karen Buehrig	Clackamas County
Steve Williams	Clackamas County
Allison Boyd	Multnomah County
Sarah Paulus	Multnomah County
Chris Deffebach	Washington County
Lynda David	Southwest Washington Reg. Transportation Council
Eric Hesse	City of Portland
Peter Hurley	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
Glen Bolen	Oregon Department of Transportation
Karen Williams	Oregon Department of Environmental Quality
Katherine Kelly	City of Vancouver
Carol Chesarek	Multnomah County Citizen
Tom Armstrong	Largest City in the Region: Portland
Colin Cooper	Largest City in Washington County: Hillsboro
Aquilla Hurd-Ravich	Second Largest City in Clackamas County: Oregon City
Jean Senechal Biggs	Second Largest City in Washington County: Beaverton
Laura Terway	Clackamas County: Other Cities, City of Happy Valley
Steve Koper	Washington County: Other Cities, City of Tualatin
Martha Fritzie	Clackamas County
Kevin Cook	Multnomah County
Theresa Cherniak	Washington County
Gary Albrecht	Clark County
Oliver Orjiako	Clark County
Laura Kelly	OR Department of Land Conservation & Development
Kelly Reid	OR Department of Land Conservation & Development
Shelly Parini	Clackamas Water Environment Services
Manuel Contreas, Jr.	Clackamas Water Environment Services
Heather Koch	North Clackamas Park & Recreation District
Nina Carlson	Service Providers: Private Utilities, NW Natural
Tom Bouillion	Service Providers: Port of Portland
Bret Marchant	Greater Portland, Inc.
Brett Morgan	1000 Friends of Oregon
Sara Wright	Oregon Environmental Council
Rachel Loftin	Community Partners for Affordable Housing
Preston Korst	Home Builders Association of Metropolitan Portland
Mike O'Brien	Green Infrastructure, Mayer/Reed, Inc.

Members, Alternates Attending

Affiliate

Craig Sheahan
Brendon Haggerty

Green Infrastructure, David Evans & Associates
Mult. County Public Health & Urban Forum

Guests Attending

Andrew Bastasch
Avi Taylor
Barbara Fryer
Ben Chaney
Bill Kabeiseman
Brandy Steffen
Bryan Pohl
Darci Rudzinski
Elin M-M
Francesca Jones
James Powell
Jessica Pelz
Julia Wean
Katherine Bell
Lidwien Rahman
Lucia Ramirez
Marc Farrar
Miranda Bateschell
Molly McCormick
Neelam Dorman
Nick Fortey
Peter Schuyema
Raymond Chong
Riley Howard
Samantha Thomas
Steve Kelly
Susie Wright
Vanessa Vissar
Will Farley

Affiliate

Oregon Department of Transportation
Oregon Department of Transportation
City of Cornelius
Oregon Department of Transportation

City of Forest Grove

Portland Bureau of Transportation
Oregon Department of Environmental Quality
Washington County
Steer
Oregon Department of Transportation
Oregon Department of Transportation
Oregon Department of Transportation

City of Wilsonville
Kittelson & Associates
Oregon Department of Transportation
Federal Highway
Oregon Department of Transportation

Home Builders Association of Portland
Washington County
Kittelson & Associates
Oregon Department of Transportation
City of Lake Oswego

Metro Staff Attending

Tim Collins, Principal Transportation Planner
John Mermin, Senior Transportation Planner
Grace Stainback, Assoc. Transportation Planner
Caleb Winter, Senior Transportation Planner
Ally Holmqvist, Senior Transportation Planner
Bill Stein, Sr. Research & Modeler
Clint Chivarini, Senior GIS Specialist
Kadin Mangalik, Intern
Lake McTighe, Senior Transportation Planner
Matthew Flodin, Intern
Roger Alfred, Metro Legal Counsel
Ted Leybold, Resource & Dev. Manager
Tim O'Brien, Principal Regional Planner

Kim Ellis, Senior Transportation Planner
Grace Cho, Senior Transportation Planner
Andrea Pastor, Senior Regional Planner
Thaya Patton, Senior Researcher & Modeler
Marne Duke, Senior Transportation Planner
Cindy Pederson, Research Manager
Eryn Kehe, Policy & Urban Dev. Manager
Kate Hawkins, Senior Transportation Planner
Malu Wilkinson, Program Director
Miranda Seekins, Intern
Shirley Craddick, Metro Councilor
Ted Reid, Principal Regional Planner
Marie Miller, TPAC & MTAC Recorder

APPENDIX C PRESENTATION

Regional mobility policy update

TPAC and MTAC Workshop

August 17, 2022



Metro Oregon Department of Transportation

1

Project purpose

- Update the mobility policy and how we define and measure mobility for the Portland area transportation system
- Recommend amendments to the RTP and Oregon Highway Plan Policy 1F for the Portland area



[Visit oregonmetro.gov/mobility](https://oregonmetro.gov/mobility)

2

Looking back: 2020 to today

2020

- Share research on current policy and measure
- Identify mobility policy elements
- Define universe of potential measures
- Seek feedback on criteria for evaluating and selecting measures

2021

- Develop definition of urban mobility
- Seek feedback on mobility policy elements and potential measures for testing in case studies

2022

- Report case study findings
- Seek feedback on draft mobility policies, measures, targets and how/where they could be applied

3

3

Today's purpose

Seek input on the revised draft mobility policy

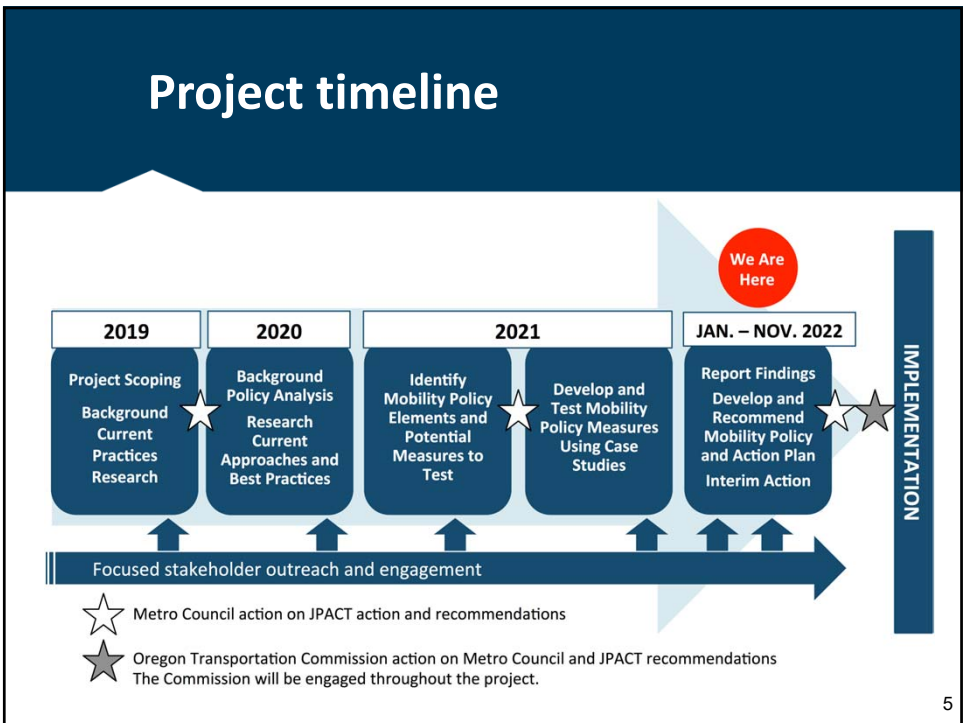
- Measures and targets
- Applications in system planning and plan amendments

Additional feedback requested by August 23 via email

**to: kim.ellis@oregonmetro.gov
and glen.a.bolen@odot.oregon.gov**



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Major Changes and Discussions Since Mid-June to Address Feedback

- Further clarification about future 2045 baseline VMT/capita metrics being set through the 2023 RTP based on Division 44 targets
- Research and discussions on how “Districts” would be created for VMT/capita metrics
- Travel speed removed for arterials
- Research and discussions around setting throughway travel speed thresholds
- Added definition for TSMO and TDM system completeness based on other ongoing Metro work

6

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DRAFT Vision for urban mobility for the Portland area:
People and businesses can safely, affordably, and efficiently reach the goods, services, places and opportunities they need to thrive by a variety of seamless and well-connected travel options and services that are welcoming, convenient, comfortable, and reliable.

Mobility elements

Equity
 Black, Indigenous and people of color (BIPOC) community members and people with low incomes, youth, older adults, people living with disabilities and other marginalized and underserved communities experience equitable mobility.

Access
 People and businesses can conveniently and affordably reach the goods, services, places, and opportunities they need to thrive.

Efficiency
 Land use and transportation decisions and investments contribute to more efficient use of the transportation system meaning that trips are shorter and can be completed by more travel modes, reducing space and resources dedicated to transportation.

Reliability
 People and businesses can count on the transportation system to travel where they need to go reliably and in a reasonable amount of time.

Safety
 People are able to travel safely and comfortably and feel welcome.

Options
 People and businesses can choose from a variety of seamless and well-connected travel modes and services that easily get them where they need to go.

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 **DRAFT mobility policies for the Portland region**

Packet PDF Page 34

Mobility Policy 1 Ensure that the public's land use decisions and investments in the transportation system enhance efficiency in how people and goods travel to where they need to go.

Mobility Policy 2 Provide people and businesses a variety of seamless and well-connected travel modes and services that increase connectivity, increase choices and access to low carbon transportation options so that people and businesses can conveniently and affordably reach the goods, services, places and opportunities they need to thrive.

Mobility Policy 3 Create a reliable transportation system, one that people and businesses can count on to reach destinations in a predictable and reasonable amount of time.

Mobility Policy 4 Prioritize the safety and comfort of travelers in all modes when planning and implementing mobility solutions.

Mobility Policy 5 Prioritize investments that ensure that Black, Indigenous and people of color (BIPOC) community members and people with low incomes, youth, older adults, people living with disabilities and other marginalized and underserved populations have equitable access to safe, reliable, affordable, and convenient travel choices that connect to key destinations.

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Regional Mobility Policy and Oregon Highway Plan Policy 1F

Regional Mobility Policy (Regional Transportation Plan)

- RTP networks, including ODOT highways and city and county arterials
- System planning only

Highway Mobility Standards (OHP Policy 1F)

- ODOT highways only
- System planning, plan amendments
- *Development review requirements where adopted in local development codes; guiding operations decisions such as managing access and traffic control systems (not part of this project)*

Volume to Capacity Ratio Targets for Portland Region (adopted in 2002)

Location	Target	
	1 st hour	2 nd hour
Central City	1.1	.99
Transit Centers		
Main Streets		
Station Communities		
Corridors	.99	.99
Industrial Areas		
Intermodal Facilities		
Employment Areas		
Inner Neighborhoods		
Outer Neighborhoods		
1-84 (from I-5 to I-205)	1.1	.99
1-5 North (from Marquam Bridge to Interstate Bridge)	1.1	.99
OR 99E (from Lincoln Street to OR 224 Interchange)	1.1	.99
US 26 (from I-405 to Sylvan Interchange)	1.1	.99
1-405 ^W (from I-5 South to I-5 North)	1.1	.99
Other Principal Arterial Routes	.99	.99
1-205 ^E		
1-84 (east of I-205)		
1-5 (Marquam Bridge to Wilsonville) ^F		
OR 217		
US 26 (west of Sylvan)		
US 30		
OR 8 (Marway Blvd to Brookwood Avenue) ^G		
OR 224		
OR 47		
OR 213		
242 ^{SW} (US 26 in Gresham)		
OR 99W		

Table 7: Volume to Capacity Ratio Targets within Portland Metropolitan Region

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DRAFT mobility policies for the Portland region

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“The policies apply to:

- the **state highway system** within the Portland metropolitan area for
 - identifying state highway mobility performance expectations for **planning and plan implementation**; and
 - evaluating the **impacts on state highways of amendments** to transportation system plans, acknowledged comprehensive plans and land use regulations pursuant to the Transportation Planning Rule (OAR 660-12-0060).
- **throughways and regional arterials** designated in the Regional Transportation Plan, which include state and local jurisdiction facilities, for identifying mobility performance expectations for **planning and plan implementation.** “

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DRAFT mobility policies for the Portland region


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“Under this policy, Oregon Highway Plan **volume-to-capacity ratio targets still guide operations decisions such as managing access and traffic control systems** and can be used to identify intersection improvements that would help reduce delay, improve the corridor average travel speed, and improve safety.

Local jurisdiction standards for their facilities still apply for evaluating impacts of amendments to transportation system plans, acknowledged comprehensive plans and land use regulations pursuant to the Transportation Planning Rule (OAR 660-12-0060) and guiding operations decisions.”

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DRAFT Mobility Policy Performance Measures

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Measure	Expected Mobility Outcomes
VMT/Capita for home-based trips and VMT/Employee for commute trips to/from work	Land Use Efficiency Land use patterns that are more efficient to serve because they reduce the need to drive and are supportive of travel options.
System Completeness	Complete Multi-Modal Networks Travel options and connectivity allow people to reliably and safely walk, bike, drive, and take transit to get where they need to go.
Average Travel Speed	Reliability Safe, efficient and reliable travel speeds for people, goods, and services.

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DRAFT Mobility Policy

Performance Measure Targets

Packet PDF Page 36


Measure	Application	Target
VMT/Capita for home-based trips and VMT/Employee for commute trips to/from work	System Planning Plan Amendments ¹	OAR 660 Division 44 (GHG Reduction Rule) sets VMT/Capita reduction targets with which the next major RTP update and local TSPs will need to comply. The resulting RTP and TSPs that meet this regional target will establish a future baseline VMT/capita and VMT/employee. All subsequent applications of this policy shall not increase VMT/capita or VMT/employee above the future baseline. The plan amendment will have equal to or lower forecast VMT/capita for home-based trips and equal to or lower forecast VMT/employee for commute trips to/from work than the District ² .

Table Notes:

- 1 Plan amendments that meet this target shall be found to not have a significant impact pursuant to the Transportation Planning Rule (OAR 660-12-0060).
- 2 Metro will establish VMT/Capita "Districts" that identify TAZ groupings (subareas) with similar land use characteristics and forecast VMT/Capita. A spreadsheet or similar tool will be developed to help assess potential changes to VMT/capita and VMT/employee and potential mitigations to minimize the need for application of the regional travel demand model for all plan amendments.

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DRAFT Mobility Policy System


Planning Actions

Packet PDF Page 40

- **Division 44 (GHG Reduction) sets VMT/capita reduction target** for the Portland metro area.
 - **RTP process will identify strategies** needed to achieve this target **and result in baseline future 2045 VMT/capita** for the region and each local jurisdiction.
 - **This future baseline shall be used to estimate future VMT/capita** for home-based trips and VMT/employee for commute trips to/from work **at the TAZ level. The TAZ data shall be aggregated to develop "Districts"** with similar land use and VMT characteristics by Metro through the RTP update process.

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DRAFT Mobility Policy System Planning Actions

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- For system planning at the sub-regional, local jurisdiction (TSPs), or subarea levels, **VMT/capita for home-based trips and VMT/employee for commute trips to/from work shall be measured for the plan area** to ensure that land use and transportation plan changes are working in tandem to achieve the region's VMT/capita reduction target...
 - At the first major TSP update after this policy is implemented, system plans shall **demonstrate that the planned transportation system achieves the regional Division 44 target** and that future system plan updates maintain or reduce aggregate VTM/capita metrics for the TAZs and Districts in the plan area compared to the baseline set in the RTP.
 - Projections of VMT/capita must incorporate the best available science on latent and induced travel of additional roadway capacity consistent with OAR 660-012-0160.

Year	Regional VMT/Capita Reduction Target (from 2005 levels)
2035	20%
2040	25%
2045	30%
2050	35%

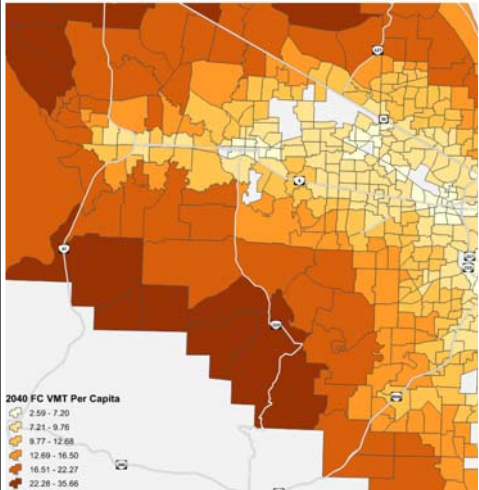
Source: [Metropolitan Greenhouse Gas Reduction Targets Rule](#)
OAR 660-044-0020(1)

15

15

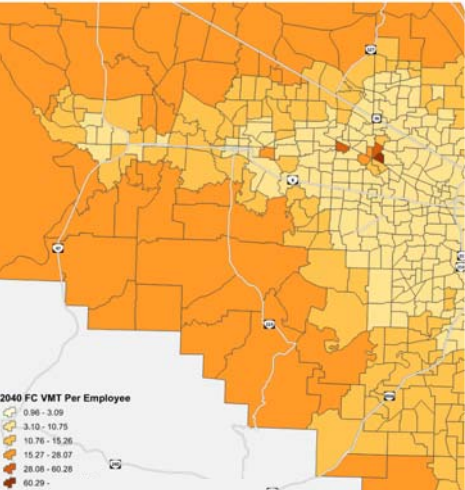
Household-based VMT per Capita and per Employee Data to Support Setting Baselines

Packet PDF Page 49-50



2040 FC VMT Per Capita

- 2.59 - 7.20
- 7.21 - 9.76
- 9.77 - 12.68
- 12.69 - 16.50
- 16.51 - 22.27
- 22.28 - 35.66



2040 FC VMT Per Employee

- 0.98 - 3.09
- 3.10 - 10.75
- 10.76 - 15.26
- 15.27 - 28.07
- 28.08 - 60.28
- 60.29 -

Data Source: Metro 2040 Financially Constrained Travel Demand Model

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DISCUSSION QUESTIONS

Do you have questions or feedback on:

- proposed use of Division 44 VMT reduction targets for the Portland region to set future 2045 household-based VMT baselines?
- how future changes to 2045 baseline vehicle miles traveled per capita and vehicle miles traveled per employee will be used?

We welcome feedback on these and other questions listed in the cover memo by August 23

 DRAFT Mobility Policy Performance Measure Targets Packet PDF Page 36				
Measure	Application	Target	Average Travel Speed Target ⁵	Hours per Day Target
Average Travel Speed		RTP Motor Vehicle Designation		
	System Planning ³	Throughways ⁴ I-205, I-84 (east of I-205) I-5 (Marquam Bridge to Wilsonville) OR 217 US 26 (west of sylvan) US 30, OR 47, OR 212 OR 224, OR 213	TBD mph – posted speed limit ⁶	TBD hours per day
		Throughways ⁴ I-405 (from I-5 South to I-5 North) I-5 North (Marquam Bride to Interstate Bridge) US 26 (from Sylvan interchange to I-405) I-84 from I-5 to I-205 99E from Lincoln Street to OR 224 interchange	TBD mph – posted speed limit ⁶	TBD hours per day
	Plan Amendments	Same as system planning	Same as system planning	Same as system planning



DRAFT Mobility Policy Performance Measure Targets

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Average Travel Speed

Table Notes:

3 Addressing motor vehicle congestion through additional throughway capacity should follow the RTP system sizing policy, the region's congestion management process and OHP Policy 1G and should not come at the expense of achieving system completeness for non-motorized modes consistent with regional modal or design classifications or achieving the VMT/capita target for the region or jurisdiction.

4 Throughways are designated in the Regional Transportation Plan and generally correspond to Expressways designated in the Oregon Highway Plan.

5 Used to identify areas of poor reliability where due to recurring congestion, average travel speeds drop below TBD mph for TBD hours per day.

6 Targets will need to be revisited after NEPA process is complete for the I-205 Toll Project and Regional Mobility Pricing Project.

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Findings from Travel Speed Data Research to Support Threshold Setting

Reviewed one week of INRIX data from July for I-205 northbound and southbound, I-5 northbound, and US-26 eastbound.

- Comparison of days of the week:
 - Monday and Tuesday experience the least amount of congestion
 - Wednesday and Thursday experience more congestion, at a similar level
 - Friday experiences the most congestion
- Comparison of travel speed thresholds:
 - The number of hours not meeting the travel speed threshold is similar if set at 40 mph versus 45 mph
 - There is a slight reduction if the threshold is set at 35 mph
 - There was a larger difference if using 20 mph. The time periods and distance of "congestion" is reduced, especially in the morning peak.

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I-205 Example Travel Speed Data to Support Threshold Setting

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I-205 Northbound - Hours per day not meeting the speed threshold

Exit/Segment	July 11, 2021 (Monday)				July 12, 2021 (Tuesday)				July 13, 2021 (Wednesday)				July 14, 2021 (Thursday)				July 15, 2021 (Friday)			
	20	30	40	45	20	30	40	45	20	30	40	45	20	30	40	45	20	30	40	45
Speed Threshold	0.0	2.4	2.7	2.8	0.0	2.2	2.9	3.0	0.0	1.3	3.0	3.8	0.0	3.0	4.6	5.1	0.0	3.7	4.4	4.9
Bridge	0.0	1.4	1.9	1.9	0.0	1.8	2.3	2.7	0.0	1.7	2.5	3.1	0.0	3.0	4.1	4.6	0.0	3.1	3.9	4.5
Exit 24	0.0	1.1	1.4	1.8	0.0	0.8	1.8	2.3	0.0	0.7	1.8	2.8	0.0	2.1	3.3	4.3	0.0	3.3	3.9	4.8
Airport Wby	0.2	2.0	3.3	4.3	0.0	2.2	3.6	4.2	0.1	2.8	4.5	5.5	0.0	3.8	5.7	6.9	0.1	3.3	5.1	6.3
Exit 23	3.2	4.1	4.3	4.6	2.5	4.2	4.3	4.3	4.0	5.5	5.5	5.6	4.7	6.5	6.6	6.7	4.1	6.4	6.5	6.9
Columbia Blvd	4.1	4.1	4.3	4.3	3.0	4.1	4.2	4.6	4.8	5.5	5.6	5.7	5.8	6.6	6.7	6.8	5.2	6.8	6.9	7.0
Exit 23	4.1	4.2	4.3	4.3	3.5	4.0	4.1	4.4	4.7	5.4	5.6	5.7	5.8	6.6	6.7	6.8	5.6	6.9	6.9	6.9
Sandy Blvd	3.9	4.2	4.2	4.2	3.7	3.8	4.0	4.1	4.8	5.3	5.4	5.4	5.7	6.3	6.4	6.5	5.8	6.5	6.6	6.6
Exit 22	3.4	3.6	3.8	3.8	3.5	3.8	3.8	3.8	4.7	4.8	4.8	4.9	5.2	5.8	5.8	6.1	5.5	6.2	6.3	6.3
I-84/US-50	3.1	3.3	3.3	3.3	2.5	3.7	3.8	3.6	4.5	4.5	4.5	4.5	4.5	5.0	5.1	5.2	4.0	4.1	4.5	5.1
Exit 21	2.8	3.1	3.2	3.2	2.6	3.0	3.0	3.2	4.3	4.4	4.4	4.4	4.7	4.2	4.3	4.3	3.8	3.9	4.3	4.4
I-84/US-50	2.8	2.6	2.7	2.8	1.8	2.6	2.6	2.8	3.9	4.1	4.3	4.3	3.3	3.4	3.4	3.4	3.4	3.6	3.7	3.7
Exit 20	1.8	2.2	2.3	2.4	1.0	1.9	2.3	2.5	3.8	3.9	3.9	4.0	3.2	3.3	3.3	3.3	3.3	3.3	3.3	3.3
Wash. St/Sark St	0.9	1.7	1.8	2.1	0.0	0.4	0.8	1.1	3.1	3.7	3.7	3.8	2.6	3.3	3.3	3.3	2.6	3.0	3.1	3.1
Exit 19	0.4	1.2	1.2	1.3	0.0	0.0	0.0	0.0	3.0	3.4	3.6	3.6	2.3	2.9	2.9	3.0	2.2	2.7	2.8	2.8
Division St	0.0	0.8	0.8	0.9	0.0	0.0	0.0	0.0	2.8	3.3	3.6	3.6	2.3	2.8	2.8	2.9	2.0	2.7	2.7	2.7
Exit 24	0.0	0.2	0.2	0.4	0.0	0.0	0.0	0.1	2.7	3.3	3.3	3.3	1.2	2.4	2.5	2.7	2.1	2.5	2.5	2.5
US-26/Powell Blvd	0.0	0.3	0.6	2.8	0.0	0.1	0.5	1.7	2.1	3.3	3.8	3.8	0.1	1.8	2.4	4.2	1.1	2.0	3.1	6.1
Exit 17	0.0	0.0	0.6	0.9	0.1	0.4	0.8	0.5	2.8	3.9	4.2	4.2	1.5	1.4	3.6	6.0	2.7	3.0	3.7	7.4
Footers Rd	0.0	3.3	3.8	4.5	0.0	2.4	3.5	3.9	2.5	4.9	4.9	5.0	0.8	4.6	4.8	5.1	1.9	3.1	3.7	7.9
Exit 16	1.1	2.8	2.9	2.9	0.8	2.3	2.7	2.8	3.5	4.1	4.2	4.5	1.8	3.5	3.8	3.8	4.6	5.4	5.7	5.8
Johnson Cr Blvd	0.5	1.2	1.2	1.7	0.1	1.1	1.3	1.8	2.9	3.4	3.8	3.9	1.1	2.8	2.8	2.9	2.0	2.8	4.1	6.8
Exit 14	0.0	0.3	0.4	0.5	0.0	0.0	0.0	0.0	0.2	2.1	3.5	2.7	0.3	0.8	0.8	0.9	1.0	1.9	2.2	2.2
Sunnybrook Blvd	0.0	0.0	0.0	0.1	0.0	0.0	0.0	0.0	0.0	0.1	0.3	0.3	0.0	0.3	0.4	0.0	0.4	0.6	1.2	1.7
Exit 13	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.1	0.1	0.2	0.0	0.0	0.1	0.2
OR 212/OSR 224	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Exit 12	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
OR 212/OSR 224	0.0	0.2	0.3	0.8	0.0	0.0	0.0	0.0	0.0	0.3	0.5	0.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.2
Exit 11	0.4	1.1	1.1	1.2	0.0	0.0	0.0	0.0	0.0	0.4	0.4	0.7	0.0	0.0	0.1	0.1	0.4	0.8	0.8	0.8
K2nd Dr	0.3	0.8	0.8	1.0	0.0	0.0	0.0	0.0	0.0	0.1	0.3	0.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.2
Exit 10	0.3	0.5	0.5	0.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
OR 212	0.2	0.4	0.4	0.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Exit 9	0.1	0.4	0.4	0.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
OR 99E	0.1	0.5	0.7	1.0	0.0	0.0	0.1	2.3	0.0	0.0	0.1	2.8	0.0	0.0	0.1	1.3	0.0	0.0	0.1	1.3
Exit 8	0.3	0.8	0.8	0.9	0.5	3.8	4.5	5.7	0.3	3.8	4.5	4.8	0.4	4.8	4.8	4.8	4.8	4.8	4.8	4.8
OR 43	0.3	4.2	4.4	4.8	0.3	3.8	4.5	5.1	0.3	5.3	5.8	5.8	0.7	6.4	6.6	6.7	0.6	5.9	6.1	6.2
Exit 6	3.3	4.5	4.5	4.6	4.4	4.4	4.8	4.8	4.0	5.4	5.7	5.8	4.8	6.5	6.5	6.5	4.3	6.0	6.2	6.2
10th St/6th St	3.6	3.8	4.3	4.3	2.0	3.9	4.0	4.3	3.2	5.0	5.2	5.3	3.8	5.3	5.2	5.8	2.3	3.0	3.6	5.8
Exit 3	2.7	3.7	4.1	4.1	2.6	3.8	4.0	4.2	3.2	4.8	5.2	5.2	4.6	5.2	5.2	5.3	2.7	4.8	5.2	5.3
Exit 2	0.0	0.1	0.1	0.3	0.0	0.0	0.0	0.0	0.5	1.4	1.7	1.8	0.5	0.8	0.8	1.1	0.0	0.0	0.0	0.0
Stafford Rd	0.2	2.7	3.2	3.6	0.3	1.5	2.2	2.5	2.3	4.1	4.4	4.7	3.2	4.4	4.5	4.7	0.3	2.3	2.3	2.8

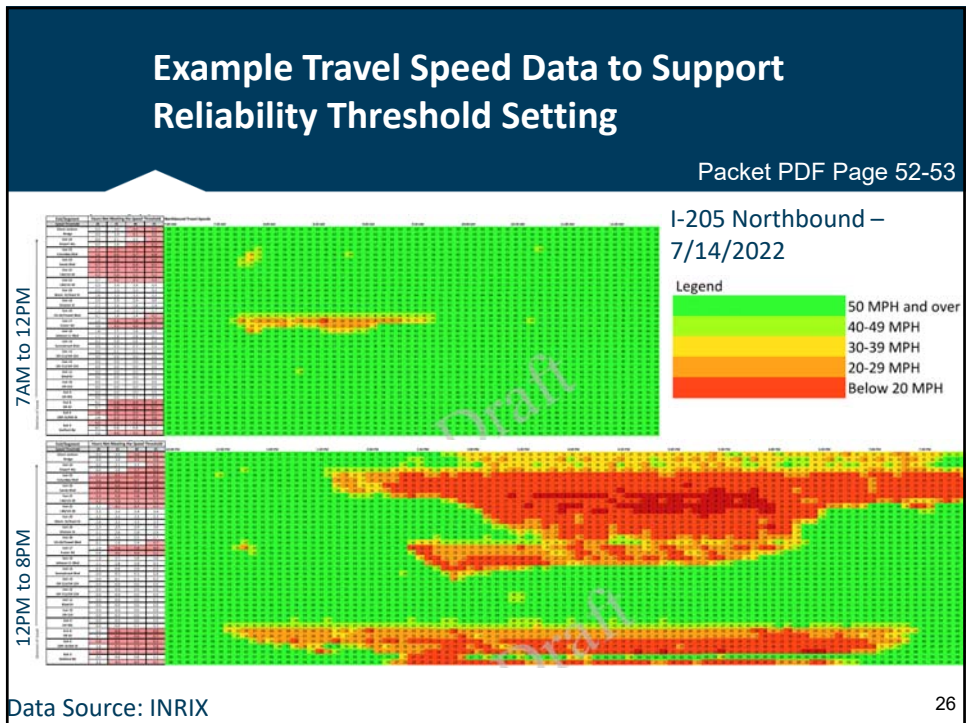
Data Source: INRIX

I-5 Example Travel Speed Data to Support Threshold Setting

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I-5 Northbound - Hours per day not meeting the speed threshold

Exit/Segment	July 11, 2021 (Monday)				July 12, 2021 (Tuesday)				July 13, 2021 (Wednesday)				July 14, 2021 (Thursday)				July 15, 2021 (Friday)			
	20	30	40	45	20	30	40	45	20	30	40	45	20	30	40	45	20	30	40	45
Speed Threshold	0.0	2.4	2.7	2.8	0.0	2.2	2.9	3.0	0.0	1.3	3.0	3.8	0.0	3.0	4.6	5.1	0.0	3.7	4.4	4.9
Bridge	0.0	1.4	1.9	1.9	0.0	1.8	2.3	2.7	0.0	1.7	2.5	3.1	0.0	3.0	4.1	4.6	0.0	3.1	3.9	4.5
Exit 24	0.0	1.1	1.4	1.8	0.0	0.8	1.8	2.3	0.0	0.7	1.8	2.8	0.0	2.1	3.3	4.3	0.0	3.3	3.9	4.8
Airport Wby	0.2	2.0	3.3	4.3	0.0	2.2	3.6	4.2	0.1	2.8	4.5	5.5	0.0	3.8	5.7	6.9	0.1	3.3	5.1	6.3
Exit 23	3.2	4.1	4.3	4.6	2.5	4.2	4.3	4.3	4.0	5.5	5.5	5.6	4.7	6.5	6.6	6.7	4.1	6.4	6.5	6.9
Columbia Blvd	4.1	4.1	4.3	4.3	3.0	4.1	4.2	4.6	4.8	5.5	5.6	5.7	5.8	6.6	6.7	6.8	5.2	6.8	6.9	7.0
Exit 23	4.1	4.2	4.3	4.3	3.5	4.0	4.1	4.4	4.7	5.4	5.6	5.7	5.8	6.6	6.7	6.8	5.6	6.9	6.9	6.9
Sandy Blvd	3.9	4.2	4.2	4.2	3.7	3.8	4.0	4.1	4.8	5.3	5.4	5.4	5.7	6.3	6.4	6.5	5.8	6.5	6.6	6.6
Exit 22	3.4	3.6	3.8	3.8	3.5	3.8	3.8	3.8	4.7	4.8	4.8	4.9	5.2	5.8	5.8	6.1	5.5	6.2	6.3	6.3
I-84/US-50	3.1	3.3	3.3	3.3	2.5	3.7	3.8	3.6	4.5	4.5	4.5	4.5	4.5	5.0	5.1	5.2	4.0	4.1	4.5	5.1
Exit 21	2.8	3.1	3.2	3.2	2.6	3.0	3.0	3.2	4.3	4.4	4.4	4.4	4.7	4.2	4.3	4.3	3.8	3.9	4.3	4.4
I-84/US-50	2.8	2.6	2.7	2.8	1.8	2.6	2.6	2.8	3.9	4.1	4.3	4.3	3.3	3.4	3.4	3.4	3.4	3.6	3.7	3.7
Exit 20	1.8	2.2	2.3	2.4	1.0	1.9	2.3	2.5	3.8	3.9	3.9	4.0	3.2	3.3	3.3	3.3	3.3	3.3	3.3	3.3
Wash. St/Sark St	0.9	1.7	1.8	2.1	0.0	0.4	0.8	1.1	3.1	3.7	3.7	3.8	2.6	3.3	3.3	3.3	2.6	3.0	3.1	3.1
Exit 19	0.4	1.2	1.2	1.3	0.0	0.0	0.0	0.0	3.0	3.4	3.6	3.6	2.3	2.9	2.9	3.0	2.2	2.7	2.8	2.8
Division St	0.0	0.8	0.8	0.9	0.0	0.0	0.0	0.0	2.8	3.3	3.6	3.6	2.3	2.8	2.8	2.9	2.0	2.7	2.7	2.7
Exit 24	0.0	0.2	0.2	0.4	0.0	0.0	0.0	0.1	2.7	3.3	3.3	3.3	1.2	2.4	2.5	2.7	2.1	2.5	2.5	2.5
US-26/Powell Blvd	0.0	0.3	0.6	2.8	0.0	0.1	0.5	1.7	2.1	3.3	3.8	3.8	0.1	1.8	2.4	4.2	1.1	2.0	3.1	6.1
Exit 17	0.0	0.0	0.6	0.9	0.1	0.4	0.8	0.5	2.8	3.9	4.2	4.2	1.5	1.4	3.6	6.0	2.7	3.0	3.7	7.4
Footers Rd	0.0	3.3	3.8	4.5	0.0	2.4	3.5	3.9	2.5	4.9	4.9	5.0	0.8	4.6	4.8	5.1	1.9	3.1	3.7	7.9
Exit 16	1.1	2.8	2.9	2.9	0.8	2.3	2.7	2.8	3.5	4.1	4.2	4.5	1.8	3.5	3.8	3.8	4.6	5.4	5.7	5.8
Johnson Cr Blvd	0.5	1.2	1.2	1.7	0.1	1.1	1.3	1.8	2.9	3.4	3.8	3.9	1.1	2.8	2.8	2.9	2.0	2.8	4.1	6.8
Exit 14	0.0	0.3	0.4																	



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DRAFT Mobility Policy System Planning Actions

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- Average travel speed targets shall be used to assess performance of thoroughways within the system planning study area for safe, efficient, and reliable speeds.
 - Targets will include a **target minimum average travel speed that shall be maintained for a specific number of hours per day**, recognizing that the target is not likely to be met during a number of peak hours.
 - These targets shall inform identification of transportation needs and consideration of system and demand management strategies and other strategies but **shall not be used as standards at the expense of non-motorized modes and achieving system completeness for other modes** consistent with regional modal or design classifications or achieving the VMT/capita target for the region or jurisdiction.
 - Analysis segmentation of facilities within the study area will be determined based on the analysis software or modeling tool utilized.
 - Projections of VMT/capita must incorporate the best available science on latent and induced travel of additional roadway capacity.

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DISCUSSION QUESTIONS


Do you have questions or feedback on:

- setting travel-speed based reliability targets for throughways?

We welcome feedback on this and other questions listed in the cover memo by August 23

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DRAFT Mobility Policy

Performance Measure Targets

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Measure	Application	Target
System Completeness	System Planning	Complete networks and systems for walking, biking, transit, vehicles, freight, and implement strategies for managing the transportation system and travel demand (See Table 3 for guidance and Table 4 for completeness elements by facility type). (Planned system, Strategic and Financially Constrained, may not achieve completeness for all modes to target levels but should identify future intent for all facilities given constraints and tradeoffs.)
	Plan Amendments	100% of planned system Or Reduced gaps and deficiencies (See Table 5 for guidance)

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DRAFT System Completion Elements

Table 4: System Completeness Elements by Facility Type

Facility	System Completeness (Elements)
Throughways	Planned TSMO/ITS ⁸ infrastructure and programs Planned TDM ⁹ infrastructure and programs Planned street connectivity Planned bus coverage and service frequency Planned transit priority treatments and other transit supportive infrastructure Planned pricing strategies Planned travel lanes Planned regional trails/multi-use paths
Arterials	Planned TSMO/ITS ¹⁰ infrastructure and programs Planned TDM infrastructure and programs Planned street connectivity Planned bus coverage and service frequency (RTP only) Planned transit priority treatments and other transit supportive infrastructure Planned sidewalks and pedestrian crossings Planned bikeways Planned travel lanes



DRAFT Guidance for Defining the Planned System

Mode	System Completeness Element	Supporting guidance
Pedestrian	Plan for complete network	RTP, DLSTG, BUD
	Plan for adequate crossing spacing	RTP, DLSTG, BUD
	Plan for adequate crossing treatments, including curb ramps	NCHRP 562
Bicycle	Plan for a low-stress walking network to transit and other key destinations	RTP, APM, TriMet Pedestrian Plan
	Plan for complete network	RTP, DLSTG, BUD
	Plan for a low-stress bicycling network to transit and other key destinations	APM
Transit	Plan for adequate bike parking at key destinations	RTP, TriMet Bicycle Parking Guidelines
	Plan for complete network	Regional Transportation Plan, RTP
	Plan for transit priority infrastructure (e.g., transit signal priority, queue jumps, semi-exclusive or exclusive bus lanes or transitways)	Regional Transit Strategy
Motor Vehicle	Plan for adequate bus stop amenities and other transit supportive facilities	TriMet Bus Stop Guidelines
	Plan for adequate local, collector and arterial street connectivity	RTP, RTP
	Plan for number of through lanes within maximum guidance	RTP, RTP, DLSTG
TSMO	Plan/policy for where turn lanes will be permitted/prohibited and maximum number of turn lanes considering safety for all modes and land use context	APM, DLSTG, BUD
	Plan for infrastructure and programs, and maintain system compatibility	RTP, Regional ITS Architecture Plan, Regional TSMO Strategy
TDM	Plan for infrastructure and programs	RTP, ODOT-DLCD TGM guidance for TSPs, (forthcoming) Oregon Metro-specific guidance for TSPs

APM – Analysis Procedures Manual (ODOT)
 BUD – Blueprint for Urban Design (ODOT)
 DLSTG – Designing Livable Streets and Trails Guide (Metro)

NCHRP – National Cooperative Highway Research Project
 RTP – Regional Transportation Functional Plan (Metro)

TSMO and TDM System Completeness

Packet PDF Pages 38-39

- Limited system planning guidance available for TSMO and TDM than for other aspects of system completeness
 - Implementation actions include creating more guidance to support local agencies completing system planning: updating the RTFP, updating regional TSMO guidance, creating Metro-specific guidance for TDM based on current federal documents and ODOT-DLCD TGM TDM Planning guidance
- For plan amendments, TSMO and TDM infrastructure-based projects can go through the same process as other modal projects. But programming is more difficult because it will depend on the site build out.
 - To meet system completeness for TDM programming, the property owner or agency proposing the plan amendment will have to agree to fulfill the required programming established in the TSP when the site is built

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DISCUSSION QUESTIONS

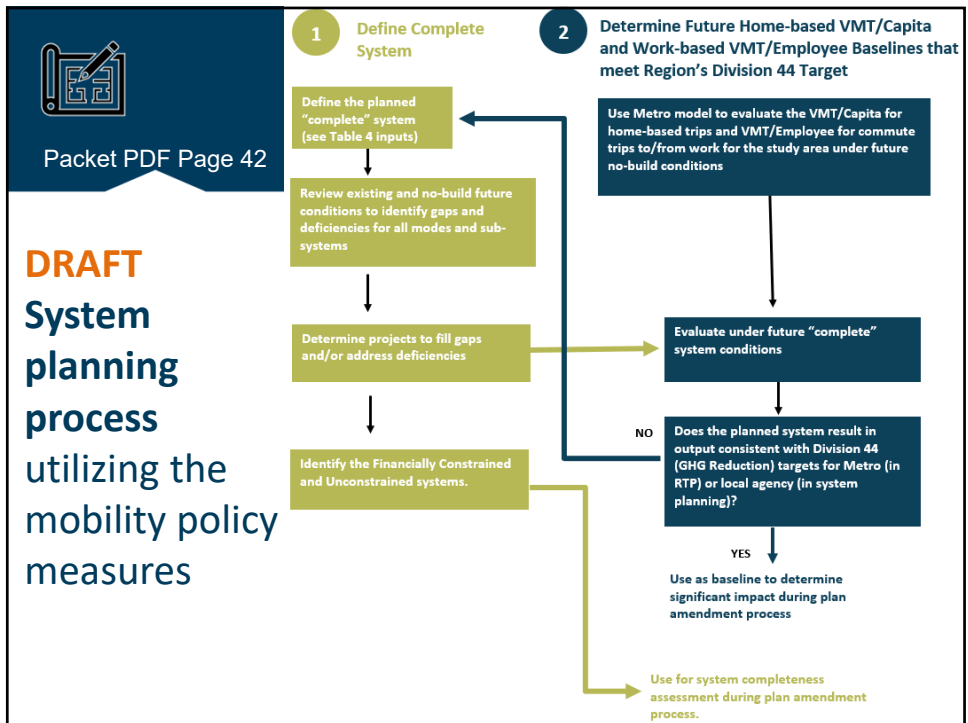
Do you have questions or feedback on:

- how system completeness for TSMO and TDM is defined?

