# Memorandum

Date	October 10, 2023; Revised November 2, 2023
То	Public Transportation Strategy (PTS) Project Management Group and Workgroup
From	ODOT Toll Program PTS Staff
Subject	PTS Overview and Next Steps

## **Overview**

As ODOT moves towards implementation of the Oregon Toll Program, regional partners and the public have expressed desire for more public transportation investment to complement toll projects. To meet this need, ODOT engaged bi-state regional public transportation providers within the Portland metropolitan and southwest Washington area. Over the course of the last year regional partners convened to collaboratively identify near- and long-term public transportation projects and supportive services that are complementary to a congestion pricing<sup>1</sup> system on I-5 and I-205, and increase the availability of public transportation, especially for historically and currently excluded and underserved communities. This process, and resulting list, is referred to as the Public Transportation Strategy, or PTS.

Many of the PTS projects and supportive services would increase transit mobility through system improvements, and are identified in local and regional planning documents, such as Metro's Regional Transportation Plan and public transportation provider's Transit Development Plans. Many of the public transportation projects address system gaps and deficiencies that exist with or without tolling. Once tolling is implemented, these deficiencies may be more visible or pronounced. Increasing regional investment in the public transportation system to address many of the existing gaps will advance equitable public transportation and enhance the effectiveness of the congestion pricing system. In mid-2023 a separate but parallel effort titled the Nexus Project List began which identifies pedestrian, bicycle, and other roadway projects that have a clear nexus to toll-related impacts.

This memorandum provides an overview of the process regional public transportation providers conducted to collaboratively prepare the PTS project and supportive services list (PTS List) and its current presentation and organization. It also describes the next steps for future engagement and refinement. This entire process was collaborative and co-led with the public transportation providers and this memorandum compiles findings and reflects their input.

The PTS List is based on information, data and analysis that currently available. However, through conversation with public transportation providers in Clackamas, Multnomah, and Washington counties, partners have identified a list of additional data, analysis, and information such as I-205 Toll Project and RMPP environmental analysis, including diversion, safety and congestion findings to help refine or prioritize the PTS List. When the information, data, and analysis is available, regional partners requested a second phase to consider new information and adjust the PTS List. During the next phase, other public transportation projects or supportive services may be identified and added to the PTS List, while others

<sup>&</sup>lt;sup>1</sup> All toll projects currently planned will have scheduled toll rates that change based on congestion at certain hours and the terms "congestion pricing", "toll(ed)(ing)", and "pricing" are used interchangeably within this memorandum.

may no longer be relevant to providing options to those who would otherwise drive alone on the tolled the tolled highways.

Additionally, as part of the PTS process, a Funding Options Whitepaper was developed to document the potential federal, state, regional and local funding sources currently available to implement the PTS List. Regional public transportation partners reviewed and provided input on the initial documentation of funding sources in spring 2023. As a result, information on U.S. Code 23, Section 129 and the Value Pricing Pilot Program was added that identifies the ability and/or restrictions of the use revenue generated through toll projects for public transportation investments. Additionally, information was added to address members' request for known information about the Oregon Constitutional restriction of transportation funds, including increased specificity about the use of toll revenue as specified in the 2023 OHP Goal 6 Amendment. The Funding Options Whitepaper is provided in **Attachment A: Funding Options Whitepaper**.

## **PTS Purpose, Goal, and Objectives**

The PTS purpose, goal, and objectives and workplan were established with bi-state regional partners by consensus at meetings held in the winter of 2022/2023. The PTS committee's approach and structure includes a Project Management Group (PMG) and a Workgroup. The Committees were supported by a neutral facilitator and consultant team staff to develop work products and meeting materials. The committee structure and more information on its purpose, the agency partners represented, and its charge and workplan are detailed in **Attachment B: PTS Purpose, Goal, Objectives, Definitions, and Committee Approach**.

The PTS Workgroup's confirmed purpose, goal, and objectives, as well as key definitions, are as follows:

- **Purpose:** Establish an equitable PTS for the Portland metropolitan and southwest Washington area that is developed by regional partners and ODOT. The PTS will identify near- and long-term public transportation projects and supportive services that are complementary to a congestion pricing system on I-5 and I-205.
- **Goal:** Increase public transportation options other than driving alone on or near tolled highways, while advancing a more equitable and climate-friendly transportation system to help meet regional and state policy goals.
- Objectives:
  - Collaborate to increase availability of public transportation options other than driving alone on or near tolled highways, especially for historically and currently excluded and underserved communities.
  - Identify public transportation projects and supportive services that will facilitate a shift to higheroccupancy vehicles with consideration to local needs.
  - Identify potential funding sources and lead agencies.
- Definitions: To provide clarity to the PTS purpose, goal, and objectives, the following definitions were developed:
  - Public transportation projects include any project type that supports planning, development, and operation of fixed-route service. Examples include fixed-route bus, light rail transit, bus rapid transit, and other forms of high-capacity transit.

- Public transportation supportive services include any programmatic elements that facilitate a shift to higher-occupancy vehicles and/or provides transportation options where fixed route does not exist. Examples of supportive services could include ridesharing, vanpools, deviated fixedroute service, local shuttles, park and rides, and mobility hubs.
- Complementary public transportation projects and supportive services are those that provide public transportation options for people who would otherwise drive alone on or near priced highways to get to their destination. The Regional Mobility Pricing Project proposes to use congestion pricing to manage travel demand and traffic congestion on I-5 and I-205 in the Portland metropolitan region. During the Regional Mobility Pricing Project's NEPA process, if a significant adverse effect is identified, then ODOT will engage partners to identify appropriate mitigations. Mitigation measures for significant adverse effects that result from the RMPP could include public transportation projects or supportive services identified in the PTS. More information about project mitigation can be found at

https://www.environment.fhwa.dot.gov/nepa/trans\_decisionmaking.aspx.

## **PTS Screening Criteria and Call for Projects**

The bi-state Portland metropolitan and southwest Washington area PMG and Workgroup identified screening criteria that were used to identify public transportation projects and supportive services to be included on the PTS List. The process was iterative, and PMG and Workgroup members informed, refined and finalized the screening criteria. This included discussions on but not limited to defining screening criteria categories that met the PTS purpose, goal and objectives, establishing a common understanding of the term for "on or near" priced highways, adding a funding and engagement subcategory, and defining access to opportunity.

The screening criteria are categorized into two categories: Equity, and Relationship to Congestion Pricing. The equity category's screening criteria were developed using the Equity and Mobility Advisory Committee's <u>Shaping an Equitable Toll Program: Recommendations to the OTC as a guide. These</u> <u>Recommendations</u> were adopted by the Oregon Transportation Commission in July 2022. The screening criteria and categories were presented to Regional Toll Advisory Committee for input at its April 24 and July 24, 2023, meetings, and to the Equity and Mobility Advisory Committee at its August 7, 2023, meeting. More information on screening criteria and categories is available in **Attachment C: PTS Screening Criteria**.

Members of the PMG and Workgroup reviewed the intake form and provided feedback on the assessment tools approach, including assessment category scoring methodologies. The intake form was derived from the screening criteria and assessment approach. The PTS PMG and Workgroup agreed to move forward with the assessment categories in the assessment approach with the understanding that they were based on readily available information for the Portland metropolitan and southwest Washington area at the time of the assessment tool development.

More information on the PTS "call for projects" process, including the assessment tools provided to partners, is available in **Attachment D: PTS Intake Form, Instructions, and Guidance**.

The PTS "call for projects" began on May 31, 2023, and closed on June 30, 2023. Projects and supportive services were collected via an intake form developed based on the screening criteria. One key challenge was identifying assessment tools that were common to and readily available for both the Portland metropolitan and southwest Washington area.

Fifty-eight projects and supportive services were received from public transportation service providers, including from Clackamas County, C-TRAN, Multnomah County, Portland Bureau of Transportation, Ride Connection, South Metro Area Regional Transit, and TriMet. Through analysis and vetting, 10 of the submittals were determined to either be duplicative to another submittal or a better fit for the Nexus List project identification process.

Presently, 48 public transportation projects and supportive services are included on the PTS List, as shown on Figure 1. Each project or supportive service on the PTS List is important and will further support the region's multimodal transportation network when congestion pricing is operational.

## **Assessment Organization and Presentation**

Members of the PMG and Workgroup developed a process to assess each project and supportive service's ability to meet the PTS purpose, goal, and objectives through screening criteria using available existing data sources and information. The assessment process was iterative, and the PMG and Workgroup contributed to the assessment process either by providing additional information when requested or by supporting and guiding refinement of the assessment approach to better reflect the intended criteria being assessed.

Specifically, the PMG and Workgroup informed the screening assessment process by informing the final travel demand assessment approach; adding an assessment criteria for access to job centers; expanding the access to opportunity definition to include social resources such as medical centers, parks, grocery stores and schools; defining geographic areas; and, identifying more specific project and supportive service types. Another change based on their input was the elimination of the Readiness category from consideration at this time. They determined the information collected was not in a state to adequately inform the PTS List organization (more information is provided in the next section). The assessment process and partner feedback are documented in **Attachment E: PTS Assessment Process**.

The PMG and Workgroup established an agreed-upon organization and presentation of the assessed PTS List. The agreed-upon assessment organization is shown on Figure 2, which depicts how the public transportation projects and supportive services perform against screening criteria within the Equity and Relationship to Congestion Pricing categories. The PTS List is presented as either High, Medium, or Low to convey the project or supportive service's perceived and *anticipated* ability to provide equitable benefits to people who are historically and currently underrepresented, and how projects and supportive services would address *anticipated* impacts from toll implementation. The word anticipated is used for two reasons: 1) transportation modeling for each toll project has not been completed or assessed for impacts, and 2) the PTS assessment was based on preliminary data and additional analysis will be needed to determine if the projects do provide equitable benefits to people who are historically and currently underrepresented interpretation that the PTS List is prioritized, partners requested that the two maps, Figure 1 and Figure 2, be provided together. Further, to deemphasize the order of the projects and services, the partners organized the PTS List by the expanded project or supportive service type on both maps. Additional information on the organized PTS List is provided in **Attachment F: PTS Assessment Workbook**.

## **Going Forward: PTS List**

ODOT and the Federal Highway Administration are currently conducting an environmental assessment to identify potential benefits and impacts of both the I-205 Toll Project and the Regional Mobility Pricing Project. The results of the environmental analysis, including information on potential effects on diversion, safety and congestion, will be available for consideration and discussion in 2024.

The PMG and Workgroup worked with ODOT to identify new information, data, and specific analyses that will better inform prioritization in the future. At that time, regional partners may also decide to revise, refine, iterate, and identify additional projects to be included on the PTS List. The specifics of these next steps will be discussed with partners when new information is available. It is likely that the PTS List and Nexus project list will follow the same or a similar process.

As identified in the section above, partners determined that information collected as part of this effort for the Readiness Category<sup>2</sup> was not provided in a manner that helped to inform the discussion at this time. Data was incomplete, not standardized across all submittals, and many partners noted that there are additional considerations to determine an investment's "readiness" that were not collected. These other readiness considerations included potential federal and state funding opportunities, potential grant opportunities, and eligibility to use toll revenue as a potential funding source—all these elements could influence implementation timelines. Analysis of the cost-benefit of each investment was also identified as a useful analysis to better understand which public transportation project or supportive services would provide the most benefit for the anticipated cost. Partners concluded that any future analysis should also consider capital and operation costs, ridership and safety.

Multiple funding sources and partnerships will be required to implement the projects and supportive services on the PTS List. As part of the PTS process, a Funding Options Whitepaper was developed to document the potential federal, state, regional, and local funding sources. The Funding Options Whitepaper is a snapshot in time (summer 2023) that documents potential public transportation funding sources.

The Oregon Constitution Article IX Section 3a restricts the use of any tax or excise levied on the ownership, operation or use of motor vehicles. It has been determined that toll revenue is subject to this restriction. However, after consultation with the Oregon Department of Justice, ODOT concluded that the agency could most likely use toll revenue to fund the following types of public transportation, bicycle, and pedestrian programs using resources constitutionally dedicated to highway purposes below (please see **Attachment A: Funding Options Whitepaper** for more information).

- Congestion management options such as dedicated lanes for transit or carpooling, shared lanes for mixed auto/light rail and bus traffic, and queue-jumping lanes.
- Transit facilities within public highway rights-of-way such as transit stops and transit stations.
- Park and ride locations in or adjacent to the right of way that serve buses.
- Transit signal priority.
- Highway pull outs to accommodate buses.

<sup>&</sup>lt;sup>2</sup> Data collected as part of the Readiness Category included capital and operations costs, implementation timing, engagement, and project development phases.

• Bicycle and pedestrian facilities within the highway, road, or street right-of-way.

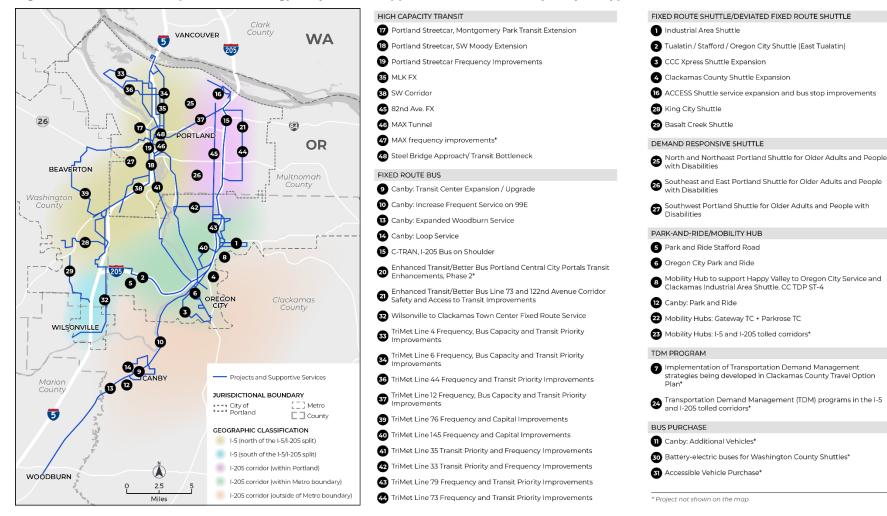
In January 2023, the Oregon Transportation Commission (OTC) adopted an amendment to the Oregon Highway Plan's (OHP), Goal 6: Tolling and Congestion Pricing.<sup>3</sup> Policy 6.L: *Follow a hierarchy of revenue allocation for road pricing projects,* states:

When construction projects are bonded, certain financial obligations must be met before discretionary spending may occur. Net revenues after such obligations should be targeted to meet statewide goals and meet all federal requirements, and those identified in Oregon's constitution, and elsewhere as appropriate.

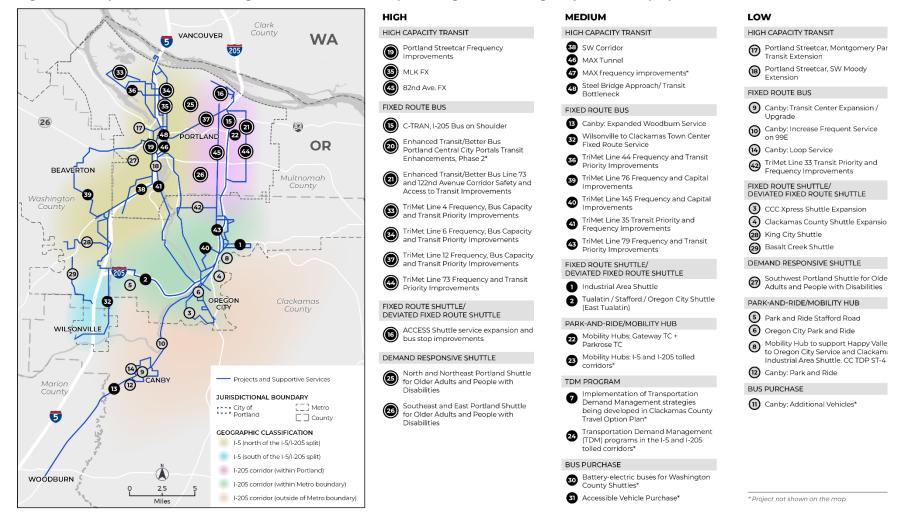
The Policy recognizes that multimodal transportation investments should be consistent with the State's constitution and the policies outlined in Goal 6, Policy 6.L. At the time a project or supportive service is proposed for implementation, project owners in partnership with ODOT, can begin to determine how the project or supportive service will be funded and if using net toll revenue is applicable. The table that follows presents the three-tiered hierarchy of revenue allocation for road pricing projects as adopted into the OHP.