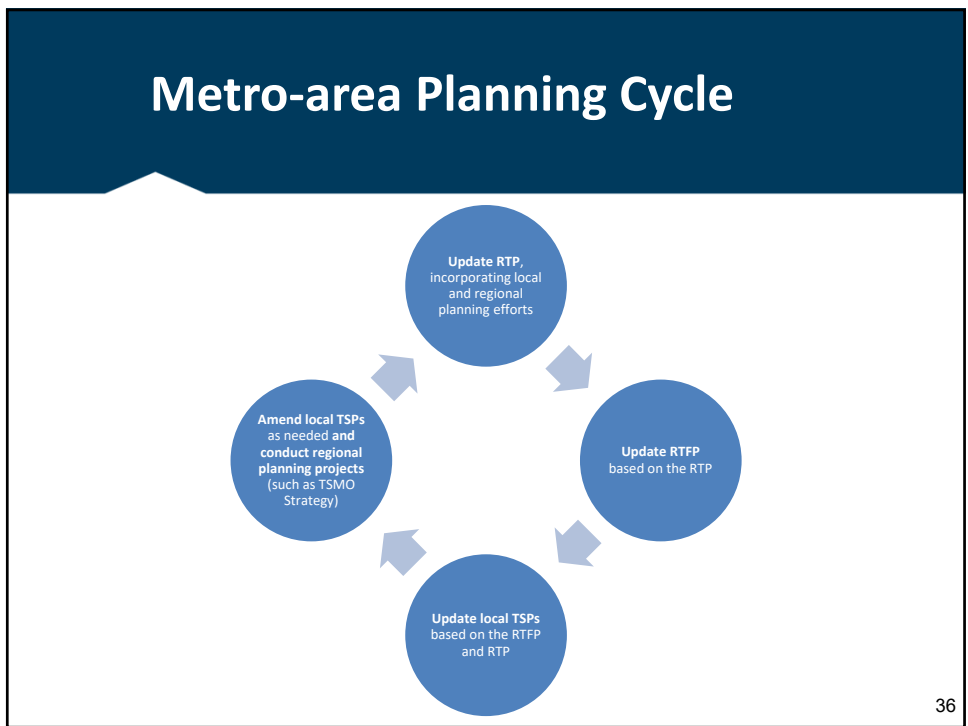
We welcome feedback on this and other questions listed in the cover memo by August 23

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DRAFT Mobility Policy Actions

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- Plan Amendment Evaluation Actions (7)
 - Describing how to use each measure in evaluating plan amendments
 - VMT/capita to be used to identify significant impact and if analysis of system completeness and travel speed is needed

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DRAFT

Plan amendment process utilizing the mobility policy measures


Reliability Measure Assessment (Thruways only) and System Completeness Assessment

```

            graph TD
                Q1{Does the trip generation surpass the significant impact threshold in the OHP?} -- NO --> A1[No additional assessment required]
                Q1 -- YES --> Q2{Does the plan amendment have a significant impact?}
                Q2 -- NO --> A2[No reliability measure or system completeness assessment required]
                Q2 -- YES --> Q3{Does the amendment increase forecast VMT/capita for home-based trips or VMT/capita for work-based trips for the District above the future baseline set in the RTP?}
                Q3 -- NO --> A2
                Q3 -- YES --> Q4{If there is no future baseline that meets Division 44 then there is a significant impact even if the amendment would reduce VMT/capita and VMT/employee.}
                Q4 -- YES --> Q5{Determine impact of plan amendment on reliability measure for thruways if applicable. Does the plan amendment result in performance below the target or reduce performance if already below the target?}
                Q5 -- NO --> A3[No mitigations required]
                Q5 -- YES --> Q6{Determine mitigation(s) to meet target or avoid further degradation below the target and calculate proportional share of improvements for the plan amendment}
                Q6 --> Q7{Determine completeness impact area for each mode. Identify impacts to each mode including thruway off-ramp queuing analysis. Does the planned system need to be adjusted?}
                Q7 -- NO --> A4[Determine proportional share of planned system needs within the impact area for each mode]
                Q7 -- YES --> A5[Update planned system. Determine proportional share of planned systems needs within the impact area for each mode.]
                A4 --> A5
            
```

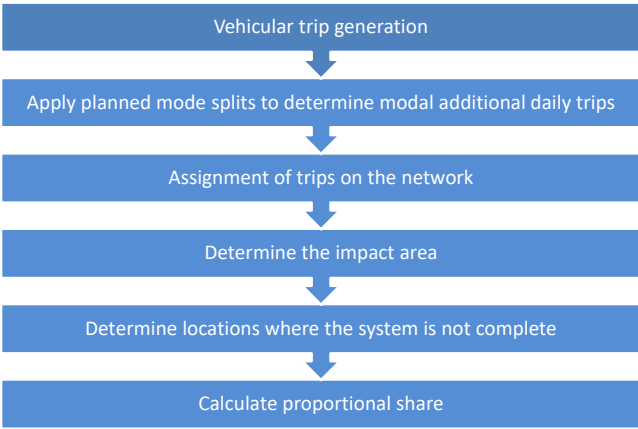
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DRAFT Guidance for Assessing Plan Amendment

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graph TD
    A[Vehicular trip generation] --> B[Apply planned mode splits to determine modal additional daily trips]
    B --> C[Assignment of trips on the network]
    C --> D[Determine the impact area]
    D --> E[Determine locations where the system is not complete]
    E --> F[Calculate proportional share]
    