	Objective					
	Tolling	Congestion Pricing	Combination			
	(revenue focused)	(congestion focused)	(tolling and congestion pricing)			
First	Cover the cost of the	Cover the cost of the	Cover the cost of the			
	tolling system, operations,	tolling system, operations,	tolling system, operations,			
	maintenance and	maintenance and	maintenance and			
	administration, as	administration	administration, as			
	consistent with bond		consistent with bond			
	indenture requirements		indenture requirements			
Second	Reach the desired share of	Manage congestion	Reach the desired share of			
	revenue needed to pay for	through multimodal	revenue needed to pay for			
	the project including long-	investments in biking,	the project with a focus			
	term operations,	walking, public	on capital and multimodal			
	preservation, and	transportation and	investments that support			
	maintenance of the	roadway infrastructure	congestion reduction,			
	physical infrastructure	within the traffic and	while also addressing			
		multimodal corridors	long-term operations,			
			preservation and			
			maintenance of the			
			physical infrastructure			
Third	Meet any additional	Meet any additional	Meet any additional			
	system performance	system performance	system performance			
	metrics defined for the	metrics defined for	metrics defined for			
	corridor	corridors, a series of	corridor			
		corridors or by segments				

<sup>&</sup>lt;sup>3</sup> <u>https://www.oregon.gov/odot/Planning/Documents/OHP\_Goal\_6\_Policy.pdf</u>



#### Figure 1. Public Transportation Strategy Project and Supportive Services List by Project Type



#### Figure 2. Early Assessment List Organization – Relationship to Congestion Pricing Projects and Equity Concerns

## **Attachments**

Attachment A: PTS Funding Options Whitepaper

Attachment B: PTS Purpose, Goal, Objectives, and Committee Approach

Attachment C: PTS Screening Criteria

Attachment D: PTS Intake Form, Instructions, and Guidance Assessment

Attachment E: PTS Assessment Process

Attachment F: PTS Assessment Workbook

# Attachment A: PTS Funding Options Whitepaper

# Attachment A

Date	October 10, 2023; Revised November 2, 2023
То	Public Transportation Strategy Project Management Group and Workgroup
From	ODOT Project Team
Subject	Public Transportation Strategy Funding Options Whitepaper

## Introduction

This Funding Options Whitepaper documents the potential federal, state, regional, and local funding sources as of summer 2023 that could help fund implementation of the Public Transportation Strategy (Strategy) list of near- and long-term public transportation projects and supportive services complementary to a congestion pricing system on I-5 and I-205. It also provides a high-level overview of the legal and policy considerations that will support and inform funding decision-making for the PTS List, specifically around toll revenue eligibility and the use of funds collected for investment in different types of public transportation.

The PTS Project Management Group and Workgroup members reviewed and provided input on the initial documentation of funding sources in spring 2023. As a result, information on U.S. Code 23, Section 129 and the Value Pricing Pilot Program was added that identifies the ability and/or restrictions of the use revenue generated through toll projects for public transportation investments. Additionally, information was added to address members' request for known information about the Oregon Constitutional restriction of transportation funds, including increased specificity about the use of toll revenue for investment in different types of public transportation.

Transit projects, as with all transportation projects, often require multiple funding sources. It should be noted that while this memorandum documents funding opportunities, securing funding for the PTS List will be challenging due to several barriers, including the following.

• **Oregon constitutional restriction**: Oregon Constitution Article IX, Section 3a has been interpreted by the Oregon Supreme Court such that revenues collected from the ownership, operation or use of motor vehicles must be spent on roadway projects in Oregon. This poses a challenge to using toll revenues to funding public transportation projects and supportive services. To propose a revision to the Oregon Constitution, regional partners must undergo the initiative and referendum processes which includes gathering and submitting the required number of signatures and placing the initiative on a ballot for voters to adopt or reject.<sup>1</sup>

<sup>&</sup>lt;sup>1</sup> For more information, please visit <u>https://sos.oregon.gov/elections/Pages/statelaw.aspx</u>.

- Limited funding sources for operations and maintenance costs: Funding for public transit projects often comes from specific sources such as federal grants, dedicated taxes or bonds, or public-private partnerships. These sources are often earmarked for capital investments and are often not flexible or available for ongoing operations and maintenance costs, or supportive programs or services.
- Federal Toll Program Authorization and Revenue Restrictions: ODOT is pursing tolling through two federal authorization programs Title 23, U.S. Code Section 129 General Tolling (Section 129) and the Value Pricing Pilot Program (VPPP). The Oregon Constitution (Article IX, Section 3a) restricts funding for public transportation projects. Although Section 129 and VPPP allow for toll revenue (under specific guidelines), to fund public transportation projects and supportive services in other states, this flexibility is not an option in Oregon.
- Some Plans Will Require Updates to Prioritize Projects: Some of the projects and supportive services identified on the PTS List are not identified and/or prioritized in local or regional plans or the fiscally constrained regional transportation plan. In these cases, project owners will need to update plans and budgets before seeking funds to implement the projects and supportive services.

## **Federal Public Transportation Funding**

This section provides a high-level overview of the legal and policy considerations that will support and inform funding decision-making for public transportation projects and supportive services in the greater Portland metropolitan area, including Southwest Washington. The following subsections detail the constitutional language and enacting legislation that play a key role in defining how funds may be allocated and help set the funding parameters for consideration if a funding plan is developed for the Strategy in the future.

### **Federal Policy Context**

Federal funds for public transportation are authorized and appropriated by Congress, primarily through the U.S. Department of Transportation (USDOT). The Federal Transit Administration (FTA) and the Federal Highway Administration (FHWA) provide funding allocations to the states and reimburse for eligible expenses, including state administration of the FTA programs. Large urban transit providers also receive some funds directly from the FTA. Many federal sources require local/state matching funds that vary from 10 percent to 50 percent, and higher, depending on the program. FTA does not allow fare revenue to be used for local match for the project on which it is earned. Fare revenues are normally applied to gross operating costs to reduce the net operating costs of the transit system.

Under U.S. Code 23, Section 142., the U.S. Secretary of Transportation may approve projects on any Federal-aid highway for the construction of exclusive or preferential high occupancy vehicle lanes, highway traffic control devices, bus passenger loading areas and facilities (including shelters), eligible pedestrian and bicycle improvements, and fringe and transportation corridor parking facilities, electric vehicle charging stations or natural gas vehicle refueling stations, to serve high occupancy vehicle and

public mass transportation passengers, in order to encourage the development, improvement, and use of public mass transportation systems operating buses on Federal-aid highways. In addition, this Section also provides direction on the use of Surface Transportation Block Grants and Congestion Management and Air Quality (CMAQ) formula funds. It also provides approval criteria for establishing bus corridors on Federal-aid highways.

Under the Bipartisan Infrastructure Bill passed in 2021, some of the federal programs listed below experienced increases in funding and changes to eligibility and purpose. For more information, see this document: <u>FTA Program Fact Sheets under the Bipartisan Infrastructure Law</u>.

Table 1 below summarizes the major sources of federal public transportation funding in Oregon and lists program/source, method of distribution, and a description of the fund purpose. Funding for public transit projects often comes from specific sources such as federal grants, dedicated taxes or bonds, or public-private partnerships. It is important to note these sources are often earmarked for capital investments and are often not flexible or available for ongoing operations and maintenance costs, or supportive programs or services.

These funds include:

- FTA formula and discretionary allocations to direct recipients.
- FTA formula allocations passed through ODOT.
- FHWA funds passed through ODOT.

Table 1 also includes toll credits. These credits are not a traditional funding mechanism. FHWA allows states to earn toll credits when toll revenues are used to build highways, bridges or tunnels. The toll credits can then be used in lieu of a cash match on Federal grants for eligible highway or transit projects with the approval of the granting agency. (Note that the FTA refers to toll credits as "Transportation Development Credits".) It is important to note that toll credits used as match for a federal grant allow an agency to use the non-federal funds that would have matched that grant for other purposes. See the FHWA Toll Credit FAQ website for more information about the application of toll credits for project funding.

### Federal Toll Program Authorization and Revenue Restrictions

ODOT is pursuing two toll projects in the Portland Metro area through two federal authorization programs:

- Title 23 U.S. Code Section 129 General Tolling<sup>2</sup> (Section 129): Section 129 provides Oregon the authority to implement the I-205 Toll Project because the tolls will be implemented conjunction with improvements to the highway.
- Value Pricing Pilot Program<sup>3</sup> (VPPP): VPPP provides Oregon the option to seek authority to implement the Regional Mobility Pricing Project.

<sup>&</sup>lt;sup>2</sup> https://www.govinfo.gov/content/pkg/USCODE-2017-title23/html/USCODE-2017-title23-chap1-sec129.htm

<sup>&</sup>lt;sup>3</sup> <u>https://ops.fhwa.dot.gov/congestionpricing/value\_pricing/</u>

### Section 129

Section 129 provides authority for tolling Federal-aid highways in conjunction with new construction or other improvements to those highways, which includes new highway (lanes), reconstruction or replacement of bridges and tunnels, and associated structures and approaches. Section 129 has limitations on revenue use, which in general is dedicated to debt service for projects the toll is funding, improvement and proper operation and maintenance of the tolled facility, payments to private partnership agreements, annual audits, and record keeping. If the public authority certifies annually that the tolled facility is adequately maintained and fulfills all other requirements, revenue may be used for other purposes, including public transportation capital projects. However, the Oregon Supreme Court's interpretation of the Oregon Constitution Article IX, Section 3a, is such that that revenues collected from the ownership, operation or use of motor vehicles must be spent on roadway projects in Oregon; this interpretation limits how toll revenues can be used for public transportation projects and/or operations in Oregon. More information about the Oregon constitutional restriction is provided in Section 3.

### Value Pricing Pilot Program

The Value Pricing Pilot Program (VPPP) established by the U.S. Congress applies to fifteen states including Oregon and provides comprehensive tolling authority under select conditions. The primary conditions include project scopes where the primary objective is congestion reduction, and the tolled facility uses some form of variable pricing and electronic toll collection (ETC). The Regional Mobility Pricing Project meets the VPPP conditions by proposing variable rate and all electronic tolls on I-5 and I-205 for the primary purpose of congestion management. The Value Pricing Pilot Program has similar regulatory direction to Section 129 regarding limitations of revenue use, which is first dedicated to debt service for the toll project, improvement and proper operation and maintenance of the tolled facility, payments to private partnership agreements, annual audits, and record keeping. VPPP allows excess revenue is eligible for both public transportation capital projects and operations. One example of Value Pricing Pilot Program excess revenue used for public transportation operations include the Inland Breeze Transit service in San Diego, which is partially funded by the San Diego I-15 Express Lanes. However, the Oregon Supreme Court's interpretation of the Oregon Constitution Article IX, Section 3a, is such that that revenues collected from the ownership, operation or use of motor vehicles must be spent on roadway projects in Oregon; this interpretation limits how toll revenues can be used for public transportation projects and/or transit operations in Oregon. More information about the Oregon constitutional restriction is provided in Section 3.

### Funding Options Memorandum

### Table 1. Potential Federal Funding Sources for Public Transportation Funding in Oregon

Program	Description	Allocation Method		Funding Cycle	Local/State match	Annual Funding Available
	Description	USDOT	ODOT	Turing Oycle	requirement	Available
Grants (CIG) New Starts		Discretionary grant to urban areas			match	\$4.6B for both New Starts and Small Starts in FFY 2023 authorized. Appropriations have been lower (\$2.6B for NS in FY23).
FTA Section 5309 Capital Investment Grants (CIG) Small Starts		Discretionary grant to urban areas				\$4.6B for both New Starts and Small Starts in FFY 2023 authorized. Appropriations have been lower (\$530M for SS in FY23).



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Program	Description	Allocation Method		Funding Cycle	Local/State match requirement	Annual Funding Available
l rogiani		USDOT	ODOT		requirement	Available
FTA Section 5312 Public Transportation Innovation	research and development. Eligible uses: Research, development,	Discretionary	n/a	Annual	20% state/local match	\$38M in FFY 2023
	demonstration and deployment projects and evaluation of technology of national significance to public transportation.					
FTA ICAM Innovative Coordinated Access and Mobility Grant Program	Funding supports innovative capital projects for the transportation disadvantaged population that improve the coordination of transportation and non-emergency medical transportation services.	Discretionary	n/a	Annual	At least 20% state/local match.	\$5M
	<u>Eligible uses:</u> Capital projects.					
Statewide Transportation	multimodal transportation planning in non-	Formula to urban areas, states	Discretionary	Annual	20% state/local match	\$1M for FFY 2021 to 2023
	Eligible uses: Transportation planning activities related to management, planning, operations, capital requirements and economic feasibility; evaluation of previously financed projects; peer reviews and exchanges of technical data, information, assistance, and related activities in support of planning and environmental analyses.					

Program	Description	Allocation Method		Funding Cycle	Local/State match	Annual Funding Available
riogram		USDOT	ODOT		requirement	Available
FTA Section 5307 Urbanized Area Section Formula Funds	areas <sup>4</sup> and to governors for transportation planning, transit capital and operating assistance in urbanized areas. <u>Eligible uses:</u> Planning, engineering, design, and evaluation of transit projects and other technical transportation-related studies; capital investments in bus and bus-related activities such as	population and over, funds are apportioned, and flow directed to the designed	For urbanized areas under 200,000 in population, funds are apportioned	direct recipients through USDOT,	Typical match is 80% FTA, 20% state and local. Match can come from other, federal, non- DOT funds <sup>5</sup>	\$48M to Oregon Metro in FFY 2022
FTA Section 5310 Enhanced Mobility of Seniors & Individuals with Disabilities	Funding for the purpose of providing funds for meeting the transportation needs of older adults and people with disabilities when the transportation service provided is unavailable, insufficient, or inappropriate to meeting these needs. <u>Eligible uses<sup>6</sup>:</u> Capital, purchases service, and preventative maintenance projects for transportation providers.	and states	discretionary to STIF	awarded		\$24M in FFY 2021 to 2023 biennium

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<sup>&</sup>lt;sup>4</sup> An urbanized area is an incorporated area with a population of 50,000 or more that is designated by the U.S Department of Commerce, Bureau of the Census.

<sup>&</sup>lt;sup>5</sup> Local match is required: The federal share is not to exceed 80 percent of the net project cost for capital expenditures. The federal share may be 90 percent for the cost of vehicle-related equipment attributable to compliance with the Americans with Disabilities Act and the Clean Air Act. The federal share may not exceed 50 percent of the net project cost of operating assistance.

<sup>&</sup>lt;sup>6</sup> Under MAP-21, the program was modified to include projects eligible under the former Section 5317 New Freedom program, described as capital and operating expenses for new public transportation services and alternatives beyond those required by the ADA, designed to assist individuals with disabilities and seniors.

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Program	Description	Allocation Method		Funding Cycle	Local/State match	Annual Funding Available
		USDOT	ODOT		requirement	Available
FTA Section 5311 Formula Grants for Rural Areas	Provides capital, planning and operating assistance to states to support public transportation in rural areas with populations less than 50,000, where many residents often rely on public transit to reach their destinations. <u>Eligible uses:</u> Planning, capital, operating, job access and reverse commute projects, and the acquisition of public transportation services.	Formula to states	Formula to rural providers		Match varies dependent on project type: 10.27% for administration, capital, mobility management, planning and preventative maintenance; 43.92% for operations	\$797M in FY 2023
FTA Section 5339b Bus and Bus Facilities Program		Discretionary grant for urban areas, state	Discretionary rural and small urban via state		For Vehicles, 20% state/local match (15% for ADA or Clean Air Act related vehicles). For Bus-related Equipment and Facilities, 20%% state/local match (10% for CAA related facilities).	\$470M in FY 2023
FTA Section 5339c Low or No Emission Program	Provides funding to state and local governmental authorities for the purchase or lease of zero- emission and low-emission transit buses. This also includes acquisition, construction, and leasing of required supporting facilities. <u>Eligible uses:</u> Capital projects	Discretionary grant for urban areas, state	Discretionary grant for urban areas, state		For Vehicles, 15% state/local match For Bus-related Equipment and Facilities,10% state/local match	\$1.2B in FY 2023

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Program	Description	Allocation Method		Funding Cycle	Local/State match requirement	Annual Funding Available
		USDOT	ODOT		requirement	Available
FHWA CMAQ Congestion Mitigation and Air Quality Improvement Program – 23 USC 149	<ul> <li>Flexible funding source to state and metropolitan planning organizations (MPOs) governments for public transportation projects and programs to meet requirements of the Clean Air Act.</li> <li><u>Eligible uses</u>: CMAC projects must meet the following criteria.</li> <li>Transportation projects</li> <li>Must generate a net emissions reduction for applicable pollutants.</li> <li>Must be in or benefit a non-attainment or maintenance area.</li> <li>Conform to the requirements of the Clean Air Act</li> <li>New transit service<sup>7</sup></li> <li>CMAQ projects must also be consistent with a long-range transportation plan and included in the MTIP(MPOs) or STIP (rural recipients).</li> </ul>	Formula to states	Suballocated to MPOs and rural recipients			\$21.5M to Oregon in FY 2023. Individual projects generally receive <\$10M.