```

Note: Vehicular trip generation with planned mode splits will be used until or unless mode specific trip generation resources become available.

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DRAFT Guidance for Assessing Plan Amendment Impacts to System Completeness

Packet PDF Page 46

	Plan Amendment		
	1. Determine study area by selecting the specified distance along existing and planned facilities	2. Determine if the planned system should be updated based on the projected trip generation	3. Determine locations and quantity of gaps in the planned system within the study area
Pedestrian	Along facilities within 1/4-mile routing from site in all directions	n/a	Missing pedestrian crossings
	Along facilities within 1/4-mile routing from site in all directions	Review NCHRP 562	Missing pedestrian crossings by treatment type
	Along facilities within 1/4-mile routing from site in all directions	n/a	Curb-miles of low-stress pedestrian facilities gaps
Bike	Along facilities within 1/4-mile routing from site in all directions	n/a	Curb-miles of low-stress bicycle facilities gaps
	Along facilities within 1/4-mile routing from site in all directions	n/a	Missing bicycle crossings
	Along facilities within 1/4-mile routing from site in all directions	Review TriMet Bicycle Parking Guidelines	Missing bike parking
Transit	Along facilities within 1/4-mile routing from site in all directions	Review TriMet Bus Stop Guidelines	Missing Bus stops amenities by amenity type
	Along facilities within 1/4-mile routing from site in all directions	n/a	Missing transit priority treatments (e.g., transit signal priority, queue jumps, bus-only lanes)
	Along facilities within 1/4-mile routing from site in all directions	n/a	Missing transit supportive infrastructure
Motor Vehicle	Along facilities within 1/2-mile routing from site in all directions	n/a	Centerline-miles of roadway gaps
	Along facilities within 1/2-mile routing from site in all directions	Review travel speeds, off-ramp queuing	Lane-miles of throughway lane gaps
TSMO	Along facilities within 1/2-mile routing from site in all directions	n/a	Gaps in ITS infrastructure along TSMO 'Key Corridors' (defined by TSMO Strategy and RTP); Missing ITS projects (per TSP)
TDM – Infrastructure	Along facilities within 1/4-mile routing from site in all directions	n/a	Missing TDM projects (per TSP)
TDM - Programming	Site-based/within site boundaries	n/a	Agreement to fulfill required programming (per TSP)

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DRAFT Implementation Action Plan

Packet PDF Pages 47-48

- Policy Implementation Actions
- Near-term Data and Guidance Actions
- Long-term Data and Analysis Tool Actions

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DRAFT Policy Implementation Actions

Packet PDF Page 47

- Fully integrate the Regional Mobility Policy in the 2023 Regional Transportation Plan
- Fully integrate the Regional Mobility Policy for the Portland metropolitan area in the updated Oregon Highway Plan
- Update Regional Transportation Functional Plan Title 3, Transportation Project Development, to reflect the Regional Mobility Policy
- Work with local jurisdictions to update policies that adopt the Regional Mobility Policy as their standards for RTP arterials

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DRAFT Near-term Data and Guidance Actions

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- **Develop Districts within the regional modeling tools** that establish baseline VMT/capita for home-based trips and VMT/employee for commute trips to/from work
- **Refine TAZ boundaries or establish additional TAZs** to better align with jurisdictional and urban growth boundary
- **Develop of spreadsheet or similar tool to assess potential changes in VMT/capita and VMT/employee** for commute trips to minimize need to run regional model
- **Develop guidance on calculating travel speed** based on the model used:
 - If using output from the regional travel demand model, ensure a consistent approach to segment lengths, model hour(s) reviewed, and any calibration needed

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DRAFT Near-term Data and Guidance Actions Continued

Packet PDF Page 48

- Update RTFP to require **TSPs to evaluate and mitigate disparities between EFAs and non-EFAs**
- Further **define and map TSMO “Key Corridors”** consistent with the 2021 Regional TSMO Strategy Update for inclusion in 2023 RTP
- Develop **Metro-specific TDM guidance** for system planning
- Update RTFP to encompass **additional relevant TSMO and TDM guidance**
- Consider how **in-lieu process could support citywide initiatives from TSPs** (ITS plans, wayfinding programs, etc.)

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DRAFT Long-term Data and Analysis Tool Actions

Packet PDF Page 48

- **Expand the region's Dynamic Traffic Assignment model(s)** to calculate travel speeds and other reliability measure output within a capacity constrained model
 - Develop guidance to consistently calculate travel speed using DTA model
 - Determine if thresholds should be adjusted if analysis is adjusted to use the DTA model
- **Establish a consistent process for TDM planning or create a regional TDM plan.** A regional TDM plan can be referenced when determining the "planned system" for system completeness purposes.
- **Modify or create new regional modeling tools** in coordination with the Oregon Modeling Statewide Collaborative (OMSC) to better account for light-duty commercial travel in support of implementation of this policy and OAR 660-012 and OAR-012-044

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RE-CAP AND OVERALL REFLECTIONS

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Focus of Today's Discussion

Do you support or have specific concerns about:

- the draft mobility policy measures or targets:
 - VMT/capita
 - average travel speed on throughways
 - system completeness
- when/where the measures apply?

We welcome feedback on these and other questions listed in the cover memo by August 23

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Looking ahead: next 4 months

August	Continue developing draft policy, measures, targets and action plan
Fall	Recommend policy, measures and action plan to apply in 2023 RTP update and forward to the OTC for consideration

See Attachment 4 for schedule of upcoming discussions

Learn more at:
oregonmetro.gov/mobility




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Thank you!

Kim Ellis, Metro

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Glen Bolen, ODOT

Glen.A.BoLEN@odot.oregon.gov



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APPENDIX D ADVANCED MEETING PACKET

Memo

Date: August 10, 2022

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

From: Kim Ellis, Metro Project Manager
Lidwien Rahman, ODOT Project Manager
Glen Bolen, ODOT Region 1

Subject: Regional Mobility Policy Update: Revised Draft Policy, Measures and Action Plan

PURPOSE

The purpose of this memo is to present the revised discussion draft regional mobility policy (including performance measures and implementation action plan) is provided in Attachment 1. New and updated information is provided in to help inform a discussion on:

- future 2045 baseline vehicle miles traveled (VMT) per capita and per employee baselines being set through the 2023 Regional Transportation Plan (RTP) based on Division 44 targets and how the future 2045 baselines will be used to evaluate further system planning and evaluating plan amendments ([Attachment 1, pages 4, 7, 11, 13-14 and 16, and Attachment 2](#));
- setting travel-speed based reliability targets for throughways in the Portland area ([Attachment 1, pages 4, 7, 12, 14, 17, and Attachment 3](#)); and
- defining system completeness for transportation system management and operations (TSMO) and transportation demand management (TDM) ([Attachment 1 only, pages 9 to 11 and 17](#)).

ACTION REQUESTED

While all feedback on Attachment 1 is welcome, for the August 17 workshop, staff seeks discussion and feedback on the questions listed below.

DISCUSSION QUESTIONS FOR AUGUST 17

- Do you have questions or feedback on:
 - proposed use of Division 44 VMT reduction targets for the Portland region to set future 2045 household-based VMT baselines ([Attachment 1 and Attachment 2](#))?
 - how future changes to 2045 baseline vehicle miles traveled per capita and vehicle miles traveled per employee will be used ([Attachment 1 and Attachment 2](#))?
 - setting travel-speed based reliability targets for throughways ([Attachment 1 and Attachment 3](#))?
 - how system completeness for TSMO and TDM is defined ([Attachment 1 only](#))?

Additional feedback on these questions and the revised draft policy, measures and implementation plan following the workshop is requested by August 23, 2022. Please send to kim.ellis@oregonmetro.gov and glen.a.bolen@odot.oregon.gov.

BACKGROUND

Metro and the Oregon Department of Transportation (ODOT) are working together since 2019 to update the policy on how we define and measure mobility in the Portland region.

The current mobility policy, last updated more than 20 years ago, is contained in both the 2018 [Regional Transportation Plan](#) (RTP) and Policy 1F (Highway Mobility Policy) of the [Oregon Highway Plan](#) (OHP). The policy relies on a vehicle-based measure of mobility (and thresholds) to evaluate current and future performance of the motor vehicle network during peak travel periods. The measure, also known as the v/c ratio, is the ratio of motor vehicle volume to motor vehicle capacity of a given roadway. ¹

The 2018 RTP failed to meet state requirements for demonstrating consistency with the OHP Highway Mobility Policy (Policy 1F) under the current mobility targets for state-owned facilities in the region. As a result, ODOT and Metro agreed to work together to update the mobility policy for the Portland area in both the 2018 RTP and OHP Policy 1F.

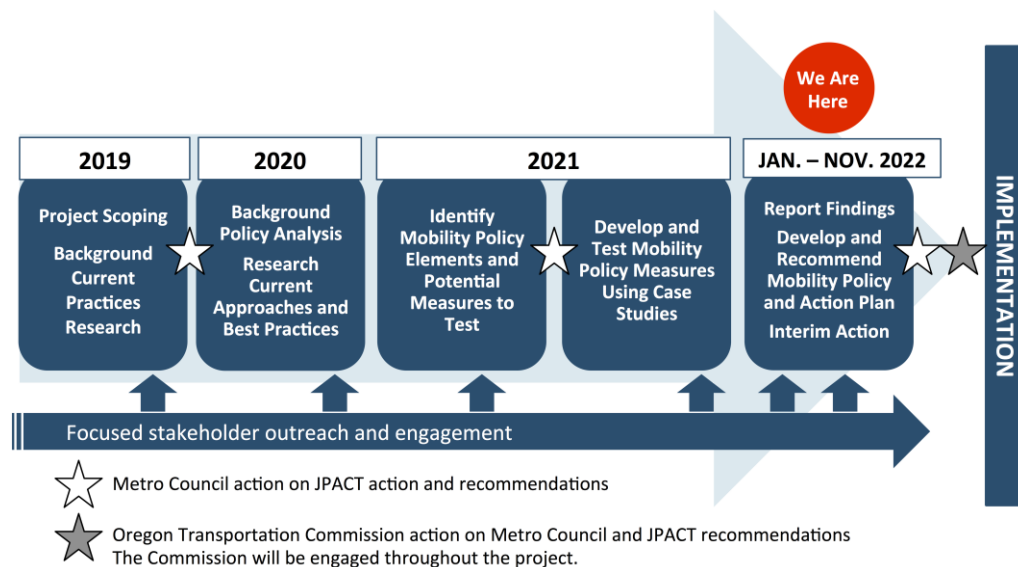
The mobility policy update was defined and adopted unanimously in Chapter 8 of the 2018 RTP. At that time, JPACT and the Metro Council recognized this work was important to better align how we measure mobility and adequacy of the transportation system for people and goods with the RTP policy goals for addressing equity, climate, safety, and congestion.

JPACT and the Metro Council also recognized the updated policy must support other state, regional and local policy objectives, including implementation of the 2040 Growth Concept and the region’s Climate Smart Strategy. This comprehensive set of shared regional values, goals and related desired outcomes identified in the RTP and 2040 Growth Concept, as well as local and state goals continue to guide the policy update.

Project timeline

Shown in **Figure 1**, the Regional Mobility Policy update began in 2019 and will be completed in Fall 2022 for use in the 2023 Regional Transportation Plan update.

Figure 1. Project Timeline



¹ For example, when the v/c ratio of a roadway equals 0.90, 90 percent of the roadway’s vehicle capacity is being used. At 1.0, the vehicle capacity of the roadway is fully used.

Overview of How We Got Here

An overview of the process used to identify the mobility policy elements and develop the draft policy and proposed performance measures follows.

From Fall 2019 to June 2020, the Transportation Research and Education Center (TREC)/Portland State University documented current mobility-related performance measures and methods being used in the Portland region, statewide and nationally. The [Portland State University's Synthesis Research on Current Measures and Tools](#) reviews the existing mobility policy and summarizes current practices in measuring multimodal mobility.

In 2020, the project team reviewed [previous input from historically marginalized and underserved communities](#) and other stakeholders from the [2018 Regional Transportation Plan update](#), development of the [2020 transportation funding measure](#) and the [Scoping Engagement Process](#) for this effort. Based on this review and additional feedback received through two workshops with the TPAC and MTAC in fall 2020, six key transportation outcomes were identified as integral to how we view mobility in the Portland region.

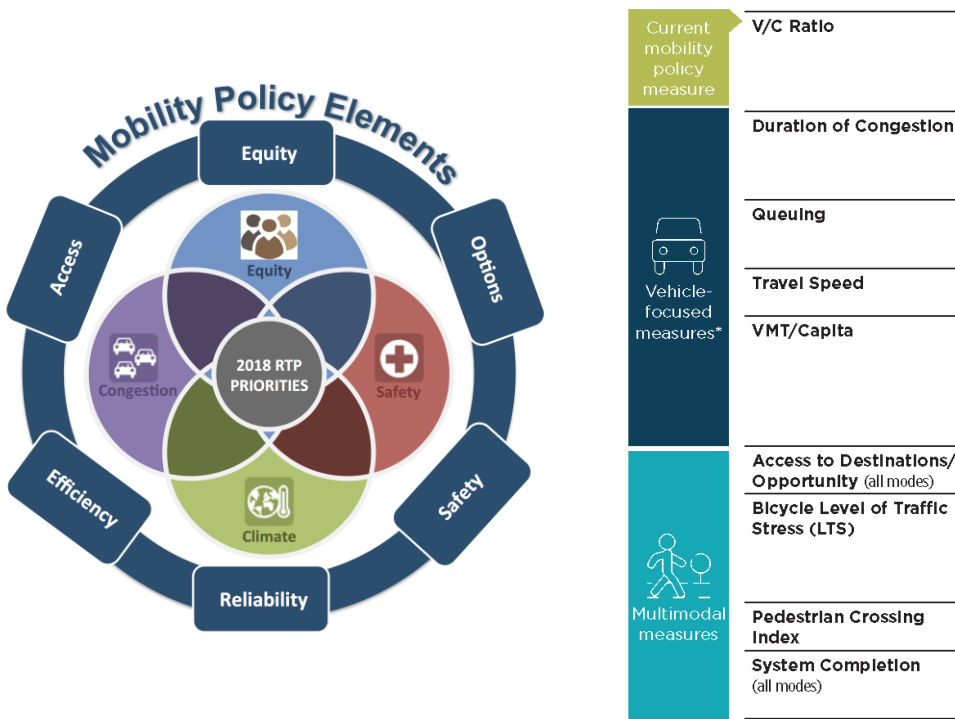
In Fall 2020, TPAC and MTAC also provided feedback on criteria to be used to screen and select potential mobility performance measures for testing that address one or more mobility policy elements. In Winter 2021, the Consultant team applied the screening criteria through a multi-step process to narrow a list of 38 potential mobility measures to 12 potential mobility measures that appeared most promising for testing and further evaluation through case studies. [A technical memo](#) and supporting documents describing the screening process is available on the project website.

In spring 2021, the project team engaged policymakers, practitioners, community leaders and other stakeholders to review and provide feedback on the draft mobility policy elements and potential measures to include in the updated policy. Throughout May and June 2021, the project team engaged stakeholders through online forums, briefings and committee meetings. The four online forums included two forums for planning, modeling and engineering practitioners, a forum for goods and freight professionals, and a forum for community leaders. A total of about 130 people participated in the forums. Project staff also presented and received feedback at County Coordinating Committees (staff and policy), MTAC, TPAC, the Metro Policy Advisory Committee (MPAC), JPACT and the Metro Council – representing more than 350 individual points of input.

A [Stakeholder Engagement Report](#) and [supporting Appendices](#) documenting the Spring 2021 engagement process and input received is available on the project website.

In June 2021, JPACT and Metro Council recommended the mobility policy elements and measures in **Figure 2** be further evaluated and tested. The recommendation was informed by past research and input, the technical screening process and subsequent stakeholder input.

Figure 2: Regional Mobility Policy Elements and Measures Evaluated



Throughout Fall 2021 and early 2022, the project team evaluated a series of case studies. The case studies research focused on learning more about each of the potential new mobility measures and potential ways in which the measures could be applied across different land use and transportation contexts and for different planning applications – focusing on system planning and plan amendments. A memo providing an [overview of the preliminary case study evaluation work](#) and a [report summarizing the case study analysis and findings](#) are available on the project website.

From February to May 2022, the project team engaged TPAC, MTAC and other practitioners through three workshops, an online questionnaire, briefings to staff-level county coordinating committees and a third practitioners forum. The team reported the case study findings and preliminary mobility policy recommendations from the research.

The discussions and questionnaire resulted in additional input on the draft policies, the individual measures being proposed for the updated mobility policy and ideas for how the measures could be applied during system planning and when evaluating the transportation impacts of plan amendments. The TPAC and MTAC workshop materials and meeting summaries are available on the Metro website. A [report summarizing feedback from the April 2022 practitioners forum](#) is available on the project website.

From May to August 2022, the project team used the previous input received to further develop the draft regional mobility policy and proposed performance measures and presented the policy and measures to TPAC and MTAC at the June 17 joint workshop. Staff from the City of Portland and Multnomah Council submitted additional written feedback following the workshop, and the project team had two follow-up meetings with the city of Portland in July and August as requested at the workshop. The Metro Council discussed the draft policy and proposed performance measures at a July work session and expressed support for the overall direction of the work, including the draft policies and proposed measures, recognizing more details on application of the

policy and measures, including thresholds would continue to be developed with TPAC and MTAC through the summer.

In August, the project team continued to refine the draft policy, which includes five individual policy statements, and four proposed performance measures to address feedback received. Major changes made since the June draft include:

- Provided additional clarification on use of VMT per capita and setting baseline through the 2023 RTP. See Attachment 2 for maps of VMT per capita and VMT per employee. The maps were prepared using data from the 2018 RTP.
- Removed travel speed for arterials from the draft policy.
- Removed proposed throughway travel speed thresholds pending further TPAC and MTAC discussion of additional travel speed analysis prepared by the Consultant team. See Attachment 3 for sample throughway travel speed data.
- Added information on TSMO and TDM system completeness that reflects ongoing Metro work through the Regional TSMO and Regional Travel Options programs.
- Made refinements to the process for applying the policy and to the implementation action plan.

NEXT STEPS

A summary of the project timeline and remaining steps in the process is provided in **Attachment 4**.

The project team requests that any specific recommended changes to the revised draft regional mobility policy, targets and implementation action plan be sent as a follow-up to the workshop **by Tuesday, August 23**, including:

- What specific changes would you like to see to improve the draft mobility policy language?
- What specific changes would you like to see to improve the draft measures and targets and when/where they apply in system planning and plan amendments?
- What specific changes would you like to see to improve the draft implementation action plan?
- Do you have other feedback or suggestions for the project team to consider?

Please send your comments and suggestions to Kim Ellis at kim.ellis@oregonmetro.gov and Glen Bolen at glen.a.bolen@odot.oregon.gov.

Staff will consider this feedback and continue to refine the draft regional mobility policy, targets and implementation action plan. Staff will then prepare a recommended draft policy, measures, targets and implementation plan for consideration by TPAC, MTAC, MPAC, JPACT and the Metro Council in Fall 2022.

/Attachments

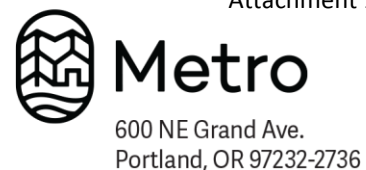
Attachment 1. Updated Discussion Draft Regional Mobility Policy (8/10/22)

Attachment 2. Maps of 2040 Household-based VMT per Capita and VMT per Employee (data from adopted growth forecast used in 2018 RTP)

Attachment 3. Sample Throughway Travel Speed Data (data from Inrix)

Attachment 4. Project Timeline and 2022 Engagement Activities

Memo



Date: August 10, 2022

To: Kim Ellis, Metro, and Lidwien Rahman, ODOT

From: Susan Wright, PE, Kittelson & Associates, Inc.
Darci Rudzinski, MIG|APG

Project: Regional Mobility Policy Update

Subject: Task 8.1: Updated “Discussion Draft” Mobility Policy (8/10/22)

Introduction

Metro and the Oregon Department of Transportation (ODOT) are working together to update the regional mobility policy and related mobility measures for the Portland metropolitan area. The mobility policy guides the development of regional and local transportation plans and studies, and the evaluation of potential impacts of plan amendments and zoning changes on the transportation system. The goal of this update is to better align the policy and measures with shared regional values, goals, and desired outcomes identified in Metro’s Regional Transportation Plan (RTP) and 2040 Growth Concept, as well as with local and state goals, and define expectations about mobility by travel mode, land use context, and roadway function(s). The updated policy will describe the region’s desired mobility outcomes and more robustly and explicitly define mobility for transportation system users in the Portland area.

This document builds upon the previously agreed upon draft mobility definition and foundational elements integral to achieving the region’s desired mobility outcomes, and presents a “Discussion Draft” mobility policy based on input received from policymakers and stakeholders on the draft policies, measures, and case study applications documented in the Case Study Analysis Memorandum and shared through workshops and forums throughout Winter and Spring 2022.

Background

The determination that alternative mobility targets are necessary for the Portland metropolitan region was made through the 2018 Regional Transportation Plan (RTP) planning process. This determination was based on inability to implement the transportation projects needed to meet current targets given anticipated funding and estimated costs, and in some cases because the physical impacts of potential projects or the impacts on other modes were not acceptable considering other transportation policies and land use and environmental conditions in the affected locations. The adopted RTP Section 3.5, Regional Motor Vehicle Network Vision and Policies, includes the Interim Regional Mobility Policy; mobility targets therein correspond with the Oregon Highway Plan’s Policy 1F, Highway Mobility Policy, Table 7. With this project, regional mobility policy will take its place in the overarching System Policies in the RTP, alongside safety, equity, climate leadership, and emerging technologies currently in Chapter 3, Section 3.2. Mobility policies are intended to apply to arterials and throughways within the Metro’s planning area. Policies and associated measures will also be forwarded to the Oregon Transportation Commission for consideration of amending Oregon Highway Plan Policy 1F, and if adopted would apply to state facilities within the Portland metropolitan area.

The draft mobility policy is intended to achieve the following mobility outcomes which are in alignment with ODOT and Metro strategic goals and priorities. They were identified by policymakers and stakeholders as critical to how we plan for, manage, and operate our transportation system.

Equity

- ***Black, Indigenous and people of color (BIPOC) community members and people with low incomes, youth, older adults, people living with disabilities and other marginalized and underserved communities experience equitable mobility.***

BIPOC and other marginalized communities have often experienced disproportionately negative impacts from transportation infrastructure as well as disparities in access to safe multimodal travel options. Addressing these disparities is a priority for ODOT and Metro.

The regional transportation system should support access to opportunities for everyone, not just people in motor vehicles. Equity can be enhanced through providing strong multimodal networks with priority provided to improvements benefitting historically marginalized and underserved communities.

Efficiency

- ***Land use and transportation decisions and investments contribute to more efficient use of the transportation system meaning that trips are shorter and can be completed by more travel modes, reducing space and resources dedicated to transportation.***

Efficiency in this context means that transportation requires less space and resources. Efficiency can be improved by shortening travel distances between destinations. Shorter travel distances to destinations enhance the viability of using other and more efficient modes of transportation than the automobile and preserves roadway capacity for transit, freight and goods movement by truck and for longer trips. Efficiently using land, and planning for key destinations in proximity to the where people live and work, contributes to shorter trip lengths.

The transportation efficiency of existing and proposed land use patterns and transportation systems can be measured by looking at “vehicle miles traveled (VMT) per capita” for home-based trips¹ or “VMT per employee” for commute trips to/from work of an area.

Access and Options

- ***People and businesses can conveniently and affordably reach the goods, services, places, and opportunities they need to thrive.***
- ***People and businesses can choose from a variety of seamless and well-connected travel modes and services that easily get them where they need to go.***

The viability of trips made by modes other than automobiles can be increased by investing in a connected, multimodal transportation system. Multimodal systems serve all people, not just those who have access to vehicles or the ability to drive them, and provide more route choices, increase safety and efficiency, and increase reliability.

Closing gaps in networks, particularly pedestrian and bicycle networks, can change travel preferences, reducing VMT/capita. Progress towards well connected, multimodal networks can be measured by mode with “system completeness”.

¹ TSPs and comprehensive plans collectively can achieve reduced vmt/capita; however, the contributions of individual projects are challenging to measure and when considered individually or in a localized area may increase vmt/capita.

Safety

- ***People are able to travel safely and comfortably, and feel welcome.***

Unsafe transportation facilities can result in injury and loss of life, and place a strain on emergency responders. Both unsafe conditions and perceived unsafe conditions can impact travel behavior, causing users to choose different routes or modes. Prioritizing investments that reduce the likelihood of future crashes and that improve safety and comfort for all users will increase mode choices and improve reliability. System completeness by travel mode is useful in identifying needs and investments that could enhance safety and comfort.

Reliability

- ***People and businesses can count on the transportation system to travel where they need to go reliably and in a reasonable amount of time.***

In a reliable transportation system, all users, including people in automobiles and using transit, can reasonably predict travel time to their destinations. Reliability is impacted by travel conditions, safety, street connectivity, congestion, and availability of travel options. Investments in safety, street connectivity, transit, operations management, and demand management could yield significant benefits for managing congestion and increasing reliability for vehicle modes. System completeness can be used as a measure of the availability of reliable travel options, including walking and biking. Average travel speed can be used as a measure to forecast areas of congestion that will impact reliability for vehicle modes, including transit.

For Throughways, the essential function is throughput and mobility for motor vehicle travel, including transit and freight vehicles, to maximize movement of people and goods. Throughways serve interregional and interstate trips and travel times are an important factor in people and businesses being able to make long-distance trips to and through the region and access destinations of regional and statewide significance in a reasonable and reliable amount of time.

For most Arterials, depending upon the street design classification and freight network classification, the essential functions are transit, bicycle and pedestrian travel and access, while balancing motor-vehicle travel and the many other functions of arterials in intensely developed areas. Improving automobile reliability through additional roadway capacity should follow the region’s congestion management process and not come at the expense of non-motorized modes and achieving system completeness consistent with modal or design classification or achieving the VMT/capita target for the region or the jurisdiction.

Performance Measures

Regional mobility within the Portland metropolitan area is multi-faceted and requires more than one performance measure to assess adequacy and needs, and to monitor progress toward desired mobility outcomes. Through a process of research, case studies, applying evaluation criteria and soliciting stakeholder and practitioner input, an extensive list of potential measures was narrowed down to four measures. These measures, applied at different scales and to different facilities, are needed to assess overall system performance and whether the system of multi-modal networks are equitable, complete, safe, comfortable, and reliable.

Table 1: “Discussion Draft” Mobility Policy Performance Measures

Measure	Scale for Application	How it Would be Used	Expected Mobility Outcomes
VMT/Capita for home-based trips and VMT/Employee for commute trips to/from work	Plan Area (RTP, TSP, Plan Amendment)	Measured for the plan area to ensure that land use and transportation plan changes are working in tandem to achieve OAR 660 Division 44 (GHG Reduction rule) VMT/capita reduction targets and resulting in: <ul style="list-style-type: none"> • reduced need to drive • improved viability of using other and more efficient modes of transportation than the automobile and • preserving roadway capacity for transit, freight and movement for goods and services. 	Land Use Efficiency Land use patterns that are more efficient to serve because they reduce the need to drive and are supportive of travel options.
System Completeness	Facility Level for Throughways and Regional Arterials in Plan Area (RTP, TSP, Plan Amendment)	Used to identify needs and define the complete multimodal system in regional and local TSPs, facility plans, corridor plans, and area plans. The “complete system” would be defined through system planning and include local, collector and arterial network connectivity, the future number of through lanes, , type of bicycle facility, pedestrian crossings at designated spacing, transit service, transit priority treatments and other transit supportive infrastructure, and TSMO/TDM elements.	Complete Multi-Modal Networks Travel options and connectivity allow people to reliably and safely walk, bike, drive, and take transit to get where they need to go.
Average Travel Speed	Facility Level for Throughways (RTP, TSP, Plan Amendment)	Used to identify areas of poor reliability where due to recurring congestion, average travel speeds drop below approximately TBD mph during TBD specified hours of the day on throughways designated in the RTP. On freeways, reliable traffic flow maximum vehicle capacity is consistent between 40 and 65 mph. ² Addressing motor vehicle congestion through additional throughway capacity should follow the RTP system sizing policy and congestion management process and OHP Policy 1G ³ and should not come at the expense of achieving system completeness for non-motorized modes consistent with RTP modal or design classifications or achieving the VMT/capita target for the jurisdiction.	Reliability Safe, efficient and reliable travel speeds for people, goods and services.

² On throughways, similar maximum vehicle capacity occurs between 40 and 65mph. When vehicle demand causes traffic speeds to drop below 35 mph, traffic flows become unstable (more stop and go) and the facility capacity drops and the facility is able to move fewer cars per lane. Above 35 mph, traffic flows are more likely to be stable and capacity remains fairly consistent even as the speeds increase and greater distances are needed between vehicles.

³ Policy 1G (Major Improvements) has the purpose of maintaining highway performance and improving highway safety by improving system efficiency and management before adding capacity.

Discussion Draft Regional Mobility Policy

Within the Portland metropolitan area, the State of Oregon and Metro have a shared goal of providing mobility such that people and businesses can safely, affordably, and efficiently reach the goods, services, places, and opportunities they need to thrive by a variety of seamless and well-connected travel options and services that are welcoming, convenient, comfortable, and reliable.

To achieve these outcomes, it is the policy of the State of Oregon and Metro to:

- Mobility Policy 1 Ensure that the public’s land use decisions and investments in the transportation system enhance efficiency in how people and goods travel to where they need to go.
- Mobility Policy 2 Provide people and businesses a variety of seamless and well-connected travel modes and services that increase connectivity, increase choices and access to low carbon transportation options so that people and businesses can conveniently and affordably reach the goods, services, places and opportunities they need to thrive.
- Mobility Policy 3 Create a reliable transportation system, one that people and businesses can count on to reach destinations in a predictable and reasonable amount of time.
- Mobility Policy 4 Prioritize the safety and comfort of travelers in all modes when planning and implementing mobility solutions.
- Mobility Policy 5 Prioritize investments that ensure that Black, Indigenous and people of color (BIPOC) community members and people with low incomes, youth, older adults, people living with disabilities and other marginalized and underserved populations have equitable access to safe, reliable, affordable and convenient travel choices that connect to to key destinations.

These policies apply to:

- the state highway system within the Portland metropolitan area for
 - identifying state highway mobility performance expectations for planning and plan implementation; and
 - evaluating the impacts on state highways of amendments to transportation system plans, acknowledged comprehensive plans and land use regulations pursuant to the Transportation Planning Rule (OAR 660-12-0060).
- throughways and regional arterials designated in the Regional Transportation Plan, which include state and local jurisdiction facilities, for identifying mobility performance expectations for planning and plan implementation.

Under this policy, Oregon Highway Plan volume-to-capacity ratio targets still guide operations decisions such as managing access and traffic control systems and can be used to identify intersection improvements that would help reduce delay, improve the corridor average travel speed, and improve safety. Local jurisdiction standards for their facilities still apply for evaluating impacts of amendments to transportation system plans, acknowledged comprehensive plans and land use regulations pursuant to the Transportation Planning Rule (OAR 660-12-0060) and guiding operations decisions.

Regional Mobility Policy Reminder:

This policy is not meant for use during development review of outright zoned development but does apply to plan amendments per the TPR.

Four performance measures as described in Table 2 will be used to assess the adequacy of mobility in the Portland metropolitan area for the regional networks based on the expectations for each facility type, location, and function. These measures will be the initial tools to identify mobility gaps and deficiencies (needs) and consider solutions to address identified mobility needs. The subsequent actions describe how to apply these measures for system planning and assessing plan amendment consistency with OAR 66-012-0060.

Table 2: Draft Mobility Policy Performance Measure Targets

Measure	Application	Target		
VMT/Capita for home-based trips and VMT/Employee for commute trips to/from work	System Planning	OAR 660 Division 44 (GHG Reduction Rule) sets VMT/Capita reduction targets with which the next major RTP update and local TSPs will need to comply. The resulting RTP and TSPs that meet this regional target will establish a future baseline VMT/capita and VMT/employee. All subsequent applications of this policy shall not increase VMT/capita or VMT/employee above the future baseline.		
	Plan Amendments ¹	The plan amendment will have equal to or lower forecast VMT/capita for home-based trips and equal to or lower forecast VMT/employee for commute trips to/from work than the District ² .		
System Completeness	System Planning	Complete networks and systems for walking, biking, transit, vehicles, freight, and implement strategies for managing the transportation system and travel demand (See Table 3 for guidance and Table 4 for completeness elements by facility type). (Planned system, Strategic and Financially Constrained, may not achieve completeness for all modes to target levels but should identify future intent for all facilities given constraints and tradeoffs.)		