<sup>&</sup>lt;sup>7</sup> To tap new markets for transit, CMAQ funds may be used to support startup of new transit services, such as new express bus routes or shuttle services linking major activity centers. Although not a permanent source of funding for these services, the CMAQ dollars can support innovation and help determine the viability of new transit services.

Funding Options	Whitepaper
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Program	Description	Allocatio	Allocation Method USDOT ODOT	Funding Cycle	Local/State match requirement	Annual Funding Available
riogram		USDOT				
FHWA CRP Carbon Reduction Program	Provides funds for projects that reduce greenhouse gas emissions from transportation. States, in coordination with MPOs, develop a Carbon Reduction Strategy <sup>8</sup> that supports reduction in transportation emissions. <u>Eligible uses:</u> May include public transit and active transportation, streetlight and traffic control device energy efficiency; tolling, pricing and transportation demand management that shift travel to cleaner modes, freight and port projects, alternative fuels; and congestion management technologies.		Allocated in accordance with Carbon Reduction Strategy		10.27% state/local match	\$82M for OR in FY 202.
FHWA STBG Surface Transportation Program Block Grants (STBG)	Provides flexible funding to states and MPOs using a highway-based funding formula. A portion of the funds have been allocated to the Transportation Options Program and the Innovative Program. <u>Eligible uses:</u> It is a flexible funding source for projects to preserve and improve the conditions and performance on any Federal-aid highway, bridge and tunnel projects on any public road, pedestrian and bicycle infrastructure, and transit capital projects, including intercity bus terminals.	local	Application to ODOT by local jurisdictions		Generally, 10.27% state/local match but varies by project type	\$181M for Oregon in FY 2023; \$35M of this is suballocated for Portland Metro

<sup>&</sup>lt;sup>8</sup> Oregon's Statewide Transportation Strategy (STS), which was created in coordination with MPOs, other state agencies, local jurisdictions and a broad array of stakeholders, will serve as the base of the Carbon Reduction Strategy. It identifies Vehicles, Fuels, Pricing, Transportation Options, System Improvements and Land Use strategies to reduce greenhouse gas emissions from transportation.

Funding Options	Whitepaper
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Program	Program Description Allocation Method USDOT ODOT	Allocatic	Allocation Method		Local/State match requirement	Annual Funding Available
		Funding Cycle		Available		
FHWA Transportation Alternatives <sup>9</sup> Transportation Alternatives Set-Aside Program (TA Set-Aside; formerly known as the Transportation Alternatives Program, or TAP <sup>10</sup> )		Formula to state	59% Suballocated to local governments based on population		state/local match but varies by project type	\$1.411B in 2024 (sum of estimated individual State Transportation Alternatives apportionments)
FHWA Toll Credits Transportation Development Credits	FHWA allows states to earn toll credits when toll revenues are used to build highways, bridges or tunnels. The toll credits can then be used in lieu of a cash match on Federal grants for eligible highway or transit projects with the approval of the granting agency. <u>Eligible uses:</u> Capital, operations, and maintenance projects.		n/a		Toll credits can be used as match for a federal grant allow an agency to use the non-federal funds that would have matched.	n/a

<sup>&</sup>lt;sup>9</sup>The Fixing America's Surface Transportation Act ("FAST Act") eliminates the MAP-21 Transportation Alternatives Program (TAP) and replaces it with a set-aside of Surface Transportation Block Grant (STBG) program funding for transportation alternatives (TA).

<sup>&</sup>lt;sup>10</sup> In 2023, TAP funds are directed to Oregon Community Paths.

Funding Options W	hitepaper
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Program	Description	Allocatio	n Method	Funding Cycle	Local/State match	Annual Funding Available
		USDOT	ODOT		requirement	Available
US DOT RAISE Rebuilding American Infrastructure with Sustainability and Equity (RAISE)	Helps communities build transportation projects that have significant local or regional impact. <u>Eligible uses:</u> Surface transportation capital projects that included but are not limited to, highway, bridges, public transportation projects, passenger and freight rail projects and activities related to planning, preparation, or design.	Discretionary	n/a	Annual	20% state/local match	\$2.3B for FY 2023
USDOT SS4A Safe Streets and Roads for All Grant Program	Supports the development of a comprehensive safety action plan (Action Plan) that identifies the most significant roadway safety concerns in a community and the implementation of projects and strategies to address roadway safety issues. Action Plans are the foundation of the SS4A grant program. There are two grants under the SS4A program – Planning and Demonstration Grant and the Implementation Grant. <u>Eligible uses – Planning and Demonstration Grant:</u> Updating an existing Action Plan, supplemental planning, and demonstration activities. <u>Eligible uses – Implementation Grant:</u> Activities carrying out projects and strategies identified in an Action Plan.	Discretionary	n/a	Annual	20% state/local match	\$1.17B for FY 2023
USDOT SMART Strengthening Mobility and Revolutionizing Transportation Grants Program	Provides grants to eligible public sector agencies to conduct demonstration projects focused on advanced smart community technologies and systems in order to improve transportation efficiency and safety. <u>Eligible uses:</u> Capital projects.	Discretionary	n/a	Annual	none	\$100M for FY 2023

## **State Public Transportation Funding**

State public transportation funding in Oregon is currently limited to a few major sources. These sources have been shaped by the Oregon Constitution and increased in recent years by the passage of House Bill 2017 (2017) and House Bill 3055 (2021).

### **Oregon Constitution**

Article IX, Section 3a of the Oregon Constitution was enacted as a result of a ballot measure to amend the Oregon Constitution in the 1980 primary election.<sup>11</sup> This constitutional amendment specifies that revenues collected from the ownership, operation or use of motor vehicles must be spent on roadway projects in Oregon.<sup>12</sup> This applies to road taxes—including fuels tax, driver and motor vehicle fees (including vehicle title and registration fees), and the weight-mile tax on heavy trucks—and toll revenue.

The Oregon Supreme Court has interpreted this constitutional requirement to mean that these funds "must be limited exclusively to expenditures on highways, roads, streets and roadside rest areas themselves and for other projects or purposes within or adjacent to a highway, road, street or roadside rest area right-of-way that primarily and directly facilitate motorized vehicle travel."<sup>13</sup> All funds subject to the highway restriction can be used only in Oregon.

After consultation with Oregon Department of Justice, ODOT has concluded that it most likely can fund the following transit and bicycle/pedestrian programs using resources constitutionally dedicated to highway purposes.

- Congestion management options such as dedicated lanes for transit or carpooling, shared lanes for mixed auto/light rail traffic, and queue-jumping lanes.
- Transit facilities within public highway rights-of-way such as transit stops and transit stations.
- Park and ride locations in or adjacent to the right of way that serve buses.
- Transit signal priority.
- Highway pull outs to accommodate buses.

Bicycle and pedestrian facilities within the highway, road, or street right-of-way. Some of the allowable uses listed above are included as components of PTS projects and supportive services. The PTS WG and PMG recommend initiating further discussions and further evaluations to identify and recommend project elements that are not bound by constitutional restrictions. This will help inform future decisions regarding revenue allocation.

<sup>&</sup>lt;sup>11</sup> Ballotpedia. "Oregon Limitations on Uses of Gasoline and Highway User Taxes, Measure 1 (May 1980)." <u>https://ballotpedia.org/Oregon Limitations on Uses of Gasoline and Highway User Taxes, Measure 1 (May 1980)</u>. Accessed March 20, 2023.

<sup>&</sup>lt;sup>12</sup> Oregon State Constitution. Article IX. Section 3a. <u>https://www.oregonlegislature.gov/bills\_laws/lawsstatutes/1999sjr0011.html</u>. Accessed March 16, 2023.

<sup>&</sup>lt;sup>13</sup> Rogers v. Lane County, 307 Or 534, 771 P2d 254 (1989). <u>https://law.justia.com/cases/oregon/supreme-court/1989/307-or-534.html</u>. Accessed March 30, 2023.

### House Bill 2017 and Senate Bill 1601: The STIF

House Bill (HB) 2017 (ORS 184.617 to 184.742), enacted by the Oregon legislature in 2017 made significant, multi-modal investments in transportation to better manage congestion and improve mobility throughout the state.<sup>14</sup> HB 2017 directed the OTC to seek approval from the FHWA by December 2018, to implement value pricing on the I-5 and I-205 corridors, from the state line to their intersection in Oregon. Per the legislation, value pricing would be used to reduce traffic congestion in the Portland metropolitan region through the creation of a Congestion Relief Fund to implement and administer a traffic congestion relief program. HB 2017 also established the Statewide Transportation Improvement Fund (STIF) to provide a dedicated source of funding for improving, maintaining, and expanding public transportation for all users. STIF provides public transportation funding to support access to jobs, improve mobility, relieve congestion, and reduce greenhouse gas emission in Oregon on a biennial basis. Originally, the STIF program was funded by one-tenth of 1 percent state payroll tax. It is currently also funded by ID card fees, non-highway gas tax, and cigarette tax revenues, per Oregon Revised Statute. The total funding amount is estimated annually. STIF revenues are allocated across the following programs:

- 90% to STIF Formula
- 5% to STIF Discretionary
- 4% to STIF Intercommunity Discretionary
- 1% to Technical Resource Center

Subsequent to HB 2017, in 2020 Senate Bill (SB) 1601 called for the consolidation of STIF with the Special Transportation Fund, intended to improve services for seniors and individuals with disabilities (ORS 184.751). Additionally, SB 1601 clarified that STIF funds can be used to maintain existing public transportation services and to fund light rail operations and maintenance but cannot be used for light rail capital expenses.

### House Bill 3055

House Bill (HB) 3055 was an omnibus transportation bill passed in 2021. It built upon the work of HB 2017 and gave direction for the creation of a Toll Program Fund in coordination with the congestion management program HB 2017 directed the OTC to implement. All toll revenue would be deposited in the Toll Program Fund, and all toll revenue would be subject to the restrictions on highway funds included in the Oregon Constitution. "To the extent necessary and permitted by state and federal law and Article IX, section 3a of the Oregon Constitution," these funds should manage congestion and improve safety, both on the tollway but also on adjacent, connected, or parallel highways to the tollway, reduce impacts of diversion as a result of tolling and minimize and mitigate impacts to historically and currently underrepresented and disadvantaged communities. Funds can be used for a variety of purposes under 383.009, including but not limited to:

- Developing toll projects
- Acquiring land for toll projects
- Financing construction, renovation, operation, improvement, maintenance or repair of toll projects

<sup>&</sup>lt;sup>14</sup> Oregon Department of Transportation (ODOT). "HB 2017 Funding." <u>https://www.oregon.gov/odot/pages/hb2017.aspx</u>. Accessed March 17, 2023.

- Paying debt service on bonds for toll projects
- Addressing the impacts of toll projects

Specific to mitigation, under 383.009(2)(j), ODOT can use Toll Program funds "To make improvements or fund efforts on the tollway and on adjacent, connected or parallel highways to the tollway to reduce traffic congestion as a result of a tollway project, improve safety as a result of a tollway project and reduce impacts of diversion as a result of a tollway project." This requires that any expenditure of toll revenues on roads other than the toll facility have a nexus to the actual tollway project; it does not allow for general revenue sharing divorced from the specific impacts of the toll project. The language in (j) was added to the statute by the Legislature in 2021 through passage of HB 3055.

### 2023 Oregon Highway Plan Update

In January 2023, the Oregon Transportation Commission further clarified tolling policy by updating Goal 6 in the Oregon Highway Plan. The update included defining various terms that are used for road pricing such as tolling, congestion pricing (scheduled variable rate tolling) and combination to clarify how a tolling project could encompass various aspects such as planned capital investment, traffic diversion or mode shift in transportation due to changes in road pricing.

Additionally, this update specified that diversion is part of any road pricing project and shall be considered as vehicles move from priced to unpriced facilities within "corridors." The update further redefined the corridor concept as the "immediate area of impact adjacent to the priced facility, generally within 1 mile or as defined through the project-specific analysis as being impacted by the project" OR a "broader geographic area because of lack of adjacent/parallel facilities, such as around bridges and/or major geographic barriers (rivers, mountains, ravines, etc.)." The update also specified that revenue expenditure on transit and multimodal transportation options should be a focus on congestion pricing projects that do not have specific freeway infrastructure included. The Department of Transportation can use revenue expenditure to support transit and multimodal transportation options through direct congestion pricing revenue allocation, when compliant with the Oregon Constitution, or through partnerships.

Table 2 below summarizes the major sources of state public transportation funding in Oregon and lists program/source, project and eligibility requirements, and a description of the fund's purpose.

Program	Description	Allocation Method	Annual Funding Available
	Revenue from the Oregon Toll Program may be allocated to projects when compliant with the Oregon Constitution and the direction given through the legislation and policy updates listed in the previous section. <u>Eligible uses:</u> capital projects, toll facility infrastructure operations and maintenance costs.		TBD

### Table 2. Current Major Sources of State Funding for Public Transportation Funding in Oregon

Program	Description	Allocation Method	Annual Funding Available
Statewide Transportation Improvement Fund (STIF) Formula Funds	STIF may be used for public transportation purposes that support the effective planning, deployment, operation, and administration of public transportation programs. 90% of funds are distributed via formula to transit providers throughout the state. The STIF Formula fund is based on payroll tax revenue generated in the recipient's geographic area; a small portion of the funds comes from a population-based formula and is solely intended for elderly and disabled services. In the Portland Metropolitan area, TriMet is the Qualified Entity that receives and passes through STIF Formula funds to public transportation providers. TriMet and providers agreed to allocate funding based on the payroll tax revenue generated in the recipients' area.	Formula to transit providers throughout state	\$134M/year for FY 2023 to 2025 \$242,694,755 total for STIF for FY 2023 to 2025 \$24.3M total for STIF Formula for FY 2023 to 2025
Statewide Transportation Improvement Fund (STIF) <sup>15</sup> Discretionary Funds and Statewide Transit Network Program	Eligible uses: operations & maintenance, planning, equipment, and vehicle purchase The STIF Discretionary fund is to provide a flexible funding source to improve public transportation in Oregon. It is a competitive statewide fund and eligible projects must serve destinations or stops in Oregon. STIF Discretionary is not a source of ongoing operations funding, however, funds may be awarded for pilot service operations if the applicant demonstrates they have a financial plan to sustain operations after the pilot period. Within STIF Discretionary, there is a STIF Intercommunity Discretionary fund for improving connections between communities and other key destinations for a connected Statewide Transit Network. Supports a wide variety of project types to improve public transportation but cannot be used to fund ongoing operations. The Intercommunity Discretionary fund supports maintaining, expanding, and improving public transportation services between two or more communities. <u>Eligible uses:</u> Capital projects, planning.	Discretionary grant through ODOT	\$24.3M total for FY 2023 to 2025: \$13.5M/year for STIF Discretionary Fund for FY 2023 to 2025 \$10.8M/year for STIF intercommunity Fund for FY 2023 to 2025

<sup>&</sup>lt;sup>15</sup> RTC, C-TRAN and SW Washington partners could be eligible for STIF funds for projects in Oregon.

Drogrom	Description	Allocation	Appual Funding Available
Program Innovative Mobility Program (IMP)	Description The Innovative Mobility Program (IMP) is a new initiative at ODOT that aims to improve historically underserved communities' access to public and active transportation. Program goals also include reducing the number of trips Oregonians make by car and reducing greenhouse gas emissions. The program awards grants to non-profit organizations, government agencies, transit districts and other groups that help people get around. <u>Eligible uses:</u> supportive services		Annual Funding Available \$10M total from STBG \$10M total from the state Transportation Operating Fund
Transportation Growth Management (TGM) Program Planning Grants	TGM Planning Grants help local jurisdictions plan for streets and land to lead to more livable, sustainable, and economically vital communities. This planning increases opportunities for transit, walking and bicycling. <u>Eligible uses:</u> planning	Discretionary through DLCD	\$2M in FY 2022
Loan (OTIB)	A statewide revolving loan fund designed to promote innovative financing solutions for transportation needs. Projects include transit capital such as buses, equipment, and maintenance or passenger facilities. <u>Eligible uses:</u> capital projects	Project selection by OTIB staff	The OTIB currently offers direct loans for eligible projects. Loans may be funded from available OTIB resources or through the sale of revenue bonds.
Oregon Lottery Fund	Lottery bonds are authorized in specified amounts to specific projects or programs by legislative action. <u>Eligible uses:</u> capital projects.	Legislative action	Varies, dependent on legislative action.
Connect Oregon	Legislatively allocated competitive grant program for alternative modes, modes that are not eligible for highway fund, of transportation, including transit capital projects.	Discretionary through the OTC	<i>Connect</i> Oregon VI is currently under review.
Transit Districts	employee payroll tax to fund public transportation. In or near the Metro region, these include the Tri-County Metropolitan Transportation District	Transit districts locally administer the 0.1% employee payroll tax State Transportation Improvement Fund (STIF) as authorized by HB 2017.	Varies

Program	Description	Allocation Method	Annual Funding Available
other taxes and fees (e.g., HB 2017)	Some miscellaneous taxes/fees could contribute to transit projects with petition/lobby for allocation to project or legislative action to create/increase new funding source. <u>Eligible uses:</u> TBD	Legislative action	\$427M (FY 2021-2023) from cigarette tax, local match on construction projects, Parks & Rec. fee collection, bike tax, vehicle dealer privilege tax, use tax, payroll transit tax, and others.

## **Regional and Local Transportation Funding**

There are three primary sources of local funding for public transportation in Oregon: payroll taxes, property taxes, and earned revenues such as those from fares and advertising. Some local governments may, at their discretion, also use such revenues such as local general funds, transportation impact fees, system development charges, special assessments, and transportation utility fees. All forms of local funds, except passenger fares, are used to meet local match requirements and leverage federal funding. Table 3 provides an overview of STIF and other regional and local public transportation funding sources.

Program	Description	Annual Funding Available
Regional Flexible Funds	Regional flexible funds come from two federal transportation funding sources: the Surface Transportation Block Grant and Congestion Mitigation/Air Quality programs. These programs allow discretion on how the monies are spent – hence the term "flexible." This flexibility allows for greater focus on local priorities and innovative solutions to transportation challenges. Based on the RTP, these projects must align with four regional goals: equity, safety, climate, congestion.	<ul> <li>Funds are allocated through Metro.</li> <li>Transit &amp; Project Development Bond Repayment Commitment: \$65.28M.</li> <li>Region-wide Program Investments, Planning: \$35.8M.</li> <li>Capital Investments: \$41.2M.</li> <li>Transit &amp; Project Development Bond Repayment Commitment: \$65.28M.</li> <li>Region-wide Program Investments, Planning: \$35.8M.</li> <li>Capital Investments: \$41.2M.<sup>16</sup></li> </ul>
County Transportation Development Taxes (TDTs) Washington County	These funds are typically reserved for transportation improvements proximate to development paying tax, which will require coordination to align with public transportation planning.	\$19.2M in FY 2021.
Local Improvement District (LID)	LIDs may fund improvements that "provide local and special benefit to properties."	Dependent upon district/agency analysis.

## Table 3. Potential Regional, and Locally Administered Funding Sources for Public Transportation in Oregon

<sup>&</sup>lt;sup>16</sup> Investments were previously identified and adopted through the 2025 – 2027 RFFA Program Directions (Resolution 21-5194)

Program	Description	Annual Funding Available
Tax Increment Financing (TIF)	TIF can be used for projects located within an urban renewal area that are included in the urban renewal plan. TIF has been used for streetcar and light rail projects, the Interstate Corridor Urban Renewal Area, TIF funds are allocated to other program In recent years, it is less common for TIF funds to be allocated to transportation and transit capital projects.	Dependent upon district/agency analysis.
Hotel, Motel, and Short-term Rental Taxes, Transient Lodging Tax (TLT)	Funds are not currently used for transportation purposes in in OR and would have to originate with the Cities. A case study where TLT funds were used to fund a transportation project is the City of Inglewood, CA, Measure H.	Inactive.
Transportation System Development Charges (TSDC)	TSDCs are levied on new developments throughout the city and can be used toward capital expenditures associated with projects included on TSDC program's project list – an approved list of projects eligible for funding.	Inactive.
City of Portland <sup>17</sup>	A case study is the City of Portland. In the City of Portland, developers pay one-time Transportation system Chargers (TSDCs) on all types of new construction in Portland – residential, commercial or industrial. Each type of land use (single family residential, hospital, etc.) pays a different TSDC rate based on the number of "person trips" they generate during evening commute hours. Each type of land use (single family residential, hospital, etc.) pays a different TSDC rate based on the number of "person trips" they generate during evening commute hours. TSDCs can only be used to fund specific projects from the TSDC project list. This list is updated every 10 years with input from the public. On average, TSDCs cover about 30% of project costs, with the remainder coming from state and federal grants, the gas tax, or other sources.	
Transportation Utility Fees	Transportation Utility Fees are assessed on the utility bills of water/sewer customers, and the revenue is designated for city transportation infrastructure projects. These fees are based on the police powers of cities and used as specified in implementing ordinance. Within the Metro region, Hillsboro, Lake Oswego, Milwaukie, North Plains, Tigard, Tualatin, West Linn and Wilsonville use TUFs. No TUFs currently use revenues to fund transit service.	Inactive, requires changes to local implementing ordinances.

<sup>&</sup>lt;sup>17</sup> For more information, please visit https://www.portland.gov/transportation/permitting/tsdc#toc-about-tsdcs

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## Attachment B: PTS Purpose, Goal, Objectives, and Committee Approach

# Public Transportation Strategy Purpose, Goal, Objectives, and Committee Structure

This document presents the agreed-upon Purpose, Goal and Objectives of the Public Transportation Strategy (Strategy), a description of the committee approach, a summary of tasks, the schedule to

achieve the Strategy, and the draft Strategy screening criteria questions.

### Purpose, Goal, and Objectives

The Strategy Purpose, Goal and Objectives were established with regional partners by consensus at meetings held on December 22, 2022, and February 1, 2023.<sup>i</sup> The PMG made minor adjustments to the Key Definitions during their first PMG meeting held on March 10, 2023.

### Purpose

Establish an equitable Public Transportation Strategy for the Portland Metropolitan and SW Washington area that is developed by regional partners and ODOT. The Strategy will identify near- and long-term public transportation projects and supportive services that are complementary to a congestion pricing system on I-5 and I-205.

### Goal

Increase public transportation options other than driving alone on or near tolled highways while advancing a more equitable and climate-friendly transportation system to help meet regional and state policy goals.

### Objectives

- Collaborate to increase availability of public transportation options other than driving alone on or near tolled highways, especially for historically and currently excluded and underserved communities.
- Identify public transportation projects and supportive services that will facilitate a shift to higher occupancy vehicles with consideration to local needs.
- Identify potential funding sources and lead agencies.

### Definitions

To provide clarity to the Strategy Purpose, Goal, and Objectives, the following definitions were developed:

• **Public transportation projects** include any project type that supports planning, development, and operation of fixed route service. Examples include fixed-route bus, light rail transit, bus rapid transit, and other forms of high-capacity transit.



#### Purpose, Goal, Objectives, and Committee Structure

- **Public transportation supportive services** include any programmatic elements that facilitates a shift to higher occupancy vehicles and/or provides transportation options where fixed route does not exist. Examples of supportive services could include ridesharing, vanpools, deviated fixed route service, local shuttles, park and rides, and mobility hubs.
- Complementary public transportation projects and supportive services are those that provide public transportation options for people who would otherwise drive alone on or near priced highways to get to their destination. The Regional Mobility Pricing Project (RMPP) proposes to use congestion pricing to manage travel demand and traffic congestion on I-5 and I-205 in the Portland metropolitan region. During the RMPP NEPA process, if a significant adverse impact is identified resulting from the RMPP, then ODOT will engage partners to identify appropriate mitigations. Mitigation measures for significant impacts that result from the RMPP could include public transportation projects or supportive services identified in the Strategy. More information about project mitigations can be found here: <a href="https://www.environment.fhwa.dot.gov/nepa/trans\_decisionmaking.aspx">https://www.environment.fhwa.dot.gov/nepa/trans\_decisionmaking.aspx</a>

To provide further clarity for the Strategy effort, elements that will not be under consideration are described below.

- Projects and supportive services that cannot reasonably demonstrate they would be complementary to or have a connection to a congestion pricing system on I-5 and I-205.
- Bike and pedestrian infrastructure projects that are not included in a larger public transit corridor infrastructure project.

### **Committee Approach**

The committee approach and structure to develop the Strategy was determined through conversations and agreement with regional partners during meetings held on December 22, 2022 and February 1, 2023 and includes a Project Management Group (PMG) and a Workgroup.

### **Project Management Group**

### Members

The members of the PMG were selected through discussion with partner agencies. Agencies and/or organizations will select their own representative. PMG representation includes Clackamas County, City of Portland, C-TRAN, Metro, ODOT, TriMet, Washington County.

### **Roles and Responsibilities**

- Inform and provide guidance on the overall workplan to develop the Strategy.
- Review and provide input on the agendas and materials for Workgroup meetings.
- Provide oversight on the development and implementation of the engagement plan for communitybased organizations and other stakeholders.
- Support the Workgroup to reach consensus.



### Purpose, Goal, Objectives, and Committee Structure

The PMG's roles and are responsibilities are the following:

- Inform and provide guidance on the overall workplan to develop the Strategy.
- Review and provide input on the agendas and materials for Workgroup meetings.
- Provide oversight on the development and implementation of the engagement plan for communitybased organizations and other stakeholders.
- Support the Workgroup to reach consensus.

### Workgroup

### Members

The members of the Workgroup were selected through discussion with partner agencies. Workgroup representation includes Canby Area Transit, City of Portland, City of Vancouver, Clackamas County, C-TRAN, Interstate Bridge Replacement, Metro, Multnomah County, ODOT, Ride Connection, SMART, SCTD, SW WA RTC, TriMet, Washington County.

### Responsibilities

The Workgroup's roles and are responsibilities are the following:

- Review, provide input, and reach agreement on the screening criteria.
- Apply the screening criteria to develop the initial project list and identify projects and supportive services for the Strategy.
- Develop the initial project list comprised of short-term and long-term projects and supportive services.
- Review, provide input, and reach agreement on the development and implementation of the engagement plan for community-based organizations and other stakeholders.
- Review and provide input on the suite of funding options and financing strategies to be considered generally and by project or service.



Purpose, Goal, Objectives, and Committee Structure

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Participating Regional Partners Agencies		
Canby Area Transit		
City of Portland		
City of Vancouver		
City of Wilsonville – SMART		
Clackamas County		
C-TRAN		
Multnomah County		
Oregon Department of Transportation		
Oregon Metro		
Ride Connection		
South Clackamas Transportation District		
Southwestern Washington Regional Transportation Council		
TriMet		
Washington County		
Washington Department of Transportation		



## **Attachment C: PTS Screening Criteria**



## Memorandum

Date	May 9,2022		
То	Public Transportation Strategy Workgroup		
From	Public Transportation Strategy Project Team		
Subject	Public Transportation Strategy Screening Criteria		

## **Screening Criteria**

The screening criteria will guide regional partners in determining the set of public transportation projects and supportive services appropriate for various sections of the Toll Program that best meet the Strategy's purpose, goal, objectives, and definitions.

Evaluation Category	Screening Questions				
Project Type	<ul> <li>Project must address at least one of the following to receive a "Pass" score:</li> <li>1. Does the project or supportive service support planning, development, or operation of a fixed route service? Examples include fixed-route bus, light-rail transit, bus rapid transit, and other forms of high-capacity transit.</li> </ul>				
Relationship to congestion pricing	<ul> <li>Project or supportive service must address the following to receive a "Pass" score. A weighting approach is in development for this screening criteria.</li> <li>1. Does the project or supportive service expand availability of public transportation options for people who would otherwise drive alone on or near tolled highways to get to their destination?</li> </ul>				
Equity	<ul> <li>Project and supportive services must address one of the following to receive a "Pass" score.</li> <li>A weighting approach is in development for this screening criteria.</li> <li>1. Does the project or supportive service serve historically excluded and underserved communities?</li> <li>2. Does the project or supportive service address transportation-related disparities and barriers experience by historically excluded and underserved communities?</li> <li>3. Does the project or supportive service provide access to opportunity for historically excluded and underserved communities?</li> </ul>				

### Table 1: Screening Criteria



## Attachment D: PTS Intake Form, Instructions, and Guidance Assessment



## Public Transportation Strategy Strategy Project and Supportive Service Intake Form

## Introduction

The Urban Mobility Office (UMO) invites you to submit a project or supportive service for the Public Transportation Strategy (Strategy) to develop the initial project and supportive services list. The purpose of the Strategy is to establish an equitable Public Transportation Strategy for the Portland Metropolitan and SW Washington area that is developed by regional partners and ODOT. The Strategy will identify near- and long-term public transportation projects and supportive services that are complementary to a congestion pricing system on I-5 and I-205. For reference, the Strategy's purpose, goals, and objectives are available in Attachment A.

Project and supportive services intake forms must be received by June 16, 2023, at 11:59 p.m. PT.

Date	Project Submittal and Input Process		
May 31 – June 16	Transit agencies will coordinate with project team and submit initial projects and		
	supportive services. A webinar with tutorial will be provided within the first week of		
	call for projects and supportive services lists.		
June 16 – June 21	Project team will compile the initial list and share with PMG.		
June 28	PMG Meeting #4		
	Review initial list and reach a shared agreement on the process to identify short-		
	and long-term projects with the Workgroup.		
	Determine whether there are relevant RMPP modeling results.		
July 11	Workgroup Meeting # 3		
	Review and provide input on the initial Strategy list.		
July 24	RTAC Update and Input		
	Review and provide input on the initial list.		

The following are key dates for the Strategy's project list submittal process.



## **Section 1: General information**

**Project or Supportive Service Name:** 

Project or Supportive Service Description (1000 characters or less):

**Service Provider/Owner** (sponsoring agency that will be ultimately responsible to manage the delivery of, implement and/or operate proposed project or service):

Location (city, county):

### **Project Partner(s):**

**Project Map**: Please provide a graphic representation (e.g., project map) and a GIS shapefile with your application. One geodatabase with all shapefiles can be included to meet this requirement (preferred).

### Eligibility

To be eligible for the Public Transportation Strategy project list, project or supportive service must address one of the following. Please select the applicable box and include project type:

Does the public transportation project support planning, development, or operation of a fixed route service? Examples include fixed-route bus, light-rail transit, bus rapid transit, and other forms of high-capacity transit.

In response to feedback received after the definitions were accepted by partners, public transportation projects may also include bus-on-shoulder and transit priority treatments to improve reliability, speed, and efficiency, such as Business Access and Transit (BAT) lanes, queue bypasses, and signal queue jumps.

Project type:

Does the supportive service include programmatic elements that facilitate a shift to higher occupancy vehicles and/or provide transportation options. Examples of supportive services could include ridesharing, vanpools, deviated fixed route service, local shuttles, park and rides, and mobility hubs.

Supportive service type:

If you have questions about whether the project or supportive service is eligible, please reach out to Greg Mallon: <u>gregory.mallon@wsp.com</u>.



# Section 2: Proposed public transportation project or supportive service information

The purpose of this section is to gather information and assess readiness and timing for implementation, not to eliminate public transportation projects or supportive services.

### Timeline

The project or supportive service is proposed to be operating in the

- Short-term (2025 2030) If known, specify year:
- Long-term (2031+) If known, specific year:

### Phasing

Are their elements of the project or supportive service that should or could be prioritized or moved ahead immediately or with the start of congestion pricing?

- No phasing options
- Phasing may be possible but not identified at this time
- Yes, phasing is possible (please provide detail, 1000 characters or less):

### Engagement

It is the responsibility of the implementing agency to conduct the public engagement required to vet a particular project or supportive service. What engagement has been/will be conducted with agency boards, commissions, other interested parties and or public for the project/supportive service? (2500 characters or less):

### Readiness

Please indicate the status of the phase initiated, in process, or completed below.

### Early planning studies

Initiated
 Not Applicable
 In process
 Completed

### Environmental clearance process (if needed)

Initiated
 Not Applicable
 In process
 Completed

### Public engagement (additional information requested in the engagement category below)

- Initiated
   Not Applicable
   In process
- Completed

### Design and implementation phase

Initiated
 Not Applicable
 In process
 Completed



### Funding

- **□** Funding unidentified
- Some funds programmed
- Fully funded

### **Project Costs**

□ Please provide the project's cost estimates broken down by:

- Capital costs (fixed, one-time expenses):
- Operations and maintenance costs (ongoing) per year.:

## The following questions are to understand the project and supportive services status and not exclude the project from being on the Strategy project and supportive service list.

1. Is the project or supportive service listed in the Metro or SW RTC currently adopted Regional Transportation Plan (RTP)?

🛛 Yes

🗖 No

2. Was the project or supportive service submitted for inclusion on an RTP update list?

🗖 Yes

🗖 No

- 3. What other adopted local, regional, and state plans, policies or strategies include the project or supportive service? Please provide relevant document name and page number(s). (5000 characters or less)
- 4. Is the project or supportive service located in a Metro Mobility Corridor, if so which one(s)?
- 5. If the project or supportive service **<u>is not</u>** on a planned, or adopted local, regional and/or state plan, please provide additional information on the project development process. Examples include:
  - What plans, policies or strategies is the project or supportive service anticipated to be listed on in the future? (5000 characters or less)
  - Is the project or supportive service a response to a policy, strategy, and/or plan? If so, which?
     (5000 characters or less):
  - Other (5000 characters or less):



## **Section 3: Screening assessment**

The screening criteria will guide regional partners in determining the set of public transportation projects and supportive services appropriate for various sections of the Toll Program that best meet the Strategy's purpose, goal, objectives, and definitions.