	Plan Amendments	100% of planned system Or Reduced gaps and deficiencies (See Table 5 for guidance)		
Average Travel Speed		RTP Motor Vehicle Designation	Average Travel Speed Target⁵	Hours per Day Target
	System Planning ³	Throughways ⁴ I-205, I-84 (east of I-205) I-5 (Marquam Bridge to Wilsonville) OR 217 US 26 (west of sylvan) US 30, OR 47, OR 212 OR 224, OR 213	TBD mph – posted speed limit ⁶	TBD hours per day
		Throughways ⁴ I-405 (from I-5 South to I-5 North) I-5 North (Marquam Bride to Interstate Bridge) US 26 (from Sylvan interchange to I-405) I-84 from I-5 to I-205 99E from Lincoln Street to OR 224 interchange	TBD mph – posted speed limit ⁶	TBD hours per day
	Plan Amendments	Same as system planning	Same as system planning	Same as system planning

Table Notes:

¹ Plan amendments that meet this target shall be found to not have a significant impact pursuant to the Transportation Planning Rule (OAR 660-12-0060).

² Metro will establish VMT/Capita “Districts” that identify TAZ groupings (subareas) with similar land use characteristics and forecast VMT/Capita. A spreadsheet or similar tool will be developed to help assess potential changes to VMT/capita and VMT/employee and potential mitigations to minimize the need for application of the regional travel demand model for all plan amendments.

³ Addressing motor vehicle congestion through additional throughway capacity should follow the RTP system sizing policy, the region’s congestion management process and OHP Policy 1G and should not come at the expense of achieving system completeness for non-motorized modes consistent with regional modal or design classifications or achieving the VMT/capita target for the region or jurisdiction.

⁴ Throughways are designated in the Regional Transportation Plan and generally correspond to Expressways designated in the Oregon Highway Plan.

⁵ Used to identify areas of poor reliability where due to recurring congestion, average travel speeds drop below TBD mph for TBD hours per day.

⁶ Targets will need to be revisited after NEPA process is complete for the I-205 Toll Project and Regional Mobility Pricing Project.

Table 3: Guidance for Defining the Complete Planned System

Mode	System Completeness Element	Supporting guidance
Pedestrian	Plan for complete network	RTFP, DLSTG, BUD
	Plan for adequate crossing spacing	RTFP, DLSTG, BUD
	Plan for adequate crossing treatments, including curb ramps	NCHRP 562
	Plan for a low-stress walking network to transit and other key destinations ⁴	RTFP, APM, TriMet Pedestrian Plan
Bicycle	Plan for complete network	RTFP, DLSTG, BUD
	Plan for a low-stress bicycling network to transit and other key destinations	APM
	Plan for adequate bike parking at key destinations	RTFP, TriMet Bicycle Parking Guidelines
Transit	Plan for complete network	Regional Transportation Plan RTFP
	Plan for transit priority infrastructure (e.g., transit signal priority, queue jumps, semi-exclusive or exclusive bus lanes or transitways)	Regional Transit Strategy
	Plan for adequate bus stop amenities and other transit supportive facilities ⁵	TriMet Bus Stop Guidelines
Motor Vehicle	Plan for adequate local, collector and arterial street connectivity	RTP, RTFP
	Plan for number of through lanes within maximum guidance	RTP, RTFP, DLSTG
	Plan/policy for where turn lanes will be permitted/prohibited and maximum number of turn lanes considering safety for all modes and land use context	APM, DLSTG, BUD
TSMO	Plan for infrastructure and programs, and maintain system compatibility	RTFP ⁶ Regional ITS Architecture Plan Regional TSMO Strategy
TDM	Plan for infrastructure and programs	RTFP (forthcoming) Oregon Metro-specific guidance for TSPs ⁷

⁴ Key destinations include but are not limited to: 2040 centers and main streets; major employers; transit stops and stations; grocery stores and farmers markets; childcare facilities, schools and colleges; medical or dental clinics and hospitals; government offices and other civic destinations; parks, recreation centers, trails, and open spaces; major sports or performance venues; and gyms and health clubs.

⁵ Transit supportive facilities includes stations, hubs, stops, shelters, signs, and ancillary features.

⁶ The implementation action plan includes updates to the RTFP to further include TSMO and TDM considerations.

⁷ This document will outline how jurisdictions may incorporate TDM into their planning processes, providing guidance for supporting or requiring TDM delivery at site level, setting targets and objectives, and monitoring success. The document will be based on FHWA-HOP-12-035 national guidance, adapted to align with state and regional context including the updated ECO Rules, CFEC Rulemaking, and regional goals.

AMP – Analysis Procedures Manual (ODOT)

BUD – Blueprint for Urban Design (ODOT)

DLSTG – Designing Livable Streets and Trails Guide (Metro)

NCHRP – National Cooperative Highway Research Project

RTP – Regional Transportation Functional Plan (Metro)

Table 4: System Completeness Elements by Facility Type

Facility	System Completeness (Elements)
Throughways	Planned TSMO/ITS ⁸ infrastructure and programs Planned TDM ⁹ infrastructure and programs Planned street connectivity Planned bus coverage and service frequency Planned transit priority treatments and other transit supportive infrastructure Planned pricing strategies Planned travel lanes Planned regional trails/multi-use paths
Arterials	Planned TSMO/ITS ¹⁰ infrastructure and programs Planned TDM infrastructure and programs Planned street connectivity Planned bus coverage and service frequency (RTP only) Planned transit priority treatments and other transit supportive infrastructure Planned sidewalks and pedestrian crossings Planned bikeways Planned travel lanes

⁸Transportation System Management measures for throughways means techniques for increasing the efficiency, safety, capacity, or level of service of a transportation facility without increasing its size. Examples include, but are not limited to, access management, ramp metering, and restriping of high occupancy vehicle (HOV) lanes.

⁹Demand management means actions which are designed to change travel behavior in order to improve performance of transportation facilities and to reduce need for additional road capacity. Methods may include, but are not limited to, the use of non-driving modes, individualized marketing programs, commuter programs, trip reduction strategy for large employers, ride-sharing and vanpool programs, trip-reduction ordinances, shifting to off-peak periods, and parking management, including reduced, times or paid parking.

¹⁰Transportation System Management and Operations measures for arterials means techniques for increasing the efficiency, safety, capacity, or level of service of a transportation facility without increasing its size. Examples include, but are not limited to, traffic signal improvements, traffic control devices including installing medians and parking removal, channelization, access management, and restriping of high occupancy vehicle (HOV) lanes, including bus only lanes.

System Planning Actions

All three of the mobility policy measures are applied to system planning which includes updates to long-range transportation plans, including the Regional Transportation Plan and locally adopted transportation system plans. System planning also includes planning for the transportation system in smaller geographies through facility plans, corridor refinement plans as defined in the RTP and OAR 660-012-, and area plans, including concept plans for designated urban reserve areas. The following actions describe how each of the performance targets shall be used in tandem in system planning, which is supported by the flow chart in Figure 1.

1. Division 44 (GHG Reduction) sets VMT/capita reduction target for the Portland metropolitan area¹¹. The RTP process will identify the strategies needed to achieve this target and result in baseline future VMT/capita for the region and each local jurisdiction. This future baseline shall be used to estimate future VMT/capita for home-based trips and VMT/employee for commute trips to/from work at the TAZ level. The TAZ data shall be aggregated to develop “Districts”¹² with similar land use and VMT characteristics by Metro through the RTP update process..
2. For system planning at the sub-regional, local jurisdiction (TSPs), or subarea levels, VMT/capita for home-based trips and VMT/employee for commute trips to/from work shall be measured for the plan area to ensure that land use and transportation plan changes are working in tandem to achieve the region’s VMT/capita reduction target, resulting in reduced need to drive, improved viability of using other and more efficient modes of transportation than the automobile, and preserving roadway capacity for transit, freight and movement of goods and services. At the first major TSP update after this policy is implemented, system plans shall demonstrate that the planned transportation system achieves of the regional Division 44 target and that future system plan updates maintain or reduce aggregate VMT/capita for home-based trips and VMT/employee for commute trips to/from work for the TAZs and Districts in the plan area compared to the baseline set in the RTP. Projections of vehicle miles traveled per capita must incorporate the best available science on latent and induced travel of additional roadway capacity consistent with OAR 660-012-0160.
3. System Completeness targets shall be used to identify needs and ensure that the planned transportation system is increasing connectivity and improving safety of the multimodal network. The definition of complete shall be established in local transportation system plans consistent with the RTP and RTFP for each facility and will vary based on the modal functional classification and design classification . Table 3 provides guidance for defining the complete system and Table 4 identifies the elements that must be identified for each facility or service type.

¹¹ The Division 44 targets cannot currently be measured using Metro’s Regional Travel Demand Model (RTDM); however, baselines for VMT/capita for home-based trips and VMT/employee for commute trips to/from work can be established from the RTDM for the RTP scenario that meet the Division 44 targets as measured via a different tool.

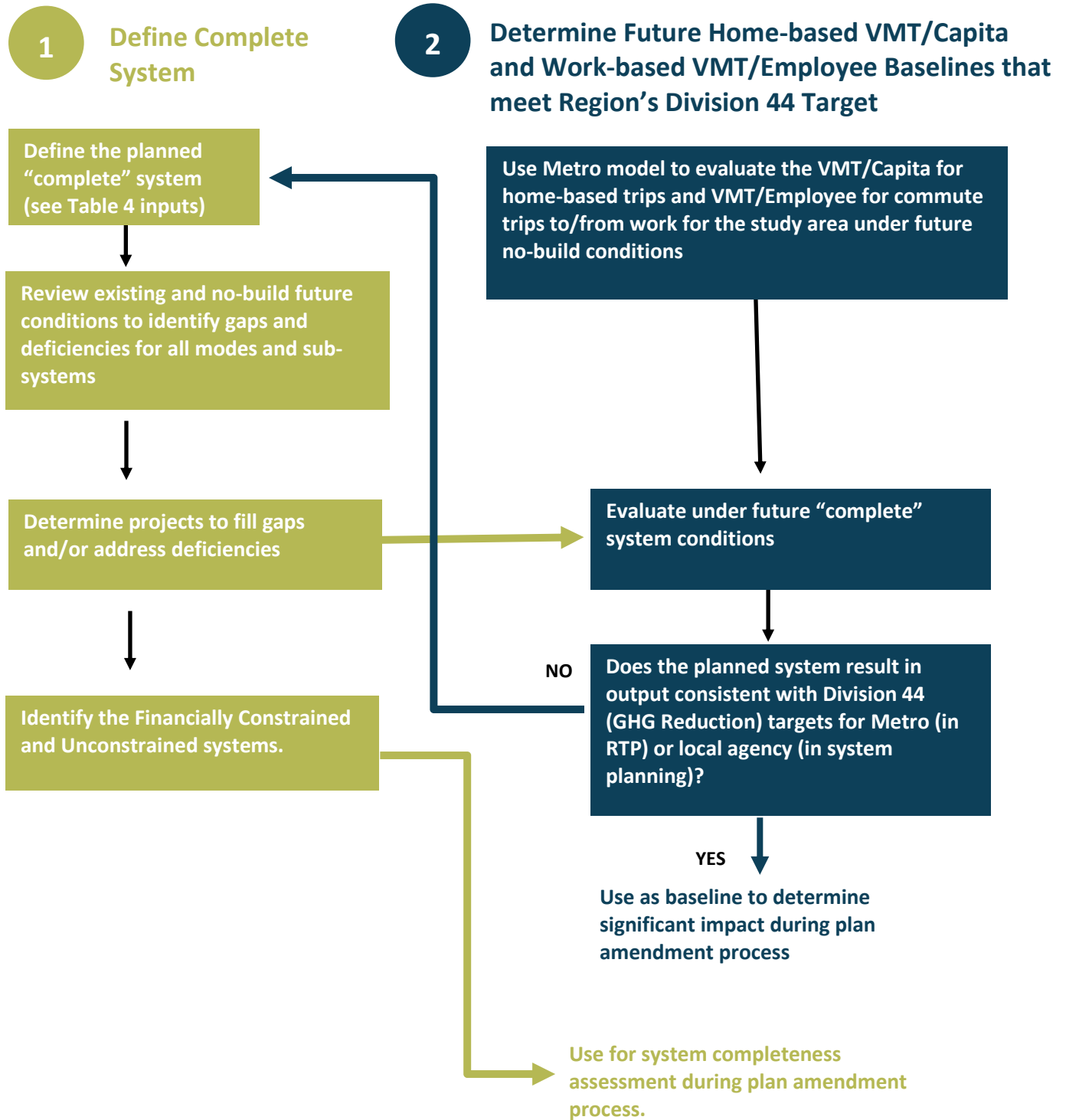
¹² VMT/Capita “Districts” will be established that identify TAZ groupings (subareas) with similar forecast VMT/Capita, considering use of RTP mobility corridor geographies as a starting point.

4. Average travel speed targets shall be used to assess performance of throughway facilities within the system planning study area for safe, efficient and reliable speeds. Targets will include a target minimum average travel speed that shall be maintained for a specific number of hours per day, recognizing that the target is not likely to be met during a number of peak hours, as described in Table 2. These targets shall inform identification of transportation needs and consideration of system and demand management strategies and other strategies¹³ but shall not be used as standards at the expense of non-motorized modes and achieving system completeness for other modes consistent with regional modal or design classifications or achieving the VMT/capita target for the region or jurisdiction. Analysis segmentation of facilities within the study area will be determined based on the analysis software or modeling tool utilized.¹⁴ Projections of vehicle miles traveled per capita must incorporate the best available science on latent and induced travel of additional roadway capacity.
5. Interchanges shall be managed to maintain safe, efficient and reliable operation of the mainline for longer trips of regional or statewide purpose through the interchange area. The main objective is to avoid the formation of traffic queues on off-ramps which back up into the portions of the ramps needed for safe deceleration from mainline speeds or onto the mainline itself. This is a significant traffic safety and operational concern as queues impact mainline operations and crashes affecting reliability. Deceleration space for vehicles exiting throughway mainlines can be improved by managing throughways for longer trips resulting in reducing off-ramp traffic volumes and by increasing capacity at the off-ramp terminal. Thruway off-ramp terminal intersection and deceleration needs shall be evaluated through system plans such as Interchange Area Management Plans, Corridor Plans, and Sub-area Plans.
6. In system plans, when identifying transportation needs and prioritizing investments and strategies, projects that create greater equity and reduce disparities between "Equity Focus Areas" and "Non-Equity Focus Areas" shall be prioritized. This action aims to improve equitable outcomes by burdening underserved populations less than and benefiting underserved populations as much or more as the study area population as a whole. Because the Equity Focus Areas as defined by the RTP are based on a regional average comparison, local governments shall conduct a more specific equity analysis at the local TSP scale consistent with OAR 660-012-0135.

¹³ The RTP system sizing policies, regional congestion management process and OHP Policy 1F will be followed to determine mitigations that support meeting the travel speed threshold.

¹⁴ Supporting documentation will be needed as part of implementation of the policy to define the segmentation methodologies based on analysis options.

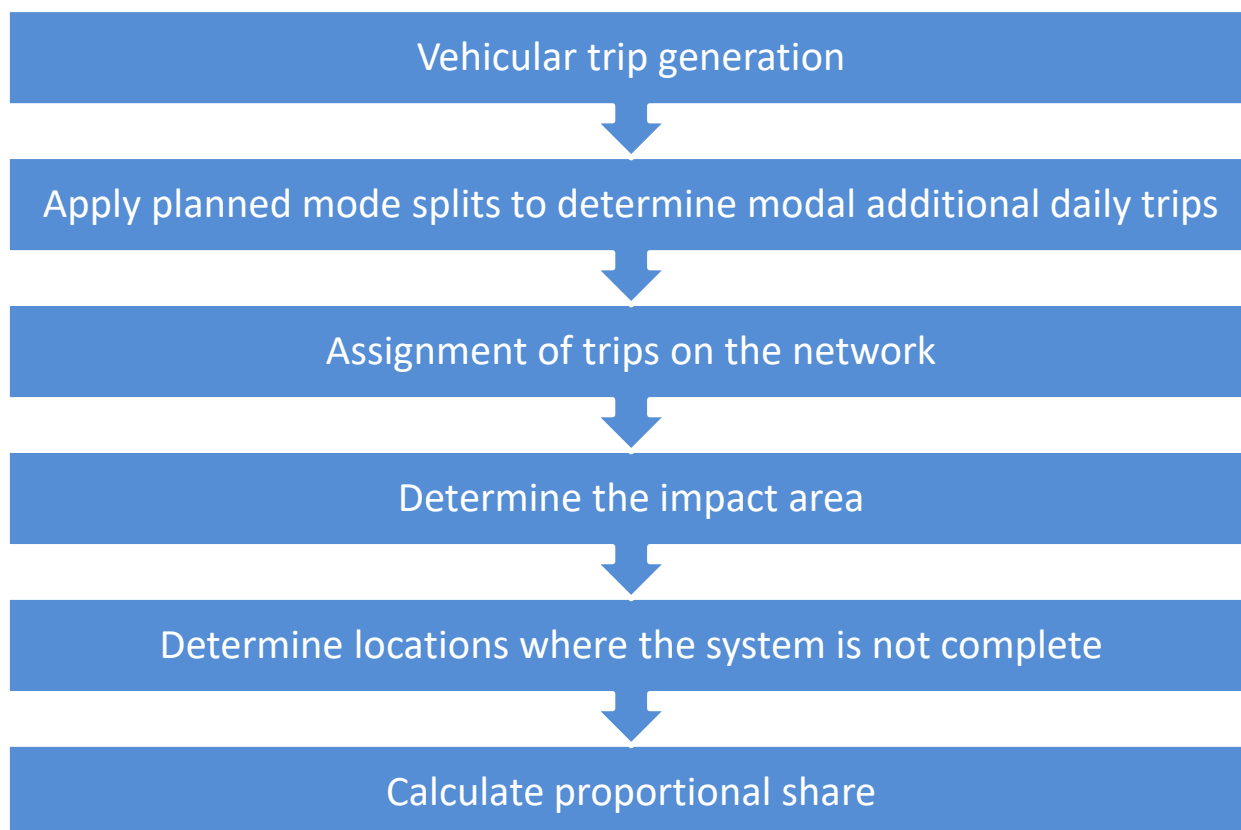
Figure 1: System Planning Process Utilizing the Four Mobility Policy Measures



Plan Amendment Evaluation Actions

All three of the mobility policy measures are applied to the evaluation of plan amendments. The following actions describe how each of the performance targets shall be used in tandem in evaluating plan amendments consistent with the Transportation Planning Rule (OAR 660-12-0060) and is supported by the flowchart in Figure 3.

1. Comprehensive plan amendments that do not surpass the trip generation thresholds in the Oregon Highway Plan Policy 1F will be found to have no significant impact and are not required to further evaluate travel speed or system completeness.
2. In a jurisdiction with a TSP that has demonstrated compliance with achieving the region’s Division 44 GHG reduction targets, comprehensive plan amendments that are forecast to maintain or lower VMT/capita for home-based trips and VMT/employee for commute trips to/from work compared to their future baseline that achieve Division 44 targets, shall be found to have no significant impact consistent with the Transportation Planning Rule (OAR 660-12-0060)
3. Comprehensive plan amendments that have a significant impact because they a) increase VMT/capita for home-based trips or VMT/employee for commute trips to/from work or b) the jurisdiction has not demonstrated compliance with Division 44 shall evaluate impacts of the plan amendment on the system completeness, throughway travel speeds, and off-ramp queuing where applicable.
4. System Completeness assessment of comprehensive plan amendments shall identify the needs to meet the planned system for each mode, as established in regional and/or local system plans. For each mode, the completeness impact area will be defined based on routing from the comprehensive plan amendment site for the specified distances in Table 5. Table 5 provides guidance for identifying the needs within each modal completeness impact area. For the comprehensive plan amendment, a proportional share of the identified needs will be established based on additional daily trips for the plan amendment, as described in Figure 2.
5. Comprehensive plan amendments that demonstrate either of the following for analysis segments within the vehicular impact area shall be found to require mitigation, and a proportional share of the identified needs will be established for the comprehensive plan amendment based on additional daily trips
 - a) Degrades the average travel speed of an existing or planned transportation facility such that it would not meet the performance target identified Table 2; or
 - b) Degrades the travel speed performance of an existing or planned transportation facility that is otherwise projected to not meet the performance standards identified in Table 2.
6. Interchanges within the vehicular impact area shall be assessed for off-ramp queuing to maintain safe, efficient and reliable operation of the mainline for longer trips of regional or statewide purpose through the interchange area under the forecast comprehensive plan amendment.

Figure 2: Guidance for Assessing Plan Amendment Impacts

Note: Vehicular trip generation with planned mode splits will be used until or unless mode specific trip generation resources become available.

Figure 3: Plan Amendment Process Utilizing the Four Mobility Policy Measures

Reliability Measure Assessment (Thruways only) and System Completeness Assessment

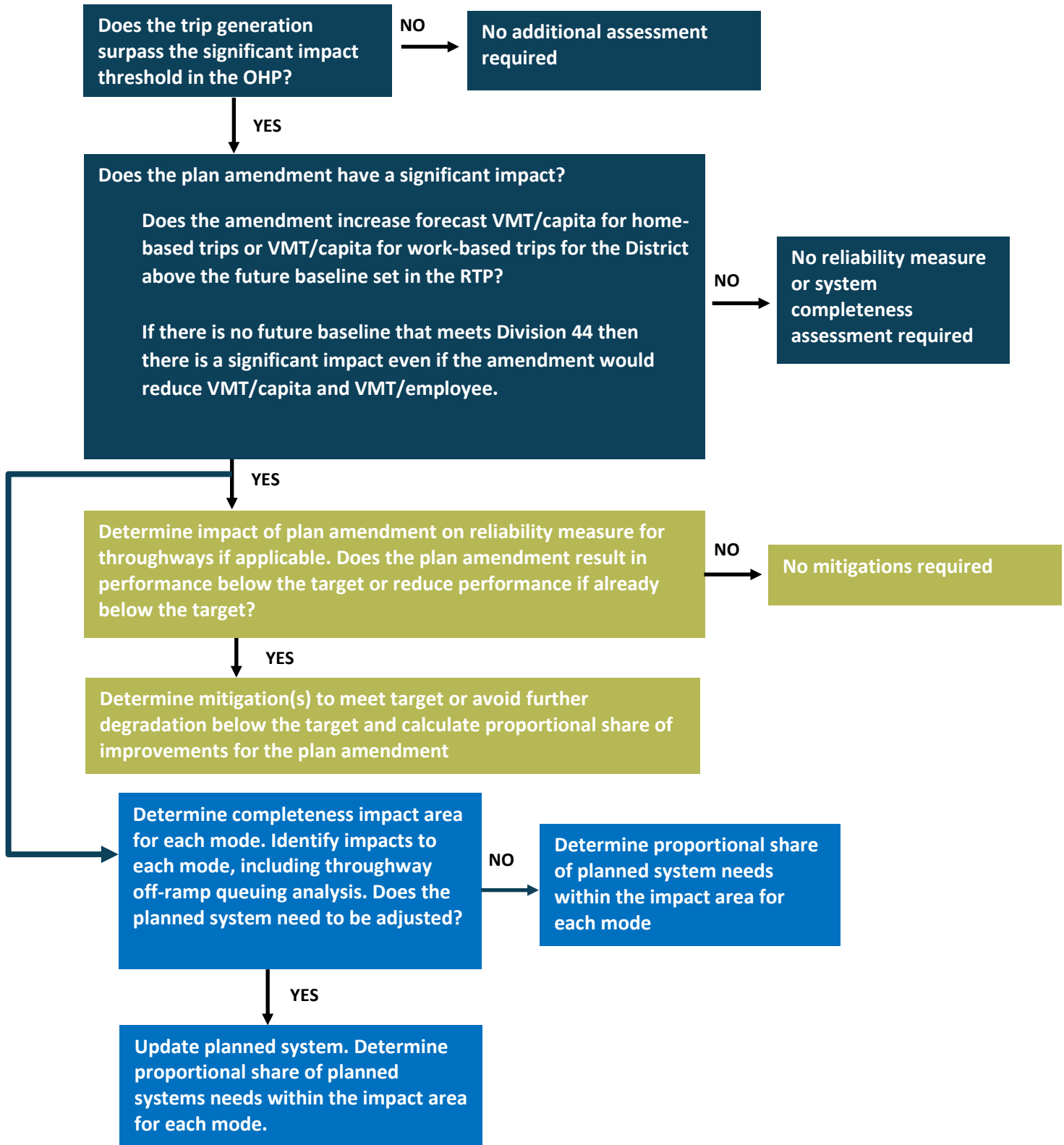


Table 5: Guidance for Assessing Plan Amendment Impacts to System Completeness

	Plan Amendment		
	1. Determine study area by selecting the specified distance along existing and planned facilities	2. Determine if the planned system should be updated based on the projected trip generation	3. Determine locations and quantity of gaps in the planned system within the study area
Pedestrian	Along facilities within 1/4-mile routing from site in all directions	n/a	Missing pedestrian crossings
	Along facilities within 1/4-mile routing from site in all directions	Review NCHRP 562	Missing pedestrian crossings by treatment type
	Along facilities within 1/4-mile routing from site in all directions	n/a	Curb-miles of low-stress pedestrian facilities gaps
Bike	Along facilities within 1/4-mile routing from site in all directions	n/a	Curb-miles of low-stress bicycle facilities gaps
	Along facilities within 1/4-mile routing from site in all directions	n/a	Missing bicycle crossings
	Along facilities within 1/4-mile routing from site in all directions	Review TriMet Bicycle Parking Guidelines	Missing bike parking
Transit	Along facilities within 1/4-mile routing from site in all directions	Review TriMet Bus Stop Guidelines	Missing Bus stops amenities by amenity type
			Missing transit priority treatments (e.g., transit signal priority, queue jumps, bus-only lanes)
			Missing transit supportive infrastructure
Motor Vehicle	Along facilities within 1/2-mile routing from site in all directions	n/a	Centerline-miles of roadway gaps
	Along facilities within 1/2-mile routing from site in all directions	Review travel speeds, off-ramp queuing	Lane-miles of throughway lane gaps
TSMO	Along facilities within 1/2-mile routing from site in all directions	n/a	Gaps in ITS infrastructure along TSMO ‘Key Corridors’ (defined by TSMO Strategy and RTP); Missing ITS projects (per TSP)
TDM – Infrastructure	Along facilities within 1/4-mile routing from site in all directions	n/a	Missing TDM projects (per TSP)
TDM - Programming	Site-based/within site boundaries	n/a	Agreement to fulfill required programming (per TSP)

Implementation Action Plan

The following describes actions necessary to implement the proposed policy including steps to incorporate the policy into existing policy documents and guidance and tools needed for practitioners to implement the policy.

Policy Implementation Actions

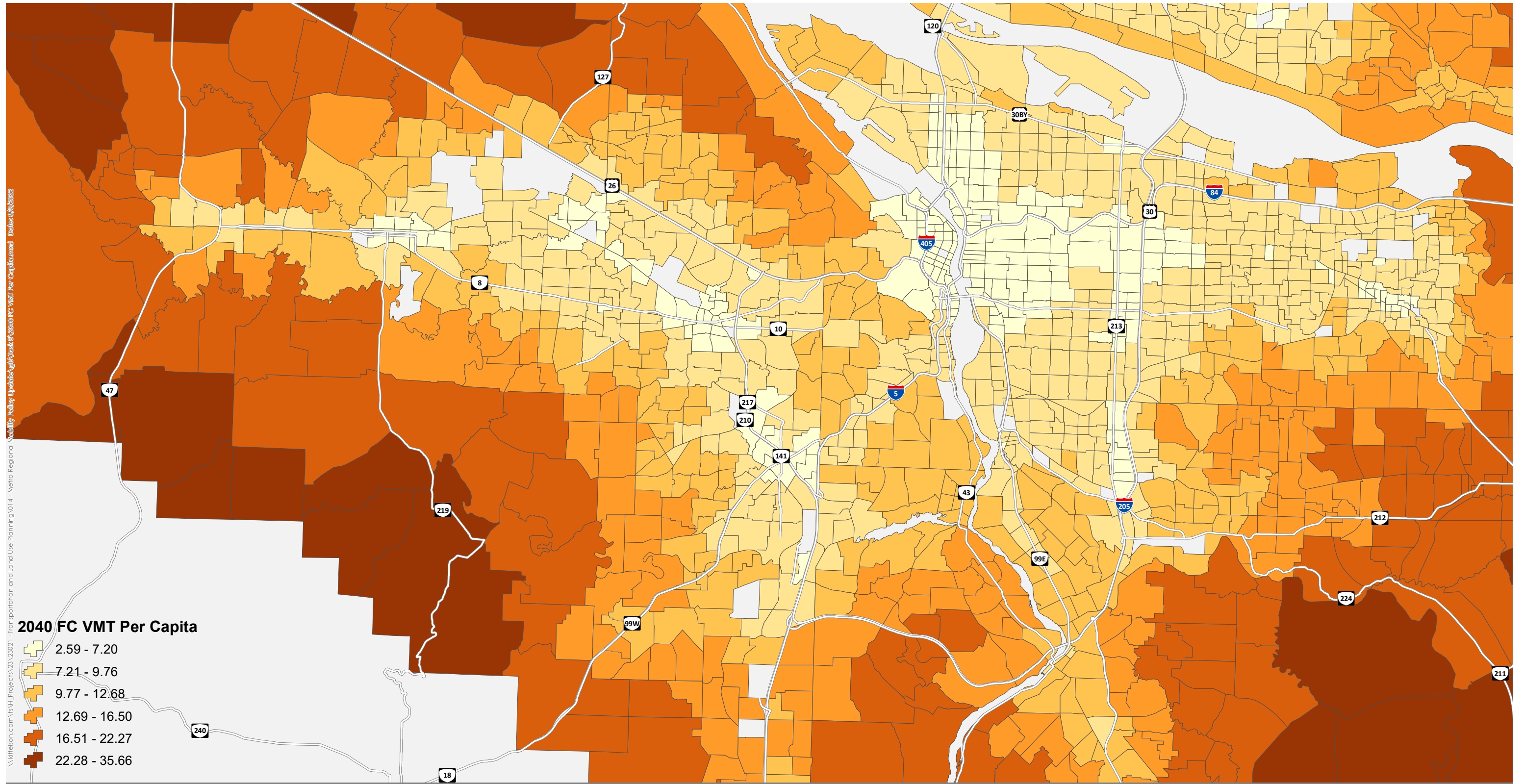
- **Adopt the updated Regional Mobility Policy in the 2023 Regional Transportation Plan and subsequent RTP updates.** The 2018 RTP Section 3.5, Regional Motor Vehicle Network Vision and Policies, includes the Interim Regional Mobility Policy; mobility targets therein correspond with the Oregon Highway Plan’s Policy 1F, Highway Mobility Policy, Table 7. With this project, regional mobility policy will take its place in the Overarching System Policies in the RTP, alongside safety, equity, climate leadership, and emerging technologies currently in Chapter 3, Section 3.2. To be consistent with the format of the RTP, develop explanatory text for each of the five policy statements and specify the actions to implement each.
- **Request amendment of the Regional Mobility Policy for the Portland metropolitan area in the updated Oregon Highway Plan.** An update of the Oregon Highway Plan is planned for 2022-23, following the adoption of the new Oregon Transportation Plan. The updated Regional Mobility Policy is anticipated to replace Table 7 in OHP Policy 1F. Integrate explanatory text, Performance Measure Targets, and other state guidance for transportation system planning for state highways in the Portland metropolitan area, consistent with the updated policy n. Remove the recommendation in the Oregon Highway Plan for local agencies to adopt ODOT mobility standards for development review purposes.
- **Update Regional Transportation Functional Plan Title 3, Transportation Project Development, to reflect the Regional Mobility Policy.** Title 3 includes current mobility targets in Table 3.08-2; Section 3.08.230 Performance Targets and Standards requires Oregon Transportation Commission approval for local adoption of mobility standards for state highways that differ from those in Table 3.08-2. Establish a reporting requirement that an agency has to go through if trying to expand past the lane maximums. This process will verify that the congestion management process was used and that other options were analyzed first before capacity-adding projects.
- **Work with local jurisdictions to update policies that adopt the Regional Mobility Policy as their standards for RTP arterials.** Local adoption will clarify that the updated regional performance targets apply in plan amendment decisions to ensure that the proposed changes are consistent with the planned function, capacity, and performance standards of state and regional facilities. Many local jurisdictions have adopted ODOT’s OHP V/C targets as standards in their development codes, with the result that projects can be denied based on the inability to meet or mitigate to the applicable standards; the new Regional Mobility Policy provides a balanced, multi-modal approach to approving development that is consistent with planned growth and state and regional climate, equity, safety and mobility goals.

Near-term Data and Guidance Actions

- Develop Districts within the regional modeling tools that establish baseline VMT/capita for home-based trips and VMT/employee for commute trips to/from work, considering the RTP mobility corridors geographies as a starting point.
- Refine TAZ boundaries or establish additional TAZs to better align with jurisdictional and urban growth boundaries.
- Develop a spreadsheet or similar tool to help assess potential changes to VMT/capita and VMT/employee for commute trips and potential mitigations to minimize the need for application of the regional travel demand model for all plan amendments.
- Develop guidance on calculating travel speed on throughways based on the model used.
 - If using output from the regional travel demand model, ensure a consistent approach to segment lengths, model hour(s) reviewed, and any calibration needed.
- Update RTFP to require TSPs to evaluate and mitigate disparities between “Equity Focus Areas” and “Non-Equity Focus Areas”. Further define and map TSMO “Key Corridors” consistent with the 2021 Regional TSMO Strategy Update for inclusion in 2023 RTP Update
- Develop TDM guidance for system planning, based on FHWA guidance, specific to the Metro region
- Update RTFP to encompass additional relevant TSMO and TDM guidance
- Consider how the in-lieu process could support citywide initiatives identified in TSPs such as ITS plans, wayfinding programs, etc.

Long-term Data and Analysis Tool Actions

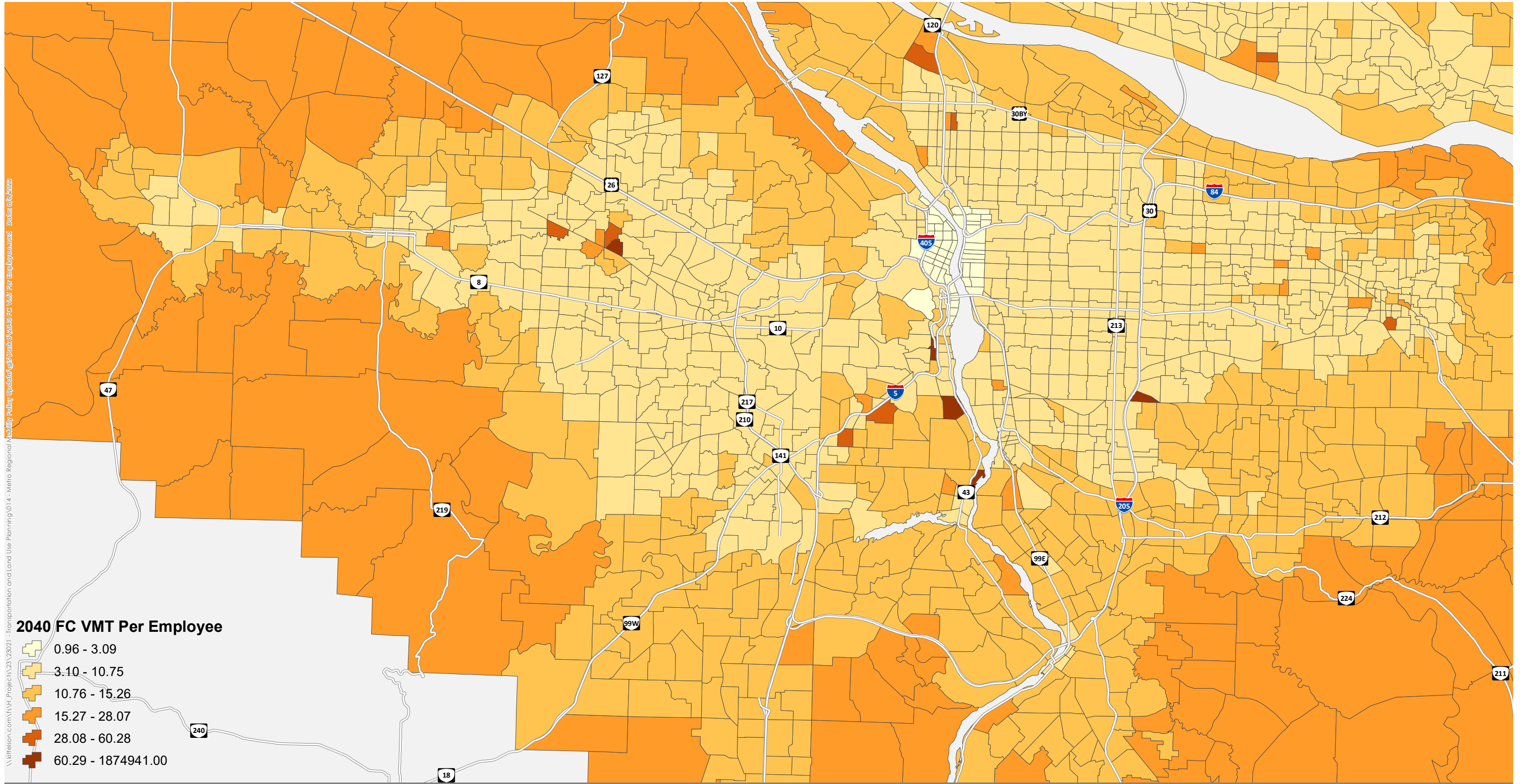
- Expand the region’s Dynamic Traffic Assignment model(s) to calculate travel speeds for all throughways and other reliability measure output within a capacity constrained model.
 - Develop guidance to consistently calculate travel speed using DTA model.
 - Determine if thresholds should be adjusted if analysis is adjusted to use the DTA model.
- Establish a consistent process for TDM planning or create a regional TDM plan. A regional TDM plan can be referenced when determining the “planned system” for system completeness purposes.
- Modify or create new regional modeling tools in coordination with the Oregon Modeling Statewide Collaborative (OMSC) to better account for light-duty commercial travel in support of implementation of this policy and OAR 660-012 and OAR-012-044.



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Figure 1



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Figure 2

I-205 Northbound - Hours per day not meeting the speed threshold

Exit/Segment	July 11, 2021 (Monday)				July 12, 2021 (Tuesday)				July 13, 2021 (Wednesday)				July 14, 2021 (Thursday)				July 15, 2021 (Friday)			
	20	35	40	45	20	35	40	45	20	35	40	45	20	35	40	45	20	35	40	45
Speed Threshold	20	35	40	45	20	35	40	45	20	35	40	45	20	35	40	45	20	35	40	45
Glenn Jackson Bridge	0.0	2.4	2.7	2.9	0.0	2.2	2.9	3.0	0.0	1.3	3.0	3.8	0.0	3.0	4.6	5.1	0.0	3.7	4.4	4.9
Exit 24 Airport Wy	0.0	1.1	1.4	1.8	0.0	0.8	1.8	2.3	0.0	0.7	1.8	2.8	0.0	2.1	3.3	4.3	0.0	1.5	3.2	3.8
Exit 23 Columbia Blvd	3.2	4.3	4.3	4.6	2.5	4.2	4.3	4.3	4.0	5.5	5.5	5.6	4.7	6.5	6.6	6.7	4.1	6.4	6.5	6.9
Exit 23 Sandy Blvd	4.1	4.3	4.3	4.3	3.0	4.1	4.2	4.6	4.8	5.5	5.6	5.7	5.6	6.6	6.7	6.8	5.2	6.8	6.9	7.0
Exit 22 I-84/US-30	4.1	4.3	4.3	4.3	3.5	4.0	4.3	4.4	4.7	5.4	5.6	5.7	5.8	6.6	6.7	6.8	5.6	6.8	6.9	6.9
Exit 21 I-84/US-30	3.9	4.2	4.2	4.2	3.7	3.8	4.0	4.1	4.8	5.3	5.4	5.4	5.7	6.3	6.4	6.5	5.8	6.5	6.6	6.6
Exit 20 Wash. St/Stark St	3.4	3.8	3.8	3.8	3.5	3.8	3.8	3.8	4.7	4.8	4.8	4.9	5.3	5.8	5.8	6.1	5.5	6.2	6.3	6.3
Exit 19 Division St	3.1	3.3	3.3	3.3	2.5	3.2	3.4	3.6	4.3	4.5	4.5	4.5	4.2	5.0	5.1	5.2	4.0	4.3	4.5	5.3
Exit 17 US-26/Powell Blvd	2.8	3.1	3.2	3.2	2.6	3.0	3.0	3.2	4.3	4.4	4.4	4.4	3.7	4.2	4.3	4.3	3.8	3.9	4.3	4.4
Exit 16 Johnson Cr Blvd	2.4	2.6	2.7	2.8	1.8	2.6	2.6	2.8	3.9	4.1	4.3	4.3	3.3	3.4	3.4	3.4	3.4	3.6	3.7	3.7
Exit 14 Sunnybrook Blvd	1.9	2.2	2.3	2.4	1.0	1.9	2.3	2.5	3.8	3.9	3.9	4.0	3.2	3.3	3.3	3.3	3.1	3.3	3.3	3.3
Exit 13 OR 213/OR 224	0.9	1.7	1.8	2.1	0.0	0.4	0.8	1.1	3.1	3.7	3.7	3.8	2.6	3.3	3.3	3.3	2.6	3.0	3.1	3.1
Exit 12 OR 212/OR 224	0.4	1.2	1.2	1.3	0.0	0.0	0.0	0.0	3.0	3.4	3.6	3.6	2.3	2.9	2.9	3.0	2.2	2.7	2.8	2.8
Exit 11 82nd Dr	0.0	0.8	0.8	0.9	0.0	0.0	0.0	0.0	2.9	3.3	3.4	3.4	2.1	2.6	2.8	2.9	2.0	2.7	2.7	2.7
Exit 10 OR 213	0.0	0.2	0.2	0.4	0.0	0.0	0.0	0.1	2.7	3.3	3.3	3.3	1.2	2.4	2.5	2.7	2.1	2.5	2.5	2.6
Exit 9 OR 99E	0.0	0.3	0.6	2.8	0.0	0.1	0.5	3.2	2.1	3.3	3.8	5.6	0.1	1.8	2.4	4.2	1.1	2.9	3.3	6.1
Exit 8 OR 43	0.0	4.3	4.6	4.9	0.1	4.1	4.8	5.1	2.8	5.9	6.2	6.3	1.4	5.6	5.8	6.0	2.7	7.3	7.6	7.6
Exit 6 10th St/6th St	0.0	3.3	3.8	4.5	0.0	2.4	3.5	3.9	2.5	4.9	4.9	5.3	0.8	4.6	4.8	5.1	1.9	7.1	7.3	7.3
Exit 3 Stafford Rd	1.1	2.8	2.9	2.9	0.8	2.3	2.7	2.8	3.5	4.1	4.2	4.5	1.8	3.5	3.8	3.8	4.6	5.4	5.7	5.8
	0.5	1.2	1.2	1.7	0.1	1.1	1.3	1.8	2.9	3.8	3.8	3.9	1.1	2.8	2.8	3.1	2.8	4.3	4.6	4.8
	0.0	0.3	0.4	0.5	0.0	0.0	0.0	0.0	0.2	2.1	2.5	2.7	0.3	0.8	0.8	0.9	1.0	1.9	2.2	2.2
	0.0	0.0	0.0	0.1	0.0	0.0	0.0	0.0	0.0	0.1	0.3	0.3	0.0	0.3	0.3	0.4	0.0	0.4	0.6	1.2
	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.1	0.1	0.2	0.0	0.0	0.1	0.2
	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	0.0	0.2	0.3	0.8	0.0	0.0	0.0	0.0	0.3	0.5	0.5	0.5	0.0	0.0	0.0	0.0	0.0	0.0	0.2	0.2
	0.4	1.1	1.1	1.2	0.0	0.0	0.0	0.0	0.0	0.4	0.4	0.7	0.0	0.0	0.0	0.1	0.0	0.3	0.4	0.8
	0.3	0.8	0.8	1.0	0.0	0.0	0.0	0.0	0.0	0.1	0.3	0.5	0.0	0.0	0.0	0.0	0.0	0.0	0.2	0.4
	0.3	0.5	0.5	0.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	0.2	0.4	0.4	0.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	0.1	0.4	0.4	0.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	0.1	0.5	0.7	3.0	0.0	0.0	0.1	2.3	0.0	0.0	0.1	2.8	0.0	0.0	0.1	3.3	0.0	0.0	0.1	3.3
	0.3	5.3	5.8	6.2	0.5	5.3	5.5	5.7	0.3	6.3	6.5	6.6	0.4	6.8	6.9	6.9	0.3	6.4	6.6	6.8
	0.3	4.2	4.4	4.8	0.3	3.8	4.5	5.1	0.3	5.3	5.8	5.8	0.7	6.4	6.6	6.7	0.6	5.9	6.1	6.2
	3.3	4.5	4.5	4.6	3.4	4.4	4.8	4.8	4.0	5.4	5.7	5.8	4.8	6.5	6.5	6.5	4.3	6.0	6.2	6.2
	1.6	3.8	4.3	4.3	2.0	3.9	4.0	4.2	3.2	5.0	5.2	5.3	3.8	5.3	5.7	5.8	2.5	5.0	5.6	5.8
	2.7	3.7	4.1	4.1	2.6	3.6	4.0	4.2	3.7	4.9	5.2	5.2	4.0	5.2	5.2	5.3	2.7	4.8	5.2	5.3
	0.0	0.3	0.3	0.3	0.0	0.0	0.0	0.0	0.5	1.4	1.7	1.8	0.5	0.8	0.8	1.1	0.0	0.0	0.0	0.0
	0.2	2.7	3.2	3.6	0.3	1.5	2.2	2.5	2.7	4.3	4.4	4.7	3.2	4.4	4.5	4.7	0.3	2.3	2.3	2.8

Direction of travel

I-205 Southbound - Hours per day not meeting the speed threshold

Exit/Segment	July 11, 2021 (Monday)				July 12, 2021 (Tuesday)				July 13, 2021 (Wednesday)				July 14, 2021 (Thursday)				July 15, 2021 (Friday)			
	20	35	40	45	20	35	40	45	20	35	40	45	20	35	40	45	20	35	40	45
Speed Threshold	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.1	0.3	1.4	1.5	2.0	3.3	5.0	5.3	5.6
Glenn Jackson Br.	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.1	0.5	0.5	0.7	1.3	3.2	3.2	3.7	4.3	6.3	6.3	6.4
Exit 24 Airport Wy	0.0	0.8	1.2	1.8	0.0	0.1	0.2	0.5	0.1	0.9	1.0	1.3	1.9	4.7	5.3	5.8	4.8	6.4	6.6	6.7
Exit 23 Columbia Blvd	0.0	0.3	0.8	2.3	0.0	0.4	0.6	1.4	0.0	0.1	0.8	1.4	0.3	2.1	3.5	5.2	0.5	4.2	5.7	6.7
Exit 23 Sandy Blvd	0.0	1.4	2.0	2.6	0.0	0.9	1.5	1.9	0.0	0.5	0.9	1.2	0.8	2.6	2.8	3.4	0.5	3.8	4.4	5.3
Exit 23 Sandy Blvd	0.0	1.5	2.5	3.6	0.0	1.4	2.4	3.2	0.0	0.3	1.2	1.7	0.6	2.3	3.5	4.2	0.6	3.5	4.8	6.2
Exit 22 I-84/US-30	0.0	0.1	1.4	3.0	0.0	0.6	1.5	3.0	0.0	0.0	0.3	1.6	0.3	1.2	2.6	3.9	0.4	1.7	3.8	5.8
Exit 22 I-84/US-30	0.0	0.0	0.0	0.2	0.0	0.6	0.7	0.8	0.0	0.1	0.3	0.4	0.3	1.4	1.8	2.3	0.6	1.3	1.8	3.0
Exit 21 I-84/US-30	0.0	0.0	0.0	0.0	0.2	0.8	1.0	1.2	0.1	0.4	0.5	0.7	1.7	2.0	2.2	2.4	1.1	1.6	1.8	1.8
Exit 21 I-84/US-30	0.0	0.0	0.0	0.0	0.1	1.1	1.8	2.1	0.0	0.8	1.3	1.5	1.0	2.7	3.1	3.2	0.9	2.0	2.3	2.3
Exit 20 Wash. St/Stark St	0.0	0.0	0.0	0.1	0.0	1.1	1.5	1.9	0.0	1.4	1.6	1.6	1.5	2.3	2.3	2.4	1.5	1.8	1.8	2.0
Exit 20 Wash. St/Stark St	0.0	0.2	0.3	0.3	0.5	2.7	2.8	3.1	0.5	2.0	2.1	2.1	2.1	2.6	2.8	2.8	1.7	2.1	2.2	2.3
Exit 19 Division St	0.0	0.3	0.4	0.7	1.4	3.6	3.7	3.9	1.0	2.3	2.4	2.5	2.4	3.3	3.3	3.7	1.9	2.4	2.6	2.6
Exit 19 Division St	0.0	0.3	0.7	0.8	0.5	3.4	3.8	4.0	0.0	2.3	2.6	2.9	0.7	3.4	3.6	3.8	1.3	2.5	2.8	3.1
Exit 19 Division St	0.0	1.0	1.3	1.5	0.7	3.6	4.4	4.7	0.2	2.2	2.9	3.6	0.5	3.4	3.8	3.9	1.1	3.4	4.1	4.6
Exit 24 US-26/Powell Blvd	0.0	0.9	1.7	1.9	0.4	3.2	3.9	4.8	0.1	1.7	2.3	3.3	0.4	2.4	3.4	3.9	0.8	3.4	5.1	5.3
Exit 24 US-26/Powell Blvd	0.0	0.3	0.3	0.8	0.3	2.4	2.7	3.8	0.1	1.1	1.4	2.2	0.3	1.6	2.3	3.4	0.5	2.4	3.2	5.0
Exit 17 Foster Rd	0.0	0.1	0.1	0.5	0.0	0.8	1.3	2.4	0.0	0.3	0.8	1.3	0.1	0.8	1.3	1.9	0.0	0.9	1.8	2.6
Exit 17 Foster Rd	0.0	0.2	0.3	0.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.1	0.0	0.2	0.4	0.8	0.0	0.8	1.2	1.3
Exit 16 Johnson Cr Blvd	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.1	0.0	0.0	0.0	0.0
Exit 16 Johnson Cr Blvd	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Exit 14 Sunnybrook Blvd	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.1	0.2	0.3	0.0	0.0	0.0	0.0
Exit 14 Sunnybrook Blvd	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.1	0.4	0.5	0.5	0.4	1.0	1.1	1.6	0.8	2.2	2.5	2.6
Exit 13 OR 213/OR 224	0.0	0.1	0.1	0.2	0.0	0.0	0.0	0.0	0.2	0.9	1.0	1.0	1.1	1.9	1.9	2.1	2.0	3.3	3.4	3.4
Exit 13 OR 213/OR 224	0.0	0.3	0.3	0.3	0.0	0.1	0.2	0.3	0.6	1.3	1.3	1.4	1.5	2.2	2.3	2.3	3.3	3.9	4.0	4.1
Exit 12 OR 212/OR 224	0.3	0.4	0.4	0.4	0.0	0.3	0.3	0.3	0.1	1.6	1.7	2.0	0.1	2.3	2.4	2.4	1.6	4.2	4.4	4.6
Exit 12 OR 212/OR 224	0.5	0.9	0.9	1.0	0.3	1.2	1.4	1.7	0.4	2.3	2.6	2.8	0.3	2.8	2.8	3.1	1.3	3.9	4.1	4.3
Exit 11 82nd Dr	0.7	1.2	1.4	1.4	0.9	1.9	2.1	2.3	0.6	1.6	2.0	2.3	0.6	1.1	1.8	3.3	0.2	2.1	3.6	4.3
Exit 10 OR 213	0.6	1.1	1.1	1.7	1.8	2.3	2.3	2.4	1.2	2.3	2.4	2.5	0.8	1.6	1.9	2.1	0.2	0.4	0.7	0.7
Exit 10 OR 213	0.7	2.0	2.1	2.3	1.4	2.8	2.8	2.8	1.5	2.7	2.8	3.2	1.1	2.3	2.7	2.9	0.3	0.8	0.9	1.2
Exit 9 OR 99E	1.5	2.9	3.1	3.4	2.1	3.0	3.2	3.3	2.4	3.5	3.7	3.8	1.6	3.3	3.3	3.3	0.7	1.9	2.1	2.7
Exit 9 OR 99E	0.5	3.4	3.5	3.8	0.8	3.2	3.7	4.1	0.6	3.4	3.8	4.0	0.4	3.8	3.9	4.0	0.5	2.6	3.4	3.8
Exit 8 OR 43	0.3	2.8	3.2	3.8	0.2	3.2	3.5	3.8	0.0	2.9	3.1	3.3	0.0	3.5	4.1	4.7	0.4	2.6	3.3	3.8
Exit 8 OR 43	0.1	1.0	1.8	3.5	0.1	1.9	2.8	3.8	0.0	1.2	1.9	3.5	0.0	0.8	1.7	4.3	0.3	0.8	1.8	3.5
Exit 6 10th St/6th St	0.0	1.2	1.6	2.0	0.2	2.3	2.8	3.5	0.0	1.4	1.5	1.8	0.0	0.9	1.2	1.6	0.2	0.8	1.0	1.0
Exit 6 10th St/6th St	0.0	0.0	0.2	1.2	0.5	0.8	1.8	3.2	0.0	0.0	0.1	1.2	0.0	0.1	0.4	1.3	0.0	0.8	1.0	1.7
Exit 6 10th St/6th St	0.0	0.1	0.1	0.2	0.8	0.9	1.1	1.2	0.0	0.0	0.0	0.0	0.0	0.2	0.2	0.4	0.0	0.0	0.0	0.0
Exit 3 Stafford Rd	0.0	0.1	0.2	0.4	0.8	1.2	1.3	1.4	0.0	0.0	0.0	0.0	0.0	0.4	0.8	1.2	0.0	0.0	0.0	0.0
Exit 3 Stafford Rd	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I-5 (South)	0.0	0.0	0.0	0.0	0.4	0.8	0.8	0.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.4	0.5	0.6
I-5 (South)	0.0	0.0	0.0	0.0	0.6	0.8	1.0	1.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.2	0.3	0.3

Direction of travel ↓

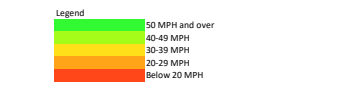
I-5 Northbound - Hours per day not meeting the speed threshold

Exit/Segment	July 11, 2021 (Monday)				July 12, 2021 (Tuesday)				July 13, 2021 (Wednesday)				July 14, 2021 (Thursday)				July 15, 2021 (Friday)			
	20	35	40	45	20	35	40	45	20	35	40	45	20	35	40	45	20	35	40	45
Speed Threshold	20	35	40	45	20	35	40	45	20	35	40	45	20	35	40	45	20	35	40	45
Interstate Bridge	0.0	4.2	6.8	7.7	0.6	4.8	8.9	9.4	0.3	4.1	8.5	9.7	0.2	4.8	9.3	10.1	0.0	6.5	9.5	9.8
Exit 308	1.1	6.9	7.2	7.4	1.0	8.9	9.1	9.6	1.4	8.6	8.8	9.6	1.2	9.9	10.3	10.6	1.6	9.6	9.6	9.7
Tomahawk Island Dr	2.8	6.8	7.0	7.2	2.4	8.8	9.1	9.2	3.2	8.4	8.8	9.1	4.6	10.0	10.2	10.3	4.4	9.3	9.5	9.6
Exit 307	5.0	7.0	7.1	7.1	5.5	8.2	8.6	8.9	5.9	8.3	8.3	8.6	7.3	9.6	9.6	9.7	7.8	9.1	9.3	9.5
Marine Dr	6.5	6.9	6.9	6.9	6.9	7.3	7.3	7.5	7.3	7.8	7.9	7.9	8.1	8.9	9.1	9.1	8.7	9.0	9.0	9.1
Exit 306	6.7	6.9	6.9	6.9	6.9	7.2	7.2	7.2	7.2	7.3	7.8	7.8	7.9	8.5	8.6	8.7	8.5	8.8	8.8	8.9
Victory Blvd	6.3	6.8	6.8	6.8	6.6	6.9	6.9	7.0	7.2	7.3	7.3	7.3	7.2	7.6	7.9	8.2	8.3	8.4	8.6	8.7
Exit 306	5.5	6.1	6.3	6.3	6.0	6.4	6.4	6.4	6.8	6.9	6.9	7.0	6.7	7.9	8.1	8.3	7.8	8.2	8.3	8.3
Columbia Blvd	4.9	5.5	5.8	5.9	5.7	6.2	6.2	6.3	6.5	6.8	6.8	6.8	7.4	7.8	7.9	8.1	7.8	8.0	8.0	8.2
Exit 305	4.7	5.1	5.3	5.4	5.4	5.8	5.8	5.8	6.4	6.6	6.6	6.7	6.9	7.8	7.8	7.8	7.3	7.8	7.8	7.9
US-30 Byp/Lombard St	5.0	5.0	5.3	5.4	4.9	5.6	5.8	5.8	6.2	6.5	6.6	6.6	6.7	7.4	7.6	7.7	6.6	7.6	7.7	7.7
Exit 304	4.8	5.4	5.5	5.7	4.6	5.7	5.7	5.8	5.8	6.5	6.5	6.6	6.8	7.3	7.6	7.6	6.6	7.6	7.6	7.7
Portland Blvd	5.2	5.7	5.8	5.9	4.4	5.6	5.9	6.3	5.8	6.4	6.4	6.6	6.7	7.0	7.0	7.3	5.9	7.6	7.6	7.6
Exit 303	5.6	6.8	7.0	7.6	4.5	6.2	6.3	6.7	5.8	6.5	6.8	7.2	6.5	6.9	7.1	7.3	5.8	7.4	7.5	7.8
Alberta St	5.3	6.1	6.3	6.4	4.6	6.1	6.2	6.3	5.9	6.4	6.6	6.7	6.3	7.0	7.3	7.3	5.8	7.5	7.6	7.6
Exit 303	6.5	7.3	7.7	8.0	4.5	5.9	6.3	6.4	6.1	6.7	6.8	7.3	6.3	7.0	7.3	7.3	5.8	7.3	7.4	7.7
Killingsworth St	6.8	7.5	7.7	8.0	4.7	5.9	6.1	6.4	5.9	6.6	6.7	7.2	6.3	6.9	7.0	7.3	5.7	7.2	7.3	7.3
Exit 302	6.8	7.8	8.0	8.1	4.3	5.6	6.0	6.2	5.8	6.5	7.0	7.2	6.2	7.1	7.1	7.5	5.2	7.0	7.2	7.7
I-405/US-30	6.3	7.8	8.0	8.3	2.7	3.6	4.1	4.7	5.3	5.8	6.0	6.3	4.5	6.1	6.3	6.8	4.3	4.8	4.9	5.7
Exit 302	2.8	5.3	5.8	7.6	1.0	2.0	2.9	6.6	4.6	6.0	6.3	9.3	2.5	3.9	4.8	7.8	2.7	3.8	4.8	8.0
Broadway St	2.9	5.8	7.4	8.5	1.1	3.3	6.8	8.3	5.1	6.8	9.2	10.9	2.6	4.7	7.4	9.5	2.8	5.0	7.7	9.3
Exit 302	3.7	6.8	8.0	9.0	1.5	6.4	7.7	8.4	5.4	9.1	10.5	11.9	3.0	6.8	8.2	9.9	3.3	7.3	8.7	9.4
Weidler St	3.7	6.5	7.5	8.6	1.2	6.2	7.3	7.8	6.0	9.6	10.6	11.8	3.1	6.9	7.9	9.4	3.2	7.2	8.3	8.9
Exit 301	2.3	6.8	7.9	9.3	1.2	5.5	6.6	8.6	5.6	9.0	10.6	11.9	2.4	6.9	8.6	10.0	2.3	7.0	7.7	9.1
I-84/US-30	3.7	7.3	8.3	9.3	1.3	5.7	6.8	8.3	6.0	9.8	10.8	11.8	2.8	7.8	9.3	10.2	3.1	7.1	7.5	8.9
Exit 300	4.3	7.2	8.0	8.7	1.9	5.2	5.7	7.2	6.3	9.7	10.2	11.0	3.4	7.8	8.8	9.5	3.7	6.7	7.3	7.7
OR 99E	4.8	6.6	7.1	7.7	2.1	4.4	4.8	5.9	6.6	9.1	9.8	10.1	4.8	7.6	8.0	9.1	4.2	5.8	6.6	7.3
Exit 300	5.0	6.3	6.8	7.5	1.6	4.3	4.4	5.0	6.9	8.4	8.8	9.7	4.5	7.2	7.8	8.6	4.3	5.6	6.1	6.3
I-84/US-30	3.2	4.8	5.4	6.1	0.6	1.4	1.8	2.3	5.3	6.5	7.2	7.8	2.5	3.7	4.5	6.0	1.3	2.6	3.8	4.7
Marquam Bridge	3.3	8.3	9.1	10.3	2.2	4.9	5.2	5.6	5.0	7.5	7.7	9.8	3.3	6.4	6.7	8.9	2.1	7.7	8.0	9.1
I-405	4.7	8.1	9.3	11.1	3.5	5.1	5.8	9.8	5.8	7.3	8.0	11.1	4.7	6.2	7.4	11.1	4.5	7.9	8.3	10.1
Exit 200	5.3	8.3	9.8	11.9	3.7	5.3	7.3	10.8	5.3	7.4	8.8	11.3	4.7	6.4	9.2	11.7	5.1	8.1	8.8	10.5
Exit 299	5.4	9.1	10.4	12.7	4.0	6.1	8.8	11.8	5.7	7.8	10.0	12.4	4.8	8.1	10.3	12.4	5.6	8.8	9.7	11.5
I-405	7.0	9.3	10.1	11.9	4.5	7.1	8.8	11.7	6.1	8.7	10.1	11.8	5.5	9.3	10.3	12.3	6.8	9.0	9.9	11.6