Projects or supportive services must address the following to be included in the Strategy. Tools to support partners in assessing projects are provided.

## **Relationship to congestion pricing**

Please use the Transportation Analysis Zone (TAZ) District Map, 2027 RMPP No-Action Demand Table to provide responses to the following questions. Guidance on how to use these tools is available in Attachment A.

Using the tools, please assess and determine:

1. Does the project or supportive service provide a public transportation option for people who would otherwise drive alone on or near tolled highways to get to their destination?

☐ Yes ☐ No

- **2.** Please list the TAZ districts that are served by the proposed project or supportive service. (ex: Districts 17, 18, and 23) (2500 character limit)
- **3.** It is anticipated that roadways near highways proposed for tolling that experience traffic congestion today will continue to experience traffic congestion in the future, which may be affected when tolling is operational. Does the proposed public transportation project or supportive service address a concern on an existing congested roadway near a highway proposed for tolling?

☐ Yes, these roadways: ☐ No

**4.** Please describe how the proposed project or supportive service is complementary to congestion pricing (2500 character limit):

### Assessment tools

- TAZ District Map
- 2027 RMPP No-Action Demand Table

If you are experiencing issues with the TAZ District demand table or have questions, please contact Greg Mallon at (503-417-1362) or <u>Gregory.mallon@wsp.com</u>.



## Equity

For the purposes of the Public Transportation Strategy, historically excluded and underserved communities are defined as populations that are currently or have historically been disproportionally affected by local transportation projects. As discussed in <u>Oregon Toll Program's Equity Framework</u>, equity communities include low-income populations, minority populations, older adults, children, people with disabilities, persons with low English proficiency, and households with no vehicle access.

Please use the Equity assessment tools to provide responses to the following questions. Guidance on how to use the Equity assessment tools will be provided in Attachment A.

- **1.** Please call out districts that are served by the proposed project or supportive service. (ex: Districts 17, 18, 24)
- 2. Which (low-wage) job centers does it connect to? (2500 characters or less)
- **3.** Please describe how the proposed project or supportive service addresses one or more of the following questions (5000 characters or less):
  - How does the project or supportive service serve historically excluded and underserved communities?
  - How does the project or supportive service address transportation-related disparities and barriers experience by historically and underserved communities?
  - How does the project or supportive service provide access to opportunity for historically excluded and underserved communities?

### Equity Assessment tools

- Metro Social Vulnerability Explorer
- Equity TAZ District Map
- Equity Focus Areas 2027 RMPP No-Action Demand Table
- Low Wage Jobs Map
- Social Resources Map

If you are experiencing issues with the Equity TAZ District demand table or have questions, please contact Greg Mallon at (503 417-1362) or <u>Gregory.mallon@wsp.com</u>.





## Public Transportation Strategy Application Instructions and Guidance

## **General Information**

This document is a step-by-step guide for completing and submitting the Public Transportation Strategy (Strategy) intake form. Please note a separate form must be completed per project or supportive service.

Projects and supportive services intake forms must be received by June 16, 2023, at 11:59 p.m. **PT.** The following are key dates for the Strategy's project list submittal process.

Date	Project Submittal and Input Process		
May 31 – June 16	Transit agencies will coordinate with project team and submit initial projects and supportive services.		
June 2 at 1:00 p.m.	The project team will host a recorded webinar to walk partners through the intake form, tool and answer questions. Invitations to the webinar will be sent on Thursday, June 1.		
June 16 – June 21	Project team will compile the initial list and share with PMG.		
June 28	<b>PMG Meeting #4</b> Review initial list and reach a shared agreement on the process to identify short-and long-term projects with the Workgroup. Determine whether there are relevant RMPP modeling results.		
July 11	Workgroup Meeting # 3 Review and provide input on the initial Strategy list.		
July 24	RTAC Update and Input Review and provide input on the initial list.		

The Strategy Intake Form is an editable PDF that uses a combination of check boxes, yes or no questions, and questions with descriptions. All questions on the form must be answered unless specified as optional. If you have clarifying questions as you work through the form, please contact Gregory Mallon at Gregory.mallon@wsp.com. To the extent possible, all form questions should be answered or responded to.

Please provide a graphic representation (e.g., project map) and a GIS shapefile with your application. One geodatabase with all shapefiles can be included to meet this requirement (preferred). If you have any questions or concerns about this requirement, please contact Gregory Mallon via email at <u>gregory.mallon@wsp.com</u> or via phone at (503) 417-1362.

The application and supporting materials will be available online on the Public Transportation Strategy Google Drive at <u>PTS – Intake Process</u>. To submit a project or supportive service, please upload the application form and supporting materials to the transit agency's designated folder. The links to individual



application folders will be emailed directly to each transit agency. For questions or issues accessing or uploading application materials please email Gregory Mallon via email at <u>gregory.mallon@wsp.com</u> or via phone at (503) 417-1362.

### **PTS Intake Form Organization**

The PTS intake form has the following sections:

- Section 1: General Information
- Section 2: Proposed public transportation project or supportive service information
- Section 3: Screening assessment

## Section 1: General information and eligibility

All projects and supportive services submitted need to address the Strategy's Purpose, Goals, and Objectives. The Purpose, Goal and Objectives were established with regional partners by consensus at meetings held on December 22, 2022, and February 1, 2023.<sup>i</sup> The PMG made minor adjustments to the Key Definitions during their first PMG meeting held on March 10, 2023.

For reference, these are listed below.

### Purpose

Establish an equitable Public Transportation Strategy for the Portland Metropolitan and SW Washington area that is developed by regional partners and ODOT. The Strategy will identify near- and long-term public transportation projects and supportive services that are complementary to a congestion pricing system on I-5 and I-205.

### Goal

Increase public transportation options other than driving alone on or near tolled highways while advancing a more equitable and climate-friendly transportation system to help meet regional and state policy goals.

### **Objectives**

- Collaborate to increase availability of public transportation options other than driving alone on or near tolled highways, especially for historically and currently excluded and underserved communities.
- Identify public transportation projects and supportive services that will facilitate a shift to higher occupancy vehicles with consideration to local needs.
- Identify potential funding sources and lead agencies.



### Definitions

To provide clarity to the Strategy Purpose, Goal, and Objectives, the following definitions were developed:

• **Public transportation projects** include any project type that supports planning, development, and operation of fixed route service. Examples include fixed-route bus, light rail transit, bus rapid transit, and other forms of high-capacity transit.

In response to feedback received after the definitions were accepted by partners, public transportation projects may also include bus-on-shoulder and transit priority treatments to improve reliability, speed, and efficiency, such as Business Access and Transit (BAT) lanes, queue bypasses, and signal queue jumps.

- **Public transportation supportive services** include any programmatic elements that facilitates a shift to higher occupancy vehicles and/or provides transportation options where fixed route does not exist. Examples of supportive services could include ridesharing, vanpools, deviated fixed route service, local shuttles, park and rides, and mobility hubs.
- Complementary public transportation projects and supportive services are those that provide public transportation options for people who would otherwise drive alone on or near priced highways to get to their destination. The Regional Mobility Pricing Project (RMPP) proposes to use congestion pricing to manage travel demand and traffic congestion on I-5 and I-205 in the Portland metropolitan region. During the RMPP NEPA process, if a significant adverse impact is identified resulting from the RMPP, then ODOT will engage partners to identify appropriate mitigations. Mitigation measures for significant impacts that result from the RMPP could include public transportation projects or supportive services identified in the Strategy. More information about project mitigations can be found here: <u>https://www.environment.fhwa.dot.gov/nepa/trans\_decisionmaking.aspx</u>

To provide further clarity for the Strategy effort, elements that will not be under consideration are described below.

- Projects and supportive services that cannot reasonably demonstrate they would be complementary to or have a connection to a congestion pricing system on I-5 and I-205.
- Bike and pedestrian infrastructure projects that are not included in a larger public transit corridor infrastructure project.

# Section 2: Proposed public transportation project or supportive information

The purpose of Section 2 is to gather information and assess readiness and timing for implementation. This section <u>will not</u> eliminate public transportation projects or supportive services. All questions on the form must be answered unless specified as optional. If you have clarifying questions as you work through the form, please contact Gregory Mallon.



## Section 3: Screening assessment

### **Relationship to congestion pricing**

This section includes a high-level description of the assessment tools and a step-by-step process on how to use the assessment tools to answer the screening questions related to the relationship to congestion pricing category.

### Assessment tools

- **Transportation Analysis Zone (TAZ) District Map** identifies how data is aggregated to each TAZ (geography of trip tables). This map can also be used to locate you project.
- **2027 RMPP No-Action Demand Table** shows Origin / Destination (O/D) information for each of the TAZ districts in the year 2027 for trips that use any portion of I-5 from Boone Bridge to the Interstate Bridge and I-205 from I-5 to the Glenn Jackson Bridge.

### Steps to answer the relationship to congestion pricing screening questions:

- Step 1: Use the <u>TAZ District Map</u> to identify the area where the proposed project or supportive service is located and/or serves (for example, a mobility hub may provide access to bus routes that serve districts beyond the district the mobility hub is in).
- Step 2: Use the <u>2027 RMPP No-Action TAZ District Demand Table</u> to locate the TAZ district(s) identified in the previous step. Note that each TAZ District is both an origin (rows) and destination (columns). Trip counts are displayed in the in the body of the table.

Navigate to the trip counts for each respective TAZ district, If the trip table shows a number greater than zero, mark **Relationship to Congestion Pricing, Question # 1** as "Yes". A number greater than zero means the project or supportive service will be considered to provide an option other than driving alone on or near the proposed tolled highway.

- Step 3: Once you have identified the TAZ district(s) the proposed project or supportive service is located within or serves, list the TAZ district(s) in the response section of **Question #2**.
- Step 4: If the proposed project or supportive service is located on an existing congested roadway near a highway proposed for tolling, mark **Question #3** "Yes" and name the roadways in the space provided.
- Step 5: Provide a written justification using the information provided to respond to Question #4.

### Equity

This section includes a high-level description of the assessment tools and a step-by-step process on how to use the assessments to answer the screening questions related to the equity category.

### Equity assessment tools

• <u>Metro Social Vulnerability Explorer</u> - Shows equity populations throughout the region with expansive equity metrics that you can use to identify where equity populations are currently located.



- Equity TAZ District Map Shows Equity Focus Area TAZ included in the Equity TAZ District Demand Tables used to measure movements of equity populations in the region.
- Equity Focus Areas 2027 RMPP No-Action Demand Table Shows Origin / Destination (O/D) information for each Equity Focus Area TAZ aggregated to districts in the year 2027 for trips that originate from Equity Focus Area TAZs.
- Low-Wage Jobs Map Heat map showing clustering of low-wage jobs. Map analysis used a Kernel Dot Density analysis to show natural clusters of low-wage job hot spots. Also included is an All-Wage Jobs Map.
- Social Resources Map Shows social resources for community connection.

### Steps to answer the equity screening questions:

- Step 1: Use the <u>Equity TAZ District Map</u> to identify the area where the proposed project or supportive service is located and/or serves (for example, a mobility hub may provide access to bus routes that serve districts beyond the district the mobility hub is in).
- Step 2: Use the Equity Focus Area 2027 RMPP No-Action TAZ District Demand Table to locate the TAZ district(s) identified in the previous step. Note that each TAZ district is both an origin (rows) and destination (columns). Trip counts are displayed in the in the body of the table for trips originating from Equity Focus Areas within each of the TAZ districts.

Once you have identified the TAZ district(s) the proposed project or supportive service is located within or serves, list the TAZ district(s) in the response section of **Equity Question #1** if the equity trip table shows a number greater than zero.

- Step 3: Using the <u>Low-Wage Jobs Map</u> which shows clustering of low-wage job centers and your local knowledge, describe if and to which low-wage job centers the projector supportive service connects to in the form for **Question #2**.
- Step 4: Use a combination of your agency's existing equity work and the provided materials to answer **Question #3**. Materials to assist you include the <u>Metro Social Vulnerability Explorer</u>, Equity TAZ District Map, Low-Wage and All-Wage Jobs Maps, and Social Resources Map.



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Participating Regional Partners Agencies		
Canby Area Transit		
City of Portland		
City of Vancouver		
City of Wilsonville – SMART		
Clackamas County		
C-TRAN		
Multnomah County		
Oregon Department of Transportation		
Oregon Metro		
Ride Connection		
South Clackamas Transportation District		
Southwestern Washington Regional Transportation Council		
TriMet		
Washington County		



## **Attachment E: PTS Assessment Process**

# Public Transportation Strategy Assessment Process, Categories, and Methods

Date	Revised August 4, 2023; Revised August 23, 2023		
То	Public Transportation Strategy Workgroup		
From	Public Transportation Strategy Project Team		
Subject	Public Transportation Strategy Draft Assessment Process, Categories, and Methods –		

## **Assessment Process**

The second phase of the process to establish the Public Transportation Strategy list is to identify projects and supportive services that should be prioritized with the implementation of tolling in 2026. Projects and supportive services will be evaluated in three categories: (1) Relationship to Congestion Pricing (2) Equity and (3) Readiness. Proposed projects and supportive services will receive an assessment of low (1), medium (2), or high (3) for each category to indicate how well it meets the intent of each.

## **Assessment Categories**

The tables that follow provide descriptions of the quantitative and qualitative inputs that inform how the proposed projects and supportive services will be assessed.

Category & Intake Form Source	Rating Descriptions			
<b>Travel Demand</b> Section 3, Relationship: Questions 1 and 2	<ul> <li>Methodology: An average of two methodological approaches will determine the Travel Demand assessment score for projects and supportive services.</li> <li>Approach A: will consider the TAZ district with the highest demand served by the project or supportive service.</li> <li>Approach B: will consider the average demand of all TAZ districts served by the project or supportive service.</li> </ul>			
	The average of the individual scores of Approach A and Approach B will be the Travel Demand assessment score. (e.g., Approach A = 2; Approach B = 3; Travel Demand Assessment Score = $2.5$ ).			
	*More information in the Travel Demand Rating – Methods section below.			
	<ul> <li>(1) Low: Project or supportive service provides connection to under 1 standard deviation above the average demand for TAZ districts respective of travel movements and approach.</li> </ul>			
	<ul> <li>(2) Medium: Project or supportive service provides connection to TAZ districts where demand is 1 standard deviation above average respective of travel movements and approach.</li> </ul>			
	<ul> <li>(3) High: Project or supportive service provides connection to TAZ districts where demand is 2 or more standard deviations above average respective of travel movements and approach.</li> </ul>			

### Table 1. Relationship to Congestion Pricing Category



Category & Intake Form Source	Rating Descriptions			
<b>Congestion</b> Section 3, Relationship: Question 3	<ul> <li>(1) Low: Project or supportive service does not address a concern on an existing congested roadway near a highway proposed for tolling.</li> </ul>			
	<ul> <li>(3) High: Project or supportive service addresses a concern on an existing congested roadway near a highway proposed for tolling.</li> </ul>			
Access Independent assessment and sponsor coordination required.	<ul> <li>(1) Low: Project or supportive service does not address a systemwide transit service gap.</li> </ul>			
	<ul> <li>(2) Medium: Project or supportive service addresses a systemwide transit service gap focusing on frequency, span, and reliability. Increases to service would fall into this category either by shorter headways, increased hours of operation, or roadway treatments that provide transit less variability in arrival/departure times.</li> </ul>			
	- (3) High: Project or supportive service addresses a systemwide transit service gap focusing on coverage and connectivity. New transit lines or supportive services would fall into this category where there is a lack of transit currently. Extensions to existing public transportation services would also fall into this category if there were not an existing service that already serves the area where the extension is proposed.			

### Table 2. Equity Category

Category & Intake Form Source	Rating Descriptions		
<b>Equity Travel Demand</b> Section 3, Relationship: Questions 1 and 2	<ul> <li>Methodology: An average of two methodological approaches will determine the Equity Travel Demand assessment score for projects and supportive services.</li> <li>Approach A: will consider the EFA TAZ district with the highest demand served by the project or supportive service.</li> <li>Approach B: will consider the average demand of all EFA TAZ districts served by the project or supportive service.</li> </ul>		
	The average individual scores of Approach A and Approach B will be the Equity Travel Demand assessment score. (e.g., Approach A = 2; Approach B = 3; Equity Travel Demand Assessment Score = $2.5$ ).		
	<ul> <li>*More information in the Travel Demand Rating – Methods section below.</li> <li>(1) Low: Project or supportive service provides connection to under 1 standard deviation above the average demand for EFA TAZ origin districts respective of travel movements and approach.</li> </ul>		
	<ul> <li>(2) Medium: Project or supportive service provides connection from demand of EFA TAZ origin districts where demand is 1 standard deviation above average respective of travel movements and approach.</li> </ul>		
	<ul> <li>(3) High: Project or supportive service provides connection to EFA TAZ District origins where demand is 2 or more standard deviations above average respective of travel movements and approach.</li> </ul>		



Category & Intake Form Source	Rating Descriptions		
Access to Job Centers Section 3, Equity: Question 2	<ul> <li>Methodology:</li> <li>An average of two methodological approaches will determine the Access to Job Centers assessment score for projects and supportive services.</li> <li>Approach A: will consider whether the project or supportive service increases access to low-wage job centers for historically and underserved communities.</li> <li>Approach B: will consider whether the project or supportive service increases access to job centers (all wages).</li> <li>The average individual scores of Approach A and Approach B will be the Access to Job Centers assessment score. (e.g., Approach A = 2; Approach B = 3; Access to Job Centers Score = 2.5).</li> </ul>		
	Access to low-wage job centers Access to job centers (all wages)		
	<ul> <li>(1) Low: Project or supportive service does not increase access to low-wage job centers for historically excluded and underserved communities.</li> <li>(1) Low: Project or supportive service does not increase access to job centers for historically excluded and underserved communities.</li> </ul>		
	<ul> <li>(3) High: Project or supportive service increases access to low-wage job centers for historically excluded and underserved communities.</li> <li>(3) High: Project or supportive service increases access to job centers for historically excluded and underserved communities.</li> </ul>		
Access to opportunity Section 3, Equity:	<ul> <li>(1) Low: Project or supportive service does not connect to social resources. It does not identify specific social services/resources that benefit historically and currently excluded or underserved communities.</li> </ul>		
Question 3	<ul> <li>(3) High: Project or supportive services connects to social resources:</li> <li>Submitters could answer this several ways to be considered high. Generally, submitters could:         <ul> <li>Describe benefits of the project or supportive service to improve access to social services/resources from specific EFA TAZ districts that are served.</li> <li>Describe benefits of the project or supportive service to improve access to social services/resources especially to those that are historically and currently excluded and underserved communities (typical: Title IX, aging or other disadvantaged populations not captured in the EFA TAZ (Metro Social Vulnerability Index, or other agency equity indices).</li> </ul> </li> <li>Submissions identify specific social services/resources that benefit historically and currently excluded or underserved communities.</li> </ul>		



### Table 3: Readiness Category

Category & Intake Form Source		Rating Descriptions
<b>Timeline to implement</b> Section 2, Timeline	-	(1) Low: Long-term (2031+)
	-	(3) High: Short-term (2025 – 2030)
<b>Project phase</b> Section 2, Readiness Questions: Planning, Environmental Clearance,	-	(1) Low: Project or supportive has not initiated planning studies
	-	(2) Medium: Project or supportive service has initiated early planning studies, environmental clearances, and early design as needed.
& Design/Implementation	-	(3) High: Project or supportive service has completed early planning studies and environmental clearances as needed.
Engagement	-	(1) Low: None or limited engagement initiated, if required.
Section 2, Readiness	-	(2) Medium: Some engagement completed, if required.
Question: Engagement	-	(3) High: Most engagement completed if required. There is strong public and political support.
Funding	-	(1) Low: No funding identified.
Section 2, Funding	-	(2) Medium: Partial funding identified.
	-	(3) High: Partial funding programmed or fully funded.

## **Travel Demand Rating – Methods**

Projects and supportive services will be considered to serve the TAZ districts for which they are identified or fall within. The assessment will use a hybrid approach to consider the level of travel demand a project/supportive service serves. Approach 1 will consider the highest demand TAZ district and will be sorted into (1) low, (2) medium, and (3) high based upon the standard deviation buckets identified rating descriptions. Approach 2 will average the demand of the identified TAZ districts a project or supportive service falls within. Appropriate demand table cells will be averaged for each of the TAZ districts' origin and destination cells. The average of the demand will be sorted into the standard deviation buckets as appropriate. The hybrid approach will take the average of both methodological approaches as the Travel Demand and Equity Travel Demand assessment. This hybrid approach recognizes and balances particular project/supportive service serving a very high demand TAZ district with ones that serve multiple very high demand TAZ districts.

Park and rides will be quantified slightly differently than transit lines. Proposed park and rides will be assessed based on the district it is identified within, the team may consider adjacent districts based on location information provided. Existing transit lines that serve the site will be used to determine feasible destinations. The assessment will use the hybrid approach listed above for Travel Demand and Equity Travel Demand rating.

## **List organization**

As presented above, there is no weighting or prioritization proposed for the categories. This will be a topic of conversation with the PMG.



## **Workgroup Meeting #3 Feedback**

On July 11, 2023, the PTS Workgroup reviewed the draft assessment approach and provided the comments summarized in Table 4.

	Comment(s)	Response
1	Assessing the I-205 separate from the I-5. This process should be assessing I-205 separate from the I-5. These are two separate travel patterns and relate to the Travel Demand piece. It's critical to think about the corridors separately.	
2	Travel Demand If you have multiple TAZ zones that you are serving, should you be taking the average throughout the corridor or based the assessment on the highest one?	<ul> <li>Methodology for the Travel Demand category was revised as listed below.</li> <li><u>Travel Demand Rating Methodology</u> An average will be calculated for the two methodological approaches. <ul> <li>Approach A: will consider the TAZ district with the highest demand served by the project or supportive service.</li> <li>Approach B: will consider the average demand of all TAZ districts served by the project or supportive service. </li> <li>This approach considers both the highest demand a project/supportive serves and considers the average of all TAZ districts served.</li> </ul></li></ul>
3	Request for additional RMPP information It would be helpful to know the location of gantries and where tolls are going to be collected. There might be some places that are going to be impacted before other places. Other information gathered during the RMPP EA process, such as transit ridership and demand, would be useful to have on hand.	RMPP EA information will be provided as it is available. PTS will continue to move forward as planned.



	Comment(s)	Response
4	Transit systemwide gaps vs. frequency	No changes to the assessment approach.
	Should new coverage receive a higher score than frequency and reliability?	The purpose of the PTS is to provide options to those who would otherwise drive on the tolled facility, thus a project or supportive service that addresses a systemwide transit gap would assess higher than frequency and reliability improvements on an existing transit corridor.
5	Low wage jobs vs. high-wage job centers Is there a question to capture for all - wage job centers. It is important to highlight and the needs to low-wage centers but doesn't support the support access to high wage centers.	The project team added an assessment within the equity criteria for access to job centers for historically and currently excluded and underserved communities.
6	Metro Equity Areas	No changes to the assessment approach.
	Concerned about using Metro Equity Areas because Oregon City area does not have any Metro Equity Areas and will be directly impacted by tolling.	
7	Project Cost and Funding Should cost of projects get considered beyond the existing categories? It makes sense to leverage funding by scoring projects with partial funding higher, but it may be useful to pursue projects without identified funding sources due to other factors. Including funding availability and timing of projects in the assessment score could deprioritize projects that are in the early stages of planning but could have the greatest impact.	No changes to the assessment approach. Project cost will be discussed at a future stage.
8	With the deadline for RTAC extended and RMPP analysis still forthcoming, why is the deadline for the PTS process still October? Could and should it be extended?	The PTS process will continue to move forward as planned.



	Comment(s)	Response
9	In identifying a list of transit projects critical to the success of the toll program, how would toll program revenue be allocated to PTS projects and how would the resulting list be incorporated into revenue decisions?	Conversations on what project or supportive services will be funded with tolling credits and revenue will be discussed at a future stage.
10	<b>Low-wage job centers:</b> How is low- wage job center being defined? Can you please include access to living wage jobs as defined by Metro's 3 wage levels in the RTP? Also, could you leverage Metro's work on having defined Job and Community Places in the RTP for access analysis, even if you don't' want to run the model you could use those layers in a GIS overlay assessment.	The project team added an assessment within the equity criteria for access to job centers for historically and currently excluded and underserved communities. The low-wage job centers map provided for the equity assessment category used data from the U.S Census Bureau and the LEHD Origin – Destination Employment Statistics 2020. Low wage is defined as earnings less than \$1250 per month. Submitters could have used the Job and Community Places in the RTP as a tool to respond to the Access to Opportunity question in the Equity Assessment Category.
11	Access to opportunity: Can you be more specific about how you will conduct this qualitative assessment or what it will entail?	Initial assessment will be completed based on responses in the Equity Category. Project team may follow-up with submitters for additional information as needed.
12	Request to assess access to living- wage jobs.	No change. The equity assessment will be discussed with EMAC. Based on their input, we may propose revisions to the access to low-wage and job centers assessments.
13	Encouraged to use the three average assessment scores instead of an overall average assessment score. The three average assessment scores tell a more nuanced story than the overall average assessment score.	Thank you for the suggestion. Yes, that is correct, a score will be assigned for each Assessment category – Relationship to Congestion Pricing, Equity, and Readiness.



## **Project Management Group Meeting #4 Feedback**

On July 26, 2023, the PTS Project Management Group reviewed the draft assessment approach and provided the comments summarized in Table 5.

### Table 5: Project Management Group comments and responses

	Comment	Resolution
1	Adjust the assessment so the two scores for job centers are averaged into a single three-point score.	The project team revised the methodology for the Access to Job Center category to average the two scores – Access to low-wage job centers and access to job centers (all wages).
2	Cost, such as cost effectiveness or cost per rider, should be incorporated in some form into the assessment process.	The project team added cost to the master Assessment file. Please note that this column will only include the information submitted by regional partners. Information such as cost effectiveness or cost per rider is currently not available.
3	If projects are organized geographically and some are identified by county, all projects should be done so. Projects can then be broken down further by city or area.	Project team revised geography assessment and added it to the project list – this can continue to adjust as we work to finalize the list.
4	Review Metro's July 10, 2023 draft RTP for financially constrained projects.	Project team reviewed the Metro's and SW RTC's draft RTP and added information on whether the project or supportive service was identified as constrained or strategic.
5	Create a few list outputs to compare ways of prioritizing (e.g., geographically, equity focused, congestion focused, by inclusion in RTP, cost, etc.).	Project team created a list of outputs to compare ways of prioritizing project and supportive services and will share with the Workgroup for further discussion. RTP and cost information is also provided.
6	No projects should be removed or deprioritized at this time.	Noted. Project team will consider not removing or deprioritizing projects or supportive services. This will be further discussed with Workgroup.
7	Create a sorting mechanism so the list can be organized by different categories easily (e.g., project vs. supportive service, timeline).	Project team is exploring options of organizing the PTS list and will continue to discuss with the Workgroup.



## **Workgroup Meeting #4 Feedback**

On August 8, 2023, the PTS Workgroup reviewed the draft assessment approach and provided the comments summarized in Table 6.

### Table 6: Workgroup comments and responses

	Comment	Resolution
1	PTS should consider adding a category that captures projects or supportive services that provide access to transit and are not stand-alone bike and pedestrian projects. Recommend adding an" access to transit" category similar to how RTP categorizes these types of projects.	Purely access to transit projects should be submitted via the Nexus Project process. The PTS list has been reviewed and submittals that fit the Nexus purpose have been identified and public transportation providers have been notified to submit their project through that process.
2	Project team should consider organizing the list geographically where projects/supportive services on the list are ranked within their geography.	Projects are categorized and identified within specific geographies. The PTS list will not rank the projects and supportive services.
3	Project team should consider the Toll Program when determining the categories for geographic boundaries.	Project team revised geography assessment categories- this can continue to adjust as we work to finalize the list.
4	To make a decision on how the PTS list should be organized, it would be valuable to understand what a top priority for the Governor's office is.	Noted. Project team will provide information on ODOT's implementation plan as it becomes available.
5	The organization of the PTS List should focus on equity and mitigation as directed by the Governor's Office.	Noted. Project team will provide information on ODOT's implementation plan as it becomes available. The list is organized by equity. Mitigation for both the I-205 Toll Project and RMPP will be identified once benefits and impacts of the projects are identified.
6	The Workgroup should have a part in the framing of the PTS projects and prioritization process in the implementation plan.	Agree, ODOT will continue to engage agency partners as the Implementation Plan is developed.
7	The PTS List should be organized into tiers based on preliminary scores and adjusted as more data is collected.	Agreed, the project team is working with the Project Management Group and Workgroup to determine how the PTS List is organized at this time. Agree, as more data is available the PTS List should undergo additional screening and adjustments. This process will be developed as the Implementation Plan advances.
8	Prioritization should be delayed until modeling outputs and impacts are better understood.	Agree, as more data is available the PTS List should undergo additional screening and adjustments. This process will be developed as the Implementation Plan advances.
9	Decisions about what information is needed for prioritization should be made now.	The Project Management Group and Workgroup will discuss data and information that should be considered in a future prioritization effort.



	Comment	Resolution
10	The travel demand scoring should be adjusted to account for lower density in the southern portion of the region.	The project team recognizes the reality that tools are imperfect that there is lower population density in the southern portion of the region. The Project team encourages the PMG and Workgroup to account for this in the final development of the Draft PTS List. Project team does not have a way to adjust scores based on density.
11	The assessment should consider the implementation of transit service into areas not currently served.	The existing assessment considers the implementation of transit service into areas not currently served in the Access category under Section 1: Relationship to Congestion Pricing.
12	Scoring should be analyzed across agencies to ensure projects serving the same area are receiving the same score even if project descriptions are different.	Projects and supportive services were assessed based on feedback provided in the intake form. There are some areas where the project team updated scores to increase consistency of project scores with the caveat that not all categories of assessed information were geographic in nature and unique to the project/supportive service. Please connect with Greg Mallon if there are projects/supportive services you identify that could use a consistency double- check.
13	Scoring around project timeline and funding should be reevaluated as projects without funding and longer timelines have consistently scored low.	These elements aren't scored in the assessment. As the PTS List moves into the next phase, this will be revisited.
14	Scoring for the funding category should be reevaluated as it was unclear how "some funds programmed" was defined. There are projects on the RTP constrained list but do not currently have their funding.	This element is not scored in the assessment. As the PTS List moves into the next phase, this will be revisited.
15	RTAC should endorse the Project List process instead of the Project List itself.	Project team will discuss with the Project Management Group and Workgroup to determine a path forward with RTAC and the ODOT Implementation Plans.



PTS Overview and Next Steps

## **Attachment F: PTS Assessment Workbook**

#### Rubik Transportation Strategy Assessment Workbook

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participant	22 Middley make Gateway IC + Packness IC		Supportive Senito	Cityof Portland; Bureau of Transportation	linae	12,12, 8, 9, 10, 21	29,238 2	13,485	1 10		kow Donc not addressa systemwide transit service gap 1 1	2.13	12,12, 8, 9, 10, 21	18,442	8,266	1 100	High Provider access to the following line-wage job contexts Central Dry Portland) Cateway/Forthone Ana, and Columbia Contair	High Photolecacoresto Destrai Dzy (Partiand) Gateway/Patroor Area, and Columbia Constar	11% of white Partands. Therefore, existingle band on our shreets high Maryot the proposed representation provide direct and other	1 100	247	1-25 conidor (within Partiand)	Pask and Rido Stability Hall	