Exit 298	6.3	7.8	8.6	9.1	4.4	5.8	6.3	8.3	6.0	8.0	8.7	9.4	5.6	8.2	9.4	9.8	7.3	8.6	8.8	9.3
OR 43/Macadam Ave	3.4	5.7	6.3	6.7	3.3	4.5	4.7	5.3	4.3	7.0	7.8	8.0	4.3	7.3	8.0	8.3	5.1	8.0	8.3	8.3
Exit 298	3.3	5.7	5.9	6.1	3.7	4.3	4.4	4.8	4.8	6.8	7.6	7.8	4.9	7.5	8.2	8.3	6.1	7.8	7.9	8.3
Corbett Ave	3.0	5.2	5.5	5.9	3.6	4.2	4.3	4.3	5.0	6.0	6.9	7.1	5.2	7.0	7.5	8.0	6.1	7.8	7.8	7.8
Exit 298	2.9	4.2	4.8	5.2	3.3	3.8	3.8	3.9	4.3	5.6	6.0	6.6	4.9	6.7	7.0	7.6	5.8	7.6	7.7	7.8
Terwilliger Blvd	1.8	3.2	3.7	4.5	2.1	3.4	4.0	4.9	3.7	5.3	5.5	6.4	4.6	6.3	7.1	8.1	5.0	6.3	6.8	6.9
Exit 297	0.6	1.8	2.4	2.8	0.1	1.3	1.8	2.4	3.2	4.5	5.3	5.6	3.3	4.9	5.6	6.3	4.3	5.4	5.7	5.9
Exit 297	0.1	0.6	0.8	0.8	0.0	0.6	0.8	0.8	2.2	3.3	3.6	3.6	1.9	3.0	3.1	3.5	1.6	3.6	4.0	4.4
Exit 296	0.1	0.5	0.8	0.8	0.0	0.5	0.6	0.9	1.8	3.1	3.4	3.6	2.0	2.9	3.1	3.3	1.3	3.0	3.3	4.0
Multnomah Blvd	0.0	0.4	0.4	0.8	0.0	0.3	0.6	0.9	1.8	2.9	3.1	3.6	1.8	2.9	3.0	3.3	1.0	2.7	2.8	3.4
Exit 296	0.0	0.2	0.2	0.3	0.0	0.5	0.5	0.6	1.4	2.3	2.4	2.8	1.4	2.3	2.5	2.9	0.3	1.0	1.7	2.0
Barbur Blvd	0.0	0.1	0.1	0.1	0.0	0.2	0.2	0.4	1.1	1.5	1.8	2.1	0.7	1.5	1.8	2.1	0.0	0.0	0.0	0.3
Exit 295	0.0	0.0	0.0	0.1	0.0	0.2	0.3	0.4	0.8	1.3	1.6	1.8	0.3	1.4	1.7	1.9	0.0	0.0	0.0	0.0
Exit 295	0.0	0.0	0.0	0.0	0.0	0.2	0.3	0.5	0.8	1.3	1.3	1.4	0.3	0.9	1.4	1.6	0.0	0.0	0.0	0.0
Taylor's Ferry Rd	0.0	0.0	0.0	0.0	0.0	0.0	0.2	0.3	0.0	0.3	0.5	0.7	0.2	0.3	0.6	0.7	0.0	0.0	0.0	0.0
Exit 295	0.0	0.0	0.1	0.3	0.0	0.0	0.0	0.1	0.0	0.0	0.1	0.1	0.0	0.0	0.1	0.5	0.0	0.0	0.2	0.3
Capitol Hwy	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.1
Exit 294	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.1
OR 99W/Barbur Blvd	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Exit 293	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Haines St	0.0	0.0	0.0	0.0	0.0	0.0	0.1	0.2	0.0	0.0	0.0	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Exit 292	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
OR 217	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.1	0.3	0.3

Direction of travel

I-5 Northbound Travel Speeds - Thursday, July 14, 2022

Table with columns for Exit/Segment, Speed Threshold (20, 35, 40, 45), and time slots from 7:00 AM to 1:00 PM. Rows list various exits and segments along I-5, with data points representing travel speeds in MPH.

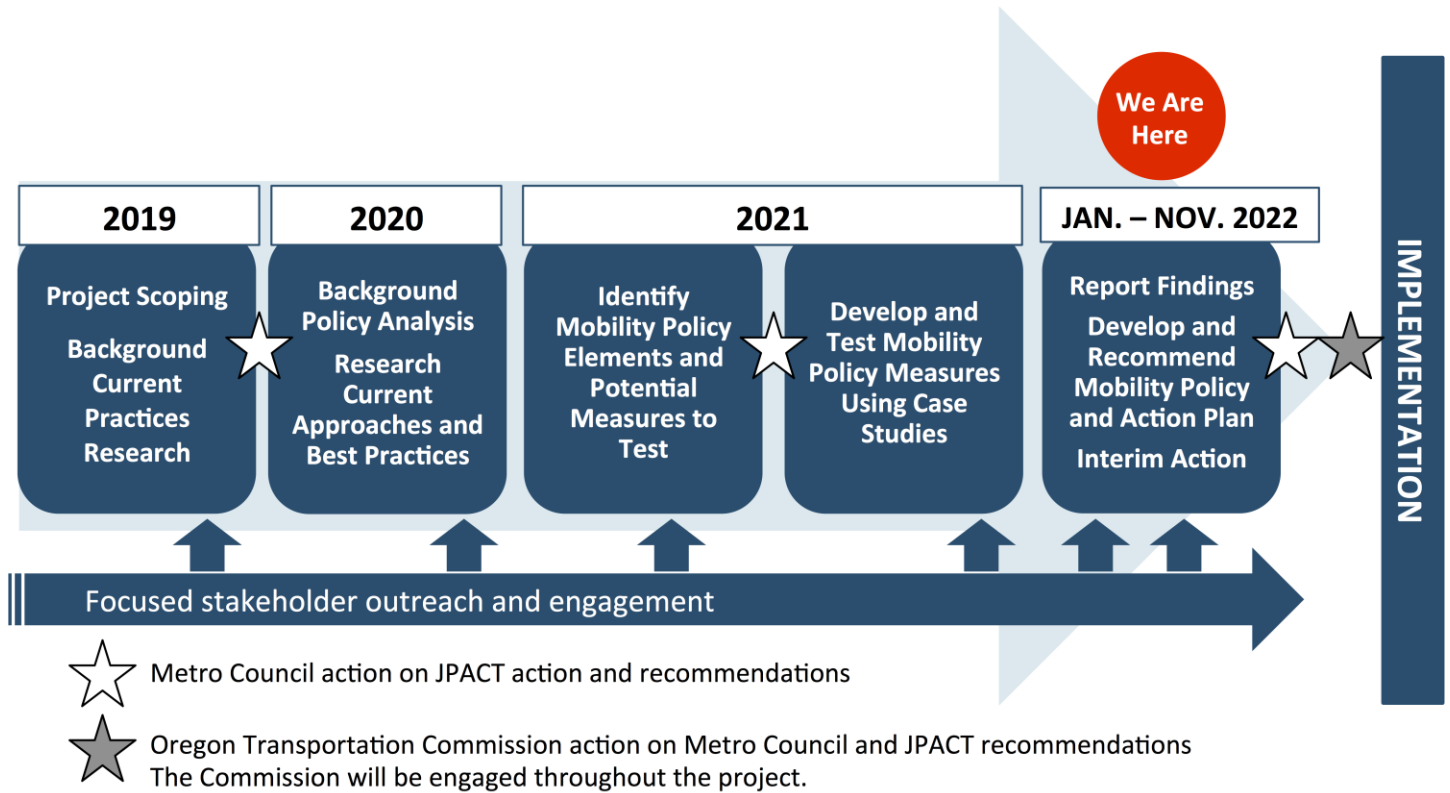


US-26 Eastbound - Hours per day not meeting the speed threshold

Exit/Segment	July 11, 2021 (Monday)				July 12, 2021 (Tuesday)				July 13, 2021 (Wednesday)				July 14, 2021 (Thursday)				July 15, 2021 (Friday)			
	20	35	40	45	20	35	40	45	20	35	40	45	20	35	40	45	20	35	40	45
Speed Threshold	20	35	40	45	20	35	40	45	20	35	40	45	20	35	40	45	20	35	40	45
I-405/ Market St	0.3	10.1	12.2	12.8	0.9	10.8	12.7	13.1	0.5	12.0	13.8	13.9	0.5	12.3	13.6	13.9	1.3	13.6	14.6	15.2
Exit 73 Canyon Rd	1.4	11.8	12.3	12.8	1.9	12.6	12.8	12.8	2.0	13.8	13.9	14.2	2.2	13.3	13.7	13.8	4.2	14.2	14.8	15.1
Exit 72 Canyon Rd	2.6	11.4	11.8	12.2	3.4	12.3	12.5	12.7	3.1	13.4	13.8	14.0	3.6	13.2	13.5	13.6	6.8	14.1	14.3	14.4
Exit 71 Skyline Blvd	0.8	10.4	10.9	11.3	2.3	10.8	11.3	11.6	3.9	11.7	12.5	13.4	3.8	12.8	13.1	13.1	5.0	13.1	13.4	13.9
OR 8	3.1	8.9	9.1	9.7	3.6	9.7	9.8	10.4	6.7	11.3	11.4	11.6	6.7	12.4	12.8	12.9	6.8	11.3	11.9	12.2
Camelot Ct	2.8	7.5	7.8	8.2	5.5	8.6	8.8	9.3	8.0	10.4	10.7	10.8	7.8	10.9	11.3	11.8	7.9	10.1	10.3	10.8
Exit 69 OR 217	2.7	5.2	5.3	5.8	6.3	8.3	8.3	8.4	8.8	10.1	10.2	10.3	7.8	9.7	10.1	10.6	7.8	9.7	10.0	10.3
Exit 68 Cedar Hills Blvd	1.8	4.1	4.4	5.0	5.7	8.0	8.2	8.3	8.4	10.0	10.0	10.3	7.3	9.4	9.6	10.0	7.8	9.5	9.7	10.1
Exit 67 Murray Blvd	1.2	2.8	3.3	3.7	3.8	7.4	7.7	8.1	8.2	9.3	9.8	10.1	6.8	8.6	8.8	9.3	7.2	8.3	8.6	9.3
Exit 65 Cornell Rd	0.5	1.8	1.9	2.3	2.0	5.5	6.1	6.9	7.1	8.8	9.3	9.4	4.5	7.4	7.8	8.3	5.8	7.6	8.0	8.3
Exit 65 Bethany Blvd	0.3	1.4	1.8	2.2	2.1	4.8	5.5	6.3	6.3	8.5	9.0	9.2	4.0	6.8	7.3	7.4	4.9	7.3	7.8	8.4
Exit 64 185th Ave	0.8	1.6	1.8	1.9	1.1	3.0	3.9	4.5	6.3	8.0	8.2	8.3	4.4	5.8	6.3	6.6	4.0	6.5	7.1	7.8
Exit 62 Cornelius Pass Rd	0.3	0.6	0.6	0.6	0.1	0.7	0.8	0.8	2.3	4.2	4.4	4.8	1.3	2.3	2.3	2.7	0.4	1.3	1.5	1.8
Exit 61 Helvetia Rd/Shute Rd	0.0	0.0	0.1	0.3	0.0	0.1	0.2	0.2	0.0	1.0	1.5	2.4	0.0	0.0	0.3	0.6	0.0	0.0	0.0	0.3
Exit 57 Glencoe Rd	0.0	0.0	0.3	0.8	0.0	0.2	0.7	1.8	0.1	0.8	1.8	2.8	0.0	0.1	1.0	2.5	0.0	0.3	0.8	1.5
	0.0	0.0	0.1	0.3	0.0	0.6	2.2	3.5	0.2	0.9	1.7	2.5	0.0	0.7	1.7	2.7	0.0	0.2	0.7	2.0
	0.0	0.2	0.3	0.3	0.3	2.2	2.6	2.8	0.5	1.3	1.4	1.8	0.4	1.7	2.0	2.5	0.0	0.5	0.8	1.3
	0.0	0.3	0.8	0.9	0.1	0.9	1.6	1.9	0.1	0.4	0.8	1.3	0.0	0.9	1.5	2.1	0.0	0.0	0.4	1.2
	0.7	0.9	0.9	0.9	0.8	1.5	1.5	1.7	0.3	0.9	0.9	0.9	0.6	1.5	1.8	2.0	0.0	0.3	0.5	1.1
	0.6	0.8	0.8	0.8	0.6	1.3	1.3	1.3	0.5	0.8	0.8	0.8	0.8	1.1	1.3	1.5	0.0	0.0	0.0	0.1
	0.2	0.7	0.8	0.8	0.3	0.8	0.9	1.0	0.3	0.8	0.8	0.8	0.0	0.8	0.8	1.0	0.0	0.0	0.0	0.0
	0.0	0.6	0.6	0.7	0.0	0.5	0.5	0.7	0.0	0.5	0.6	0.6	0.0	0.6	0.7	0.8	0.0	0.0	0.0	0.0
	0.1	0.3	0.3	0.4	0.0	0.1	0.2	0.2	0.0	0.1	0.2	0.3	0.0	0.1	0.1	0.3	0.0	0.0	0.0	0.0
	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Direction of travel

**REGIONAL MOBILITY POLICY UPDATE
PROJECT TIMELINE AND
2022 ENGAGEMENT SCHEDULE**



What	Who	Date
January to July 2022 – Develop Draft Mobility Policy and Measures/Targets		
Report case studies analysis and findings	TPAC/MTAC Workshop	2/16/22
Introduce draft mobility policy elements and performance measure recommendations	TPAC Workshop	3/9/22
	Practitioner Forum (with breakouts)	4/7/22
	TPAC/MTAC Workshop	4/20/22
Discuss:	EMCTC TAC	5/4/22
	EMCTC	5/16/22
- Draft policy framework and applicability	CTAC	6/2/22
- Draft measures, targets and methods	TPAC/MTAC Workshop	6/15/22
- Draft implementation action plan	Metro Council	7/26/22

What	Who	Date
August to November 2022 – Recommend Draft Mobility Policy, Measures/Targets and Action Plan		
Recommended Draft for 2023 RTP - Mobility policy (with measures and targets) and applicability - Implementation Action Plan	TPAC/MTAC workshop (with other practitioners)	8/17/22
	TPAC discussion	9/2/22
	MTAC discussion	9/21/22
	MPAC discussion	9/28/22
	Region 1 Area Commission on Transportation	10/3/22 (requested)
	TPAC recommendation to JPACT	10/7/22
	Metro Council discussion	10/18/22
	JPACT discussion	10/20/22
Report study findings and policy recommendations and seek support to incorporate in 2023 RTP	Oregon Transportation Commission	11/17/22 (requested; meeting in Portland area)
Seek support to incorporate in 2023 RTP	JPACT recommendation/interim action	11/17/22
Seek support to incorporate in 2023 RTP	Metro Council recommendation/interim action	12/15/22

County Coordinating Committees

Who	Tentative Date
East Multnomah County Transportation Committee TAC	8/31/22
Clackamas County TAC	9/1/22
Washington County Coordinating Committee TAC	9/1/22
East Multnomah County Transportation Committee (policy)	Sept./Oct.
Washington County Coordinating Committee (policy)	Sept./Oct.
Clackamas County C-4 subcommittee (policy)	Sept./Oct.

**APPENDIX E ADDITIONAL FEEDBACK SUBMITTED BY AGENCY
PARTNERS FOLLOWING THE 8/17/22 MTAC TPAC
WORKSHOP**

Transportation Planning and Development

TO Kim Ellis, Metro
Glen Bolen, ODOT

CC Jessica Berry, Transportation Planning and Development Manager
Jon Henrichsen, Transportation Division Director/County Engineer
Sarah Paulus, Transportation Policy Analyst

FROM Allison Boyd, Senior Planner

DATE August 18, 2022

RE: Regional Mobility Policy Update: Revised Draft Policy, Measures and Action Plan

Thank you for the opportunity to comment on this latest draft of the Regional Mobility Policy. This is a complicated policy and we appreciate the time you've spent in refining and answering questions. We have a few additional questions below:

1. Balancing measures when addressing travel speed: As was asked at the workshop on Aug. 16th, we also would like to better understand how the travel speed measure would be implemented without coming "at the expense of achieving system completeness for non-motorized modes consistent with regional modal or design classifications or achieving the VMT/capita target for the region or jurisdiction."
2. Defining "complete system": Table 2 says that "Planned system, Strategically and Financially Constrained, may not achieve completeness for all modes to target levels but should identify future intent for all facilities given constraints and tradeoffs." Can you expand on this? There are components of the completeness elements that may be difficult to meet by the planning agency, such as transit service, or there could be right of way constraints that may need an exception process. For purposes of determining proportional share, would that be based on strategic and financially constrained projects?
3. Equity mitigation: We support the implementation action to require TSPs to evaluate and mitigate disparities between "Equity Focus Area" and "Non-Equity Focus Area". Multnomah County Transportation is working on similar equity policies currently and it would be helpful to

Transportation Division

Transportation Planning and Development

know if you have more information on the expected timeframe when guidance on this will be developed. We're also assuming this would be consistent with CFEC requirements which have forthcoming guidance as well.

Subject: [External sender]Draft regional mobility policy - comments
Date: Tuesday, August 23, 2022 at 9:32:21 PM Pacific Daylight Time
From: Fortey, Nick (FHWA)
To: Kim Ellis, glen.a.bolen@odot.oregon.gov

CAUTION: This email originated from an **External source**. Do not open links or attachments unless you know the content is safe.

Kim and Glen,

Thank you for the opportunity to provide comments on the changes to the draft regional mobility policy as presented at the online workshop of August 17, 2022.

You had requested any specific recommended changes to the draft mobility policy, targets and implementation plan.

As you are aware under 23 CFR 450.322, requirements are established for a congestion management process (CMP) for transportation management areas. That process envisions a cooperative and comprehensive process for management and operation of a region's transportation system. Our comments take the CMP as a critical element of the mobility policy efforts and recognize the importance of weaving policy and practice activities through the regional transportation planning process as a continuing, cooperative, and comprehensive approach to mobility. 23 CFR 450.306 (b) also requires the metropolitan planning process to address 10 factors; while one planning factor specifically mentions "increase[ing] accessibility and mobility of people and freight" it can be argued that most of the other planning factors have a bearing upon accessibility and mobility.

These are, are you are aware, broad requirements designed to integrate with and support the entire metropolitan transportation planning process. Accordingly, our comments are not directive but are instead suggestions for consideration as your policy is developed:

Page 2: Relative to the efficiency discussion, while we agree that shorter travel distances create conditions that support the development of more efficient travel modes, shorter distances are not sufficient to ensure the successful development and use of those modes. We would suggest that the discussion include spatial and temporal accessibility of those modes as well as service frequency and service quality.

Page 2: In the second full paragraph discussing "system completeness"

under the Access and Options heading, we would suggest an expanded discussion to include both physical and operational “gaps” (please see final comment below).

Page 3: In the system completeness sentence on safety, the last sentence states “System completeness by travel mode is useful in identifying needs and investments that could enhance safety and comfort.” While not disagreeing that completeness can offer a benefit related to safety outcomes, the benefit seems removed. There are numerous opportunities to address safety and operational improvements that are not directly connected to system completeness. The concern is that the measure appears to be a policy construct to support network completeness from a safety and comfort standpoint, when those outcomes could be more cost effectively achieved absent network completeness.

Page 3: The first paragraph and last sentence in the reliability section specifically mentions system completeness and average travel speeds. We have offered concerns over completeness measure and here want to express concerns with the proposed speed measure. While speeds are a component of mobility measures, travel time seems far more encompassing and robust as it offers a measure that effectively matches actual traveler experience over the totality of the trip, includes access and wait times, allows comparison across modes, and allows assessment of travel reliability. In the use of speed, we would urge a more complete discussion and embrace of speed measures including time mean speed and measures of delay at bottlenecks and intersections. The measures for mobility should consider broad metrics for traveler experience as well as system element performance.

Page 3: In the third paragraph of the reliability section reference is made to the “congestion management process.” The congestion management process presumably refers to the federal requirement as noted in the prefatory remarks. Given the importance of this process and its requirement, it deserves more mention and the regulatory reference should be underscored. This should also be so (directly) identified in Table 1 text on page 4.

Page 9: Table 3 references guidance for defining the complete system. For the pedestrian system we would suggest included Transition Plans as they should identify priority actions to create accessible pedestrian facilities and services.

Page 17: Table 5 establishes guidance for measuring system

completeness. While well aware of physical network limitations, we would urge that the process be more encompassing and broadly consider system completeness and, more pointedly the definition of gaps. Gaps here are characterized as physical when the existence of operational/safety gaps would seem to have significant importance and be amenable to lower cost corrective action thus leading to better identification of and faster/lower cost remediation, e.g., intersection crossing “quality” could be improved through adding exclusive pedestrian phasing, eliminating conflicting left turn maneuvers, or adding leading pedestrian intervals.

Thanks

Nick

Washington County Comments on Regional Mobility Standards from 8/17/2022 version

The project team requests that any specific recommended changes to the revised draft regional mobility policy, targets and implementation action plan be sent as a follow-up to the workshop by Tuesday, August 23, including:

- What specific changes would you like to see to improve the draft mobility policy language?

Mobility Policy 1	Ensure that the public's land use decisions and investments in the transportation system enhance efficiency in how people and goods travel to where they need to go.
Mobility Policy 2	Provide people and businesses a variety of seamless and well-connected travel modes and services that increase connectivity, increase choices and access to low carbon transportation options so that people and businesses can conveniently and affordably reach the goods, services, places and opportunities they need to thrive.
Mobility Policy 3	Create a reliable transportation system that people and businesses can count on to reach destinations in a predictable and reasonable amount of time.
Mobility Policy 4	Prioritize the safety and comfort of travelers in all modes when planning and implementing mobility solutions.
Mobility Policy 5	Prioritize investments that ensure that Black, Indigenous and people of color (BIPOC) community members and people with low incomes, youth, older adults, people living with disabilities and other marginalized and underserved populations have equitable access to safe, reliable, affordable and convenient travel choices that connect to key destinations.

The mobility policies should include a policy related to the proposed mobility performance measurements. Something like:

Mobility Policy 6	Establish and utilize mobility performance measures and targets for: Vehicle Miles Travelled, travel speed, and system completeness.
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- What specific changes would you like to see to improve the draft measures and targets and when/where they apply in system planning and plan amendments?

The measures appear to be useful and informative. More information is necessary before discussion of the targets can advance. Discussion of each measure follows:

VMT per capita / VMT per employee – this looks like the right direction but more information about the change in VMT between scenarios is needed. Thus far only the VMT of the 2045 model with the 2040 financial constrained network has been presented.

The Climate Friendly and Equitable Communities (CFEC) rules requires the region demonstrate a reduction in VMT aligned with division 44 (30% of greenhouse gas emissions from light vehicle travel by 2045). Please note that while OAR 660-044-0005(17) defined VMT consistent with OAR 660-012-0005(59), the definition is revised for estimating Greenhouse Gas Emissions in OAR 660-044-0030(2). The requirement is for a comparison between the 2045 build and a base year scenario. The selection of the base year to apply (30% of what) is CRITICAL.

- Are there locations where the model results indicate there could be difficulties achieving the reductions?
- Do other locations make up for under-performing locations?
- What do we do when the performance target is not being achieved (either overall or by district)?

The results of the measure are necessary to consider the measure further. The results are also needed to consider reasonable targets and what is necessary to achieve them.

Travel Speed – This has been changed to apply to throughways / freeways only. Assessment of existing conditions using INRIX data was provided. However, this measure is intended to inform planning. Planning measures needs to assess and compare scenarios, not monitor existing conditions.

The regional travel demand model is not currently aligned with traffic speeds. If this is an assessment of regional throughway performance carried out every 5-years, that is fine.

If this intended to be used for planning, then more detail about how the forecasting and results is necessary to inform setting targets.

Regional System Assessment Targets:

- The 35 miles per hour or more for ## hours of the day, does appear to be reasonable for a regional target.
- I would suggest we consider a minimum of 16 hours of the day maintain 35 miles per hour or faster. The rationale for 16 hours is to allow for a 4-hour AM or mid-day peak and a 4-hour PM peak.
- Report on proportion of the system performing within the travel speed target

System Completeness – This appears to be similar to a staff level draft of a potential update to Washington County’s R&O 86-95 that has yet to be considered by the Board.

- Is the proposed system completeness performance measure adequate to address the requirements in OAR 660-012-0215?
 - How is Metro going to establish a system completeness threshold that addresses OAR 660-012-0215(4)?
- The system defined for completeness in the RTP should be related to the regional system definitions. Local streets and other non-regional facilities should NOT be included.
 - To assist with TSP updates (and comply with OAR 660-012-0215 and OAR 660-012-0150) regional system completeness should be mapped and calculated for each jurisdiction.

- The % complete should be recorded for each component of the system separately.
 - Consider a placeholder for ancillary infrastructure completeness to be added in the future (e.g. ADA compliance, embankments, wildlife crossings, drainage...)
- Keep 100% of the regional system as the long-term goal but consider interim targets necessary to comply with OAR 660-012-0215(4).
 - Consider how these targets will be measured at the local level, particularly given multiple jurisdictions operating facilities (e.g. ODOT road within a city).
 - How can a local government address system completeness?
 - operated by a different jurisdiction, or
 - without available funding
- I recommend that Figure 2: Guidance for Assessing Plan Amendment Impacts, be modified to remove the “Calculate proportional share” box at the bottom.
 - This last step is not related to the performance measure.
 - Each jurisdiction addresses development requirements and system development charges differently. In some cases, the proportional share may not be assessed in the plan amendment stage but rather during the permitting stage.
- I recommend adjustments to table 5 to reflect the following:
 1. acknowledge that onsite requirements such as right-of-way dedication and frontage improvements are considered first, before these off-site improvements
 2. clarify that these use network distances to evaluate the off-site system
 3. consider at least double the distances currently listed in column 1, “Determine study area by selecting the specified distances along existing and planned facilities”
 - ½ mile for non-motorized
 - 1 mile for motorized
 4. provide that the multimodal impact area should consider the impact area identified for automobiles or the values in 2 above, whichever is greater.
 5. remove column 2 “Determine if the planned system should be updated based on the projected trip generation”
 - Within the Portland Metro Area, the concept is to build a complete system for all modes regardless of demand.
 - Demand is anticipated to increase over time as the system is improved to provide for all modes, and
 - Trip generation, development impacts and rough proportionality are considered on a case-by-case basis.
 6. Motor Vehicle section is incomplete
 - Add: safety improvements to existing and predicted hazard locations
 - Add: turn lanes
 - Add: traffic signals that met traffic warrants (however warrant 3 by itself does not meet the requirements for signal installation).
 7. Add a footnote: off-site improvements required during either the plan amendment or development review process will continue to be relate to the impact of the development.
- Next steps:

- Address how this measure and any thresholds under consideration would work at the local level and
 - Address how to comply with OAR 660-012-0215.
- What specific changes would you like to see to improve the draft implementation action plan?

Policy Implementation Actions:

Adopt the updated Regional Mobility Policy in the 2023 Regional Transportation Plan and subsequent RTP updates.

The revised mobility performance measures above appear to be the right direction to proceed. The details of measure and how performance targets will be developed have yet to be considered. Adoption into RTP should only follow once there is consensus regarding the performance targets and how they are applied in practical applications.

Request amendment of the Regional Mobility Policy for the Portland metropolitan area in the updated Oregon Highway Plan.

The requested amendment to the Oregon Highway Plan should also address the requirements in OAR 660-012-0215 and OAR 660-012-0325.

Update Regional Transportation Functional Plan Title 3, Transportation Project Development, to reflect the Regional Mobility Policy.

- The RTP update should be developed jointly with affected jurisdictions.
- The RTP update must address the requirements prescribed by the Climate Friendly and Equitable Communities (CFEC) transportation planning rules.
- Several of the requirements in the current RTP reference sections of the 2010 RTP.
 - Given the updates of the RTP are less frequent than updates to the RTP, the references should be included in the RTP and referenced internal to the document, or otherwise be provided a timeless reference.
- The wording of the Performance Targets and Standards in Title 3.08.230 is currently extremely confusing. The section needs to be reworked and clarified.
- How local jurisdictions respond to the regional VMT and travel speed on throughways, performance measures and targets needs additional discussion.
- How local jurisdictions address regional system completeness needs additional discussion

Work with local jurisdictions to update policies that adopt the Regional Mobility Policy as their standards for RTP arterials.

The suggested regional performance measures are:

- VMT per capita / VMT per employee and
- travel speed on throughways.

The discussion about these measures indicates they are difficult to translate to arterials. The VMT measure is a land use measure and travel speed on throughways thus far explicitly excludes arterials because of the challenges presented.

The RTP can and should reference the tools and techniques being developed that may allow local jurisdictions to consider these performance measures.

- VMT spreadsheet tool with district level regional model inputs
- Corridor speed assessment methodology and
- Regional Dynamic Traffic Assignment

The RTP and RTFP should not require local jurisdictions to comply with performance targets using tools and techniques that are not yet available.

- Do you have other feedback or suggestions for the project team to consider?

Recommend developing some complementary language. While much clearer than initially, this material is extremely challenging to develop and discuss.

Portland Bureau of Transportation Comments on draft Regional Mobility Policy (RMP)

August 24, 2022

Overarching comments

1. We're concerned that the clock is running out and there are still major gaps in the policy. Major questions remain unresolved on all of the measures, and how the Mobility policy process and measures relate to the RTP, RTFP, Congestion Management Process, and OHP.
2. The 8/17 draft RMP is less clear in many ways than the 6/15 draft RMP, especially regarding travel speed and queueing. Without clear targets and methodologies, we cannot evaluate the implications of the draft policy compared with the current policy.
3. To be able to provide meaningful feedback on solidifying the measures and targets, we need additional information as soon as possible to inform the next TPAC and other upcoming committee discussions. to understand the implications of the draft policy on the regional and local system, and on adopted climate, equity, and safety outcomes.
4. We are still looking for additional clarity on how the Mobility Policy language in draft Policies 4 and 5 on prioritizing safety and equity investments, interventions and outcomes is implemented through the Mobility Policy and/or the RTP as a whole. For example, while we appreciate the new reference to "reduce disparities" in system planning Step 6, it's still unclear what we're measuring and how it would be applied in prioritization.
5. In order to better understand how the priority outcomes of the RTP are being advanced by the RMP in conjunction with other RTP elements and processes, it would very helpful for the project team to begin showing the relationship between the RTP (especially the revised travel forecast consistent with reduced VMT/capita), the RMP (especially how it relates to/helps implement the Congestion Management Process), the RTFP (especially 3.08.210/220 sections on Transportation Needs and Solutions, respectively), and compliance with CFEC rules.

Requests for Information

- Tables and figures/maps comparing what does not meet Interim RMP (v/c) now (or 2105 baseline if that's what is available) and in 2040 (or whatever future year you have the information) across the region with tables and maps comparing what would not meet a 40 MPH target/16 hour (for example) target?
 - Tables 7.25 and 7.26 and Figures 7.24 through 7.29 in the 2018 RTP Chapter 7 show this for the current Interim RMP; we're requesting something similar to show whether and how a speed target would produce different results. Understanding the differences between current and proposed targets is essential for local agencies and community members before measures are determined.
- Any existing information from Kittelson supporting the 30-35 MPH throughput recommendation in the 6/15 draft RMP.
- We would appreciate a written response to these comments so that we can understand your thinking on our questions and recommendations. We've had informative conversations without seeing changes in the language in the draft policy (e.g., the phrase "through lanes" still showing up in System Completion on .pdf page 33 of the August 17

workshop packet after we thought we heard that it was mistakenly still included and would be removed, or the removal of the “step numbering” in Figures 1 and 2, which we had understood was an area of agreement).

- We support the concept “not at the expense of,” but the language is too vague. We need something measurable (e.g., “does not increase/VMT per capita in the corridor.”) Without something measurable there are likely to be different interpretations and potential conflicts. Please provide options for clearer use of the phrase and how it would be applied (e.g., in evaluating solutions consistent with RTFP 3.08.220 and in corridor refinement planning and project development). Please add definitions for the phrases “facility plan,” “corridor refinement plan,” and “area plan” and explain what types of projects would fit into each.

Questions & Comments on Specific Measures and the Policy Language/Process

Reliability & Travel Speed

- When and how will “TBD” be turned into an actual target? Are the primary criteria to maximize throughput while improving efficiency by reducing VMT/capita? We find the wide range (40-65 in the most recent draft) to be confusing and recommend a specific minimum target -- e.g., 40 MPH for 16 hours (excepting the three hour AM, two hour mid-day, and three hour PM peaks).
- It’s important to note that studies show that crash rates increase with speed. Crashes seriously undermine travel time, travel speed, and travel reliability. How will you incorporate “known crash reduction factors” into the Reliability (or System Completeness measure)?
- What is the optimum length of throughway to evaluate average speeds? How does that compare with average trip lengths on the region’s throughways? We do have concerns that the segment length will be too short, both in distance and in time (e.g., over the full year, as traffic volumes can be seasonal). Ensuring impacted jurisdictions understand how the policy’s and applicable implementing tools’ approaches would analyze combinations of segments to better mirror trip end to end system users’ experiences will be very important (per footnote 14 on pdf. p. 41).
- Based on the language in the draft, a speed threshold will be a target, not a standard, and therefore would be used to identify potential problems, not a standard that must be met. Please confirm this understanding.
- Step 4 on .pdf page 41 seems to be conflating needs and solutions into a single step focused on speed. Identifying solutions is a separate step taken through the Mobility Corridor Strategy laid out in Figure 8.5 of the 2018 RTP. Please separate the problems/needs identification step (for all modes, policies, and programs) from the solution evaluation step.

Queueing

- The queueing measure as presented in the packet appears to be missing any clear target and methodology, making its implications difficult to assess.
- Does the queueing analysis only apply when there are “significant” impacts (Figure 3, .pdf page 45)?

- What is the target that we’re evaluating against in Step 5 on .pdf page 41? How will “managing throughways for longer trips resulting in reducing off-ramp traffic volumes” be evaluated? As referenced above, this step conflates problem identification and solution evaluation, which are separate steps taken through separate processes. Please separate the problem identification step (based on clear, measurable targets) from the solution evaluation step.

System Completeness

- Policies (e.g., road and parking pricing and parking management) and programs (e.g., financial incentives), along with multimodal projects that constitute a VMT reduction scenario that meets the 2035 and 2045 VMT reduction targets will be key inputs to the utility of system completeness in advancing outcomes. As such, we recommend that those types of policies and programs also be included in the System Completeness requirements, but we do not clearly see them referenced in Figure 1 or Table 4.
- System Completeness should be used to assess equity as well as safety. It is still unclear to us how will we measure “create greater equity and reduce disparities” (Step #6, .pdf page 41).
 - It appears that the Needs Assessment in the RTP is intending to analyze this, but additional clarity on the connection between those processes would be helpful in understanding how the mobility policy will fulfill its own policy language intent (Policy #5) and meaningfully advance a priority RTP outcome.
 - Using the EFAs (overlaid on the High Injury Network) to prioritize where investment should occur to address the highest needs and to close identified gaps and deficiencies seems a promising way forward.
 - Having the RMP and/or the RTFP direct Metro and partners to prioritize policies, projects and programs on that basis would help ensure that this prioritization actually occurs.
 - In addition, using outcome-based targets (such as mode share, access, or travel time competitiveness) as diagnostic tools akin to the travel speed measure for throughways would allow the region and local agencies to develop “needs” based on an objective target/standard.
- Does the equity priority in #6, .pdf page 41 only apply to system plans, or also to plan amendments?
- Noting that the High Injury Corridors network is not listed in the System guidance or elements in Tables 3 or 4, how will safety policies, programs, and projects on High Injury Corridors be incorporated into and prioritized in System Completeness needs, in Corridor Refinement Planning, and in System Planning (e.g., a new Step 7 or expanded Step 6 on .pdf page 41?)
- Please explain how and when specific TDM and TSM needs (policies, projects, and programs), including road and parking pricing strategies, will be developed for system completeness.

Plan Amendment Questions

- Step 4: How is proportionality determined? For example, is it what the relevant elements of the identified needs are based on geography (like a System Impact fee assessment) or a mathematical calculation?
- Step 6: This still seems unclear how this is to be assessed, unless stipulated elsewhere.
 - While we believe that the planned system will need to be updated based on projected trip generation that achieves the Division 44 regional VMT reduction targets and 660-12-0830 performance targets, we are not sure we understand why the study area for potential impacts would be different for different modes (Table 5, .pdf page 46)? Is there a reason the study area shouldn't be the same size for all policies, programs, and modal projects, as impacts and problems/needs are likely to be area-wide, not just facility-by-facility?
 - Very specifically, if the team continues to want to apply different distances to define the study area, it should also consider distinguishing between types of transit, consistent with the Regional Transit Strategy's recognition of different "access sheds" based on the type of service (with rail being the greatest area, I believe ½-mile and BRT/streetcar fitting in between the ¼-mile bus).
- Would the mode splits used in Figure 2, .pdf page 44 be those needed to achieve the Division 44 regional VMT reduction targets?
- Please explain what the note at the bottom of Figure 2, .pdf page 44 means: "Note: Vehicular trip generation with planned mode splits will be used until or unless mode specific trip generation resources become available."
 - It appears that the regional model produces subregional mode shares, see Figure 7.10 and Table 7.13 in the 2018 RTP. At what scale can plan amendments be run through the regional travel demand model and produce meaningful VMT and mode share results?
 - We'll note that we will need to update the RTFP mode share targets to be consistent with what's needed to achieve regional and local VMT/capita targets, since most centers are already meeting mode share targets while the region is falling far short of reaching VMT/capita targets, even in 2040.