#### Public Transportation Strategy Assessment Workbook

D Project or Supportive Service Name	Deception Submittal Type	Senio Rolder/Dener	Project Partners		1	avel Demand	lista	ianahip to Congestion P	ting Roseveneed			(est	te Travet Serve	14	_		Equity Assessment Access to 284	_	1			Geography	Project Type	89	
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21 Mikilly Mak 14 and 225 taled cards	(b) Private Mattility Hada, Lator new Yay MML Byth Call structures to Expanding Section Section appared accesses to tools. More consolitation with Trilling Hard Hard worked to develop, Datag HPCC's definition, mality Nature, are specific listication—whether within the patier Capit of the sing or specific tool—and the immediately surrounding acts that haude Chin.	Orgot Portiant, Burnau of Transportation	Date	10,11,12,13	29,278	3 12,015	1 10	High Locating Incidity halo. Near Yaniti II Saled caridary will help regard actes.	Low Dorchot address sydremoide transit weeke gap I	1 2.03	10,11,12,13	18,443	2 4	062 2	100	High Provider access to the following low-wage job centers: Central (by Portland) and Columbia Constar	High Phantincacores to General City (Fertland) and Galambia Corridor 3	1 1.00	ERETORIN is a permeritip between the Portlandikan auch	1 100	247	l 4 conder (sotte d 1 6 / 205 gilt) 1 20 constar (withe Partian)	Pat and Hantsbelty Ha	Norin OR Mens 7/2023/braft R19 (Retwin RF Rickington RTC MPC Intenting)	None derit fied
28 Transportation Exemand Management (TEM/geograms in the 1-6 and 1-205 take carridars	A. Access 13 to built or more transportation variation     Boolega and allowing frampositions for second and and an and an and and and and and	City of Portland, Burnau of Bioingioritation	COOT, TIRMI	10,11,12,12	29,238	3 12,0%	1 10	Softward for High PBOT's Carning Transportation Walter programs after subsidiered	Bindum HECF coals septern with fIDER designing a transit flowed writen Holler or engloyth carrier Instituted in vision which coals additionally septer but mis convections through table - almo and e- account data mis convections through table - almo and e- account data. Tanaportation demand Management Company. While the Tanaportation Water program	1 2.33	10,11,12,13	16,442		042 2	1.00	High Improve access to low- wage jobs across Partland - questically membered Central City	High Improve access to pile access Partiana-geotically mentioned Central City 3	1 1.00	High A Transportation Walker for Home and other increme ingen High A Transportation Walker Program and other increme programs could be coupled with a case-income Talling program to help mitigate depresentation of departure of the second beaution of the second depresentation of the second beaution of the second beaution of the depresentation of the second beaution of the second beaution of the depresentation of the second beaution of the second beaution of the depresentation of the second beaution of the second beaution of the depresentation of the second beaution of the second beaution of the depresentation of the second beaution of the second beaution of the depresentation of the second beaution of the second beaution of the second beaution of the depresentation of the second beaution of the second beaution of the second beaution of the second beaution of the second beaution of the second beaution of the second beaution of the second beaution of the second bea	1 100	247	) 4 constar (koth of ) 67 205 galt) ) 205 constar (within Pantand)	10M Program	2011-2016 Contrained ID 12016 - OK Metro, 12222 Draft 819 /Initia In DF Redegter FTC MPC Beenley!	None identified
26 Narth and Northead Partiand Ducto for Older Adults and Propie with Disabilities	couppers team-countering on the coupling of th	Nde Connection Inc.	Metspoltan lamby Services Urban League, TriMet	13,13	29,278	3 24,756	1 10	satisfies of second and right the form and form and form and form and second and	Compage, Web the Transportation Visite program should be assisted household management to the Medium Risk Connection and surgeriser. Menopalized and analy foreign currently aproxim a designing and considered burdle instruments and a should be an examised in 2016, project partners would be an enabled method in 2016, project partners would be an enabled method would be an enabled on some program within web opting and meaning the according to the and method opting and meaning the	2 242	12,13	18,443	2 10	,di0 2	1.00	High Provide access to the following low-wage po centers: North and Northwar Partiand	High Provide access to North and Northead Partiand 3	1 100	The program is focused enreducing barriers to using transportation High. This program will provide transportation options for durine dater adults and people with disabilities in North and Northwest Portand.	1 100	211	1 4 constar (koth d 1 6/1 205 q.H) 1 305 constar (within Pantand)	Diał a łóżo Type Shuttle	Notin OR Mensi 7/202200-sit 819 (Notio-In SP Historyto: FTCMPC Journary)	TriMit Coardinated Transportation/Pain for Older Adult and Progle with Disabilities
26 Southeast and Last Portland Ibustle for Other Adults and People with Disabilities	Popper and inclusions during in this works area. It before is used to addition to this context and the second addition this program would provide maniportation spherechin data. Supporties Senica additional georgia with disabilities in Summer and Sup Vertical inclusion and and additions to 56-6 and 1-56 form with the	Rede-Connection Inc.	Tobar	12	22,448	3 22,418	1 10	High The No Action Demand	Medium Ride Connection currently offers demand response service in these areas, but there is no dedicated chatter or other progenitization	2 242		17,948		968 2	100	High Provides access the low- wage job center of Central City (Portland)	High Provider access to General City (Fortland)	1 120	Figh. This program will provide transportunitie options for diverse date adults and people with disabilities in Southwart and East Portland. Many source the two bases anythetic with set for the Portland. Many	1 100		P 20 constar (withe Partiand)	Diał a kido Type Inuttie		TriMit Coordinated Transportation/Paie for Older Adults and Propie with Disubilities
27 Southwest Portand Shuttle 19 Cklor Adu and Proper with Disabilities	reparately angeletan ginay. Baka Caneerston parmity Belin demand engouse while it there and a call there is no belind and belind engouse while it there and a call the the sou belind parately that the source of the source of the source and the source of the source of the source of the source of the source of the source of the source of the source source of the sour	Rde Convection Inc.	Neighborteochioure TritMit	5	22,488	1 22,468	1 10	of travel to and toxy Detrict 12 and 13 This High. The No Action Demand	sport at the grantee.	2 242		17,448		(468 3	100	High Provide: access the low- wage job center of Central City (Portland)	1 High Provider access to General Oxy (Partiand)	1 1.0	High. This program will provide transportation options for diverse older:	1 130	20	h 6 camiltar (karth at 1 6 h 20 k gait)	Dial a Ride Type Shattle		Internet in the second
28 644 (2) 26 (2)		Inde-Connection Inc.	Wavelegtan County Tribbet	10	1,122	1 1,122	1 1.0	of travel to and from Dealer 10, Tel. Law Dominan	Induites Kale Constitution and aur partner, Beightechnool Kaue, consemptioners a depting and sonaeroad durits intrinsience and. Thading is made available in 2016, project partners solublook to materian those care element of the careet program while including and and inclusion the ecourts to include such moders condenium, they findows The project includes the ending Karg City	2 2.00	10	229	•	129 1	1.00	High Provide access the low-	3 High Provider.access to destrail City (Fortland)	1 100	The average of the index, there are posterior i dder adults and people with displatives who are low income and living on a fixed econe, or due to their interactional identity have been instanted by ordering coding of the interaction of device the other states are index of the interaction.	2.33	217	1-6 contair (soft-of ) 64-205	Field Route Shuffler' Deviated	Notin OR Mins 7/2023/braft	Adult and Hoge with Disabilities 2021 Waitington County Trans Development Plan
29 Basit Greek Shuffle	Investional Parties Informations III funding Emails Balancian Ditta, and Examina Enhancement (Lane and Email Balancian Ditta, and Examination III and Email Partierin Lanatin, and examanding areas. The parjet Examination and examples of parties and and and and and Balancian Email and and and and and and and and and Balancian Email And and and and and and and and and Balancian Email And and and and and and and and and Balancian Email And and and and and and and and and and and and and and and and and and	Rdi-Convection Inc.	Murtilegan County	6,22	2,466	1 2,167	1 1.0	read-say near a	Ride about, an ErD sharten funded with Trabet General Sunds in King Chyllmedwiddy Fridday Tunking of this progers with provide organize support first an equation scheduled tobe introduced in IF214, extending the sorvice Monday-Enday	2 2.00	6.22	1,982	• •	213 1	1.00	wage job center of Central City (Portland)	2	1 100	Friday Additionally the ductional connect King City to Durham and	2.33	217	yar)	Fund Houte Shuttin	(herein in 24 Historyter 27CMPC Insentry)	
29 Road Creek Shaftle	Sub-sources serving the Baset Crewk area of Nashen and Mikunalis. The area warenextuded in the USB In22004, was the subject of the Ikawat Creek Cancey Plan in 2018, with planed development Through The end of the current decade.	Re-coverter Inc.	Washington Courty	6,20	3,225	1 2,001	1 1.0	description	High Currently there is northered service in Basel Drivel, sur transit linex-willine mediad to support the demand of revolution and commence in the area by 2010-2013. Hole Connection washed office along-duratie services in the area, and coordinate-with Tribler and 2004/1 to large on standing and makes service	1 1.67	6,20	1,567	•	40 T	1.00	High House access to the following low-wage job contents show and contents of the formation content of the formation content of the formation	High Provide access to the SM Consider and Germal City (Portland) 3	1 100		2 230	181	yan)	Field Raite Stuttler' Devated Field Raite Stuttle	Notion OR Metrics 7/22223Draft 829 (Notion in Stiff Ricologian STC MPC Journal of	2021 Madington County Tran Development Plan
30 Bathiny electric bases for Washington Country Shat Six	Laming our concentration to make Units and the utility and utility adder the deviced in the adder to the Project angle adder to device the Consection Apportant Services without and the service of the adder the device of the information. Adder concection graphics and provide adder projections, adder the device the graphics and adder from the adder the adder to the adder to adder the adder from the adder to adder the adder to adder the adder based on the adder to adder the adder to adder the adder the adder to adder the adder to adder the adder adder to adder the adder to adder the adder to adder adder to adder the adder to adder the adder to adder adder to adder the adder to adder the adder to adder adder to adder the adder to adder the adder to adder adder to adder the adder to adder the adder to adder adder to adder the adder to adder the adder to adder adder to adder the adder to adder the adder to adder adder to adder the adder to adder the adder to adder adder to adder the adder to adder the adder to adder the adder adder to adder to adder the adder to adder to adder the adder adder to adder the adder to adder to adder the adder to adder adder to adder the adder to adder to adder to adder to adder to adder adder to adder to adder to adder the adder to adder adder to adder to adder adder to adder to adder to adder to adder to adder to ad	Inde-Connection Inc.	Waxmegran County	6,15,16,20,21	4,564	2 1,152	1 1.5	and reduce Stand service	2004 to implie stands are readers in the fragmentation (Frequencies) (2004) Additional and Modern Project and provide capital fields to topics that conversion datas success the decay selectic provide and standing informations are field convertion of perceive multiple intermetary independent to the rule capital community and perceive multiple and to the rule capital community and the decay percei- tion and standing in the second second second second to the rule capital community and the decay percei- tion and second second second second second second second to the rule capital second second second second second to the second se	2 2.17	515,828,21	3,128	2	100 1	1.50	High Provide access to the following tow-wage job centers: Hilbbors and Tustatio	High Photolscacces to Historic and Tuation	1 1.00	benefitted to a leaser degree from advancements in electric vehicles. These communities have also been dispoportionately impacted by	2.50	233	14 canidar (keth at 164 dds yiit)	luchation	Natio OR Metro 7/2023/Draft RDP (Netwin III Rindenia: RTCMPC Journary)	2021 Wainington County Trans Development Plan
27 REPORT WAS PRODUCT	Invertures paneod for // 21 aud 31. In-shuffing could for Natic calesconderance produced an tamportane. Response toreas ansient Southersbeit indextants throughout the shourchy legan. The project and produce spatial particular landsoft space. Add a consultation was added and and Add a consultation indextant and the decision of the extension.	Rep Convertion NC	Main Connection Software Partners	All Districts	41,689	2 210	1 2.0	Signestation Right Hole Cannection's demand response with law Streeward related	Stratum Clair adult undercase with dualities will be among the watercase populations impacted by conjectory pricing, and providing additional intransportation options without to addition these impacts.	2 2.13	AEDIOXIN	22208		HAR 1	2.00	High Moldak access to tai wage job cetter tin Cacanas, Matrionsin, and Wardington Cautties	Righ Probatik accivit to par ontrarc in Clackamas, Multinomah, and Warthington 2 claunties	1 1.00	Internal contraction which (cit) measure, note-polation, and other Page. This poper and proceeds contracting the case advanced spectra with disabilities by providing the main appropriate which dur- tracting populations that memory with the contraction of the for demain regions during a note-of-advanced provided approxi- tor demain and contractive advanced to the contraction tension. We earlier with commonity-based comparisons where a contraction tension.	2 2.67	210	14 contain (soft of 1647-006 gain) 1 206 contain (within Partiand)	8232789	Not in OR Metrics //2020205481 (20) (Not us in DF Electropics ETCAPO Journality)	Transportation/Plan for Older Transportation/Plan for Older Adult candify-spin with Disabilities
22 Millionelle to Claskamas Town Center For Razio Service	e3 The it a fixed mater service than tells and the disclamate. Project franchemistration of the disclamate with independent of the disclamater, Wenchman and Financies, Wenchman and Financies, Wenchman and Financies, Wenchman and Wenchma	lauth Mirto Ana Regional Transt (MART)- Cry of Millionitis	5/A	1358.162	8,002	2 1,480	1 1.6	adultrand High Service along-205 carriedor to Rochease carriedor carriedo car	Fight Thick a term find risk is write from tillionally to Cackanian Foun Center along i 205 using the boulder with copies in taskint, Write Lian and Drogon Dry. Sinch are and operate at low consist per boar all degring, Monady phroma target shared and additional throgency, automatic shared age.	3 2.50	11.5.8.1820	1,740	2	100 1	1.52	High Provide access to ba- wage job in Clackanak Town Cetter	High Provide access to Clackamax Tawn Center 3	1 1.00	and under sensed oppositions to enforce annuances these communities, high for undersamed communities, this sense also provides a way for talk the access classiance chardy scalar service, which form Withanille	2 250	2.50	14 conduct (outh of 164-205 quit) 1-205-contaix (within Mitto boundary)	Fied Rate Re	2013-2010 Constrained ID 11120 - OR Medica, 1/2021 Double IP (Review In DV Rindington IPC MPC Descript)	None destified
20 Editor Libo L Frequency, But Capacity an Easted Priority Improvements	d The project includes multiple upgraders to zime 4 6 rearrades. Project white convects about them Particus to Str. John via the Facebaser Williamscouper and Albiera Missingh, Econol which acceler 16. Size 4 6.4 Provident wronk to be fire with	linne	City of Portland	11,12	20,410	2 13,740	1 10	High Corridor Kwithin a mile	Trogency during with fours. Modure: Project addresses a systematic transit gap Tocaring an trogency, span and relativity.	2 2.67	11,12	8,721.00	2 5		100	High: Canners to Downtawn Hartland and Joyd District	3	1 1.00	High Providing improved line 4 service would directly benefits high properties of hite VI populations, served as populations, with derivers to available 1 available straight across Value derivatives from the use of	1 130	243	h 6 contair (horth of h 6 h 206 gailt)	FiedRatellus	Natio OR Metro 7/2223/bark RDP (Netwise DE Richtspier RTCMPC insening)	None identified
38 1990 Cale & Hoquiney, Buccaperty an Saeut Priority Improvements	ere r. (200 July Goordings, Lyppading Tei han kiter kiter (2016) improved privately in the registration of training for training improved privately in the registration of training for training improved privately in the registration of training for the following the registration of the registration of the following disc, which concerns characterized in the training for the registration of McK z. Ref. parameterized and the following for the registration of the web to wer Constrained of the following in the registration of the training for the registration of the registration of the registration of the the web to wer Constrained of the registration of the registration of the training for the registration of the registration of the registration of the registration of the second of the registration of the registration of the registration of the second of the registration of the registration of the registration of the second of the registration of the registration of the registration of the registration of the second of the registration of th	tendet carp a romana	сқалатыз	11,12,13	29,231	3 22,936	1 10	sangedied carridor and High Corridor is within a mile	Bedaus: Hypertablevas a systematik Stand gap focularg on frequency and reliability film including added from Telefong Sammer (so Standa, o chare grant by gat ingraveness), and therefore fracted gaparticity.	2 2.67	10208	18,462	2 9	006 3	1.00	High Low-wago pationsber, are Downtown Portland, ContrailSachade, Lloyd District.	High All-Contenciate Bountown Partiand, Control Earthide, Lioyal District, 3	1 1.00	regist care is under directly devices a high proportion of TBE VE populations as well as populations with barriers to mobility it would also consider some to be device the two of a static direct motion on the	1 100	283	Pacamaa yaatta 14730 qiit)	Fand Kozte Bar.	Nation CH Messa /v20110/art 819 (Notes in SE Biologian FC/MC Bioming)	1600 201870-2
26 MAX FR	In well one COD displaceding carriery lappadig this active contraction program and program to the contract of the Photometer Program and the presentation program to the the Manual Angeletin approximation and the Contract of the Photometer Photometer Photometer Photometer Photometer Inspect Information (Institute and Institute Contract of the Inspect Information (Institute and Institute Contract of the Institute Inspect Institute Contract of the Institute and an Institute Contract Southeast Contract of the Institute and Anal Contract of the Institute Contract of the Institute and Institute Contract of the Institute Contract of the Institute and Institute	BrANK	Ory of Portland, Metro	11.12.13	29.231	1 1640	1 10	competied consider and High Consider	travet equipriorty. Medium: Project addreses a systematic travel gap to arring on initiality, improvement proposed to included address target capacity are-enrised to and to object to buck station and amontors.	2 242	1020	18,463		006 2	100	High Low-wage jab onther: project provides access to are bountour (Archard, Central Landak and Livid Dierkt.	High Low-wage jak centers project provider access to are boundaue Partland, Central 1 Sanda and Stead Denict.	1 100	Intercuity respective of papaties. Line 4-cases https://ethe.out 11/bmc/clapping/section/section/section/section/section/section/ balance/section/section/section/section/section/section/ balance/section/section/section/section/section/section/ delph ?model period a line section/section in the confer weak denoisy benefit a support period in the section and papaties wat and a support of the section of the trappaties cover as a papaties of the section of the trappaties and and papaties wat section and a section of the trappaties of the section approximation and section and a section of the section approximation and the section approximation and a section approximation and the section approximation approximation and a difference capacity. The matrix application and and section approximation approximation application and the section application and applications. The trappaties applications are applied by the section application and the section application application and the section application application applied application and the section application application and the section application application and the section application and the section application application and the section application application application application application and the section application a	1 1.00		l - 6 contar (sotts al 1-67-206 quit)	High Capacity Transit	2020-2010 Constrained ID 12021 - OK Metro, 1/2021 Double TP (Netwine In DP Workington TPC MPC Secondary)	None destified
36 Enthertise of Preparity and Transf Priority Ingravements	The page in the lange that applies that the sectors is the sectors in the sectors is the sector is t	lister	City of Portland	1,0,0	28,278	1 14,40	1 10	Saling, known congected consider and High All	I and tailing approace, on every priority finationers, and averaginet in backclasten, and annotains. Mindum: Project addresses a systematic transit gap boung an impacty and initialize transit gap boung an impacty and initialize transit priority and and and an and an and an and an and an and in strainer gap and proofs.	7 247	100.0	18,461	1 1	.024 1	100	National and Engl Derived	1 Lindade and Eligid Dedict. High Jab centers are bountaue Partiana, Linge Dedicts.	1 10	sectorable, that are a particular input sources to sectorable that the sectorable sources and the sectorable sources and the sectorable sources only we want to the sectorable sources on the sectorable sources and the sectorable sources are sources are sources and the sectorable sources are sources are sources and the sectorable sources are sources and the sectorable sources are sources are sources and the sectorable sources are sources and the sectorable sources are sources	1 130		1 4 constar (horth of 1 6/1 205 gail)	Fued Rate But	Nacia OR Minis 7/2020 Draft RDP	Inhet Forward Together Rep
27 INNEEDIN TEHNIQUENE, But Capacity and Frank Risks International		199061	ci-ariana	4,5,10,11,10,20	22,910	1 4,117	1 2.0	are frequently		2 2.13	4,6,10,11,12,20	8,721	3 1	.40 1	2.00		2 https://www.accontencero bountain Tourian Tourian	1 100		2.47	230	Processing parts of 1 67-205	Find High's But.	(Net or in DF Richtigen FTC MPC insening) Net in OR Metrice //2022107471 970	Now delicitud
38 bercondur	Lippola Linguez funcio juny 31 manda an propriorma da line da li cantori primo 24 dicta da li canto da pertenti della da li cantori primo 24 dicta da li canto da la cantori della dalla da li canto da li canto da li canto da la cantori della dalla da li canto congreto di cantor, and la cantori della da li canto congreto di cantor, and la cantori della dalla da la conso congreto di cantor, and la cantori della dalla da la conso congreto di cantor, and la cantori della dalla d	ce ErMet	Mess, City offertand, Washingto	10,11,12,12	29,270	3 12,015	1 10	Sighway Woonawi By	maanin regio and maaning operating and maaning per- locating of mejanicy, span and matality to take increased togency to very statistic from 16 km based on the pointy part in proceedings. Based on the pointy and in proceedings based on the pointy and the proceedings with on house and generating based on the top of accountance takes and reasoner ABA high Project addressis a globrande to strat works	2 2.63	10,11,12,13	18,463	2 6	062 3	1.00	high Low-wate BB-centers	Trangle, Downtowe Partland, OHA, VIK Fortund Health Garshgeme, PSL Fortund Report, PCC Splants High: J&Contencial Downtown Tiger 4, Tigard	1 100	allogicities access to key decisionary that are of particular importance to historically marginalized populations. The VM Consider segment of the time also has higher concentrations of transit decisioned or populations based. Allow 1995 of the concentration of transit force and the base	1 100	283	1 Sconder both d1 54 205	Hist Causty Toest	(Series in SP Redenjan FCAPC (Series in SP Redenjan FCAPC Investing)	Atone gent find
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29 Sobietico % Frequency and Spital Improvements	pel Talarini visan nonension of Triberc'une Ni, which Sammely operates besiven Insueros and Talarini. Triberc Sammel Foundel Sogether galari alls for having version an thei- tes Ammenethy Rindya. This project waskat allow that Tribunement of workers to investe to even 20 millions. This	linter	N/A	3,5, 18, 21, 22	4,564	2 1,358	1 1.5	High Project High Project Stip origincand destinations in Gregon City, Tigert,	pap toculargon courrage and connection. Extension to existing the 3s and wand proved fixed travel service I that is complementary to SMART shuttle.	3 2.50	35.962122	3,128	2	um 1	1.60	High Low-wage pitrombers ann itridgeport Wilage, 72nd Ann, Downtown Tigard, Washington Square, Downtown itricurentian	High Jab ontercans. Bridgepart Vilage, 72nd Aw., Downtown Tgard, Wachington 3 Square, Downtown Bisawrton	1 1.00	and thingpoint they will improve accounts that devices a charge positive and reveal to set for the encoder, communities of coder, and other manipacities and set of the improvement of the encoder. Construction of the encoder of the initiation and other parts of the account of the initiation of the initiation and other parts of the account of the initiation of the encoder of the encoder in parts of county were of the initiation of the encoder of the encoder in parts of the encoder of the initiation of the encoder of the encoder in parts of the encoder of the initiation of the encoder of the encoder initiation of the encoder of the encoder of the encoder of the encoder initiation of the encoder of the encoder of the encoder of the encoder initiation of the encoder of the encoder of the encoder of the encoder initiation of the encoder of the encoder initiation of the encoder of the	2.50	250	h 306 sanidar (within Mints baundary)	Food Roate Bus	inunity	Tribhit Forward Together Augo Egenes Service on 5 205 CC Transit Development Plan 35 2
80 FINANCES TELINOLOUS AND LANCE Improvements	Implies advocation-purchase vidas additional has to paradet The project rectancia additional mais to paradet filosoficientes solitandiamente additional providente paradeta paradeta : Titoleta consel forward ingene para advocatione trapidentes advocationes advocationes advocationes trapidentes advocationes advocationes advocationes trapidentes advocationes advocationes providentes advocationes advocationes providentes advocationes providentes advocationes providentes advocationes providentes advocationes providentes advocationes providentes advocationes providentes advocationes providentes advocationes providentes prov	NAME.	discontrac county	- 144	8,007	2 4.980	2 20	Clackanas, Statistica and	Minitum Project addresses a spatienteder handt gap focusing an frequency, span and velability I	2 2.13	w	1,790	2 1		1.50	High Cau-saga par centers are: boarmant/criegos Cry, Gladitore, Cackanas Industrial Ariss, Cackanas Tawn Center	High SEContexture Downtown/Gregor Chy, Gladition, Cackamar Houseflat/Aria, Clackamar Town/Cetter	1 100	Additionally, it will improve access to warking wage just in the Phylosite industrial data with new come Terra Internet May and har	1 250	242	1.25 Jonate (within Million Dawndary)	Fland Higher Bare	Not in the Metrics Automation ROP (Not on the DP Histologics ETCAPC Intendeg)	Tablet Howard Together Report: New Service from Hop Tabley to dregon City Service. ToP ST-4
41 Editor Line 25 Trank Pilotty and Frequency Improvements	innice an unit as userandes to bound accounter ARMA Privator Unit to associated and Can A Galling Unite Downg and Private Unit distribution and Can A Galling Unite distribution as 6.4. This paging it full-bound and use of provembers the comprehend answard The Marca Sociation Sociation provembers the comprehend answard The Marca Sociation Sociation provembers the comprehend answard The Marca Sociated Sociation for the upper approximation and and the sociated Sociation for the upper approximation and a sociated to an order there and the social sociation for the Gall Institute Social Private Research and the social social Sociation for the Gall Institute Research and the social social Social Social Research Research Social Research Research Research Research Research Social Research Resea	linner	N/A	1.8	8,007	2 5,307	2 2.0	drease Chy High: Thic carridor and	Modurns: Project addresses a spotenside stand gap focular professional and the spotenside stands gap project taskets lateral focus of propositional in a composition and the burnante to improve tasket pends and realizing. This project also incommends, spotenting but tragening to 15 minutes softwarman.	2 2.03	u	1.74	2 1	AG2 1	1.50	High Low-eage pliconters are Clarkanae Cannunity Callege II Histata, Downswity Origina Cry, McDoughlinkise, Downtowi Misuakis, King A., Clarkanae Tawn Demor	High J& Contenciano Gackanak Community College, SE Mobile, Downtown Chrigon 2 Dry McSaudyllei Rod , Downtown Missawk, King Rd, Caskanak Town Center	1 100	service at the Claskaner Teacherine and bas service at the Crease High Line 26 scienchighly in the Barriers to Modelity and Acons Categories. Reading improved service and amonties in this contain work of each have the solid accounties of neutrinov attributions to	1 250	242	14 conductive (with of 164-205 with) 1-205-conduct (within Minis Downdary)	Fied Rate Inc	Nation OR Metrics 7/2022/Dearth RDP (Rest on Int File Restoration PTCAPPC Interning)	2011 INMA Sachwert Servic Exhancement Plan. Ingeneers 16 minute service on low 25. 16 we service on lowerant Ran per Clackanas/Saurty Transt Development Plan
42 Fotore taxe 23 Yandt Peorly and Frequency Improvements	Las tra organizagosas tra tracia fan tracet tigará Frantis en heretter cana. Con cui con con cana tracatado tarce Frantis receitar 2000 menos cana tracatado tarce Frantis receitar 2000 menos cana tracatado en esta desentan en Munaes al contratos es constantes la ema tarces. Testa es camentes tracatados es emas la propera recalada testa tracata es constantes de emas para presenta esta desentantes e emas y las manas, and para presenta esta desentantes e emas y las manas, and para presenta esta desentantes e emas y las manas, esta para presenta esta desentantes e emas y las manas, esta para presenta esta desentantes e estas para esta desentantes estas para desentantes estas as comentes e una desentantes estas estas propetas es anderes estas estas as comentes e una desentantes estas estas propetas es anderes estas estas as comentes estas esta	SYMM OD COCICEXAMER. County	5/8	LLAND	2,794	1 1,286	1 1.0	Hisquid discription High Thic carridor and Name contra	judating bucknegareg to 15 minutes to biocease relativity and another and a second many administra- biologies of the second second second second sec- boaring an disease of second second second second commitmentials energy 15 minutes, addition partice and allow that to increase to every 13 minutes.	2 2.00	1.3.4.10.11	1,842			1.00	RE, Claskanak Isain berer High Low-wage pit-centers are-bournaendregan City, 20 Macadam Awe, bourtown Partland	No., Claskanak Toers Center High: X&centers zer- bountown Cingon City: 3W Micculain Reis, Downtown 2 Partland	1 1.00	High Line 33 scienchighly in the Karrien to MARRIN and Access categories. Providing improved service and anivolises in this corridar would directly service and proportion of populations with Sarrien's to installine services and resolve with doublines. It would	1 2.33	217	P30i-sonidor (within Mitro baundary)	Fied Rate Rus	Notio OR Metro 7/2023/braft Rife (Notion in DE Richlegton 877/MPC Journary)	bevelapment Han
42 Industrial Winiquely and Taket Pourty Ingravements	No additional involue as while concrete theme pering investments in back most while the Mercel Instant Signal region concrete exacts and we have been the signal adjustation of the weak down loaned Signal involution and weak sectors and copies submitted and weak of the material and adjusted promoting weak and weak only data as available (2011) traditio data in which we available that the other sectors and perind perind and weak on some IFC analysis.	national and a second	Classifier Courty	1.8.9	8,002	2 4,980	2 20	an existing High Wopict Sameci 225	Medium: Project addresses a systematic hondr gap foculary on reliability. One time can far ognal suggesterior far den franzi Signal Promy an the index rante	2 2.53		2,790	2 1		1.50	High Cole-sage pit-centrer are-boarmain/Oregon City, Gladitore, Clackamar Industrial Ario, Clackamar, Yawi-Center	Ngh XB contexture Downtown Cregos Chy. Gladitione, Cachamae Biodedia/Area, Cachamae Diservicenter	1 100	alcoptidal access to key destruction that an - of particular importance to instructively-mainteend populations, regist care Processing/leg in this thirty populations and almost two to Modelly caregories, Providing Imposed anneae and amontances the contrade would always be write the populations of almost two and investing populations are used apopulations and transmission that accessing an additional apopulations and transmission and investing populations are used apopulations and transmission accessing and an additional apopulations and transmission and investing populations are used apopulations and transmission and accessing and apopulations and indications.	1 230	10	Call constant (with constants)	Find Highs Bur.	Not in CH Menso //202200/art g/b /Not in IN Readington ITC MPC Journary	angement at mode headen
46 FolderLine 73 Frequency and Transft Priority improvements	Least assumed for most incent FIC analysis, The project includes addresses and an analysis (the first take to Project 2020) Leasts, and an analysis of 2020 control (the first take to Project 2020) Leasts, and and an analysis of the control (the first take to the first take take take to the first take take take take take take take tak	TinMet City of Fortland	City of Portland	2	22.418	1 22.69	1 10	dream Onv High Thic carridor	Medium: Project addresses a systematic transf gap focusing on finquency, span and reliably. Line 70 current/placencies energy 16 milates, and/of project a social abort that to increase to anny 5 demands.	2 242	12	17.948		100 1	1.00	Tawt Center High Low-wage jab centers are 122nd Ave	Taundoetter High Jab centercare: 1231d Aue	1 10	Night Line 72 scanschightywithin all of these categories. Hookding Improved Line 72 sources would directly benefit a high proportion of Train	1 120		9 355 constar (within Auritand)	Fand Kazte Bus	Notio OR Metro 7/2023/braft R19 (Notion to DE Ricologies 870 MPC Intening)	2020 Rose Lane Network Vision
	The project would also that to increase showing 10 mitubes. This project anticirculars is new basening provide the additional anose, like the project sense of the other stand additional anose, like the project sense of the other stand additional anosets, and transit sized project with included in			0	22,448	22,668	. 10	corridor which will be priced and already	Process and Tail Is Include to herry 15 million	2.47	12	10,968	1	1	1.00		*	180	anoprodo acces to key declaration that are of particular importance to historically marginalized populations.	130	- 24			many	