- Given that the region's VMT/capita reduction targets increase 10% between 2035 and 2045, and another 5% by 2050, don't we need a stronger VMT reduction target than "district" level VMT reduction, given that some districts have very high VMT/capita and VMT/employee? Should the target be reducing VMT/capita and VMT/employee below the regional average for any plan amendments in order to support the increased VMT reductions needed over time (see Figure 3, .pdf page 45)?

Questions/Comments on Draft Implementation Plan

- We are supportive of the proposal to "develop explanatory text for each of the five policy statements and specify the actions to implement each," though more focused discussion of what those actions to implement are will be an important part of the process of operationalizing the policy, so we look forward to more specific proposals on that in the coming steps.
 - We believe our comments above about how to build from the Needs Assessment to be prioritizing through the lenses of safety (HIC network) and equity (EFAs) would be a useful starting place.

- Encouragingly, the additional noted intention to update the RTFP to require “evaluating and minimizing disparities” also suggests a similar path forward, but understanding how that will work in more detail (including the establishment of targets for disparity closure) will be essential to our ultimate comfort with the implementation plan.

Kim-

Thank you for the opportunity to comment on the Regional Mobility Policy updates. We appreciate the clarity that the jurisdictions will be able to retain the current v/c measures during the development review process.

The new other aspects of the new Mobility Policy are fairly complicated and it is unclear how successful it will be at obtaining the objectives and outcomes anticipated. Since the procedures and evaluation requirements are new, it is difficult to comment on the effectiveness of the new Mobility policy on achieving the mobility desired.

A few high level comments are below.

- More refinement of the VMT maps is needed so that staff throughout the region understands how to use the information properly.
- As presented, the applications of identification of a complete system appears fairly cumbersome. It is unclear what is meant by “proportional share” and how this will be applied during the plan amendment process.
- For the Implementation Action Plan, there should be more explicit dates. It is not clear what is meant by near term and when the various actions would occur.

More specific comments follow at the end of this document.

Thank you for providing the opportunity for input during this phase of the Mobility Policy development.

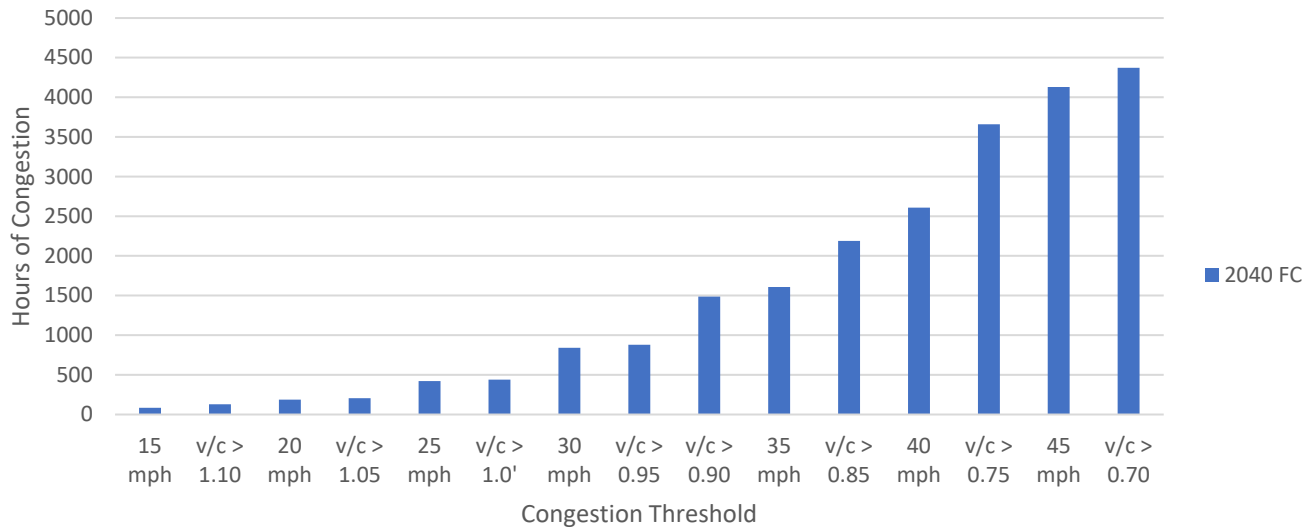
Clackamas County Staff

Below are questions and comments we have about the materials

1. **Draft Mobility Policy Language –**
 - a. Policy 1 – Remove word “public’s”
 - b. Use of the word “ensure” in Mobility Policy 1 and 5 is unachievable. Change word in Policy 1 to “Focus” and Policy 5 to “support” or “provide.”
2. Table 1 - Regional Mobility Policy Performance Measures
 - a. The “How it will be used” column should be more descriptive of the actual process of applying the measure. The current information in this column is more about outcomes, especially for the VMT measure.
3. Table 2
 - a. System Completeness
 - i. More clarity on how it is actually applied, operationalize of it
4. Need more explanation of the 2040 FC VMT /capita map
 - a. What level of accuracy does the map have for zone to zoned travel?
 - b. Has this been calibrated?

- c. There are more layers that we are desiring to see. Granularity of data is a question. Different perspectives on travel. Employment areas have regional draw, therefore higher VMT per employee.
 - d. More works needs to be done on tools and training
- 5. Questions about Table 3 and Table 4
 - a. There is a lot of “Guidance for Defining the Complete Planned System”
 - b. Need to have measurable standards that will improve outcomes? There is nothing that connects to mode-share, equity or access
 - i. Table 4 – make similar to call out where are the differences
- 6. Plan Amendment Evaluation Actions
 - a. Proportional share – when and how is this applied. Use of the term?
 - b. Proportionality typically is used during development review.
- 7. What are the time frames for the Implementation Action Plan?
 - a. Near term Data and Guidance Action – What is Near Term? When will this be done?
- 8. It would be helpful to see a system-wide map of where the outcomes of applying the speed measure would indicate substantial issues on the Throughway system and compare that to places that don’t meet the current v/c standard.

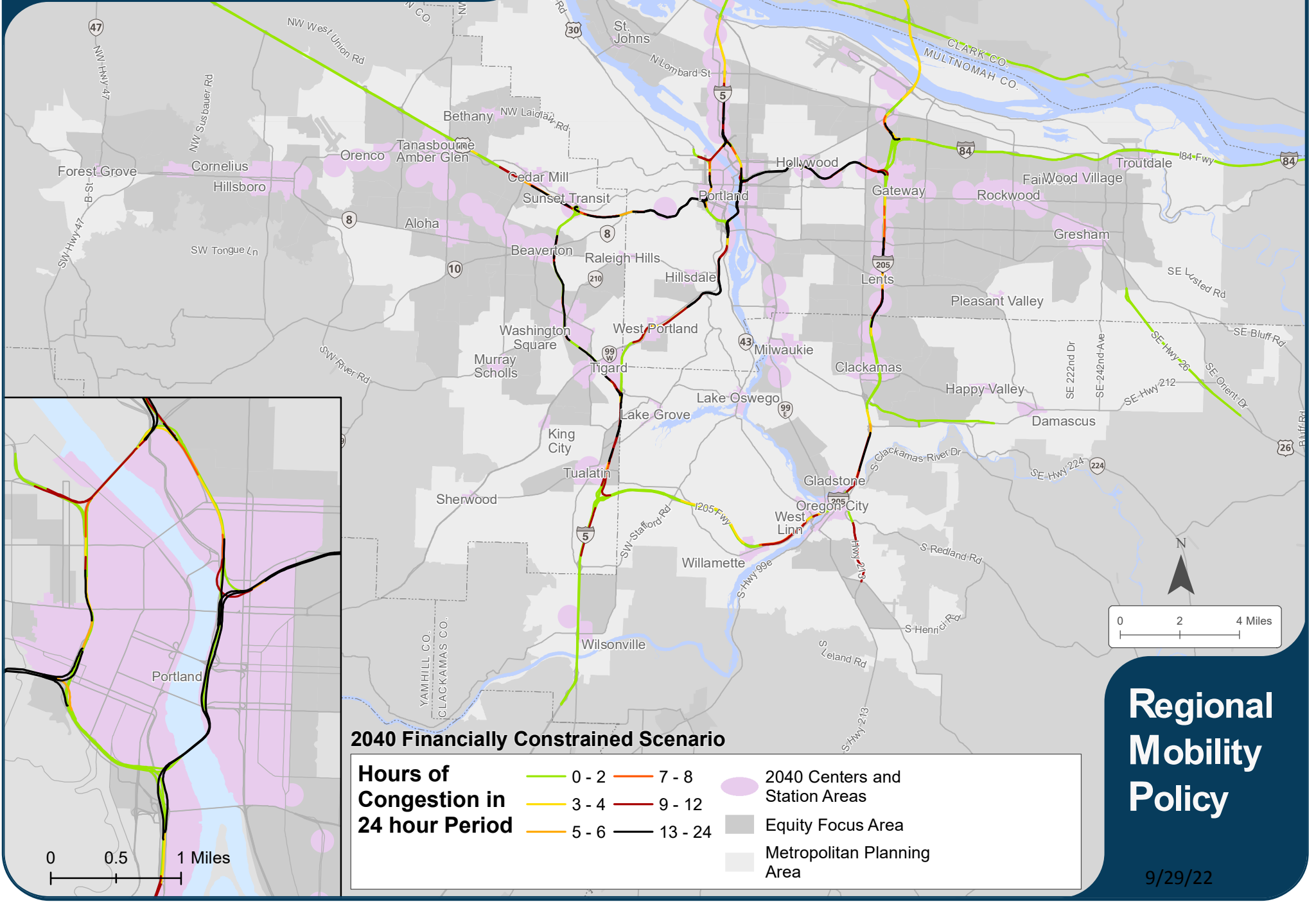
Segment-Hours of Congestion (HOC) - Throughways



Throughway Findings:

- HOC based on v/c and speed can be compared and have similar comparable changes as you increase the thresholds
- HOC at 25mph very similar to v/c >1.0
- HOC at 30mph very similar to v/c >0.95
- HOC at 35mph slightly higher than v/c >0.90
- Above 35mph the comparable v/c falls significantly below targets currently used

Hours of Congestion Based On Travel Speed Below 40 MPH



2040 Financially Constrained Scenario

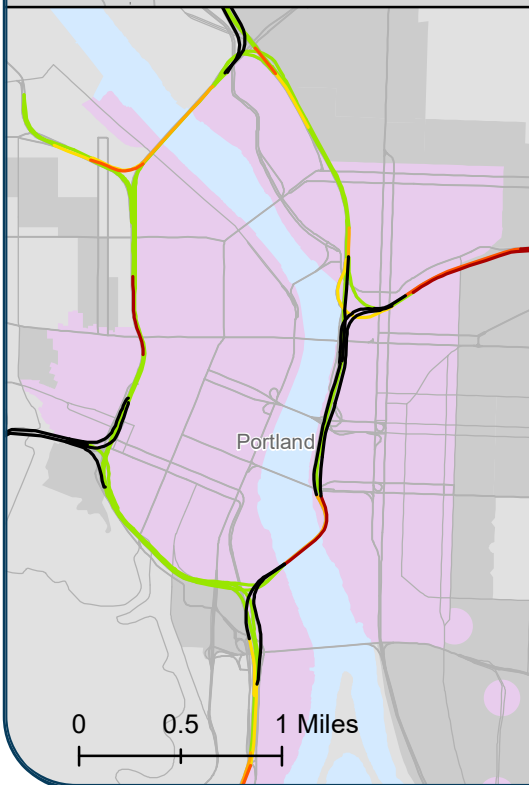
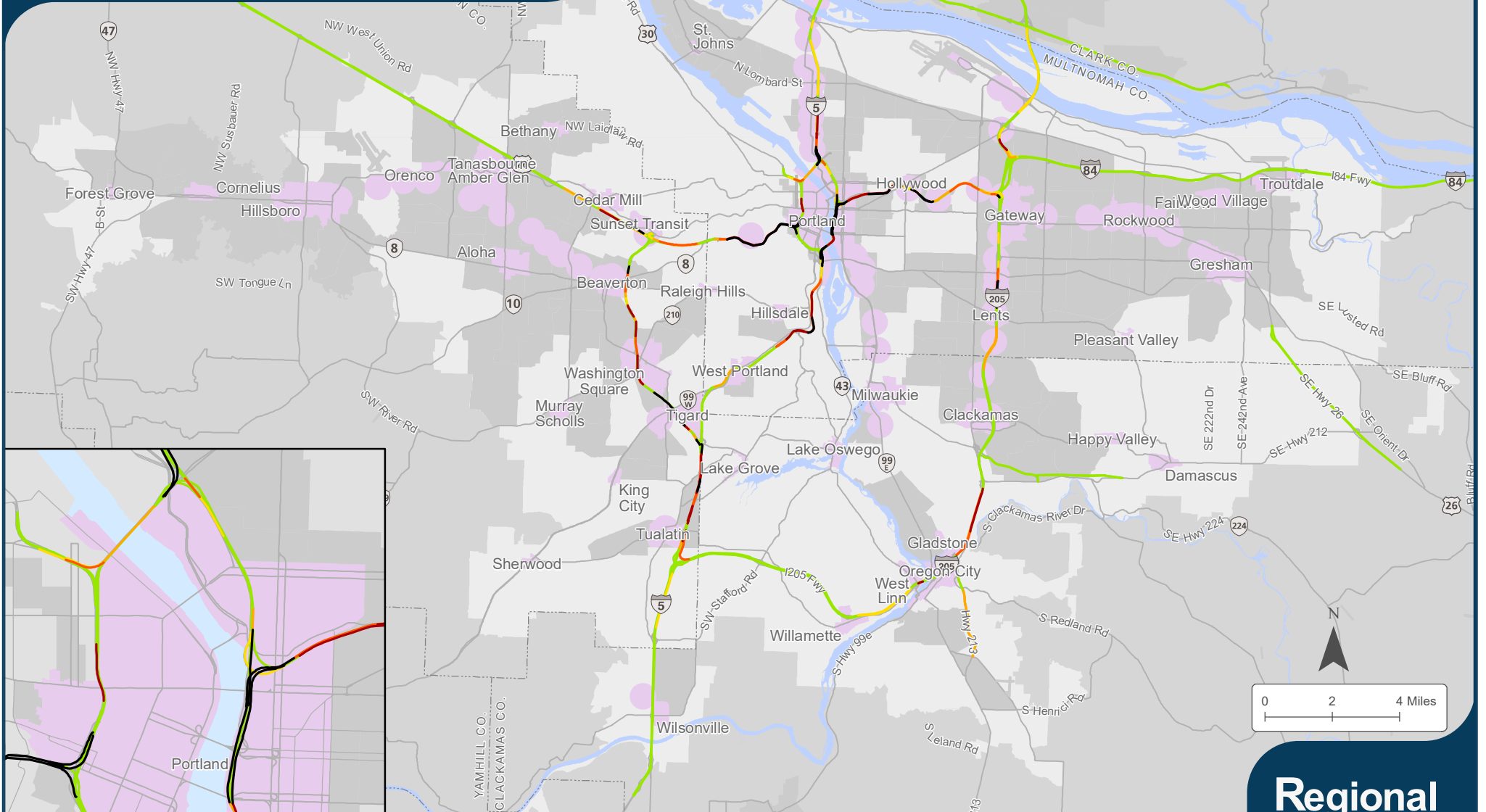
Hours of Congestion in 24 hour Period	Color
0 - 2	Light Green
3 - 4	Yellow
5 - 6	Orange
7 - 8	Light Red
9 - 12	Red
13 - 24	Black

	2040 Centers and Station Areas
	Equity Focus Area
	Metropolitan Planning Area



Regional Mobility Policy

Hours of Congestion Based On Travel Speed Below 35 MPH



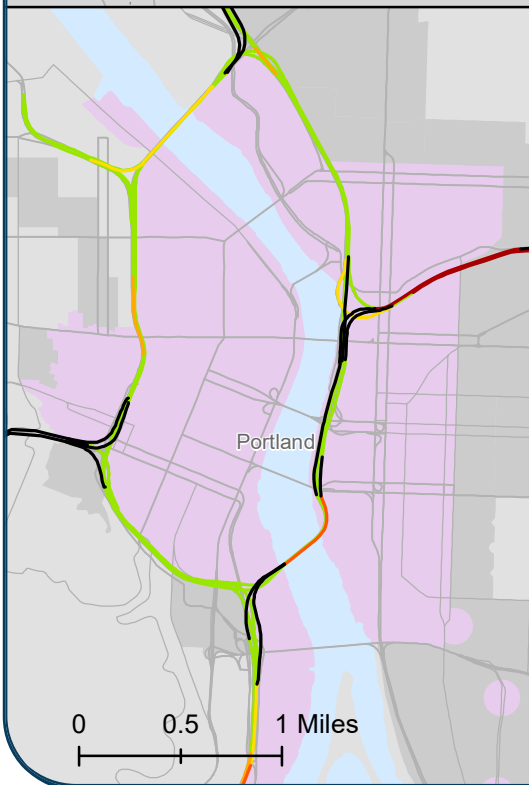
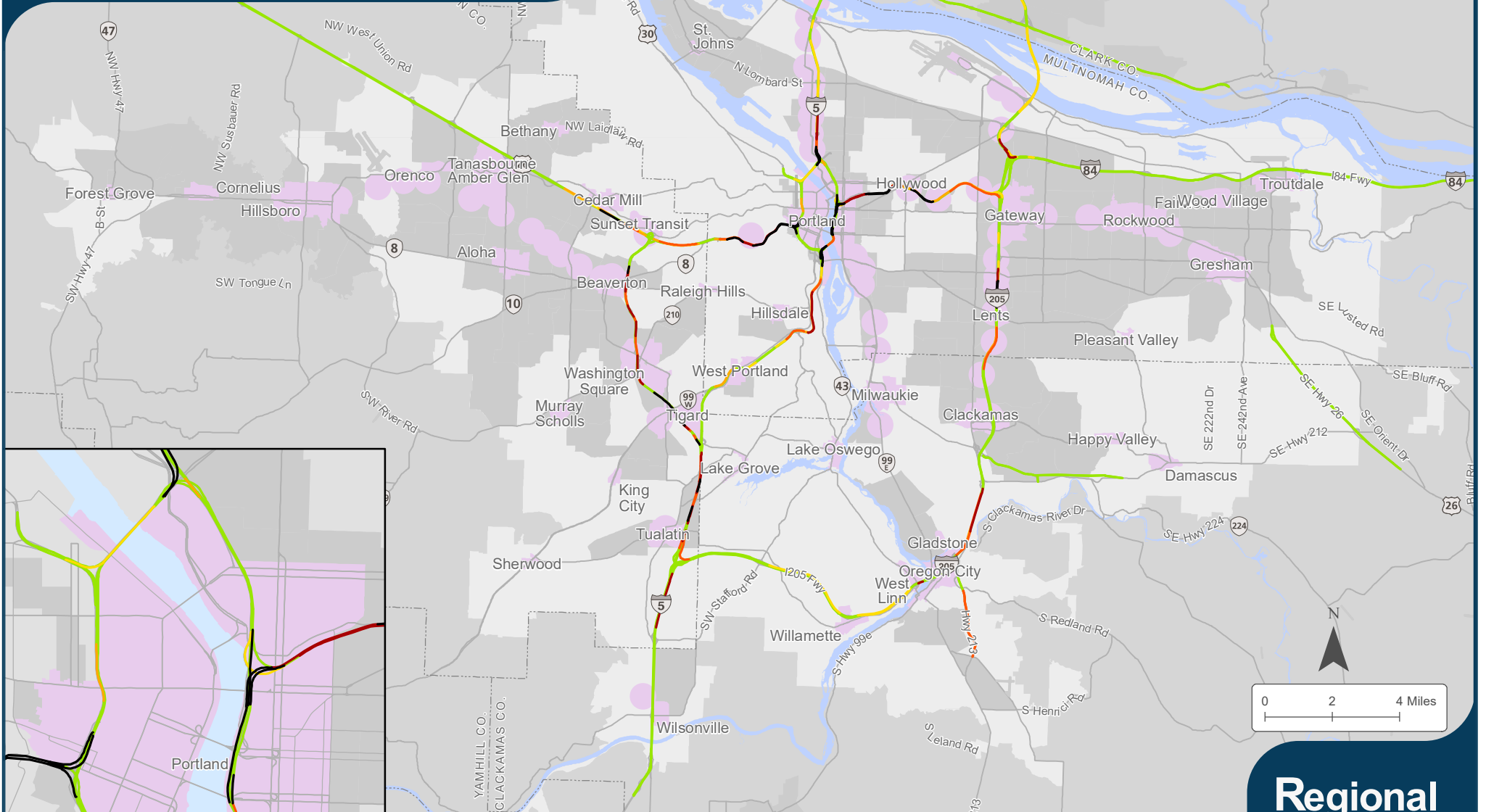
2040 Financially Constrained Scenario

Hours of Congestion in 24 hour Period	— 0 - 2	— 7 - 8	<ul style="list-style-type: none"> 2040 Centers and Station Areas Equity Focus Area Metropolitan Planning Area
	— 3 - 4	— 9 - 12	
	— 5 - 6	— 13 or Greater	



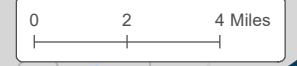
Regional Mobility Policy

Hours of Congestion Based On V/C Ratio Greater than 0.90



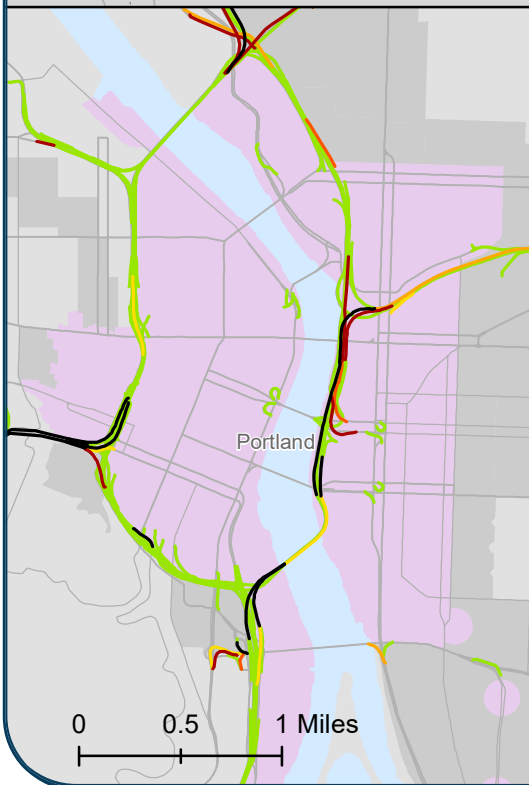
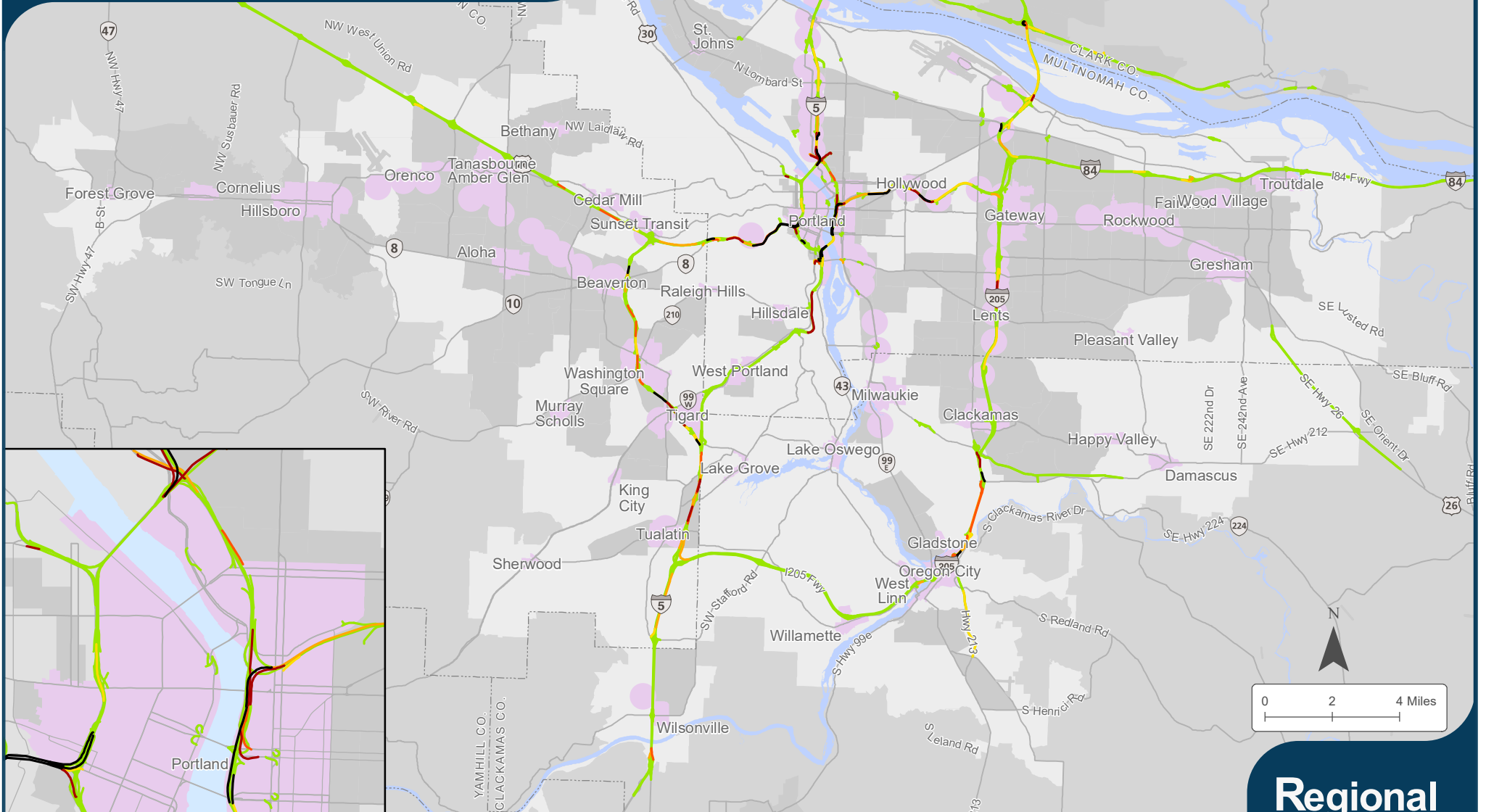
2040 Financially Constrained Scenario

Hours of Congestion in 24 hour Period	0 - 2	7 - 8	2040 Centers and Station Areas
	3 - 4	9 - 12	
	5 - 6	13 - 17	Equity Focus Area
			Metropolitan Planning Area



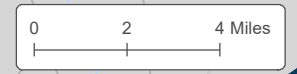
Regional Mobility Policy

Hours of Congestion Based On V/C Ratio Greater than 0.95



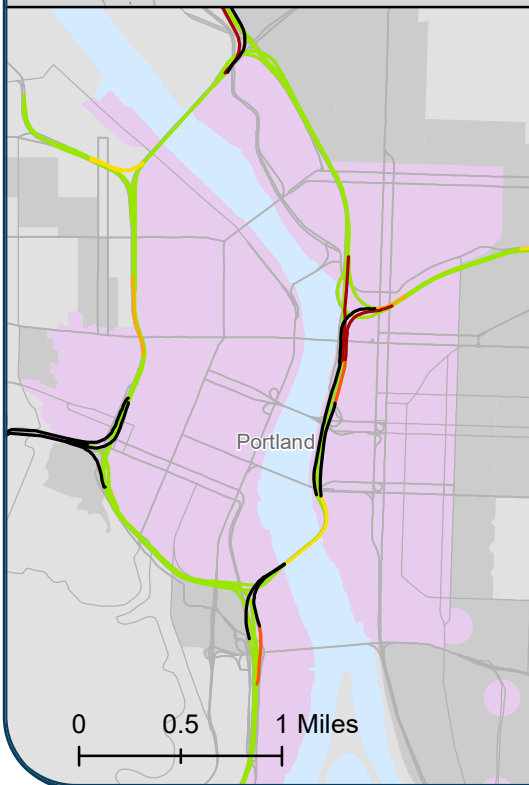
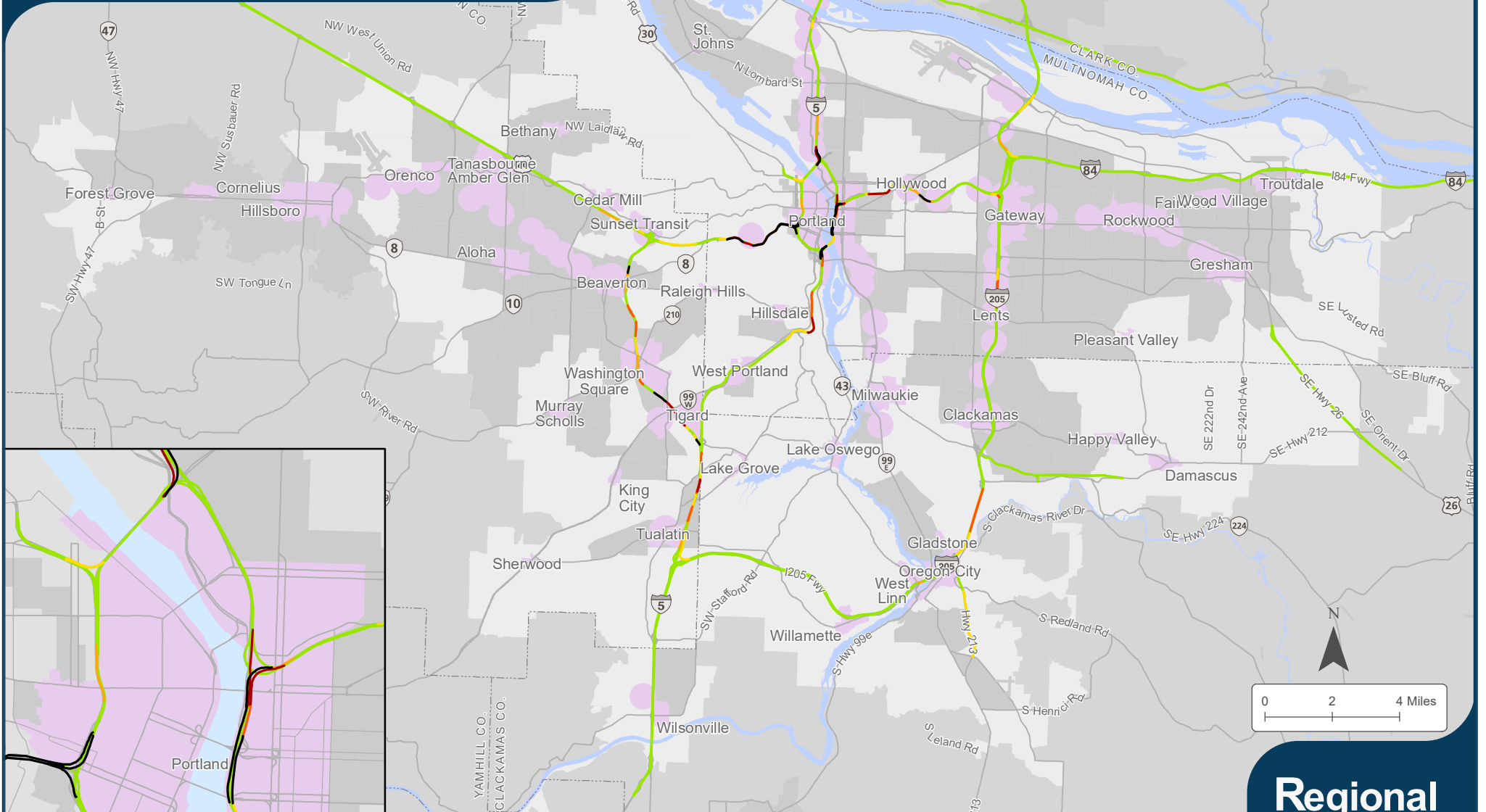
2040 Financially Constrained Scenario

Hours of Congestion in 24 hour Period	— 0 - 2	— 7 - 8	<ul style="list-style-type: none"> 2040 Centers and Station Areas Equity Focus Area Metropolitan Planning Area
	— 3 - 4	— 9 - 12	
	— 5 - 6	— 13 - 18	



Regional Mobility Policy

Hours of Congestion Based On Travel Speed Below 30 MPH



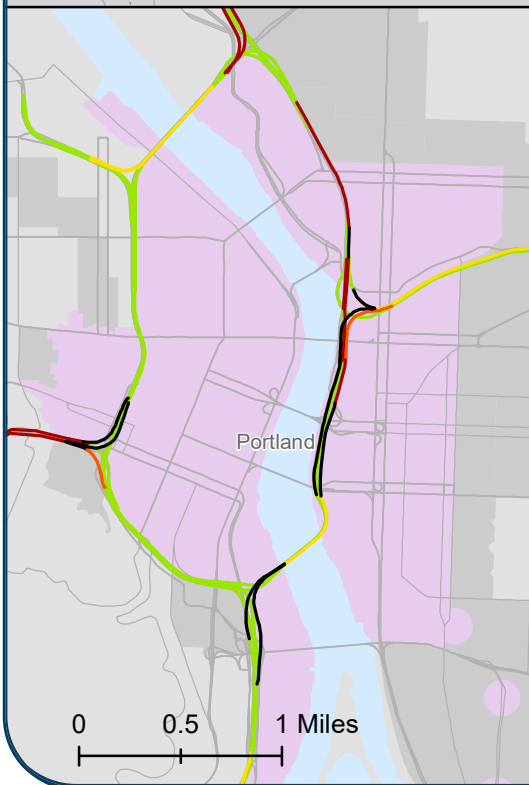
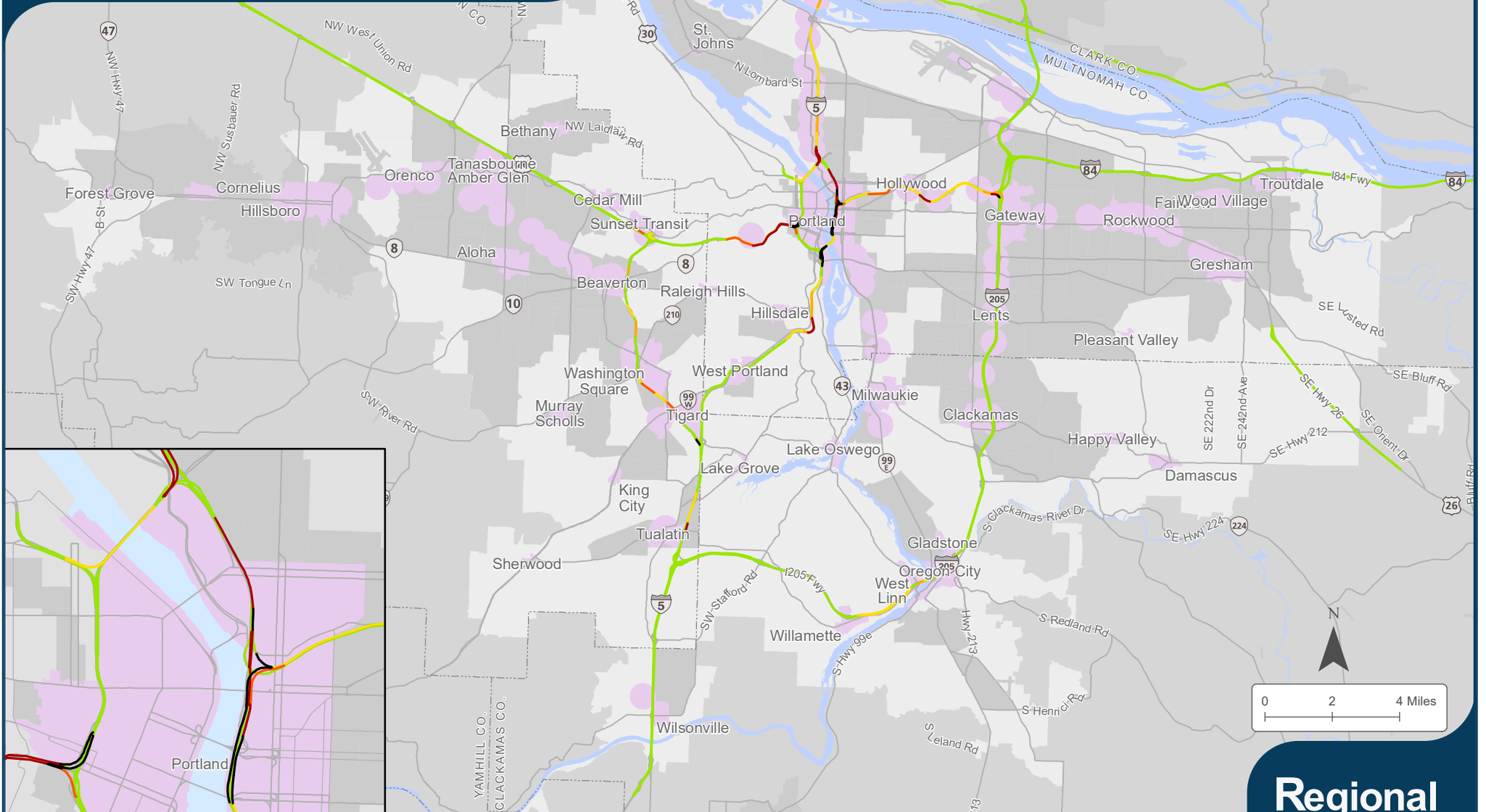
2040 Financially Constrained Scenario

Hours of Congestion in 24 hour Period	— 0 - 2	— 7 - 8	<ul style="list-style-type: none"> 2040 Centers and Station Areas Equity Focus Area Metropolitan Planning Area
	— 3 - 4	— 9 - 12	
	— 5 - 6	— 13 - 24	

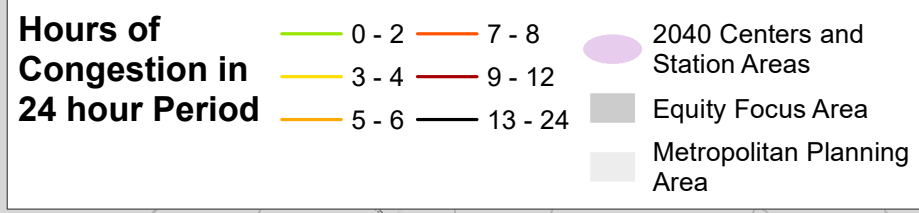


Regional Mobility Policy

Hours of Congestion Based On Base Year 2015 Travel Speed Below 35 MPH

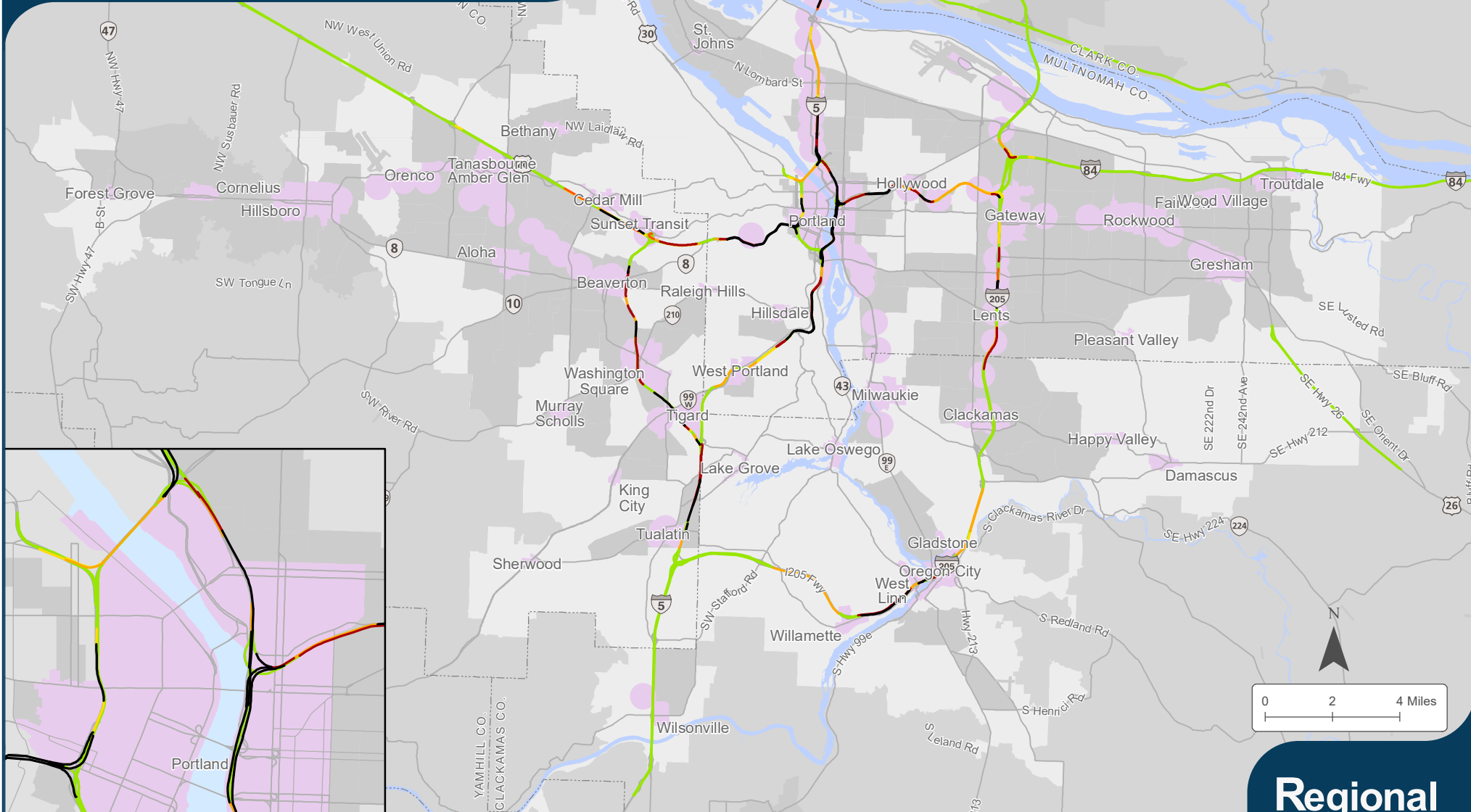


2015 Base Year

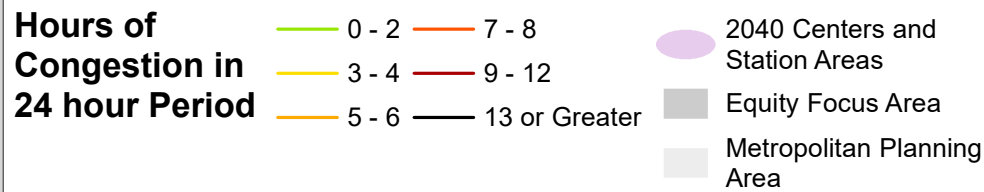


Regional Mobility Policy

Hours of Congestion Based On No-Build 2040 Travel Speed Below 35 MPH



2040 No-Build Scenario



Regional Mobility Policy

Draft 2023 RTP Regional Mobility Policy (RMP) Overview

The Regional Mobility Policy is a policy in Metro’s Regional Transportation Plan (RTP) as well as ODOT’s Oregon Highway Plan. It applies to system planning and plan amendment processes only within the Portland metropolitan area. The goal of this updated policy is to better align the policy and measures with shared regional values, goals, and desired outcomes identified in RTP and 2040 Growth Concept, as well as with local and state goals. Specifically, the updated policy is intended to support mobility outcomes related to equity, efficiency, access and options, safety, and reliability. Three measures are included in the policy that have direct relationships to these desired mobility outcomes.

Measure	Target	Expected Mobility Outcomes
VMT per Capita (VMT/Capita for home-based trips and VMT/Employee for commute trips to/from work)	Achieve reductions required by OAR 660 Division 44 (GHG Reduction Rule)	Land Use Efficiency Land use patterns that are more efficient to serve because they reduce the need to drive and are supportive of travel options.
System Completeness	Complete the “planned” network and system for walking, biking, transit, vehicles, freight and implement strategies for managing the transportation system and travel demand <i>Note: The “planned” system, Strategic and Financially Constrained, may not achieve completeness for all modes but should identify future intent for all facilities given constraints and tradeoffs.</i>	Complete Multi-Modal Networks Travel options and connectivity allow people to reliably and safely walk, bike, drive, and take transit to get where they need to go.
Hours of Congestion on Throughways	Increase miles of the throughway system that operate with 4 or fewer hours of congestion per day based on a speed of 35 mph. <i>Note: Congestion is currently defined by ODOT for their freeways as vehicle speeds below 75% of the posted speed. The mobility policy will clarify how congested conditions are defined for current and future forecast conditions. Speeds on throughways below 35 mph are typically considered congested.</i>	Reliability Safe, efficient and reliable travel speeds for people, goods and services.

How do the measures work together?

VMT/Capita will be a controlling measure in both system planning and plan amendments to ensure that the planned transportation system and changes to the system support reduced VMT/capita by providing travel options that are complete and connected and that changes to land use reduce the overall need to drive from a regional perspective and are supportive of travel options.

- For system planning, the final planned system must support OAR 660 Division 44 (Metropolitan Greenhouse Gas (GHG) Emissions Reduction rule) and OAR 660 Division 12.
- For plan amendments, VMT/capita for household-based trips and VMT/employee for commute trips will be used to determine if the proposed plan amendment has a significant impact on regional VMT/capita that needs to be mitigated or not.

System Completeness and **Hours of Congestion on Throughways** are secondary measures that will be used to identify needs and inform the development of the planned system. The policy requires that TSPs define the planned system for each mode using a variety of guidance documents. Additional RTP and state policies also guide the development of individual modal systems. It is important to note that the Regional Mobility Policy is one of many policies that inform the development of the Regional Transportation Plan and local transportation system plans in the Portland region. The regional and local “planned” system may not achieve completeness for all modes but should identify future needs and expectations for all facilities given constraints and tradeoffs. Similarly, Hours of Congestion on Throughways will inform state and regional needs of the throughway system, and the target articulates the desired level of reliability for the throughway system designated in the RTP and OHP. Identifying solutions for locations that do not meet the Hours of Congestion on Throughways target shall follow the RTP congestion management process¹ and OHP Policy 1G², and should not come at the expense of achieving the VMT/capita target.

Using the updated Regional Mobility Policy for system planning processes:

The Regional Mobility Policy does not dictate how Metro or local agencies conduct system planning. It is one tool to be used to identify needs and define the planned system.

Through the RTP, Metro will define districts to establish a future baseline for VMT/capita that meets OAR 660 Division 44 (Metropolitan GHG Emissions Reduction Rule). The percent change in VMT/capita for the region must meet the reduction target in Division 44 (GHG Emissions Reduction Rule), but the percent change in VMT/capita for each district may vary.

At the local jurisdiction planning level, the planned system defined through the system planning processes must meet the RTP-set VMT/capita baseline for its impacted districts.

Through the planning process, Hours of Congestion on Throughways will be used as a target to inform the planned throughway system. The target is no more than 4 hours per day with average travel speeds

¹ RTP Chapter 3 (pages 3-71 and 3-72) and Appendix L to the RTP provides more detailed information. Sections 3.08.220 and 3.08.510 of the Regional Transportation Functional Plan further direct how cities and counties implement the CMP in the local system planning process.

² Policy 1G (Major Improvements) has the purpose of maintaining highway performance and improving highway safety by improving system efficiency and management before adding capacity.

below 35 mph. There will be instances where there is not funding or community desire to complete roadway projects that would meet the Hours of Congestion target; therefore, it will be used for guidance to identify needs and deficiencies instead of as a standard.

The planned system determined through system planning processes that meets the VMT/capita baseline will become the basis for review of system completeness during plan amendment processes.

[Using the Regional Mobility Policy update for plan amendments processes:](#)

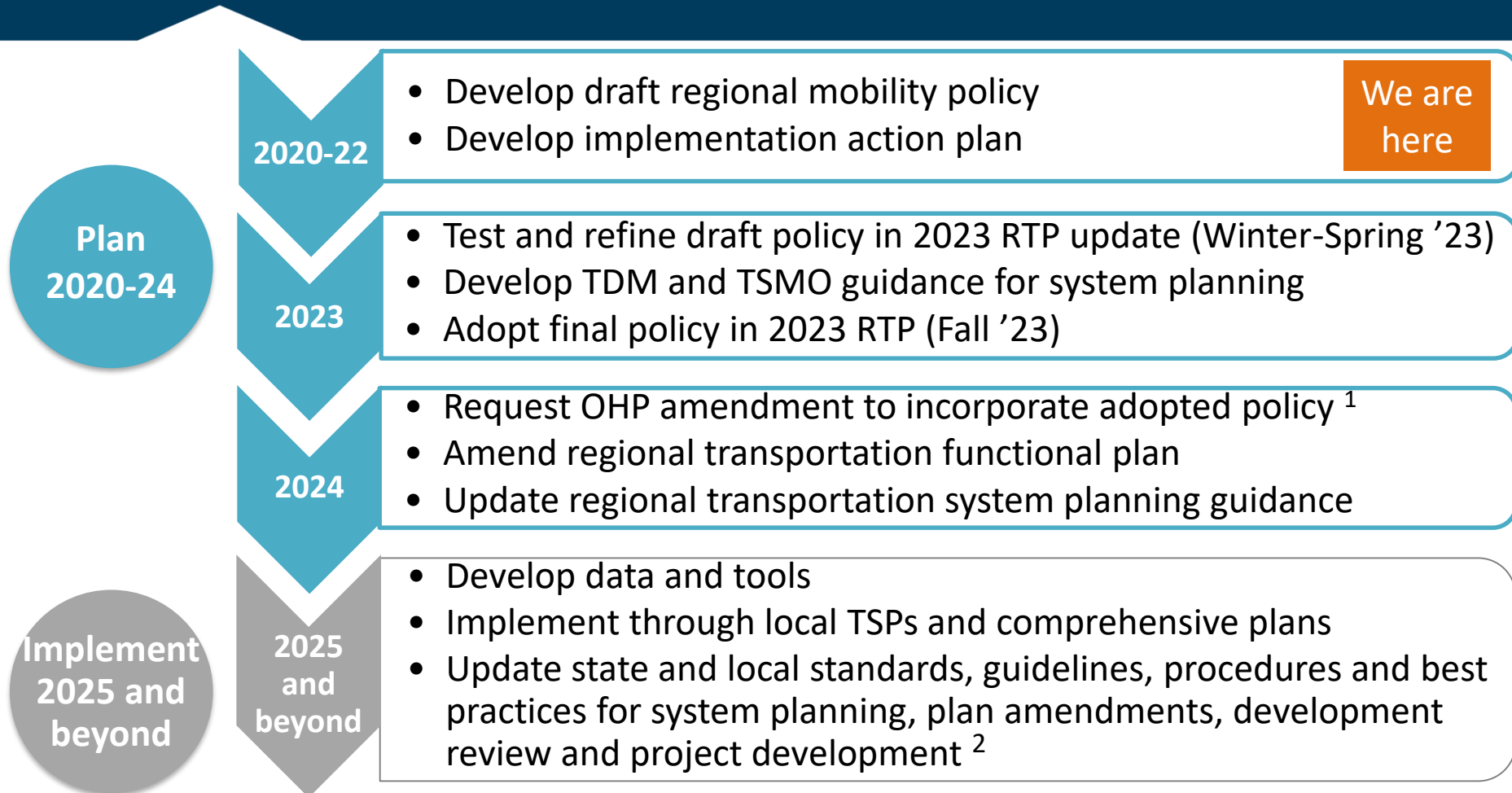
Comprehensive plan amendments that do not surpass the trip generation thresholds in the Oregon Highway Plan Policy 1F will be found to have no significant impact and are not required to further evaluate VMT/capita, hours of congestion, or system completeness. Comprehensive plan amendments that exceed the trip generation thresholds in the Oregon Highway Plan Policy 1F need to determine if there is a significant impact based on changes to the VMT/capita for the impacted district(s).

Plan amendments that increase VMT/capita, causing the district to not meet its target, will be required to mitigate that impact by adjusting their land use plan, supporting VMT/capita reduction through enhancing non-vehicular modes, and/or committing to travel demand management. Enhancing non-vehicular modes means increasing system completeness for non-vehicular modes within the impact area of the plan amendment for those modes. Within the impact area, the system gaps will be identified based on the planned system in the TSP.

Large plan amendments will be obligated to develop a funding plan that will address the system gaps and bring additional projects that support VMT/capita reduction into the financially constrained transportation system plan and that help the district meet their VMT/capita target. In addition to addressing system completeness, a large plan amendment that is found to have a significant impact on VMT/capita that cannot be mitigated, will be required to review the impact of the plan amendment on meeting the Hours of Congestion on Throughways target and mitigate the impact. Addressing motor vehicle Hours of Congestion target shall follow the RTP congestion management process and OHP Policy 1G and shall not come at the expense of achieving the VMT/capita target for the region.

Smaller plan amendments will need to demonstrate their proportionate impact on increased VMT/capita in the district and agree to conditions on the plan amendment or future conditions of development approval consistent with the local jurisdiction development code and project funding mechanisms that will include land use, travel demand management, and/or off-site mitigations to support reduced VMT/capita.

Where are we headed?



¹ The Oregon Highway Plan is undergoing an update in 2023-24.

² ODOT and DLCD are updating state guidelines, procedures and other tools in 2022-23 to support Climate-Friendly and Equitable Communities (CFEC) implementation.

Memo



600 NE Grand Ave.
Portland, OR 97232-2736

Date: September 30, 2022
To: TPAC, alternates and interested parties
From: Kim Ellis, RTP Project Manager
Subject: 2023 RTP Schedule and Process Update

PURPOSE

Metro staff will be providing you with a brief update on progress and next steps in the development of the 2023 update to the Regional Transportation Plan (RTP).

BACKGROUND

A major update to the [Regional Transportation Plan](#) (RTP) is underway. The plan is a tool that guides investments in all forms of travel – motor vehicle, transit, bicycle and walking – and the movement of goods and freight throughout greater Portland. The RTP is a key tool for implementing the [2040 Growth Plan](#) and [Climate Smart Strategy](#) and connecting people to their jobs, families, school and other important destinations in the region.

NEXT STEPS

Attachment 1 provides an updated schedule of discussions and milestones through the end of the calendar year. For more information about the update, visit oregonmetro.gov/rtp.

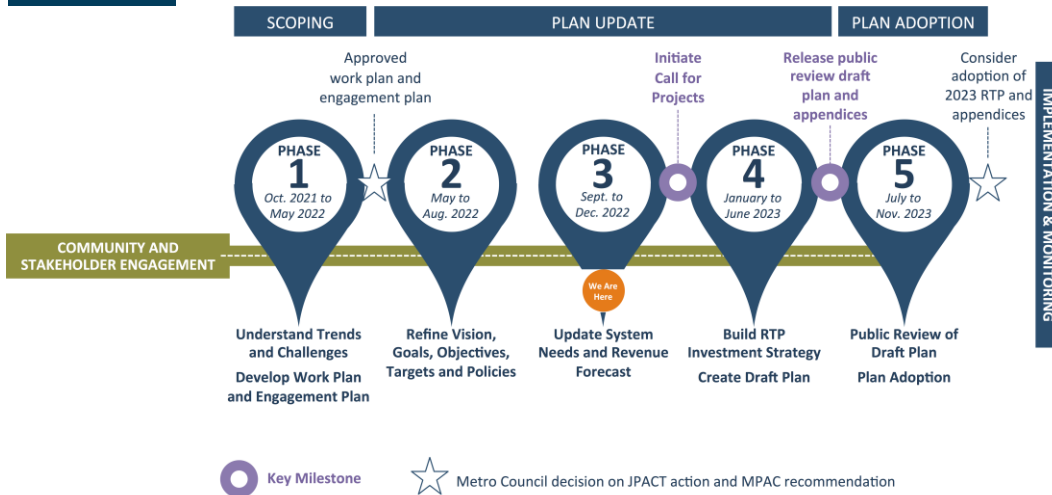
Please contact Kim Ellis at kim.ellis@oregonmetro.gov with any questions.



2023 REGIONAL TRANSPORTATION PLAN

Project Timeline and Schedule of Engagement Activities (Oct. to Dec. 2022)

Dates subject to change. Additional engagement activities are being scheduled for Fall 2022.



Upcoming Discussions and Engagement Activities

Date	Who	2023 RTP Topic(s)
9/15/22 to 10/17/22	Public On-line Survey	Transportation Needs and Priorities and High Capacity Transit Update
9/29/22, 10/4/22	RTP Revenue Forecast Workshops	Online workshops for agency staff responsible for submitting information to inform development of the revenue forecast for the 2023 RTP
October	Business Roundtable	Transportation Needs and Challenges
10/5/22	EMCTC TAC	HCT Strategy Update: Visioning Corridors for Investment Call for Projects Process
10/6/22	Metro Council Work Session	Vision and Goals for the 2023 RTP
	CTAC	HCT Strategy Update: Visioning Corridors for Investment Call for Projects Process
	WCCC TAC	HCT Strategy Update: Visioning Corridors for Investment Regional Mobility Policy: Draft Policy and Implementation Action Plan
10/7/22	TPAC	RTP Schedule and Process Update
		RTP Revenue Forecast Update
		Equitable Funding Research Update
		RTP Safe and Healthy Urban Arterials JPACT/Council Workshop Recap
		Regional Mobility Policy: Draft Policy and Implementation Action Plan
10/10/22	WCCC	HCT Strategy Update: Visioning Corridors for Investment
10/13/22	Community Leaders Forum	Vision and Goals for the 2023 RTP
		Call for Projects Process
10/17/22	Freight Stakeholder Advisory Committee	Regional Freight Delay & Commodities Movement Study
	EMCTC	HCT Strategy Update: Visioning Corridors for Investment
		Regional Mobility Policy: Draft Policy and Implementation Action Plan

2023 REGIONAL TRANSPORTATION PLAN: Project Timeline and Schedule of Engagement Activities (Sept. to Dec. 2022)

Date	Who	2023 RTP Topic(s)
10/18/22	Metro Council Work Session	Regional Mobility Policy: Draft Policy and Implementation Action Plan
10/19/22	TPAC/MTAC Workshop	RTP Needs Assessment Findings
	Clackamas County C-4 Subcommittee	HCT Strategy Network Vision HCT Strategy Update: Visioning Corridors for Investment
10/20/22	JPACT	Regional Mobility Policy: Draft Policy and Implementation Action Plan Safe and Healthy Urban Arterials Workshop Recap
10/25/22	Metro Council Work Session	Regional Transportation Needs Assessment Findings
10/26/22	MPAC	HCT Network Vision
10/27/22	JPACT/Metro Council Workshop #4	Strengthening the Backbone of Regional Transit
11/4/22	TPAC	RTP Call for Projects Policy Framework and Draft Revenue Forecast
		Draft Regional Mobility Policy for 2023 RTP – Rec'd to JPACT
11/9/22	TPAC Workshop	Regional Freight Delay & Commodities Movement Study
	MPAC	Climate Smart Strategy Update Regional Transportation Needs Assessment Findings
11/10/22	JPACT/Metro Council Workshop #5	Working Together to Tackle Climate Change
11/15/22 (requested)	Metro Council Work Session	Equitable Funding Research Report
11/16/22	MTAC	Climate Smart Strategy Update
		RTP Call for Projects Policy Framework
11/17/22	JPACT	Draft Regional Mobility Policy for 2023 RTP – Direction
		Regional Transportation Needs Assessment Findings
		RTP Call for Projects Policy Framework
		RTP Draft Revenue Forecast
11/23/22	HCT Working Group	#4 HCT Strategy Update: Results of Vision Engagement, Follow-up on Readiness Tiers Approach, Needs and Revenue Forecast Updates
12/1/22 (requested)	Metro Council	Draft Regional Mobility Policy for 2023 RTP – Direction
12/2/22	TPAC	RTP Call for Projects Policy Framework and Draft Revenue Forecast – Rec'd to JPACT
		Climate Smart Strategy Workshop Recap
	REMTEC	Call for Projects Process
12/6/22 and 12/7/22	RTP Hub Training for agency staff (online)	Online RTP Hub Training for agency staff responsible for submitting new and updated project information as part of the Call for Projects in January 2023
12/13/22	HCT Working Group	#5 HCT Strategy Update: Corridor Investment Readiness Tiers
12/14/22	MPAC	RTP Call for Projects Policy Framework and Process
12/15/22	JPACT	RTP Call for Projects Policy Framework and Draft Revenue Forecast – Direction
		Climate Smart Strategy Workshop Recap
	Metro Council	RTP Call for Projects Policy Framework and Draft Revenue Forecast – Direction

2023 REGIONAL TRANSPORTATION PLAN: Project Timeline and Schedule of Engagement Activities (Sept. to Dec. 2022)

Completed discussions and engagement activities for reference

Date	Who	2023 RTP Topic(s)
3/9/22	TPAC Workshop	Safe and Healthy Urban Arterials
4/21/22	JPACT	Approval of work plan and engagement plan for 2023 RTP
5/5/22	Metro Council	Approval of work plan and engagement plan for 2023 RTP
5/25/22	Confederated Tribes of the Umatilla Indian Reservation	Consultation on 2023 RTP
6/3/22	REMTEC	RTP Process Briefing
6/3/22	TPAC	Vision, Goals and Objectives for the 2023 RTP Regional Congestion Pricing Policy
6/6/22	Metro Council, JPACT, MPAC, TPAC and MTAC	Regional Transportation Modeling 101 Workshop
6/14/22	Metro Council	Emerging Transportation Trends: final results & recommendations for 2023 RTP
6/15/22	TPAC/MTAC workshop	Regional Mobility Policy: Draft Framework, Measures and Action Plan Emerging Transportation Trends: final results & recommendations for 2023 RTP Regional Freight Delay & Commodities Movement Study
6/16/22	JPACT	Emerging Transportation Trends: final results & recommendations for 2023 RTP Regional Freight Delay & Commodities Movement Study
6/21/22	Metro Council	Regional Congestion Pricing Policy
6/22/22	JPACT and Metro Council	Climate and Transportation Expert Panel
6/22/22	MPAC	Emerging Transportation Trends: final results & recommendations for 2023 RTP
6/29/22	Confederated Tribes of the Grand Ronde	Consultation on 2023 RTP
6/30/22	Metro Council/JPACT Workshop #1	Vision, Goals and Objectives for the 2023 RTP
6/30/22	HCT Working Group Meeting #1	HCT Strategy Update: Introduction and Policy Considerations
7/8/22	TPAC	Safe and Healthy Urban Arterials
7/11/22	Freight Stakeholder Advisory Committee	Regional Freight Delay & Commodities Movement Study
7/12/22	Confederated Tribes of Siletz Indians	Consultation on 2023 RTP
7/13/22	TPAC Workshop	Regional Transportation Needs Assessment Approach HCT Strategy Update: Introduction and Policy Considerations Regional Congestion Pricing Policy
7/20/22	MTAC	HCT Strategy Update: Introduction and Policy Considerations
7/26/22	Metro Council Work Session	HCT Strategy Update: Introduction and Policy Considerations Regional Mobility Policy: Draft Framework, Measures and Action Plan
7/27/22	MPAC	Regional Congestion Pricing Policy
7/28/22	Metro Council/JPACT Workshop #2	Regional Congestion Pricing Policy and ODOT OHP Tolling Amendments
8/4/22	CTAC	HCT Strategy Update: Introduction and Policy Considerations

2023 REGIONAL TRANSPORTATION PLAN: Project Timeline and Schedule of Engagement Activities (Sept. to Dec. 2022)

Date	Who	2023 RTP Topic(s)
8/10/22	BIPOC Business Leaders Workshop	Active Transportation Return on Investment (ATROI) Study and Transportation Needs and Challenges
8/15/22	WCCC	HCT Strategy Update: Introduction and Policy Considerations
8/16/22	HCT Working Group	#2 HCT Strategy Update: Policy Analysis, Draft Policies, Corridor Analysis Approach
8/17/22	TPAC/MTAC workshop	Regional Mobility Policy: Draft Recommendations
8/18/22	JPACT	HCT Strategy Update: Introduction and Policy Considerations
8/24/22	MPAC	HCT Strategy Update: Introduction and Policy Considerations
8/31/22	EMCTC TAC	Regional Mobility Policy: Draft Recommendations
9/1/22	CTAC	Regional Mobility Policy: Draft Recommendations
	WCCC TAC	RTP Vision and Goals and Call for Projects Process Update
9/2/22	TPAC	RTP Vision and Goals and Call for Projects Process Update
		Regional Congestion Pricing Policy Development
9/13/22	Metro Council Work Session	Regional Congestion Pricing Policy Development
9/14/22	TPAC Workshop	RTP Financial Plan: Draft Revenue Forecast and Equitable Funding Research
		Climate Smart Strategy Preliminary Findings and Policy Considerations
9/15/22	JPACT	Regional Congestion Pricing Policy Development
		Vision, Goals and Objectives for the 2023 RTP
9/21/22	MTAC	Regional Congestion Pricing Policy Development
9/27/22	HCT Working Group	#3 HCT Strategy Update: Policies, Potential Investment Corridors, Network Vision, and Readiness Tiers Approach
9/27/22	EMCTC	Regional Congestion Pricing Policy Development
9/28/22	MPAC	Regional Congestion Pricing Policy Development
9/29/22	JPACT/Metro Council Workshop #3	Creating Safe and Healthy Urban Arterials



Metro

600 NE Grand Ave.
Portland, OR 97232-2736

Memo

Date: September 30, 2022
To: TPAC
From: Ted Leybold & Ken Lobeck, Metro
Subject: RTP Revenue Forecast Update

Metro staff will be providing you with a brief update on progress and next steps in the development of the revenue forecast for the 2023 update to the Regional Transportation Plan (RTP). The forecast will include revenues raised at the federal, state, regional and local levels for transportation projects and programs to be included or accounted for in the 2023 RTP.

There is an open-format workshop prior to the upcoming TPAC meeting on **Tuesday, October 4th beginning at 10:30 am** for local agency staff developing the forecast of revenues generated by their agencies for inclusion in the RTP forecast. The purpose of the workshop is to provide an opportunity to coordinate on the development of the forecast of local agency revenues and answer any questions about potential methods and timelines. Separate coordination meetings are being scheduled with transit agency and ODOT staff regarding revenues administered by those agencies.

You can attend the workshop via this link:

<https://us06web.zoom.us/j/81456084234?pwd=MFVjRE1hTGNVb2xjWkxGSXhIVG5NUT09>



Memo

Date: September 30, 2022
To: TPAC and interested parties
From: Lake McTighe, Principal Planner
Subject: Next steps to finalize and share the Equitable Transportation Funding Research Report

Purpose

The purpose of this memo is to provide an update on anticipated next steps to finalize and share the Equitable Transportation Funding Research Report and integrate findings from the research into the 2023 Regional Transportation Plan (RTP) Financial Plan.

Questions for TPAC

Are there any questions about the next steps and process to finalize the research report?

Background

The Equitable Transportation Funding Research Report is being developed to support the 2023 RTP's focus on advancing equity. Metro staff worked with Nelson Nygaard and Associates to develop an inventory of existing, emerging and potential revenue sources for transportation, and an assessment of the equity impacts of current RTP revenue collection and disbursement on people with lower income and communities of color. This information is intended to provide information, it does not set policy in the RTP.

This work is intended to help build an understanding of how the regional system is funded today, illuminating how transportation revenue collection and disbursement may contribute to transportation inequities, and to provide more transparency and clarity about how the regional transportation system is funded. It is also intended to be used to inform future discussions as agencies consider potential new revenues. Findings from the Equitable Transportation Funding Research Report will inform the "Understanding How Transportation is Funded" section of Chapter 5 of the RTP which describes the Financial Plan.

Responding to comments received

A draft of the research report was presented on and discussed with members of TPAC at the September 14, TPAC workshop. TPAC provided initial comments at the workshop. Staff from TriMet and Clackamas, Multnomah and Washington counties followed up with written comments.

Comments submitted are attached to the memo. At a high level the comments touch on:

- Corrections to add clarity and accuracy
- Additional information to add clarity and accuracy
- Adding details on how the recommendations could be implemented, by who, when, and through what processes
- Adding information and context on TriMet's funding and progress made to improve equity
- Adding more information on potential new revenue sources
- Adding more local examples outside of Portland

Metro staff and Nelson Nygaard are reviewing the comments received and determining how to address them in the report. Metro staff will offer to meet with the agencies that submitted comments to discuss how they will be addressed.

Next steps

The report will be finalized at the end of October, incorporating comments received. Metro will make the findings from the report available to community leaders and address any comments received in the final report. Metro staff and Nelson Nygaard will present findings from the report to the Metro Council in November. Members of JPACT and TPAC will be invited to attend the meeting to listen to the discussion. The report will not be brought to JPACT due in part to full JPACT agendas and because there is no JPACT action requested on the report. JPACT will be providing policy direction on the Financial Chapter of the 2023 RTP, and other sections of the RTP such as implementing actions in Chapter 8, which will reflect and incorporate findings from the final report. The final report will be shared with TPAC and other interested parties when it is completed.

- October - Address and incorporate comments in the Equitable Transportation Funding Research Report. Meetings with agency staff to discuss comments. Make findings available to community leaders.
- November – Share final report and present findings from report at Metro Council work session, with invitation to JPACT and TPAC members to attend (November 15 requested, TBA).
- Early 2023- Develop draft of RTP Financial Plan of Chapter 5, incorporating findings from report.

Attachments

1. TriMet comments
2. Clackamas County comments
3. Multnomah County comments
4. Washington County comments

TriMet comments Metro Equitable Revenue Report

Received 9-26-22

TriMet's comments regarding Metro Equitable Revenue Report and Fare evaluation

We have provided additional information below to inform the assessment, report and recommendations about some of our programs that would likely be covered under evaluation metrics included in the report and Appendix A.

- **Share:** Do lower-income households pay a higher share of their income?
- **Burden:** Does the source provide subsidies or exemptions to alleviate unfair burdens?
- **Tiered:** Is the fee or tax graduated based on the value of the item?
- **Benefits:** Are low-income households and people of color directly benefiting?
- **Payment:** Are unbanked or underbanked individuals unfairly penalized?
- **Penalties:** Do unpaid fines, fees, or taxes trigger penalties and legal repercussions?

We hope that this report can help tell the story of the progress made to improve equity of transit fares and look forward to ongoing collaboration to share information, and would welcome a meeting to discuss any information we have provided. While some information about our programs are referenced in the Appendix, the report and recommendations do not reflect the breadth of our equity programs.

The best overview of equity programs described below can be found here: <https://trimet.org/equity/>.

Page 23 – We'd like to revise the discussion of lack of transit access to jobs something more like what is revised below. Also, some of the areas included on the map are not in TriMet's service area so make the access comparison difficult. We have an assessment of our own service and future network concept available here: (<https://trimet.org/forward/>)

Proposed revision: However, these investments have been predominantly concentrated in central urban areas, and issues of regional coverage and service frequency due to available funding are a limitation to growing transit use. Figure 11 illustrates that there are some disparities in access to employment opportunities via public. There have been changes to transit service since the time of this study, as well as a comprehensive service analysis for future transit service proposing to increase access to opportunity across the region.

Penalties: Page 27-28 of report

Here are some resources that discuss what we have done to restructure fare evasion penalties and citations - <https://citation.trimet.org/hc/en-us>

- HB2777 gave TriMet the authority to resolve fare citations outside of the court system <https://news.trimet.org/2017/06/new-law-gives-trimet-authority-to-offer-some-fare-evaders-a-second-chance-to-stay-out-of-court-system/>
- Board approves fare evasion penalty changes <https://news.trimet.org/2018/02/trimet-board-of-directors-approves-fare-evasion-penalty-changes/>
- Board approval of revision to TriMet fare code to make fare evasion a non-criminal offense <https://news.trimet.org/2018/11/trimet-board-approves-revision-to-trimet-code-to-clarify-proof-of-payment-required-to-ride/>

TriMet comments Metro Equitable Revenue Report

Received 9-26-22

Payment: Page 29 of report

- Riders can use cash to purchase a paper ticket on all buses. They can also use cash to purchase a Hop ticket at all light rail stations via TVMs <https://trimet.org/fares/cash>
- Riders can purchase and reload a Hop card at close to 400 retail locations using cash <https://myhopcard.com/home/get-card>
- Riders can purchase and reload a Hop card at our Customer Support Center at Pioneer Courthouse Sq <https://trimet.org/contact/supportcenter.htm> . Checks and money orders can also be mailed to the CSC for loading fare to Hop cards.
- LIFT riders can add cash funds to their Hop card at the LIFT office
- We partner with many CBOs to issue grant funded free fares to riders <https://trimet.org/accesstransit/relief> -- (more details provided below)
- We partner with many CBOs to sign-up riders who qualify based on income to our Honored Citizen program which offers a significantly reduced fare <https://trimet.org/income/index.htm>

Page 30 – Transit fares equity snapshot – There is language in this description and some rankings here and in Appendix A that don't seem to take into account all we've done to expand fare discount programs, accept cash payments and decriminalizing fare citations. We have provided more detail below regarding our fare discount programs.

Page 31 – The regular cost for a TriMet annual pass is actually \$1100, you get one month free. <https://trimet.org/fares/1yearpass.htm>

Page 31 - Recommendations for Equitable Revenue Collection and Disbursement. Some of the recommendations are efforts already underway at TriMet. It should be clearer how the recommendations are framed, their purpose and who they are directed to before being presented more publicly.

Information about TriMet's Low Income Fare program and fare relief programs (**Burden, share and benefits**):

Footnote 63 is incorrect. For a correct interpretation see here: <https://trimet.org/income/index.htm>.

- o TriMet does not require proof of income to enroll in LIF program – this is only one option. Riders can automatically qualify if they are part of any of the following programs: Oregon Health Plan/Medicaid, Supplemental Nutrition Assistance Program (SNAP), Temporary Assistance for Needy Families (TANF), Free & Reduced Price Lunch, HUD Housing Choice Voucher, LIHEAP (Home Energy Assistance), Employment Related Daycare, or Women Infants and Children (WIC), you qualify for the reduced fare.
- o A driver's license is not the only option for qualified ID "You can verify your identity with a driver's license, passport or photo ID from any state, country or foreign consulate. We'll also accept an armed services ID, tribal ID, or US Certificate of Citizenship/Naturalization Certificate (with signature and photo).
- o TriMet offers an on-line application process with a mail option for riders who cannot make it to a CBO.

TriMet comments Metro Equitable Revenue Report

Received 9-26-22

- A full list of CBOs we partner with can be provided upon request, but we don't have control over their open hours.
- If an individual met all of the criteria in the footnote, then it may be challenging to obtain anything that is provided or serviced by most government entities, including those provided by Metro, the cities, the counties, Oregon DHS/OHA, etc. In addition, many of TriMet's partners working directly with low income clients provide enrollment services outside of the M-F 8:00-5:00 window referenced. Prior to the pandemic, we also provided multiple weekend and after hours enrollment fairs for individuals, though turnout has generally been low. Lastly, most public libraries have weekend and evening hours of operation where individuals can utilize public computers and/or internet access to complete the online application. There are also multiple free Wi-Fi locations throughout the Metro area for individuals that do not have Wi-Fi at home. Here are just a couple of links to some of that information.
 - City of Portland: <https://www.portland.gov/parks/wif>
 - List of Public WIFI around the metro area- <https://www.wifimap.io/2962-portland-free-wifi/map>

Low Income fare program cost burden (share and burden):

- The more someone uses the LIF, the less they pay per trip. This is not only because of the discount, but because of fare capping.
- For example, if someone who qualifies for LIF takes one roundtrip per day for 5 days a week (to work and back) for one month, then that person pays 70 cents per trip:
 - $(\$28.00/40 \text{ boardings per month} = \$0.70 \text{ per trip})$.
- Someone who takes one roundtrip 7 days a week for a month pays only 50 cents per trip:
 - $(\$28.00/56 \text{ boardings per month} = \$0.50 \text{ per trip})$.

Fare Relief Grant Program- Grants for fare assistance to local community partners assisting low income individuals. These funds are intended for low income individuals that may not meet the requirements for the income based fare Honored Citizen program requirements or are in need of immediate assistance.

Here are the funds allocated via these programs:

- FY 21/22- \$1.8 million in free fare grants
- FY 22/23- \$2.2 million in free fare grants.

Income based fare program

- FY22/23 Free Month Pass est. \$2.5 million total free fares

Student Program

TriMet comments Metro Equitable Revenue Report

Received 9-26-22

- FY 21/22 \$800,000 in annual grant fare
- FY 22/23 \$800,000 in annual grant fare allocated

- FY 21/22 \$2 Million free fare summer pass program
- FY 22/23 \$3.3 Million allocated for summer pass program

- FY 23/24 and 24/25 We are projecting ~\$25 million to be allocated towards fare subsidy programs. All of these funds are allocated to low income riders- meaning there is no access to these funds for middle or high income riders.

TO: Lake McTighe

FROM: Karen Buehrig, Long Range Planning Manager

DATE: September 19, 2022

RE: Equitable Transportation Funding Research

[Included attachments: presentation from ODOT on future funding and socioeconomic report on Road User Charge]

Thank you for the opportunity to comment on the Equitable Transportation Funding Research Report. Overall, there is very helpful information in the report, especially in the Summary tables at the end of the report which are the focus of the equity analysis.

1. Too much jargon and simpler language could be used.
 - a. For example –
 - i. Revenue collection = Funding sources
 - ii. Revenue disbursement = Transportation expenses
 - b. First sentence of the Recommendations to Improve Equity Outcomes reads: “Transportation needs in the greater Portland region exceed the existing revenue capacity.” Could that be reworded to say “The needed investments in the transportation system greatly exceed the existing revenue available to pay for the investments”? The term “revenue capacity” is fairly technical.
2. Pages should be numbered as well as recommendations
3. The report comes across as very City of Portland centric. Examples from throughout the region should be used.
4. The statement made in the executive summary (pdf page 3) it states (bold and underlined emphasis added)
 - a. The purpose of the report to analyze existing, emerging and potential revenue sources through a racial equity lens and recommend strategies to equitably transform transportation funding **while increasing revenues**
 - i. While emerging transportation funding sources are listed in Attachment C, the potential amounts of revenue from these sources are not included
 - ii. The only new source that is discussed within the body of the document is Congestion Pricing.
5. Recommendations should be more directly tied to how **the RTP** can influence more equitable funding of the transportation system
 - b. Laying the Foundation to Advance Equity Outcomes (PDF Page 4)
 - i. If these are directed to Metro, then be clear. If they are for all agencies who “collect revenue” and spend money on transportation, then be clear.
 - c. Offering Fair and Accessible Opportunities for Meaningful Public Engagement
 - i. Address how the Climate Friendly and Equitable Communities engagement processes for individual jurisdictions transportation system planning will work towards achieving these goals.

- ii. Emphasize that many of these activities are done by individual jurisdictions, and how to best honor the engagement/input that is done during the planning processes.
 - d. Equitable Revenue Collection – Funding Sources and the way the money is collected
 - i. Lead with items most impactful to RTP (ie adjust Gas tax to inflation).
 - ii. Acknowledge the work that is being done by ODOT and the Road User Fee to transition away from the gas tax.
 - iii. Remove the direction to “dedicate any additional revenue to maintenance, operations, and capital investments in equity focus areas.” This would be more appropriate in the “disbursement” recommendations.
 - iv. Be clear that some of the recommendations are for individual jurisdictions, system operators who collect fines or have fare evasion programs. The overall impact of these revenue sources on the RTP projects is small. More operational than capital.
 - v. It would be this section where recommendations related to “New funding sources” should be made. Are there recommendations for new funding sources? It is not clear.
 - 1. Should there be an acknowledgement that Tolling/Congestion Pricing is expected to be collected, and how that would be impact the RTP
 - e. Equitable Revenue Disbursement – How the money is spent

My recollection was that at the TPAC meeting, someone asked “what is the best revenue source from an equity perspective” and that the response was that it was more impactful to address how the revenue is spent, If this is the case, be clear about this guidance.

 - i. Be clear on the recommendations specific to the RTP
 - 1. For example – is the first bullet meant to be speaking to ODOT (or whoever is collecting congestion pricing revenues, like the Portland) or is it a statement directed at how RTP projects as selected and funded in the RTP Constrained list?
 - ii. Mention of new revenue sources to be used to off-set taxes and fees. What new funding sources (all?)
 - iii. Details regarding shifting transit costs related to time of day seems very small and not RTP related
 - iv. For green friendly investments, maybe this is an idea for the RTO program?
- 6. It is surprising that there is not more discussion in the Motor Fuels taxes section on PDF page 29 about the ODOT Road User Fee Taskforce and the conversation of collection of revenue for the roadway system from Gas tax to a Road User fee.
 - f. It what ways should the region be engaged in that conversation to have more equitable outcomes?
 - g. It is a tool that can be used to collect different revenue amounts by roadway type
 - h. I have attached ODOT’s Socioeconomic Equity Report for the RUC
- 7. New Revenue Sources
 - i. There should be a section that clearly addresses the best potential new revenue sources, from an equity perspective. It should include a more direct discussion of why

“Pricing” is so important and its role as a new revenue source. Currently the various studies are listed, but it doesn’t say – “Pricing is a new source of revenue and....”

- j. I have attached a recent ODOT presentation to the OTC that also talks about new revenue sources. It would be helpful to be clear if the revenue sources they identified were included in the Equity analysis and how they fared.
8. Statement in paragraph under Figure 5 seems inaccurate. 48% percent (not 77%) of the revenues in the RTP are local revenues, per Figure 4. AND over 50% of the local revenues are transit revenues. AND many of the local revenue is already dedicated through local CIP processes.
9. What are the restrictions on using property taxes for transportation investments? Where is this used now (MSTIP? Urban Renewal?)
10. Revenue allocation constraints – specific statement that restricting the use of gas taxes to roadways is an equity issue. As a reminder – roads are used by transit to get places.
11. While there is a list of new revenue sources in Attachment 3 – it is not referred to much in body of report or the recommendations



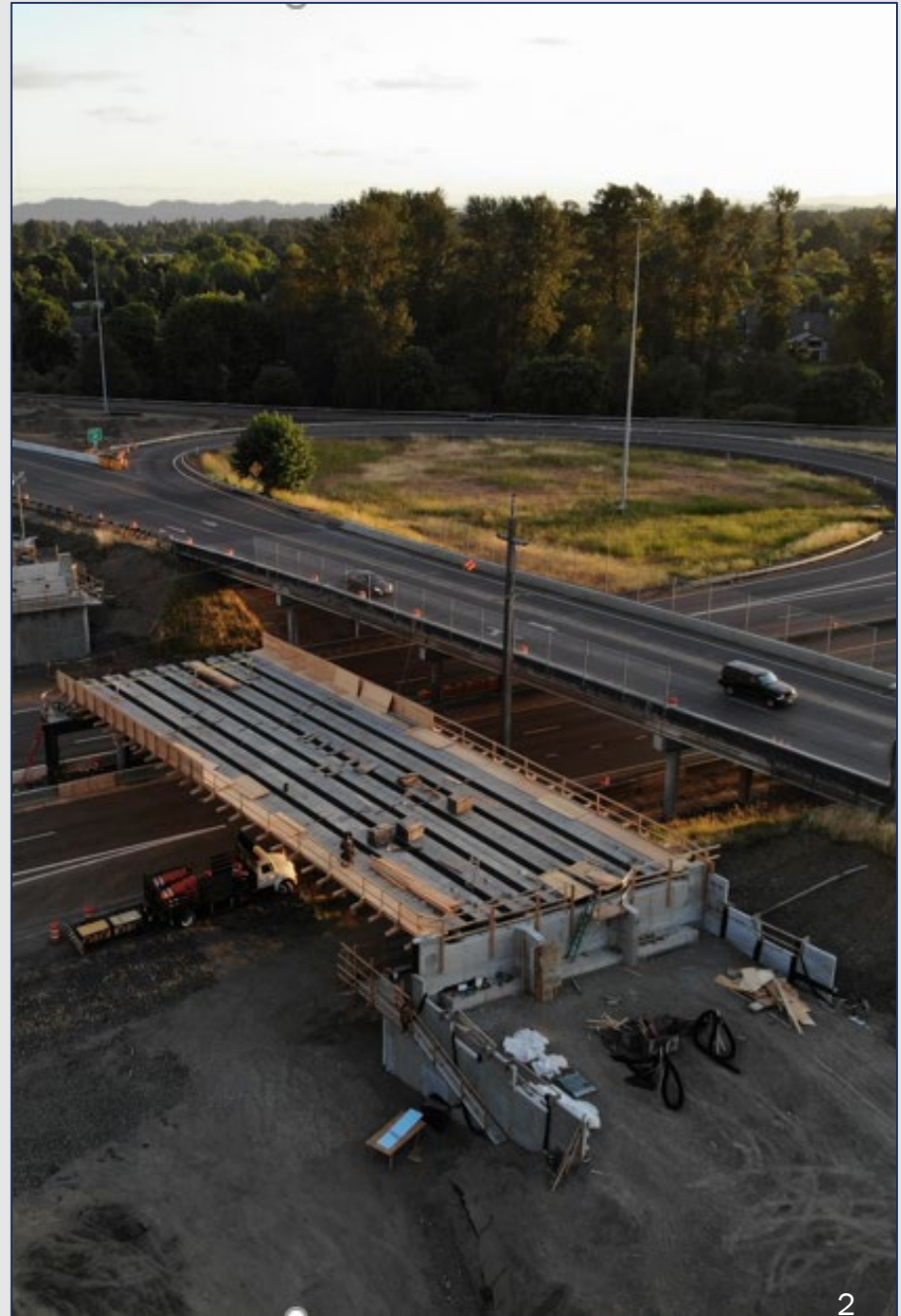
Transportation Funding and Revenue

Travis Brouwer, ODOT Assistant Director for Revenue, Finance and Compliance

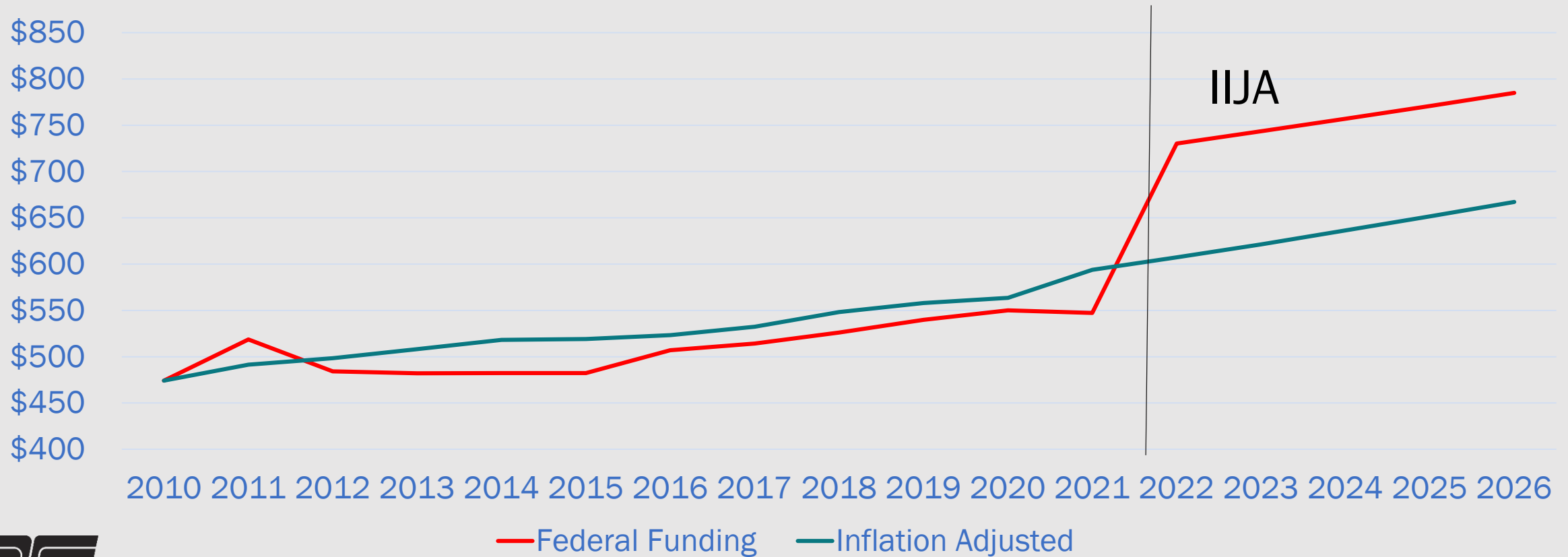
September 13, 2022

Transportation Revenue Challenges

- Public and active transportation revenue sources are inadequate
- Inflation erodes most revenue sources (except payroll tax)
- Growing fuel efficiency will render the fuels tax unsustainable in coming years
- Lack of local funding options make cities and counties more reliant on the State Highway Fund
- ~~Federal funding has been flat or declining for more than a decade~~

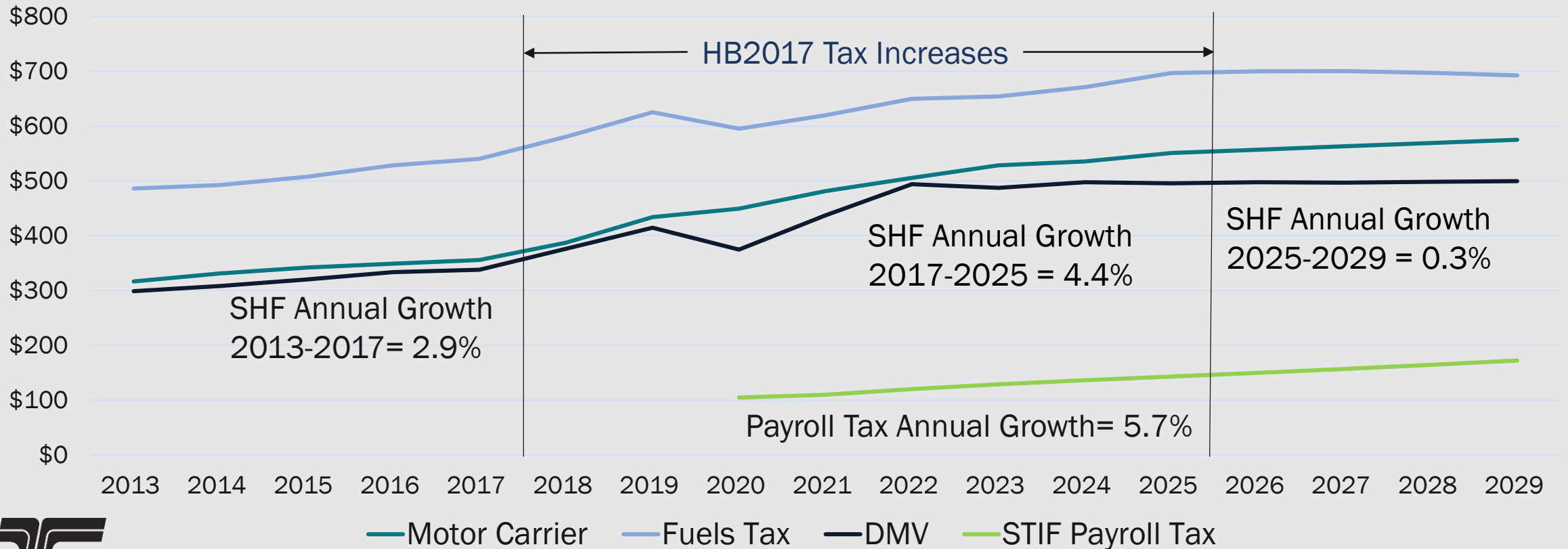


Federal Highway Program Funding



Major State Transportation Revenue Sources

In millions of nominal dollars (not adjusted for inflation); April 2022 forecast





Factors Driving Increased Fuel Efficiency in Oregon

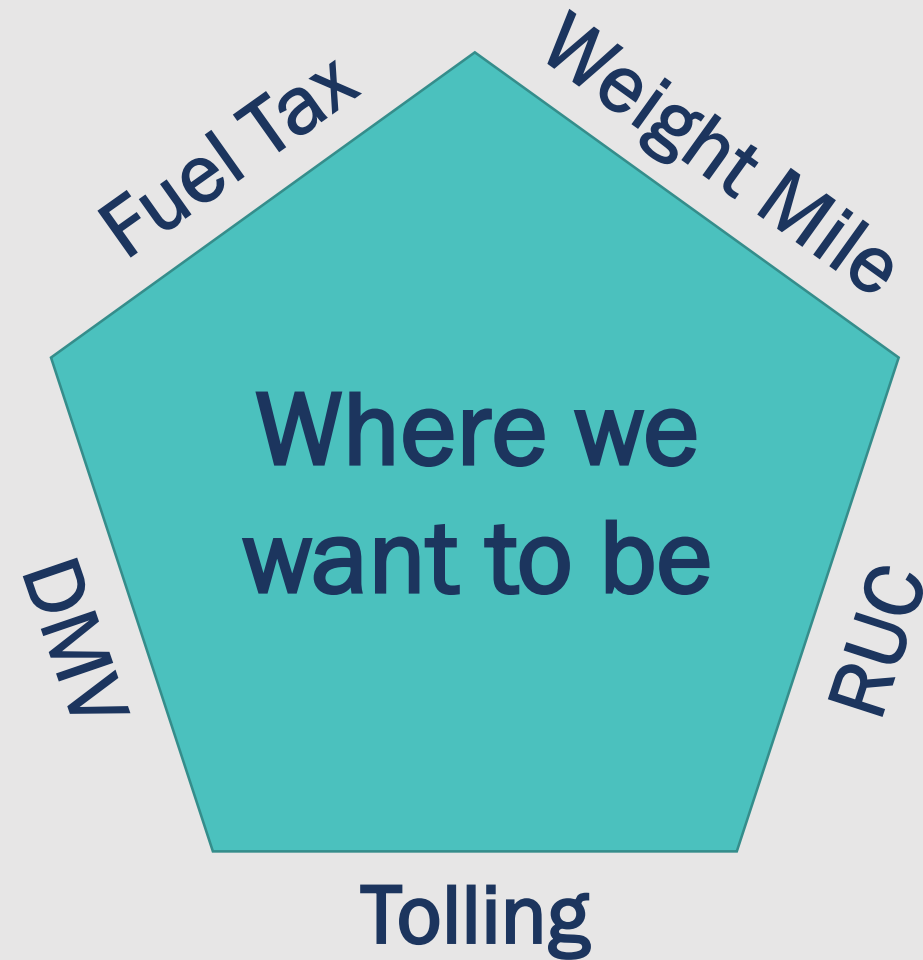
- Biden Administration's increase in CAFE standards
- High fuel prices
- Nationwide deployment of EV charging infrastructure
- Federal/state EV purchase incentives
- DEQ Climate Protection Program and other efforts under EO 20-04

Potential Future Revenue Sources

- **Tolling/Congestion Pricing**– Traditionally used for major bridge and highway expansion projects on high-volume facilities; could be used more broadly for preservation
- **Road Usage Charging**– Replace gas tax for efficient vehicles to keep state and local capital and O&M funding from falling from current levels; provides reliable but not sufficient funding
- **Medium Duty Mileage Tax**– Maintains revenue from growing fleet of medium duty trucks as they go electric
- **Carbon Tax**– Provides incentive for fuel efficient vehicles
- **Local/Regional Options**– Provide tools for local governments to raise money & reduce reliance on State Highway Fund
- **Multimodal Funding Sources**– Miscellaneous sources (payroll tax, privilege tax, bike excise tax, etc.) for public and active transportation could be expanded or supplemented



Diversifying Oregon's Road Funding Streams



The Holy Grail of Road User Fees: True Cost Pricing



Impact on the system

Weight-mile tax
on heavy trucks



Use of the system

Per-mile fee on
light & medium
vehicles



Environment

Fuel/carbon tax



Congestion

Congestion
pricing/tolling

Questions?



Road Usage Charging Vehicle Ownership & Socioeconomic Equity

Background

The Oregon Department of Transportation has historically relied on motor fuel taxes as a significant source of the agency's revenues. Motor fuels are taxed per gallon at the time of delivery at a filling station, and that tax is passed on to drivers when they purchase fuel. Thus, agency revenue has been largely dependent on the amount of fuel being purchased within the state.

While this system worked well when most vehicles had similar fuel efficiency ratings, advancements in technology have resulted in a passenger vehicle fleet that is significantly more fuel efficient, thus reducing the amount of gasoline purchased by motorists and the accompanying fuels tax revenue. Moreover, while the increasing market share of electric vehicles (EVs) is a positive development for Oregon in the pursuit of its climate goals, EVs do not pay fuels tax and thus further erode ODOT's ability to collect sufficient and reliable revenues for the purpose of operating, improving, and maintaining the state's transportation system under a fuels tax model.

Recognizing these factors and trends, Oregon is pioneering the development and implementation of road usage charging (RUC), in which drivers pay by the mile for their use of the state's public roads and highway system. As the main component in part of an overall set of road taxes, a RUC should be designed to ensure that all people pay their fair share for use of the roads in order to ensure sufficient and reliable transportation revenue. In 2013, the Oregon State Legislature passed SB 810, which created the permanent voluntary RUC program known as OReGO. The program went live on July 1, 2015, and became the first fully functional RUC program in the nation.

ODOT is developing a legislative concept for the 2023 legislative session that would further develop and expand OReGO by establishing a mandate to require participation for registered owners and lessees of passenger vehicles model year 2028 and newer with a combined efficiency rating of 30 miles per gallon (MPG) or better beginning July 1, 2027. By 2035, new vehicles rated at 20+ MPG would be subject to the mandate.

Equity Considerations

As ODOT lays the groundwork for a new means of collecting transportation revenues, the agency is examining the effects that this change would have on households of different income levels. In this case, there are several categories of equity to consider, including tax equity and socioeconomic equity.

Tax equity includes components of horizontal equity and vertical equity. Horizontal equity entails the idea of similarly situated taxpayers paying similar amounts. In the context of roads, this concept can be applied by ensuring that people who use the roads similarly pay similar amounts in transportation taxes and fees. Vertical equity entails the idea of taxpayers with greater ability to pay contributing more (graduated income tax rates, for example). A vertical equity lens should be applied across the entire stack of taxes and fees for road use.

A road usage charge performs well in regard to horizontal equity. For example, for three different vehicles—an EV, a hybrid, and an internal combustion engine—that drive 10,000 miles at \$0.02 per mile, each would owe the same amount in RUC: \$200.

Vertical equity within the context of transportation taxes and fees tends to be more complex. Under a fuels tax system, those who drive efficient vehicles—number of miles driven being equal or similar—pay

less in fuels tax than those with less efficient vehicles. If we assume that higher-income households are more able and likely to purchase newer, highly efficient vehicles, including EVs, then the existing fuels tax system effectively provides a tax break to higher-income households relative to lower-income households.

An examination of Oregon data finds that, while higher-income households on average pay more in total road taxes and fees than lower-income households, the percent as a total share of income is much less. There are several reasons why total transportation taxes and fees are greater on average for higher-income households, such as owning more vehicles (resulting in additional registration fees) and driving more miles on average (resulting in more total fuels tax paid). For example, households making \$14,999 or less drive 25.44 miles per day on average whereas households making over \$150,000 a year drive 2.5 times as much – 62.84 miles per day on average. Similarly, the highest-income households own nearly 3 times as many vehicles (2.6) as the lowest-income households (0.9).¹ See Table 1 for additional information and Figures 1 and 2 for visual representations of a selection of the data.

Table 1: Average Gas Taxes & Registration Fees Based on Household Income²

Total Income³	\$0 – \$14,999	\$15,000 – \$24,999	\$25,000 – \$34,999	\$100,000 - \$149,999	\$150,000+
Miles Driven per Day	25.44	31.03	34.68	54.26	62.84
Vehicles per Household	0.9	1.3	1.5	2.4	2.6
State Gas Tax Paid per Year	\$158.93	\$193.85	\$216.66	\$338.98	\$392.58
Registration Fees Paid per Year	\$56.70	\$81.90	\$94.50	\$151.20	\$163.80
Total Road Taxes & Fees per Year	\$215.63	\$275.75	\$311.16	\$490.18	\$556.38
Total as Share of Household Income	2.88%	1.38%	1.04%	0.39%	0.32%

¹ These data are derived from the 2013 Oregon Household Activity Survey administered by ODOT. It is a robust dataset collected by ODOT between 2009 and 2011. Unfortunately, no newer dataset has the same level of statewide information available as the 2013 OHAS.

² McMullen, B. Starr et al. *Road Usage Charge Economic Analysis: Final Report*. Salem, OR: Oregon Department of Transportation, 2016.

³ Households that do not own a vehicle and do not drive were excluded from the study. These households tend to fall within lower-income brackets. If they were included, the data would skew toward even lower road tax payments among lower-income households.

Figure 1: State Gas Tax & Registration Fees per Year by Income

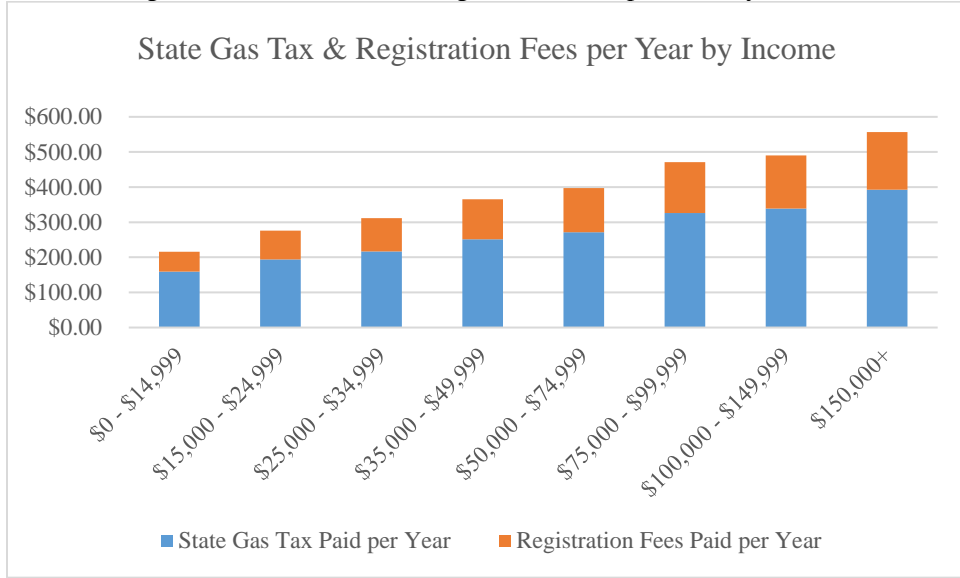
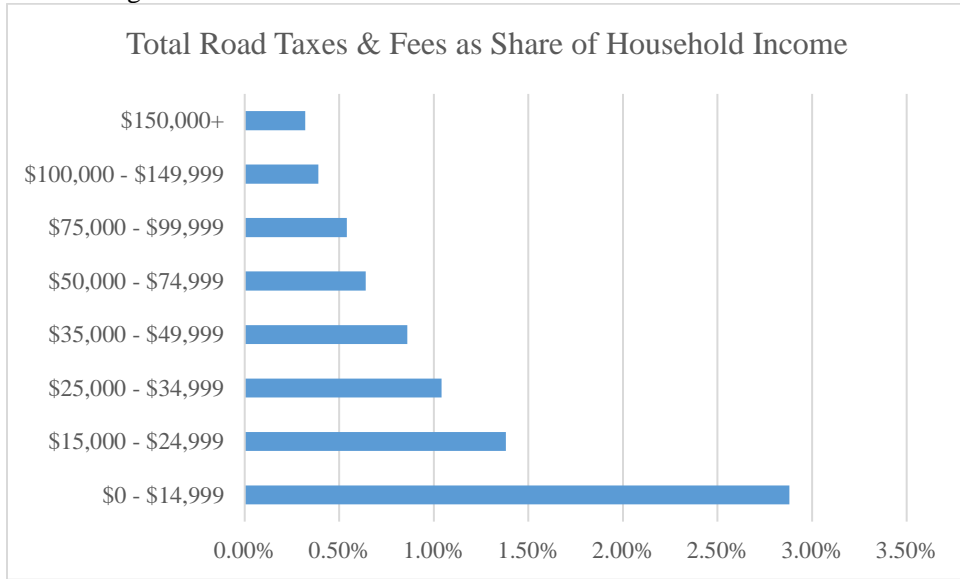


Figure 2: Total Road Taxes & Fees as a Share of Household Income



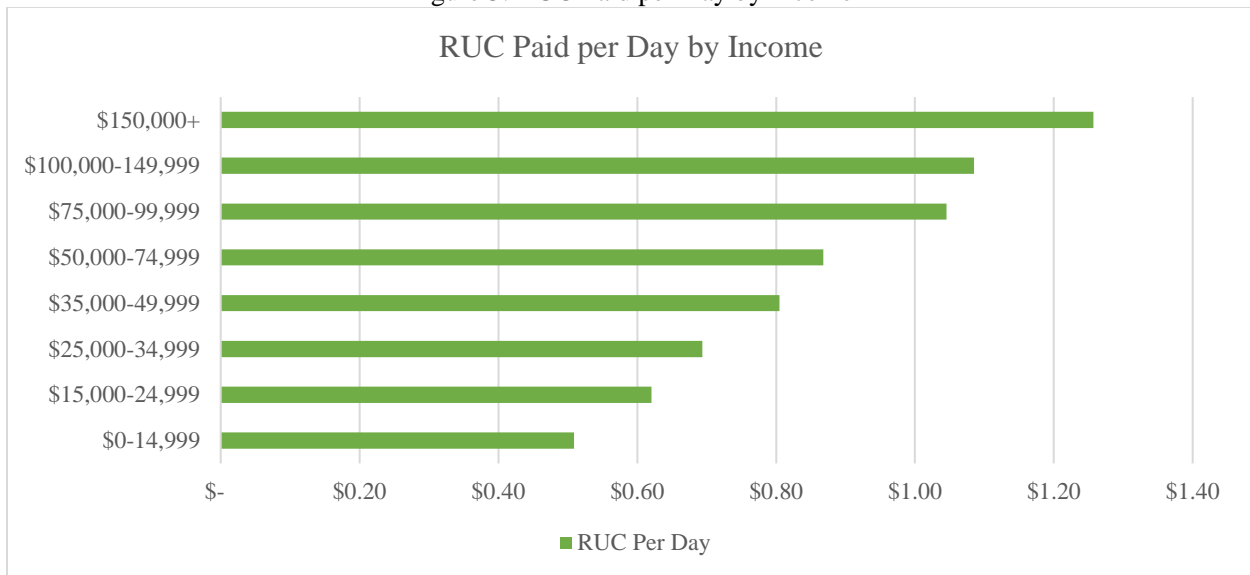
As Oregon navigates the transition to a road usage charge, it must design a system that does not unduly burden lower-income households. The mandate proposed in the legislative concept would apply only to newer, highly efficient vehicles at the outset to ensure those drivers pay their fair share for use of the transportation system. While popular assumptions theorize that higher-income households are more likely to purchase and own the vehicles that would initially be subject to the road usage charge, additional analysis of vehicle purchasing and ownership patterns is required.

RUC Payments by Income Level

National and Oregon-specific data reviewed in the following section demonstrate that very few low-income households purchase new electric vehicles and thus few would be subject to a RUC that is applied initially to new, high-efficiency vehicles. However, some low-income households would be subject to the RUC, so it is important to understand how much those at different income levels would pay.

Based on the mileage data in Table 1, households in the lowest income bracket would pay relatively limited amounts under a RUC – about \$0.51 per day or \$186 per year – while high-income households would pay significantly more – approximately \$1.26 per day or \$459 per year – based on a \$0.02 per mile RUC. Nonetheless, lower-income households would pay a significantly larger share of their household income than higher-income households under a RUC, just as they do under the existing fuels tax system.

Figure 3: RUC Paid per Day by Income



Vehicle Purchasing and Ownership Trends

Vehicle ownership data can be used to determine who purchases highly efficient vehicles and thus pays less in road taxes. These data can also show who would pay a RUC that initially applies to highly efficient vehicles.

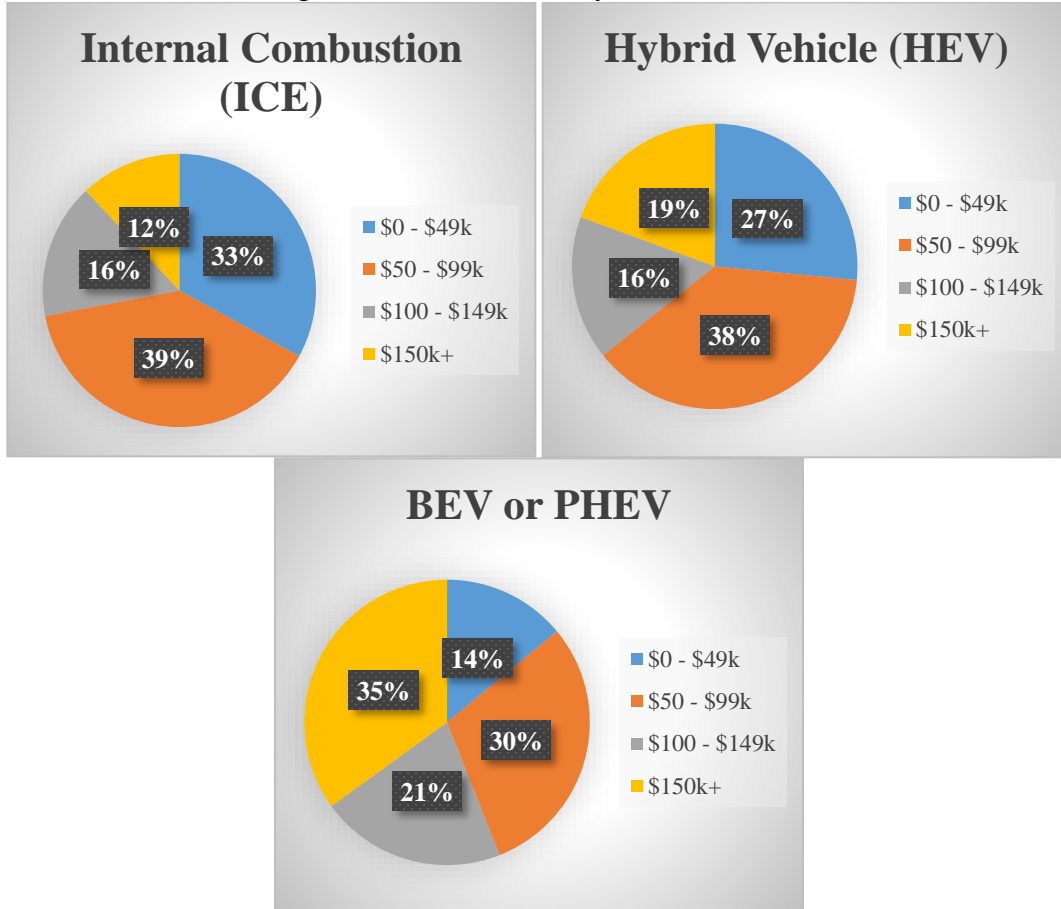
National Center for Sustainable Transportation – Understanding the Distributional Impacts of Vehicle Policy: Who Buys New and Used Alternative Vehicles?⁴

Researchers for the National Center for Sustainable Transportation examined in a 2018 report the sociodemographic characteristics of households purchasing plug-in electric vehicles (PEVs), including battery electric vehicles (BEVs) and plug-in hybrid electric vehicles (PHEVs). The dataset consisted of all new and used sales of zero-emission vehicles in California from 2011 through December 2015. The authors found that “[h]igh income buyers are more likely to purchase EVs than low-income buyers... These effects are particularly pronounced in the new car market. Low-income buyers and minority buyers are less likely to purchase EVs, and when they purchase EVs are more likely to buy used vehicles” (1).

⁴ Muehlegger, Erich and David Rapson. *Understanding the Distributional Impacts of Vehicle Policy: Who Buys New and Used Alternative Vehicles?* Davis, CA: National Center for Sustainable Transportation, 2018.

The report provides additional statistics, stating that households with annual income less than \$50,000 represented 33 percent of internal combustion engine (ICE) vehicle purchases versus 14 percent of PEV purchases. Conversely, high-income households earning more than \$150,000 annually represented 12 percent of ICE purchases versus 35 percent of PEV purchases (6). See Figure 4 below.

Figure 4: Fraction of Sales by Income Bracket⁵



Transportation Research and Education Center – Survey of Oregon Electric Vehicle & Hybrid Owners⁶

In 2018, researchers for the Transportation Research and Education Center at Portland State University conducted a survey of electric (including PHEVs and BEVs) and low-carbon (e.g. hybrid) vehicles in Oregon. The dataset consisted of 4,069 total respondents, of which 3,290 were EV owners. The authors found that EV respondents “are predominately white (88.4%)...and living in households with an annual income greater than \$100,000 (63.1%)” (26). Furthermore, most EV owners in the survey owned their vehicle and purchased it new. Only 4.2% of respondents lived in households making less than \$35,000 a year. Table 2 provides additional information on respondent demographics.

⁵ Figure recreated from *Understanding the Distributional Impacts of Vehicle Policy* (p. 4).

⁶ MacArthur, John, Michael Harpool and Daniel Schepcke. *Survey of Oregon Electric Vehicle & Hybrid Owners*. Portland, OR: Transportation Research and Education Center (TREC), 2018.

Table 2: Demographics of EV Owners⁷

	Percentages by Group			
	All Respondents	All EV	BEV	PHEV
Own or lease a vehicle	n=4069	n=3290	n=2183	n=1086
	100.00	80.9	53.6	26.7
Race	n=3925	n=3167	n=2100	n=1046
American Indian or Alaska Native	0.6	0.6	0.7	0.6
Asian	4.0	4.3	4.6	3.6
Black or African American	0.5	0.5	0.5	0.5
Hispanic or Latino/a	1.6	1.6	1.9	1.6
White or Caucasian	89.1	88.4	87.6	88.5
Other	4.3	4.5	4.7	4.5
Income	n=3725	n=3011	n=1902	n=931
Less than \$15,000	0.7	0.7	0.6	0.7
\$15,000 - \$24,999	1.4	1.4	1.4	1.3
\$25,000 – \$34,999	2.6	2.1	2.2	2.0
\$35,000 - \$49,999	5.7	4.8	4.5	5.2
\$50,000 - \$74,999	13.4	12.6	11.7	14.4
\$75,000 – \$99,999	15.8	15.3	14.4	17.3
\$100,000 - \$149,999	27.3	27.8	27.8	27.7
\$150,000+	33.0	35.3	37.5	31.4
Household Tenure	n=3946	n=3184	n=2113	n=1050
Own	90.0	91.3	92.1	90.0

Washington Road Usage Charge Pilot Program (WA RUC) – *Equity Research and Outreach*⁸

In 2020, the Washington State Transportation Commission was directed by the Washington State Legislature to “[i]dentify and measure potential disparate impacts of a road usage charge on designated populations, including communities of color, low-income households, vulnerable populations, and displaced communities” (ES-1). In examining the financial impacts of a RUC compared to the fuels tax, the report focuses on changes in costs based on household income. The study utilizes National Household Travel Survey (NHTS) data as well as vehicle data from the Washington State Department of Licensing (DOL) at the census tract level.

The report states that in 2020, EV registrations across the United States reached a record high of 1.8 percent of market share; the share was highest in the Western Region, with 4.8 percent of all new vehicles registered being EVs. The report notes that the “data suggests that EVs are disproportionately purchased and owned by high income customers. According to a 2019 study by the Congressional Research Service about the plug-in EV tax credit, 78 percent of EV tax credits were claimed by filers with an adjusted gross income [AGI] of \$100,000 or more. For context, only about 17 percent of total tax filings have an AGI of \$100,000 or more” (22).

Moreover, analysis of data from DOL “confirms that in Washington, EVs are much more likely to be registered in Census tracts with higher incomes...EVs represent over 5 percent of vehicle registrations in Census tracts where the average income is over \$200,000, making them more than 10 times as likely than

⁷ Table recreated from *Survey of Oregon Electric Vehicle & Hybrid Owners* (p. 25-26) and truncated.

⁸ *Equity Research and Outreach*. Olympia, WA: Washington Road Usage Charge Pilot Program (WA RUC), 2022.

in Census tracts with average incomes below \$50,000” (23). This general trend is true for hybrid vehicle registrations, as well.

Consequently, the report found a statistically significant relationship between average income by Census tract and average fuel economy – tracts with higher incomes have higher rates of EV and hybrid ownership and tend to have higher average fuel economy. That relationship may affect driving habits, as the analysis also found that “higher income respondent households tend to drive more miles than lower income respondent households” (25).

Ultimately, the report concludes that vehicles registered in low-income areas are likely to pay less under a RUC compared to the gas tax, whereas vehicles registered in higher-income areas would likely pay more.

Oregon’s Charge Ahead Program

The above research suggests that highly efficient vehicles are more likely to be purchased and owned by higher-income households. Oregon’s climate commitments, however, necessitate broad adoption of zero-emission vehicles. One of the most effective policies to encourage highly efficient vehicle adoption is to reduce the upfront cost of purchasing the vehicle. The Oregon Department of Environmental Quality offers two such programs—the Clean Vehicle Rebate and the Charge Ahead Rebate—with the latter program providing an additional incentive to low- and moderate-income earners for purchasing a new or used EV with an original base MSRP under \$50,000.

Prior to January 1, 2022, the Charge Ahead supplemental rebate of \$2,500 was available to participants with income eligibility determined by household size and where the applicant lived.⁹ This resulted in a range of household incomes that claimed the rebate. The following tables include a selection of household sizes and geographic areas to demonstrate variations in household incomes claiming the rebate.¹⁰

Table 3: Average Household Income by Household Size for Charge Ahead EV Rebate Recipients

Household Size	Used EVs		New EVs	
	N	Avg. Household Income	N	Avg. Household Income
2	213	\$55,027	472	\$69,518
4	118	\$72,351	232	\$85,917

Table 4: Average Household Income by Metropolitan Statistical Area (MSA) for Charge Ahead EV Rebate Recipients

MSA	Used EVs		New EVs	
	N	Avg. Household Income	N	Avg. Household Income
Portland-Vancouver-Hillsboro	523	\$56,362	1,106	\$70,958
Bend-Redmond	31	\$53,367	78	\$50,676
Medford	23	\$40,129	44	\$59,624

A total of 2,244 Charge Ahead rebate applications were received between March 08, 2018, and December 30, 2021.¹¹ Of these, 1,443 (64%) were for new vehicles and 801 (36%) were for used vehicles. For the same timeframe, a total of 16,721 rebates were claimed for both the Clean Vehicle and Charge Ahead

⁹ For purchases on or after January 1, 2022, the rebate amount is \$5,000 and the income requirement is up to 400% of the federal poverty guideline and is based upon the applicant’s household size.

¹⁰ Data provided by the Oregon Department of Environmental Quality.

¹¹ <https://evrebate.oregon.gov/rebate-statistics>

programs, meaning that roughly only 13% of rebates claimed were attributed to the Charge Ahead program.

Oregon EV rebate data thus appear to validate the findings from nationwide studies that demonstrate relatively few electric vehicles are being purchased by lower- and middle-income households, indicating that EV ownership skews toward higher-income households.

Conclusions

Based on this review and analysis of existing studies and available data, we can draw a number of conclusions on the impact that a shift to a RUC would have on socioeconomic equity.

- Analysis of vehicle miles traveled indicates that low-income households drive only about 40% as much as high-income households. As a result, low-income households currently pay much less in fuels tax than high-income households, and those subject to a RUC in the future would not pay a significant amount in per mile fees – an average of about \$0.50 per day. However, lower-income households currently pay a greater share of their income in fuels tax than higher-income households, and the same would be true under a RUC.
- In Oregon and its neighboring states, studies and analysis of Oregon’s Charge Ahead Rebate program have found that purchasers of electric and efficient vehicles tend to be from higher-income households. Under a fuels tax system, owners of electric and efficient vehicles pay less per mile driven than those who own less efficient vehicles. Ensuring that highly efficient vehicles pay similar amounts for road use as less efficient vehicles would improve tax equity.
- Only approximately 13% of EV rebates claimed between March 2018 and December 2021 are attributed to low- and middle-income households under the Charge Ahead program. With low-income households purchasing few new, highly-efficient vehicles, it is unlikely that many low-income households would be subject to the initial RUC mandate; they would continue to pay the fuels tax for the time being.

As highly efficient vehicles become more affordable over time via both continued advancements in vehicle technology and increased availability on the secondary market, more households—including low-income ones—will be subject to the road usage charge program. In the interim, additional policy decisions should be considered to mitigate the burden on low-income households by the time that occurs on a wide scale.

Transportation Planning and Development

TO Lake McTighe, Metro

CC Jessica Berry, Transportation Planning and Development Manager
Sarah Paulus, Transportation Policy Analyst

FROM Allison Boyd, Senior Planner

DATE Sept 27, 2022

RE: Equitable Transportation Funding Research Report

Thank you for the opportunity to review and discuss the draft report presented to TPAC on Sept 14th. We appreciate Metro staff initiating this study and providing a thorough review of revenue sources that will be valuable to the RTP discussions as well as in our own efforts to address disparities. Below are some comments and suggestions based on the discussion questions posed:

How would you like to see the findings and recommendations from the Draft Equitable Transportation Funding Research Report inform the update of the RTP Financial Chapter?

- The report provides a good explanation of how the current transportation funding system is inequitable and this information should be integrated into Chapter 5 to acknowledge the problems and increase awareness.
- It would be helpful for the recommendation section of the report to be more specifically tied to how those recommendations can be addressed in the RTP and/or specify potential implementation paths forward. For instance, one of the recommendations is to adopt a policy but it's unclear if that is a next step for this RTP update.
- As the report mentions, many solutions will be needed and there clearly is a lot of work required to examine methods to mitigate impacts and restructure the funding system to increase equity. An outcome of the report might be identifying a project in Chapter 8 for the region to explore some solutions in more depth.

What questions or comments do you have on the Draft Equitable Transportation Funding Research Report that should be considered as the report is finalized?

- The Key Findings section does a great job of laying out the disproportionate impacts of some of our current major revenue streams. It would be great to expand on this section and discuss some of the considerations needed for emerging revenue sources, such as road user/VMT

Transportation Planning and Development

charges and tolling, to ensure they are introduced into our funding system with equity at the forefront. This would help meet the stated purpose of the report.

- In Appendix B, it would be helpful if the emerging revenue sources had an evaluation done based on some assumptions rather than listing as variable even though there are many unknowns. For instance, perhaps a best and worst case scenario could be used that lists out the implementation options that would lead to a high or low rating.
- The recommendation to explore unified financial assistance models could be an important project to convene regional and state partners to work on. Having a unified system could greatly increase participation in financial assistance programs and decrease administrative costs.
- Some of the recommendations are unclear as worded or could be more specific. The Revenue Disbursement section was particularly vague, i.e. using new revenue sources to offset taxes and fees for low-income households.
- The Outcomes of Discriminatory Planning section provides good background, however, the portion on Portland's planning history could be connected to regional impacts to give more context for the RTP.
- Under the Motor Fuel Taxes section, it refers to transportation expense statistics from 2020. We'd recommend checking against another reference year since COVID would likely have affected how much households spent on transportation.

**Washington County Comments on the Equitable Transportation Funding Report
Received via email 9-27-22**

Christina Deffebach:

I am forwarding Steve Kelley's comments on the equitable transportation funding report. I agree with Steve that the analysis is very thorough and structured. It would be educational to have longer discussion about many of the references cited.

At a higher level, I would add to his comments:

- The report feels rather Portland centric in its references and examples and raises the question of the prevalence of the issues raised occurring across the region and/or what other situations may we find if explored further.
- It is important not to generalize in defining 'bad' or inequitable investments. As there are a variety of revenue sources, there are a variety of ways transportation investments can address inequities and provide benefits. Recommendations for the RTP could be, for example, to consider benefits and burdens, without being specific as to good or bad revenue sources or investments or prescriptive in how local, state and federal transportation revenue can be spent.

Steve Kelley:

Thank you for the opportunity to comment on this important report. Overall any public discussion of equity must incorporate a discussion of funding. Not only on who pays and who benefits but also considering the public utility provided by the transportation system.

We reviewed the six equity assessment measures and found them to be particularly useful and informative. These measures provide broad but comparable categories that inform the discussion about how each funding mechanism is related to equity. While we do have a couple minor comments, overall this report is very good.

The comments below address the text of the report, these are followed by comments on the scoring and descriptions of the funding mechanisms discussed in Appendix A.

Figure 2: Maybe rethink the title of this figure and focus on the story this figure relates. How are these events intended to be related and what has changed over time?