#### Public Transportation Strategy Assessment Workbook

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	Kand Ave. (K	Ion 22on 82on Monten, in 18ther Vegleter indexing our lines on the system, and also experiences some of the systems to stift May write-region. Tablet has provided Randows for inededfact because of three factors, but excitings in packase of the high port transport of low transm autoimment papalations that line along 1% contraits, Carswelly, 17MHz a high star particular solution (1% contraits, Carswelly, 17MHz a high star particular line along 1% contraits, Carswelly, 17MHz a		e Erzhet	Meto, Otyof Artland, Gadamar Gaung, ODOT	8,12,13	29,238 3	16,785	1	High Thic carridar dirc(5y paralekca corridar which withte priced and arready	Modum Projectadoveca opółnikade stanit por locarog na rhopency gana andividabity Casting Triblet Cire 72 orosec thic general anna Kind 2 Arel fit walad Incinano senake performance initiability 2	2.67	6.12,13	18,463	1	10,142 3	1.00	High Low-eage pit-center; ann Clackanas Taen Sener; RONA-e, posizity Calentina Comidor & PDK	High XB-ontercare Clockama Tawe Center, Kind Are, positiv/Clambia 3 Clamiter & PEK 1	1.00	Figh The Kink Anne-contribution on of the mod dwere parts of our origin. It overschamp WHC communities, finds of polypointiency queater, and low-income of the manufacture of the second status directification areas of periodic polympile to 3, big annex of a transportation and or an energing in their time the more optical average through such of the carrier, in addition, not of the carling hards when the carrier, in addition, not of the carling hards when the carrier, in addition, not of the carling hards when the carrier, in addition, not of the carling hards.	1.00		0-206-constan (within Portland) - b		2023-2020/candrolined 80 13029 - Ok Mesu, 12023 Draft gift (Serlen'n SE Rischegter STCAPO Journality)	
-	MRX Tunnel	The descripting is a way to define a the MATRIP role was all liver to writing across the bridge. Institute the addity to increase the question or and share times. Think it identified the and shorts a migrous question and instability of MATRIP and Equil Chenner to improve question and instability of MATRIP and betteresch, revenue are associated by the definition of the activity.		17MH	1NOS	8,10,11,12,13,21	29,238 3	8,219	2	2.5 MAX tailoit a poblem that much to the much tail much tail	Modum Projects and addressing a stands wrise gap that is faculated encourage and someching. Project addresses the region's non-equilibrant stand 1 octioneds. A survey with approximately four undergrands catactorough longers of sources open informing by 7,6000 15,200 rates and decrease share stands time by approximate Training technologies shared time by	2.50	8,10,11,12,13,21	1 18,463	3	6,59 2	2.50	High Low-sage jill centers are-bowman/strated and menr factors	High Provider accers to job centers for historically excluded and undersened a communities. 3	1.00	