Figures 3 and 4: The amounts displayed do not appear to match the revenues shown in chapter 5 of the 2018 RTP. Table 5.1 on page 5.5 of the RTP shows 46.5B as "total all revenues" with 77% of the revenue from local programs.

The discussion between figures 4 and 5 and following figure 5 appears to reference a range of data sources some of which are displayed in the tables and others displayed in the RTP. Recommend adjusting this discussion to reflect the 2018 RTP or clearly identify where and how it is different.

Washington County Comments on the Equitable Transportation Funding Report Received via email 9-27-22

Figure 5 shows the national picture, while interesting it may not directly relate to regional revenue allocations and perhaps should be omitted or adjusted to reflect the Portland region.

Figure 7 does not appear correct. It appears this might be a TriMet report labeled as "local". Consider either omitting or revising to match 2018 RTP local data. The category "private development" should be combined with "system development charges" to avoid confusion, private development pays both.

Appendix A

- Motor Fuel Tax and Gas Tax – The tiered section of each should note that the fuel consumed is related to the amount a vehicle is operated. Consider a "fair" score for tiered on these charges. The overall score of poor seems correct.
- Heavy Truck Sales Tax, Heavy Vehicle Annual Use Fee, Transportation License and Fees & Weight Mile Tax
 - The charges for shipping goods are passed on to the consumer. Lower income populations spend a higher % of income on necessary consumption (food and related products) which pays these charges. Therefore, lower income populations pay a higher % of their income towards these charges.
 - The share and burden of these charges should be reconsidered, as either fair or poor.
 - The tier structure here should be scored comparable to the share and burden, the tiering is not related to the value of the goods being transported.
 - The benefits received go towards supporting the system that transports necessities to market, the statement that "funding roadways does not always have a positive impact on the people with the greatest needs" should be omitted in this context.
- Driver and Vehicle Fees – penalties should be changed to "poor" to be consistent with how other revenue programs have addresses this criteria.
- Vehicle Registration Fee – penalties should be changed to "poor" to be consistent with how other revenue programs have addresses this criteria.
- Transportation System Development Charges
 - The share should be adjusted to "fair" or good. Housing prices reflect the available properties on the market. The developer builds for return on investment rather than somehow "passing along the costs". SDCs are a small % of total development costs. A rising tide lifts all boats.
 - Burden, "fair" is likely an accurate score (similar to the burden of franchise fees or weight mile tax), leans poor but less poor than others (Gas Tax or VRF).
 - Consider the "tiered" aspect of SDCs further. The charge is related to the impact of the development and included in any discussion of "rough proportionality". While the charge is not directly based on the value, the type of living unit is. Many (the TDT and

**Washington County Comments on the Equitable Transportation Funding Report
Received via email 9-27-22**

- others) offers lower rates for apartments and manufactured housing than single family detached based on the anticipated average impact on the system. Many (the TDT and others) also charge commercial and industrial development.
- Benefits, should also be adjusted to “fair” or even “good”. The developer is required to construct frontage improvements that directly benefit the site (and receives credit towards the charge for doing so). The off-site improvements benefit the entire community including those with lower incomes.
 - Urban Renewal Tax
 - This should be scored same as a property tax from an equity point of view – see comments on property taxes below.
 - The burden here misses the structure of these types of charges. The increment in Tax Increment Financing (TIF) is the different between the pre-existing property tax and the property tax after redevelopment. The incremental revenue is targeted toward improvements made by the district without changing the property tax paid (the money collected is unavailable for other uses).
 - Property Taxes – MSTIP
 - Share – The text should note that commercial and industrial properties also contribute.
 - Burden – The burden of property tax is related to the value of the property. Typically lower income and equity populations own lower value property. Renters pay the property taxes through their rent. Commercial and industrial properties also contribute. Consider “fair” or even “good” here.
 - Tiered – Rental rates reflect the available properties on the market. The landlord charges based on demand rather than somehow “passing along the costs”.
 - Benefits – suggest changing “homeowners” to “landowners”.
 - Penalties for non-payment of property taxes are applied to property owners not tenants, thus reducing the impact of penalties on lower income populations. Consider “fair” here.

Washington County’s urban road maintenance district is a property tax. Such a charge should have the same equity consideration as any other property tax (see comments above).

<https://www.co.washington.or.us/LUT/Divisions/Operations/Programs/urban-road-maintenance-district.cfm>

While we have a few suggestions above, the overall structure of the report and the analysis is excellent. The suggestions are provided in the spirit of enhancing an already really very good document. We are available to discuss if that would be helpful.

Memo



Metro

600 NE Grand Ave.
Portland, OR 97232-2736

Date: September 30, 2022
To: Transportation Policy Alternatives Committee (TPAC) and interested parties
From: John Mermin, Metro
Lake McTighe, Metro
Subject: 2023 Regional Transportation Plan (RTP) – Preliminary summary of 9/29 JPACT-Metro Council Workshop on Creating Safe and Healthy Urban Arterials

PURPOSE

The purpose of this memo is to provide a preliminary summary of policy feedback received at the September 29 JPACT – Metro Council Workshop on Creating Safe and Healthy Urban Arterials. A full meeting summary from the consultant team facilitating the workshop will be shared at the October 20 JPACT and November 4 TPAC meetings.

BACKGROUND

As part of the [2023 Regional Transportation Plan](#) update, Metro staff developed 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 Safe and Healthy Urban Arterials policy brief](#) was discussed and revised with TPAC input between March and August 2022.

September 29 JPACT – Metro Council Workshop

Members of JPACT and the Metro Council attended a workshop on September 29 to provide policy feedback on how to support safe and healthy urban arterials. The Safe and Healthy Urban Arterials Policy Brief (Sept. 8, 2022) and a factsheet were provided ahead of the workshop to provide a foundation for the discussion. After opening remarks, and a brief presentation from Margi Bradway, JPACT and the Metro Council heard comments from two community representatives about the needs and priorities of communities who live, work and travel on Tualatin-Valley Highway. The participants then broke into small groups to discuss a series of policy questions,

Policy questions listed in Section 4 of the Safe & Healthy Urban Arterials policy brief presented a starting place for the small group discussions. Ahead of the workshop, county transportation coordinating committees dedicated time to review the policy brief, identify local issues and comments and prepare JPACT members for the workshop.

Policy Feedback Received at Workshop

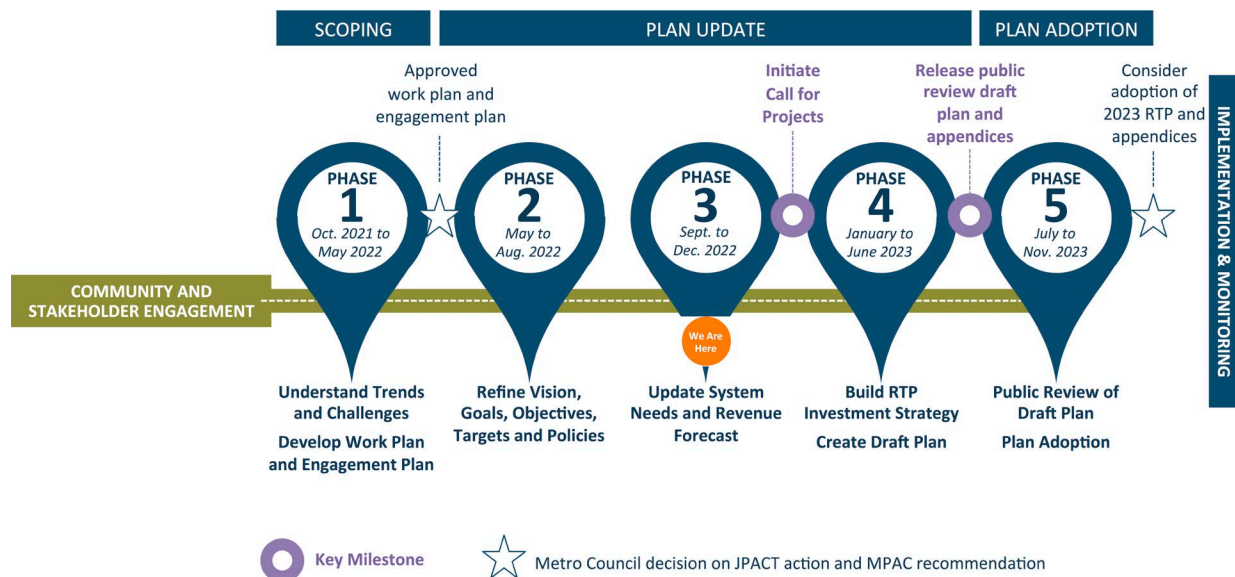
Participants had a robust and passionate discussion within their small groups as well as when reporting back to the broader group. Some themes heard include:

- Agreement on the frame of the issue, that these corridors are very important and there is a need to improve safety, equity and improve transit along them.

- Listening to community members, especially those that live and work along the corridors, is important.
- The corridors should not be thought of as a burden, they are important resources for communities.
- Funding investments in these corridors is a priority, including funding completion of corridor plans.
- Acknowledged the tension between comprehensive vision planning and chasing the hotspots with limited resources. We have good visions but live in a limited resource environment and it takes time to deliver projects.
- The network on the map is a good starting point, (RTP major arterials) but there are other streets that that have a similar traffic burden, safety and equity issues that could also be considered.
- There’s a need for more resources and capacity at smaller municipalities to address issues along urban arterials in their communities.
- Land use plans and visions and should guide transportation decisions on these corridors.
- It is important to have an openness to innovation and new ideas that can help accelerate progress and be cost-effective.
- Allowing flexibility in design to respond to local context and balance needs to move freight and longer distance trips with the needs of people living and working along the corridors.
- Continuing to coordinate local and regional plans and priorities.

Next Steps

Metro staff is developing an approach to the 2023 RTP Call for Projects which will reflect and be consistent with the policy input and direction provided by the Metro Council, policy and technical advisory committees and public engagement over the past year and half, as described in the [2023 RTP Work Plan](#), including the policy feedback provided at the September 29 workshop. The draft approach to the Call for Projects will be discussed with TPAC at the November 4 TPAC meeting.



A summary of upcoming discussions:

- Oct. 20 JPACT: Recap the policy feedback from the Sept 29 RTP Urban Arterials workshop; discuss any additional comments
- Nov. 4 TPAC: Receive a final summary of the September 29 JPACT-Council workshop and other information and begin discussion of the draft RTP Call for Projects Policy Framework
- Nov. 16 MTAC: RTP Call for Projects Policy Framework and Approach
- Nov. 17 JPACT: RTP Call for Projects Policy Framework and Approach
- Dec. 2 TPAC: RTP Call for Projects Policy Framework and Approach, recommendation to JPACT

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

Materials following this page were distributed at the meeting.

Monthly fatal traffic crash report for Clackamas, Multnomah and Washington counties

* ODOT preliminary fatal crash report as of 9/27/22, police and news reports

Timothy Harpole, 67, walking, Hwy 99E at SE Risley Avenue, Oak Grove, Clackamas, 10/6

Unidentified person, motorcycling, SE 6th and SE Morrison, Portland, Multnomah, 10/5

Sarah Pliner, 50, bicycling, SE 26th and Powell, Portland, Multnomah, 10/4

Unidentified person, walking, NE 122nd, Portland, Multnomah, 9/29

Unidentified person, driving, NE 33rd Ave., Portland, Multnomah, 9/24

Unidentified person, driving, I-84, Multnomah, 9/23

Adriana & Aaliyah Shelton, 19 & 20, driving, NW 185th S of Eider Ct., Hillsboro, Washington, 9/22

Reuben Gettman, 76, driving, OR 224, Clackamas, 9/15

Victoria Lea Palmer, 24, walking, I-205, Clackamas, 9/11

James Edward Lash, 52, driving, SW Scholls-Sherwood Road, Washington, 9/11

Lynn Proctor, 75, walking, Hwy 26, near E. Sylvan Drive, Clackamas, 9/7

Legi Vargas, 31, motorcycling, OR 211 Eagle Creek-Sandy Hwy, Clackamas, 9/1

Christian L. Lint, 72, walking, N MLK Blvd & N Marine Dr, Portland, Multnomah, 8/30

Unknown, motorcycling, N Expo Rd at Expo Transit Center, Multnomah, 8/30

Ashlee Diane McGill, 26, walking, SE Stark St & SE 133rd Ave, Multnomah, 8/27

Robert Dean Miller, 60, motorcycling, US 26 Mt Hood Hwy, Clackamas, 8/26

Jonathan Alexander Rojas, 39, driving, Zion Church Rd & NW Gordon, Washington, 8/25

Jeremy Thomas Hofmann, 49, walking, OR 99E Pacific Hwy, Clackamas, 8/25





Metro

TPAC Agenda Item

October FFY 2023 Formal MTIP Amendment

Resolution 22-5289

Amendment # OC23-02-OCT

Applies to the 2021-26 MTIP

Agenda Support Materials:

- Draft Resolution 22-5289
- Exhibit A to Resolution 22-5289 (MTIP Worksheets)
- Staff Narrative with one attachment

October 7, 2022

Ken Lobeck

Metro Funding Programs Lead

October FFY 2023 Formal MTIP Amendment

Overview: Positioning, Cost Adjustments and a New Project

- 7 total projects in the amendment bundle
 - Combining 2 Transportation Demand Management (TDM) projects
 - Cost and scope updates to 4 ODOT projects
 - Adding TriMet's new 5339b funded Beaverton Transit Center Renovation project
- Cover briefly amendment bundle contents and open for discussion
- Seek approval individually of Resolutions 22-5289

TDM program = projects that conduct outreach and education to connect residents on available bike/ped/transit transportation alternatives and options to help reduce vehicle trips.

October FFY 2023 MTIP Amendment Bundle

Combining 2 Transportation Demand Management Projects

- Metro - Key TDM-2026: Portland Transportation Demand Management Activities
- Metro Key 21593 - Transportation Demand Management (Metro)
 - Combine together into Key 21593
 - Purpose: Streamline obligation and expenditure process
 - Includes 6 Portland projects
 - “Flex-transfer” the funds to FTA
 - Avoid issues with the IGA and FHWA obligation process
 - Obligate through FTA’s Transit Award Management System (TrAMS)
 - Follow Metro Regional Travel Options grant process

October FFY 2023 MTIP Amendment Bundle

Cost Adjustments to 2 ODOT Americans with Disabilities Act (ADA) Projects

- ODOT - Key 22535 – OR47/OR8/US30 Curb Ramps
- ODOT – Key: 22432 - US30BY Curb Ramps
 - Both are ADA ramps and curbs improvement projects
 - Updated project estimates are significant and require programming updates
 - Oregon Transportation Commission (OTC) approval to increase funding on September 13, 2022
 - OTC Staff Report included as Attachment 1 provides additional details about the cost increases

October FFY 2023 MTIP Amendment Bundle

Cost and Scope Adjustments to 2 ODOT ARTS Program Projects

- ODOT - Key 21614 – US26: SE 8th Ave - SE 58th Ave Sec
- ODOT – Key: OR213: Glen Oak Rd - S Barnards Rd Sec.
 - Both projects are ODOT All Roads Transportation Safety (ARTS) improvement projects
 - Both require reduced limits adjustments and funding updates
 - Limit adjustments are considered significant enough to be considered a scope change which triggers the formal amendment

October FFY 2023 MTIP Amendment Bundle

Add TriMet's New Beaverton Transt Center Renovation project

- Beaverton Transit Center Renovation:
 - Funded from FTA's Section 5339b Bus and Bus Facility discretionary improvement program
 - \$5,566,583 discretionary award
 - Renovation Project:
 - Reconfigure, update, and renovate depreciated and undersized bus layover facilities
 - Provide a safer pedestrian environment, improved layover pull-in/ pull-out procedures, and added space for service operations

MPO CFR Compliance Requirements

MTIP Review Factors

CFR = Code of Federal Regulations

- ✓ Project must be included in and consistent with the current constrained Regional Transportation Plan
- ✓ Passes fiscal constraint review and proof of funding verification
- ✓ Passes RTP consistency review:
 - Reviewed for possible air quality impacts
 - Verified as a Regionally Significant project status
 - Verified correct location & scope elements in the modeling network
 - Verified RTP and MTIP project costs consistent
 - Satisfies RTP goals and strategies
- ✓ MTIP & STIP programming consistency is maintained against obligations
- ✓ Passes MPO responsibilities verification (*No obligations/impacts*)
- ✓ Completed public notification plus OTC approval required completed for applicable ODOT funded projects (*OTC approval for September 13th mtg.*)
- ✓ Examined how performance measurements may apply and if initial impact assessments are required. (*No impacts*)

October FFY 2023 Formal Amendment

Approval Timing

Action	Target Date
Start 30-day Public Notification/Comment Period	October 4, 2022
TPAC Notification and Approval Recommendation	October 7, 2022
JPACT Approval and Recommendation to Council	October 20, 2022
End 30-day Public Notification/Comment Period	November 2, 2022
Metro Council Approval	November 10, 2022
Final Estimated Approvals	Early December, 2022

Notes:

1. The above target dates are planning estimates only. Changes may occur.
2. Processing and approval through JPACT and Metro Council are proposed as agenda consent items.
3. Comments via letters or personal testimony still may be submitted at the scheduled committees.

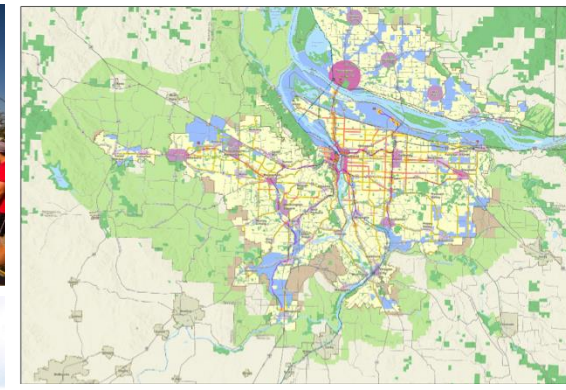
October FFY 2023 Formal MTIP Amendment Discussion, Questions, and Approval Request

- Open up to discussion and Questions
- Approval request includes completing necessary corrections
- Approval Request - Staff request is for:
 - TPAC provide JPACT an approval recommendation of Resolution 22-5289 consisting of additions or changes to 7 projects enabling federal reviews and fund obligations to then occur during Fall of 2022

Regional mobility policy update

TPAC Meeting

October 7, 2022



Project purpose

- Update the mobility policy and how we define and measure mobility for the Portland area transportation system
- Recommend amendments to the RTP and Oregon Highway Plan Policy 1F for the Portland area



Visit oregonmetro.gov/mobility

Looking back: 2020 to today

2020

- Share research on current policy and measure
- Identify mobility policy elements
- Define universe of potential measures
- Seek feedback on criteria for evaluating and selecting measures

2021

- Develop definition of urban mobility
- Seek feedback on mobility policy elements and potential measures for testing in case studies

2022

- Report case study findings
- Seek feedback on draft mobility policies, measures, targets and how/where they could be applied

Today's purpose

Seek input on the revised draft mobility policy

- Reliability measure and targets
- Implementation plan
- Overall policy and measures

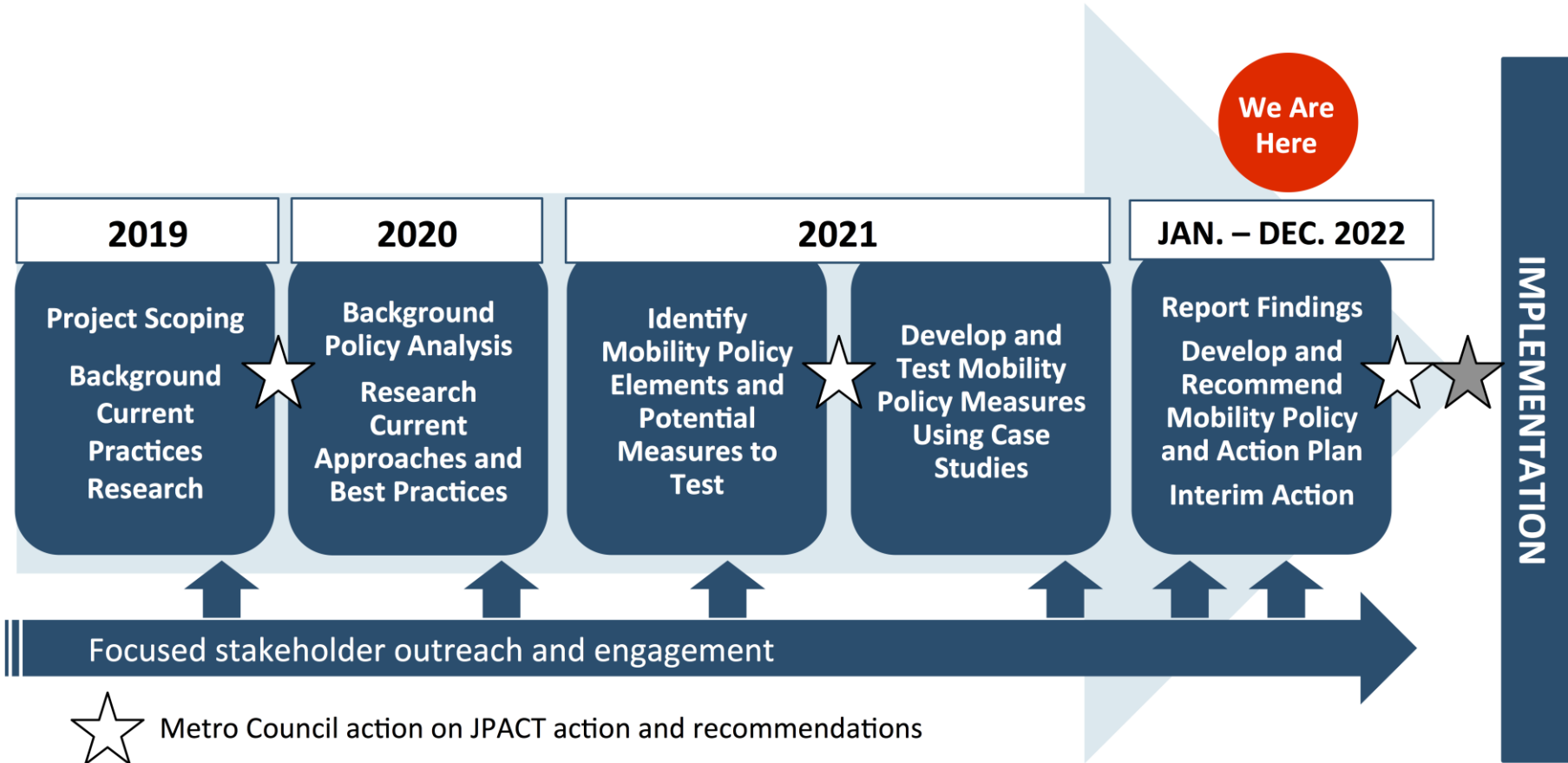
Prepare for recommendation to JPACT on 11/4

Additional feedback requested by October 14 via email

to: kim.ellis@oregonmetro.gov and glen.a.bolen@odot.oregon.gov



Project timeline



★ Metro Council action on JPACT action and recommendations

★ Oregon Transportation Commission action on Metro Council and JPACT recommendations
The Commission will be engaged throughout the project.

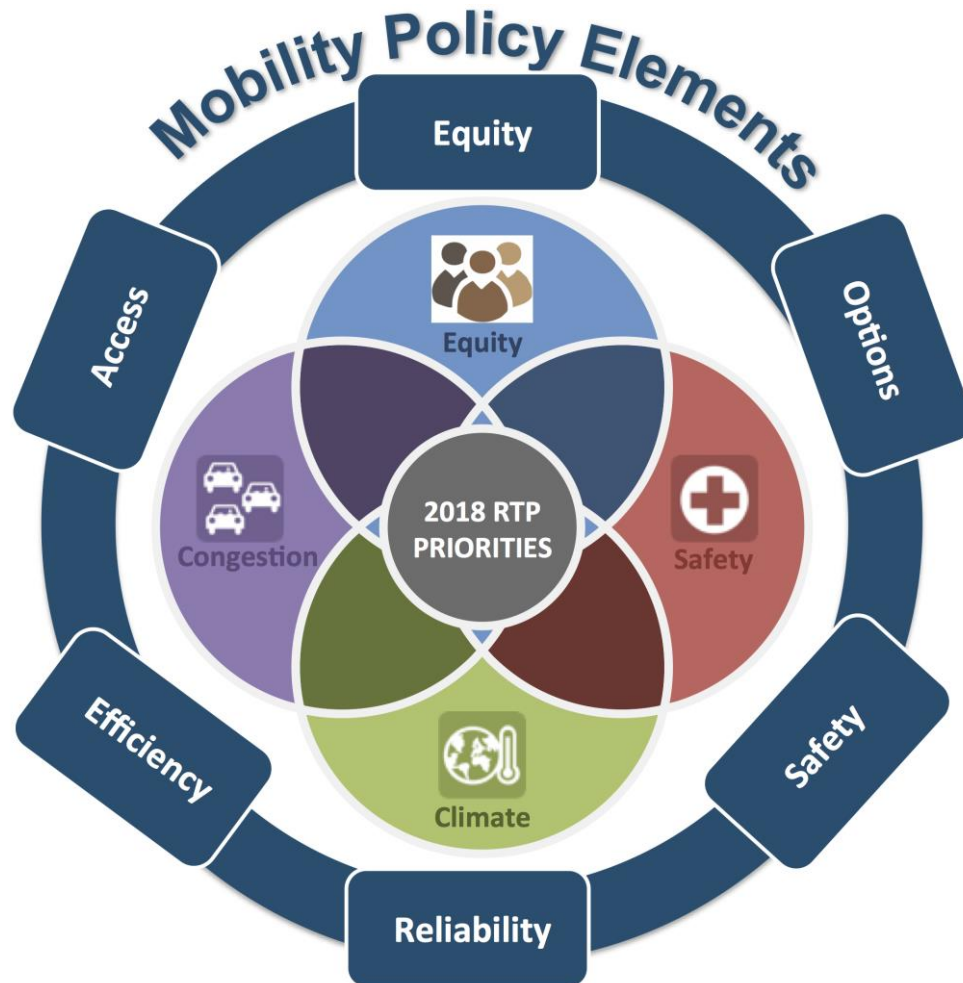
Major changes since mid-August to address feedback

- Added travel speed-based reliability targets for the region's throughways based on additional analysis and discussions with ODOT and Metro staff
- Further clarified the process for applying the measures in system planning and plan amendments
 - VMT/capita the primary measure, define the system that achieves the targets through planning, informed by the reliability targets
 - Local agencies and Metro tasked with determining the complete system through transportation system planning processes balancing multiple policies in addition to the RMP
 - Updated the actions and flowcharts showing the system planning and plan amendment processes

Major changes since mid-August *(continued)*

- Added a 6th policy about using the mobility performance measures and targets
- Added information on TSMO and TDM system completeness that reflects ongoing Metro work through the Regional TSMO and Regional Travel Options programs
- Expanded the draft implementation action plan to include more specificity on future actions needed to implement the policy
 - Identified lead agency and timeline for each action
 - Clarified that further testing and refinement will occur through the 2023 RTP process

Vision for urban mobility for the Portland area: *People and businesses can safely, affordably, and efficiently reach the goods, services, places and opportunities they need to thrive by a variety of seamless and well-connected travel options and services that are welcoming, convenient, comfortable, and reliable.*



Mobility elements

Equity

Black, Indigenous and people of color (BIPOC) community members and people with low incomes, youth, older adults, people living with disabilities and other marginalized and underserved communities experience equitable mobility.

Access

People and businesses can conveniently and affordably reach the goods, services, places, and opportunities they need to thrive.

Efficiency

Land use and transportation decisions and investments contribute to more efficient use of the transportation system meaning that trips are shorter and can be completed by more travel modes, reducing space and resources dedicated to transportation.

Reliability

People and businesses can count on the transportation system to travel where they need to go reliably and in a reasonable amount of time.

Safety

People are able to travel safely and comfortably and feel welcome.

Options

People and businesses can choose from a variety of seamless and well-connected travel modes and services that easily get them where they need to go.



DRAFT mobility policies for the Portland region

Packet PDF Page 106

- Mobility Policy 1** Ensure that **land use decisions and investments in the transportation system enhance efficiency in how people and goods travel** to where they need to go.
- Mobility Policy 2** Provide **people and businesses a variety of seamless and well-connected travel modes and services** that increase connectivity, increase choices and access to low carbon transportation options so that people and businesses can conveniently and affordably reach the goods, services, places and opportunities they need to thrive.
- Mobility Policy 3** Create a **reliable transportation system** that people and businesses can count on to reach destinations in a predictable and reasonable amount of time.
- Mobility Policy 4** Prioritize the **safety and comfort of travelers in all modes** when planning and implementing mobility solutions.
- Mobility Policy 5** Prioritize **investments that ensure** that Black, Indigenous and people of color (BIPOC) community members and people with low incomes, youth, older adults, people living with disabilities and other **marginalized and underserved populations have equitable access to safe, reliable, affordable, and convenient travel choices** that connect to key destinations.
- Mobility Policy 6** Use mobility **performance measures and targets** for system planning and evaluating the impacts of plan amendments including **Vehicle Miles Travelled (VMT) per capita** for home-based trips and VMT/employee for commute trips to/from work, **hours of congestion** on the throughways, and **system completeness**.



DRAFT mobility policies for the Portland region

Packet PDF Page 106

“The policies apply to:

- the **state highway system** within the Portland metropolitan area for
 - identifying state highway mobility performance expectations for **planning and plan implementation**; and
 - evaluating the **impacts on state highways of amendments** to transportation system plans, acknowledged comprehensive plans and land use regulations pursuant to the Transportation Planning Rule (OAR 660-12-0060).
- **throughways and regional arterials** designated in the Regional Transportation Plan, which include state and local jurisdiction facilities, for identifying mobility performance expectations for **planning and plan implementation.** “

Regional Mobility Policy Reminder:

This policy is not meant for use during development review of outright zoned development but does apply to plan amendments per the TPR.



DRAFT mobility policies for the Portland region

Packet PDF Page 106-107

“Under this policy, Oregon Highway Plan **volume-to-capacity ratio targets still guide operations decisions such as managing access and traffic control systems** and can be used to identify intersection improvements that would help reduce delay, improve the corridor average travel speed, and improve safety.

Local jurisdiction standards for their facilities still apply for evaluating impacts of amendments to transportation system plans, acknowledged comprehensive plans and land use regulations pursuant to the Transportation Planning Rule (OAR 660-12-0060) and guiding operations decisions.”



DRAFT Mobility Policy Performance Measures

Packet PDF Page 105

Measure	Expected Mobility Outcomes
VMT/Capita for home-based trips and VMT/Employee for commute trips to/from work	Land Use Efficiency Land use patterns that are more efficient to serve because they reduce the need to drive and are supportive of travel options.
System Completeness	Complete Multi-Modal Networks Travel options and connectivity allow people to reliably and safely walk, bike, drive, and take transit to get where they need to go.
<u>Hours of Congestion (based on average travel speed)</u>	Reliability Safe, efficient and reliable travel speeds for people, goods, and services.

Findings from Hours of Congestion research to support threshold setting

- 8/17/22 TPAC/MTAC workshop
 - Shared INRIX data and found the speed data to be useful in identifying location and duration of reliability issues
 - 30-35 mph a clear threshold where conditions tend to be better or worse rather quickly on Interstates and unsignalized throughways
 - Questions raised about how well speed could be forecast with the regional travel demand model



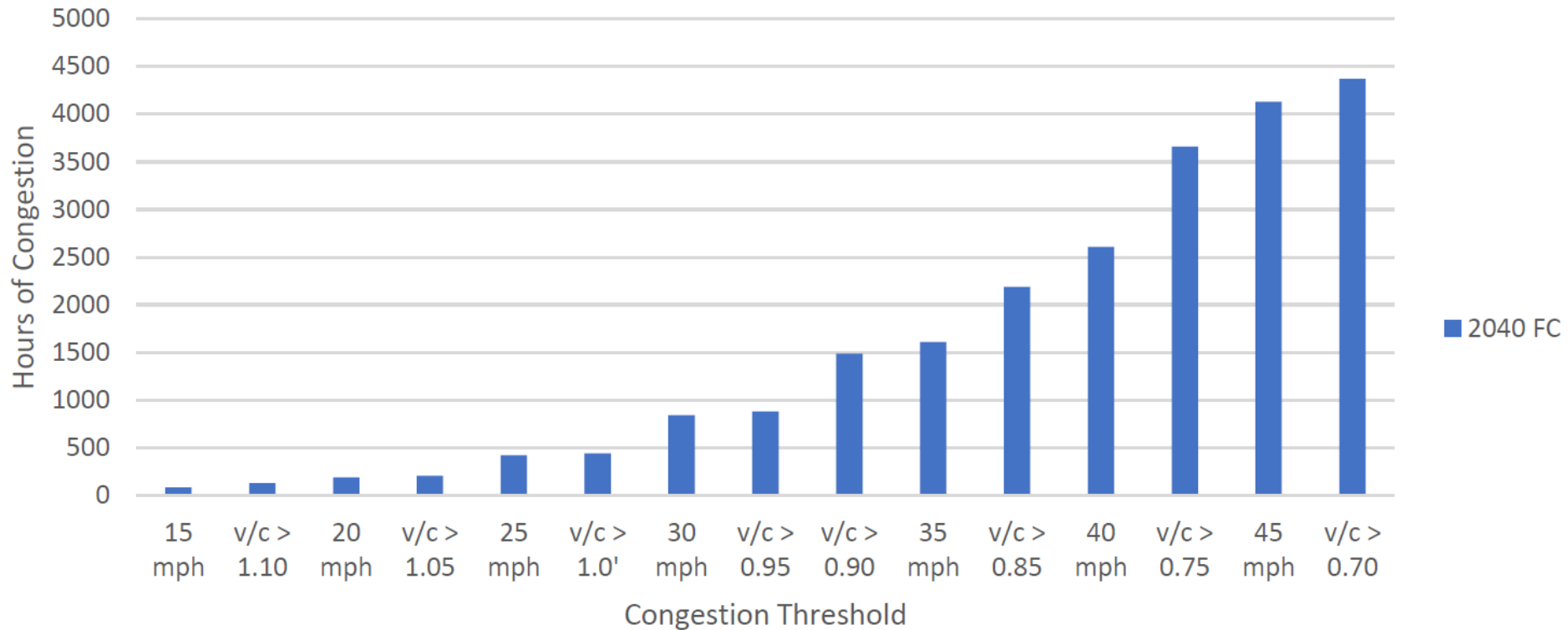
Findings from Hours of Congestion research to support threshold setting

- Travel Demand Model Findings
 - Clear equivalencies in segment Hours of Congestion based on speed versus based on v/c
 - Locations of congestion also very similar between the two thresholds at the equivalent segment Hours of Congestion on Interstates and unsignalized Throughways
 - More research needed on thresholds for signalized Throughways



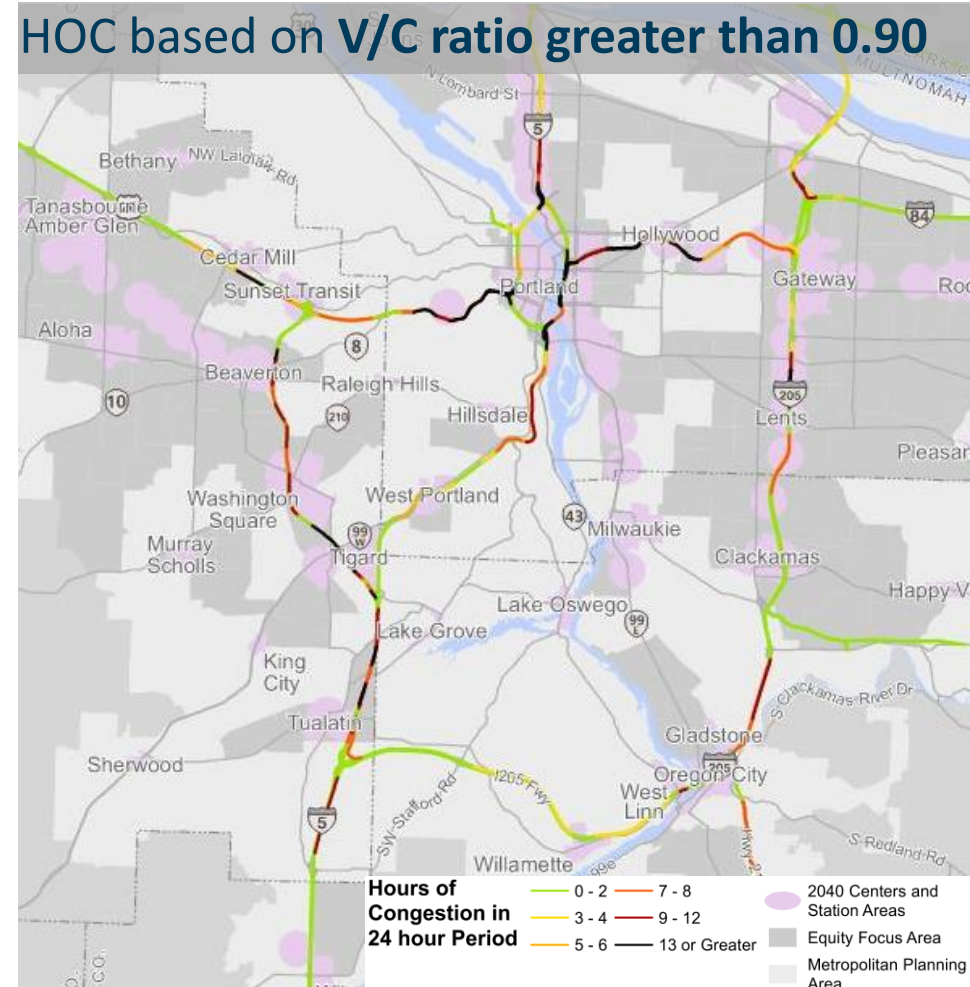
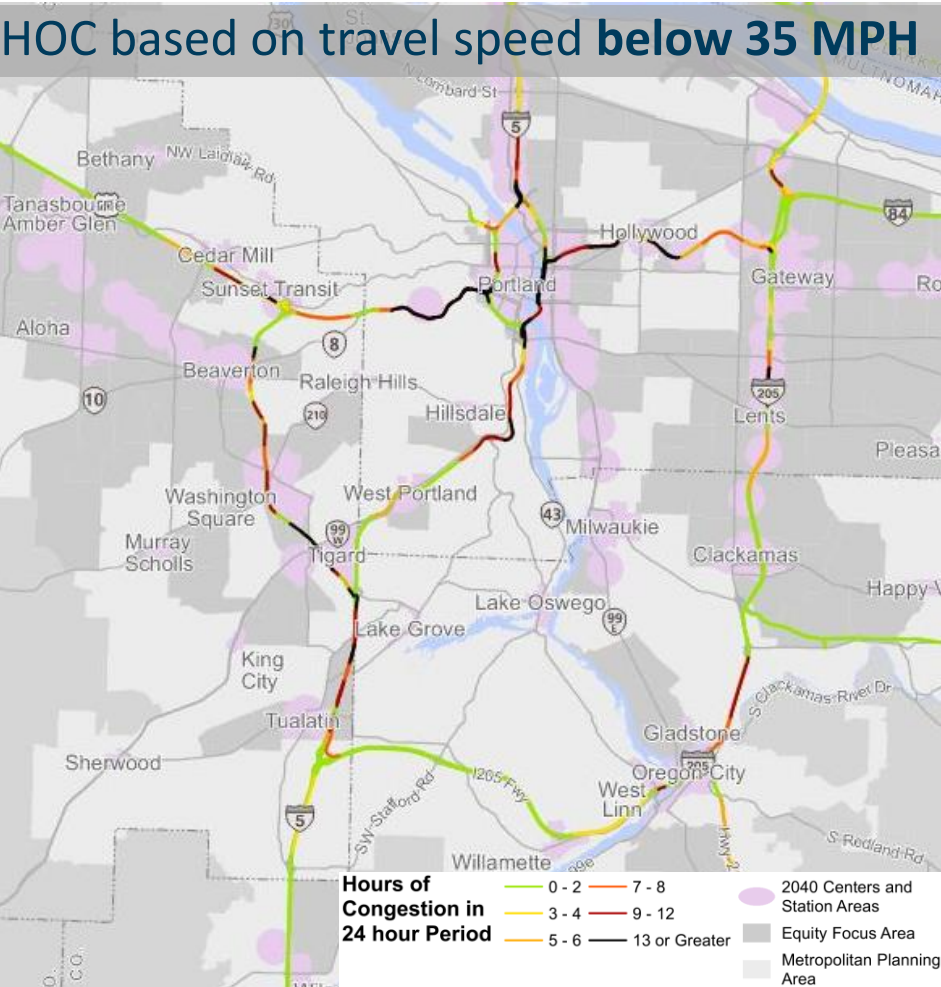
Findings from Hours of Congestion research to support threshold setting

Segment-Hours of Congestion (HOC) - Throughways



RTP Throughways HOC comparison based on travel speed below 35 MPH versus V/C ratio greater than 0.90

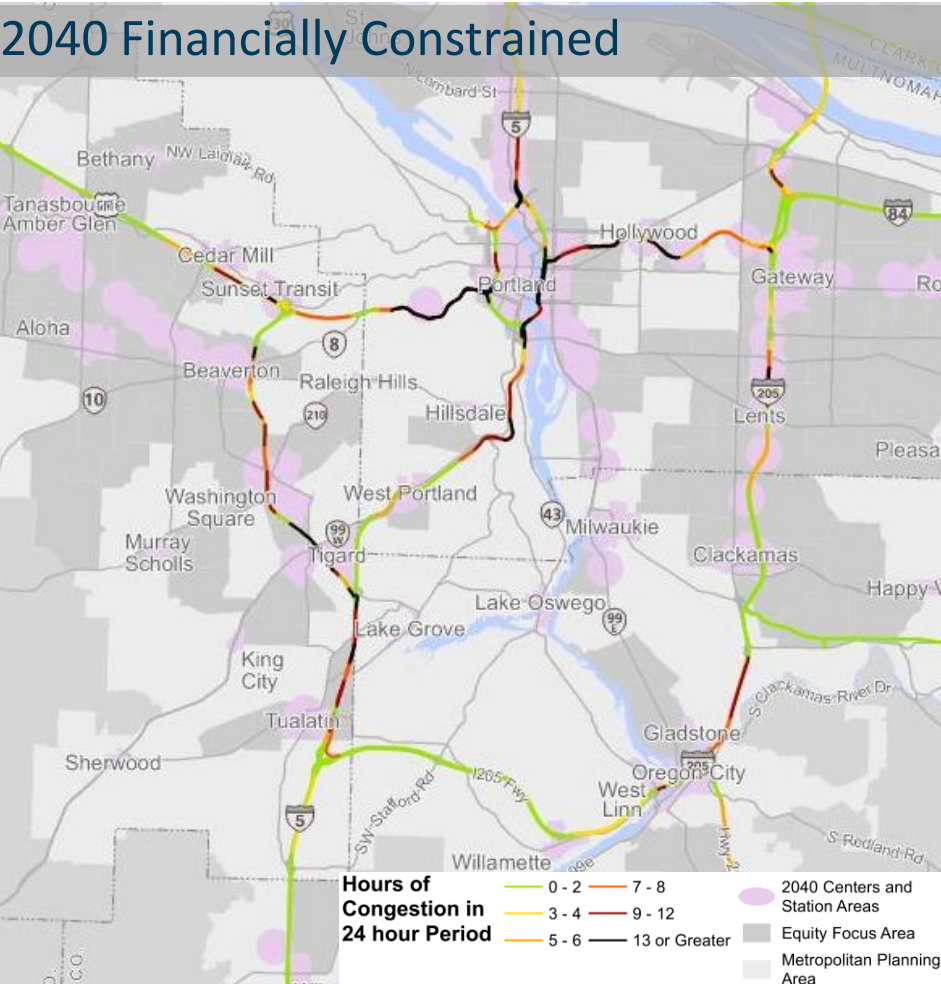
Packet PDF Page 226-227



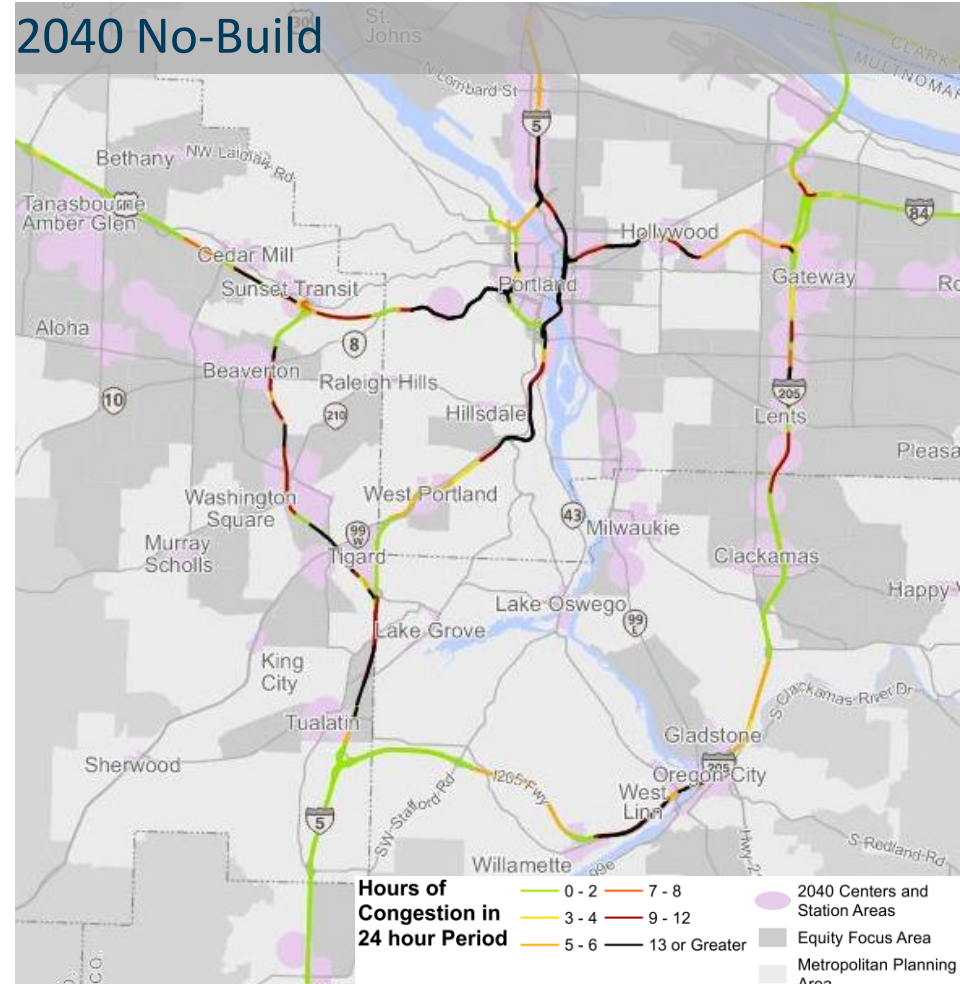
2040 Financially Constrained Versus 2040 No-Build for RTP Throughway HOC based on travel speed below 35 MPH

Packet PDF Page 226 & 231

2040 Financially Constrained



2040 No-Build



Data Source: Metro Travel Demand Model Data from 2018 RTP



DRAFT Mobility Policy Performance Measure Targets

Packet PDF Page 108

Measure	Application	Target
Hours of Congestion		RTP Motor Vehicle Designation
	System Planning ³	Throughways ⁴ I-205, I-84 (east of I-205) I-5 (Marquam Bridge to Wilsonville) OR 217 US 26 (west of sylvan) US 30, OR 47, OR 212 OR 224, OR 213 I-405 (from I-5 South to I-5 North) I-5 North (Marquam Bride to Interstate Bridge) US 26 (from Sylvan interchange to I-405) I-84 from I-5 to I-205 99E from Lincoln Street to OR 224 interchange
	Plan Amendments	Same as system planning
		Target⁵ Average speed not below 35 mph for more than 4 hours per day
		Same as system planning

Additional analysis of signalized Throughways is underway. We will bring back a separate recommendation for signalized RTP Throughways for discussion on 11/4.



DRAFT Mobility Policy

Performance Measure Targets

Packet PDF Page 108

Hours of Congestion

Table Notes:

³ Addressing motor vehicle congestion through additional throughway capacity should follow the RTP congestion management process and OHP Policy 1G and should not come at the expense of achieving system completeness for non-motorized modes consistent with regional modal or design classifications or achieving the VMT/capita target for the region or jurisdiction.

⁴ Throughways are designated in the Regional Transportation Plan and generally correspond to Expressways designated in the Oregon Highway Plan.

⁵ Used to identify areas of poor reliability where due to recurring congestion, average travel speeds drop below 35 mph for 4 hours per day. It will be used as a target to identify needs and deficiencies and to assess the percentage of the throughway that meets the target. It will not be applied as a standard that creates conflict with meeting OAR 660 Division 44 VMT per capita reduction targets.



DRAFT Mobility Policy System

Planning Actions

Packet PDF Page 112

- Average travel speed targets shall be used to assess performance of throughways within the system planning study area for safe, efficient, and reliable speeds.
 - Targets will include a **target minimum average travel speed that shall be maintained for a specific number of hours per day**, recognizing that the target is not likely to be met during a number of peak hours.
 - These targets shall inform identification of transportation needs and consideration of system and demand management strategies and other strategies but **shall not be used as standards at the expense of non-motorized modes and achieving system completeness for other modes** consistent with regional modal or design classifications or achieving the VMT/capita target for the region or jurisdiction.
 - Analysis segmentation of facilities within the study area will be determined based on the analysis software or modeling tool utilized.
 - Projections of VMT/capita must incorporate the best available science on latent and induced travel of additional roadway capacity.

DISCUSSION QUESTIONS

Do you have questions or feedback on:

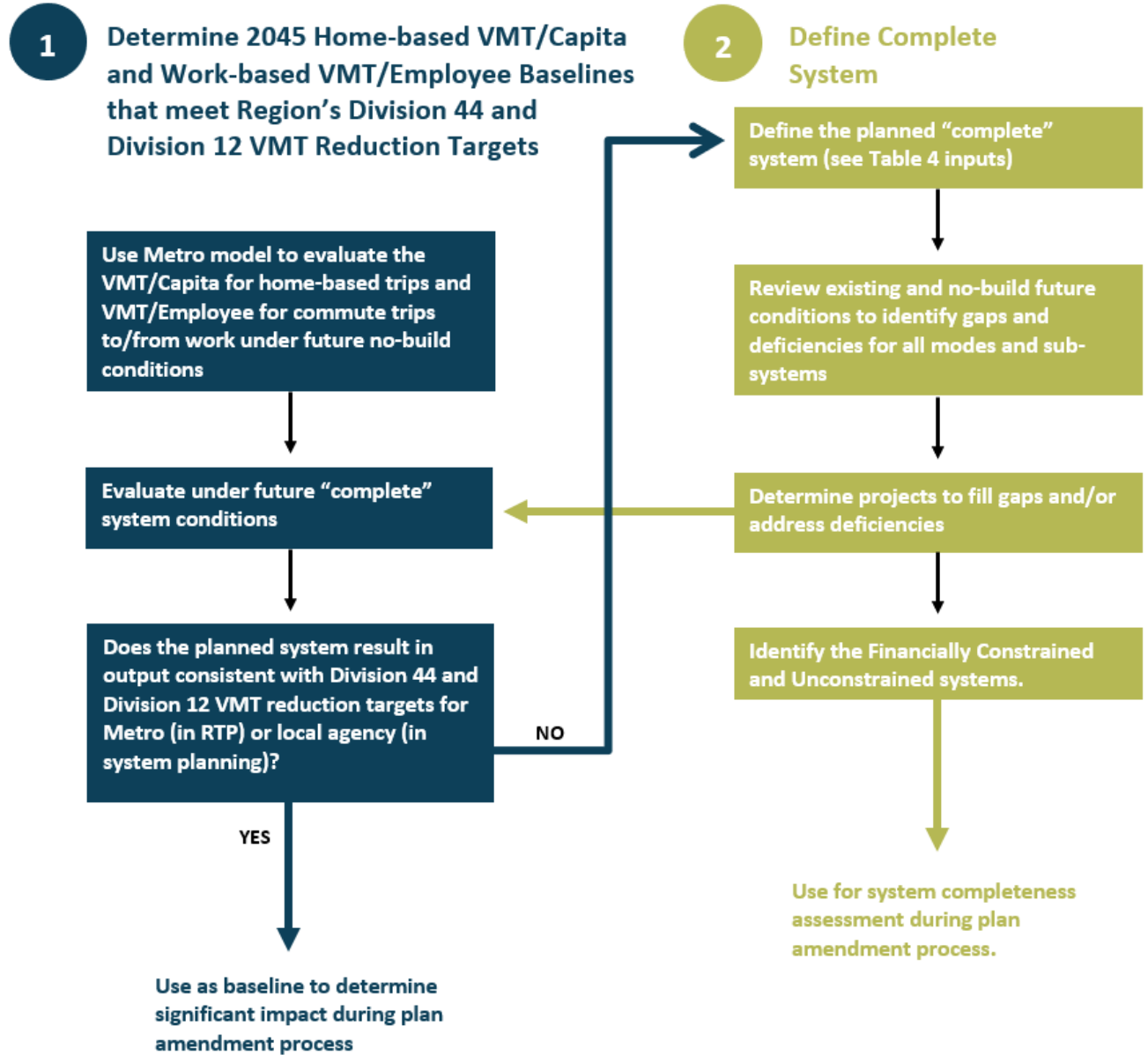
- The proposed reliability target for the limited-access (unsignalized) throughways?
- After discussion in the meeting, do you support it?

We will bring back a separate recommendation for signalized RTP Throughways on 11/4.

We welcome feedback on these and other questions listed in the cover memo by October 14

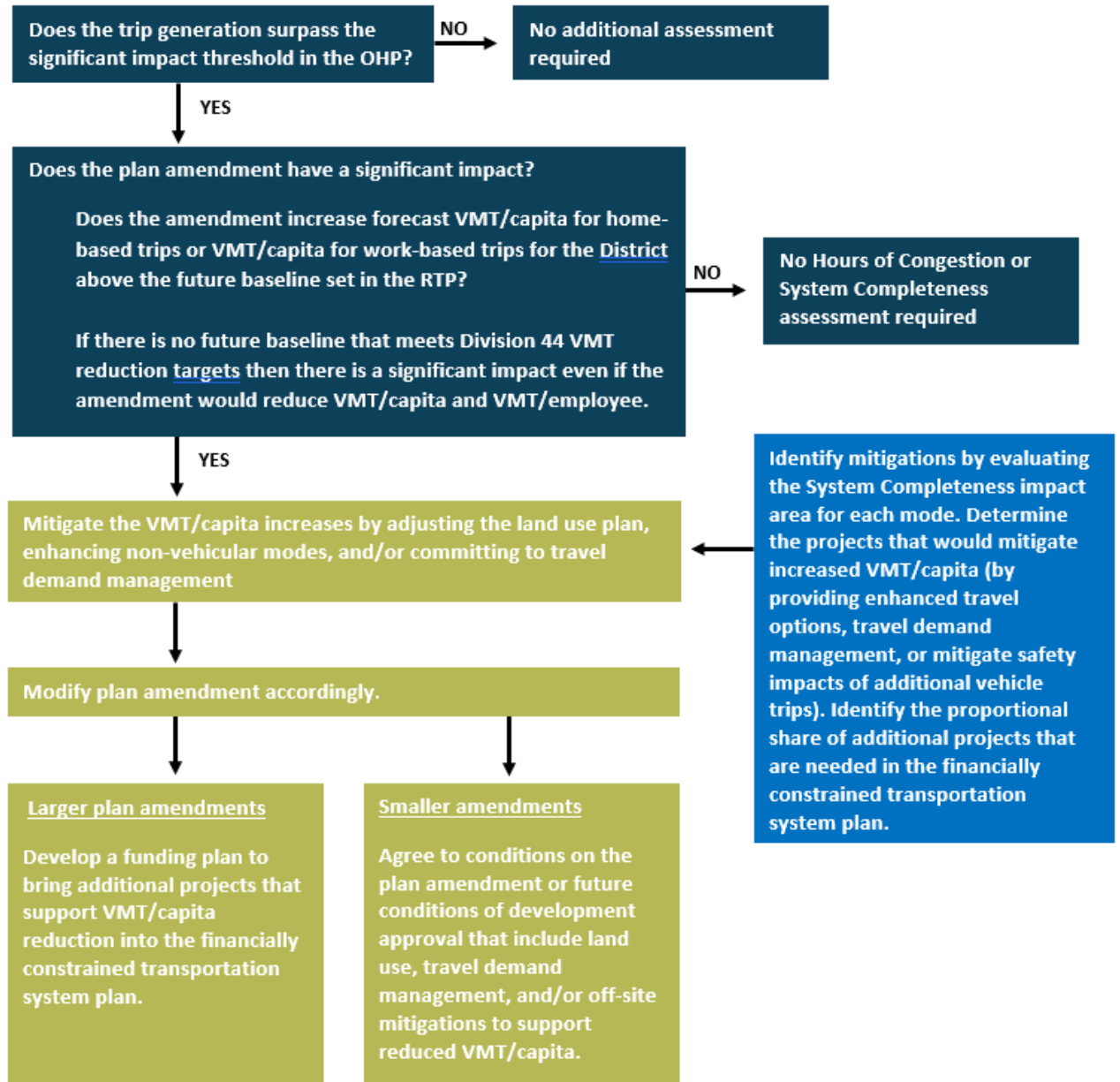


DRAFT System planning process utilizing the mobility policy measures





DRAFT Plan amendment process utilizing the mobility policy measures



DRAFT Implementation Action Plan

Packet PDF Pages 119-123

- Policy Implementation, Data and Guidance, and Analysis Tool Actions
 - 2023
 - 2024
 - 2025 and beyond

DRAFT Policy Implementation Actions

2023 Actions

Packet PDF Page 119-120

- Test and refine the draft Regional Mobility Policy through 2023 Regional Transportation Plan update (Metro)
 - Establish baseline VMT/capita for home-based trips and VMT/employee for commute trips to/from work for TBD geographies (e.g., by 2040 type, by subarea of the region) in the 2023 RTP (Metro)
 - Report draft mobility performance in needs analysis and system analysis (Metro)
 - Further define and map TSMO “Key Corridors” for inclusion in 2023 RTP (Metro/TransPort)
 - Develop implementation guidance for TDM/TSMO to support the Regional Mobility Policy (Metro)
 - Further operationalize policy in RTP congestion management process and corridor refinement planning policies (Metro)
 - Adopt the final Regional Mobility Policy in the 2023 Regional Transportation Plan (Metro)
- Update Multimodal System Inventories (ODOT)

2023 Regional Transportation Plan

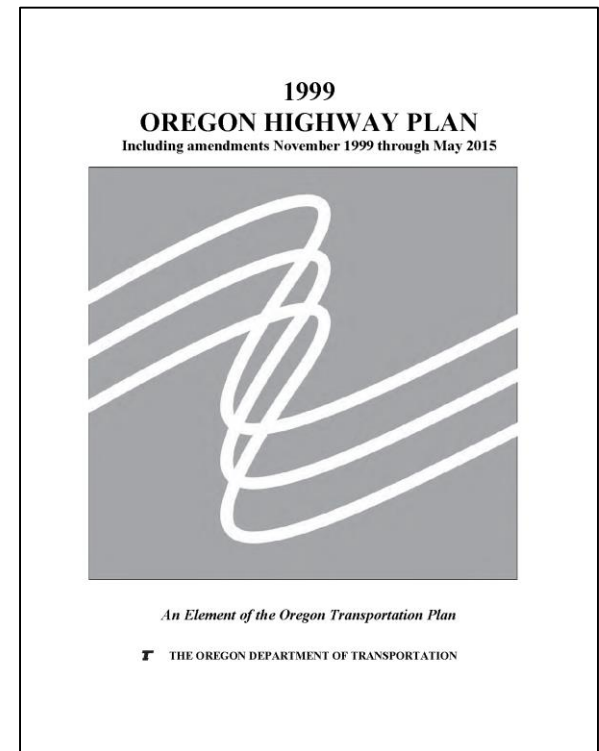


DRAFT Policy Implementation Actions

2024 Actions

Packet PDF Pages 120-122

- Request consideration of the updated Mobility Policy for the Portland metropolitan area in the updated Oregon Highway Plan (Metro and ODOT)
- Amend Regional Transportation Functional Plan, Title 3, Transportation Project Development, to reflect the Regional Mobility Policy (Metro)
- Develop a VMT-based spreadsheet tool to support evaluation of plan amendments (ODOT, 2024-2025 timing)
- Develop hours of congestion and travel speed forecasting guidance (Metro and ODOT)

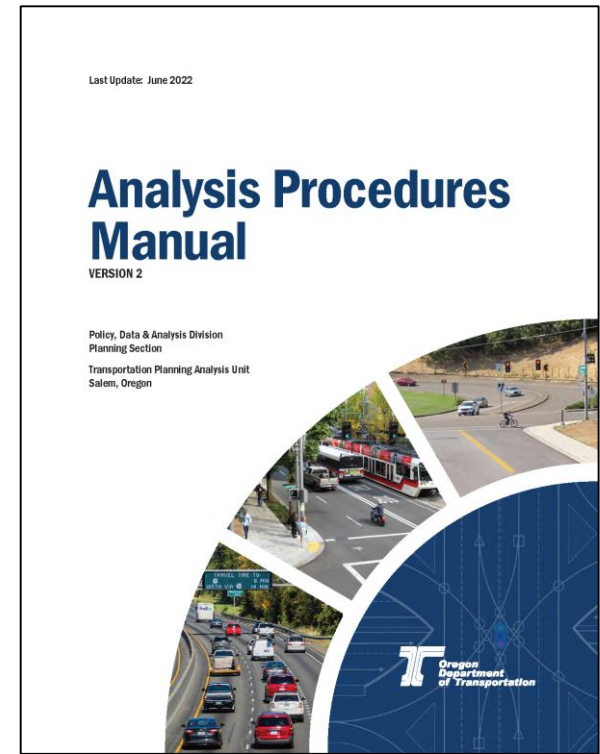


DRAFT Policy Implementation Actions

2024 Actions (continued)

Packet PDF Pages 120-122

- Update Regional Transportation Functional Plan to encompass additional relevant TSMO and TDM system planning guidance (Metro)
- Update ODOT's Analysis Procedures Manual, development review procedures, and TSP guidelines to reference the updated Regional Mobility Policy (ODOT, 2023-2024 timing)
- Determine remaining needs for updates to the Oregon Highway Design Manual to acknowledge the adopted Portland Metro area mobility policy (ODOT)
- Develop model codes and guidance to support local implementation (Metro)



DRAFT Policy Implementation Actions

2025 and Beyond Actions

Packet PDF Pages 122-123

- Implement Regional Mobility Policy through local TSP and comprehensive plan updates (Cities and Counties)
- Incorporate regional mobility policy implementation guidance for TDM into Metro's Regional Travel Options (RTO) Strategy Update (Metro, 2025-2026 timing)
- Update Transportation Analysis Zones (TAZs) to support local and regional planning needs (Metro, 2026-2028 timing)
- Expand the region's Dynamic Traffic Assignment capabilities (Metro, timing TBD)
- State and Regional Modeling Collaboration (Metro and ODOT, timing TBD)



DISCUSSION QUESTIONS

Do you have questions or feedback on:

- Implementation Action Plan overall timing and proposed actions?
- Anything important missing?

We welcome feedback on these and other questions listed in the cover memo by October 14

Looking ahead: next 3 months

- 10/18/22 Metro Council discussion and feedback
- 10/20/22 JPACT discussion and feedback
- 11/4/22 TPAC recommendation to JPACT to test and refine the draft policy and measures in the 2023 RTP update
- 11/17/22 JPACT considers action on TPAC recommendation
- 12/1/22 Metro Council considers action on JPACT recommendation to test and refine the draft policy and measures in the 2023 RTP update

Learn more at:

oregonmetro.gov/mobility



Metro



**Oregon
Department
of Transportation**

DISCUSSION QUESTIONS

Do you have questions or feedback on:

- Proposed reliability target for the limited-access (unsignalized) throughways? After today's discussion, do you support it?
 - We will bring back a separate recommendation for signalized RTP throughways on 11/4.
- Draft Implementation Action Plan overall timing and proposed actions? Anything important missing?
- Other aspects of the draft policy and measures that warrant further discussion by TPAC or JPACT before making a recommendation to JPACT?

We welcome feedback on these and other questions listed in the cover memo by October 14

Thank you!

Kim Ellis, Metro

kim.ellis@oregonmetro.gov



Glen Bolen, ODOT

Glen.A.BOLEN@odot.oregon.gov



Preliminary summary of 9/29 JPACT-Metro Council RTP workshop on Creating Safe and Healthy Urban Arterials



October 7 Transportation Policy Alternatives Committee (TPAC)



John Mermin, Senior Transportation Planner, Metro



Metro | *Making a great place*

September 29 JPACT – Metro Council Workshop

- Opening remarks
- Brief framing presentation
- Community representatives from TV Highway



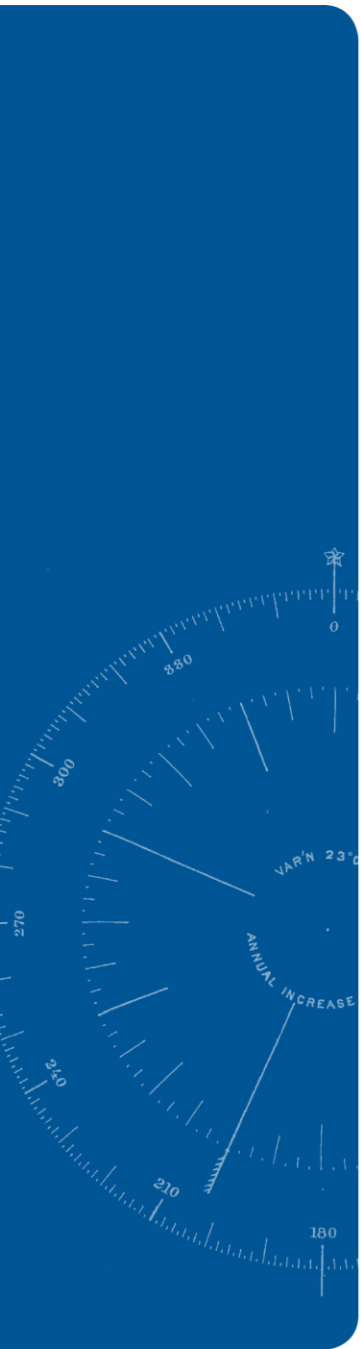
September 29 JPACT – Metro Council Workshop cont'd

- Visioning exercise
- Small group discussion of policy questions
- Report back to larger group



Policy feedback received

- Agreement on frame of issue
- Listen to community members
- A resource, not a burden
- Funding investments and corridor plans are priorities



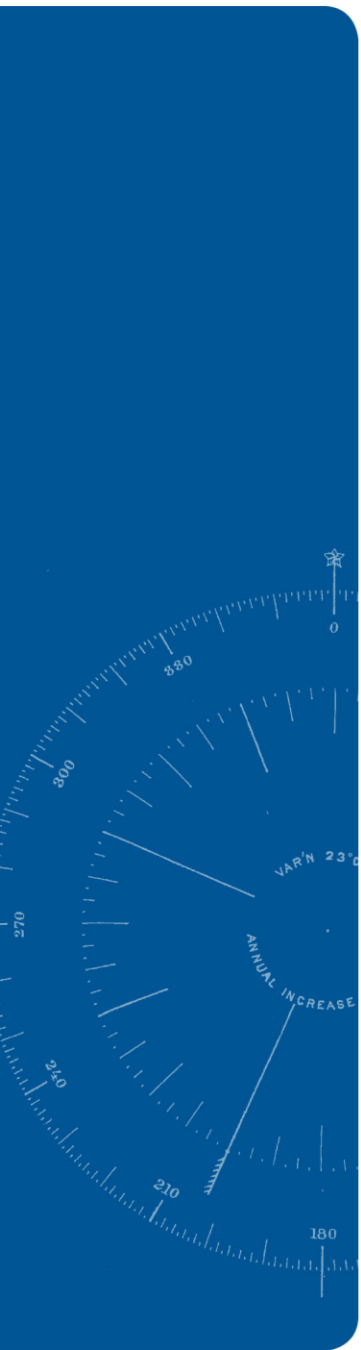
Policy feedback received cont'd

- Comprehensive vision planning vs hotspots
- Consider other streets with similar traffic burden, safety and equity issues
- Need more capacity at smaller municipalities
- Land use plans/vision should guide transportation



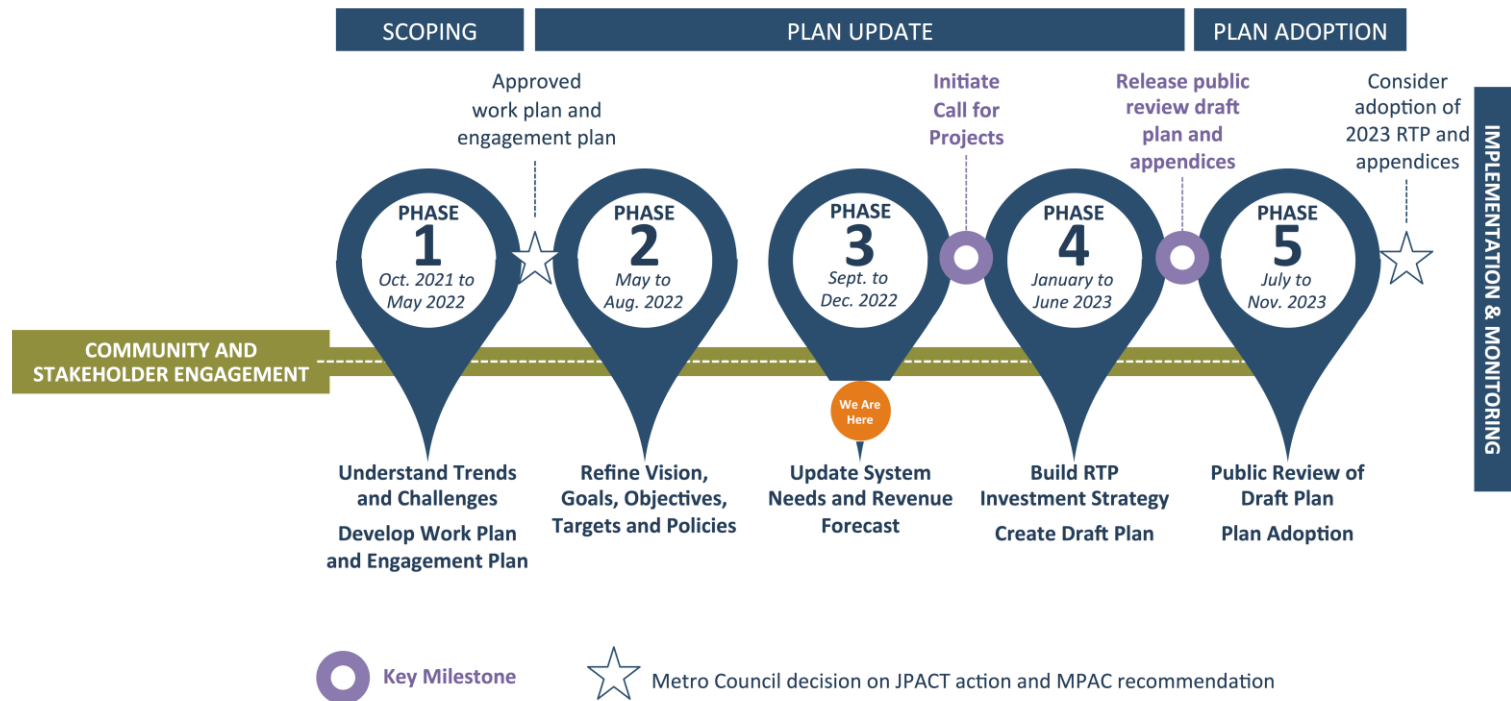
Policy feedback received cont'd

- Innovation can accelerate progress
- Allow design flexibility for local context and balance needs to move freight/longer distance trips with needs of people living/working along corridor
- Continue coordinating local and regional plans and priorities



Next Steps

- Share workshop summary and confirm policy feedback at 10/20 JPACT
- Develop approach to 2023 RTP Call for Projects



Next Steps cont'd

Upcoming discussions:

- Oct. 20 JPACT Recap 9/29 workshop
- Nov. 4 TPAC Call for Projects approach
- Nov. 16 MTAC Call for projects approach
- Nov. 17 JPACT Call for Projects approach
- Dec. 2 TPAC Call for projects approach recommendation to JPACT

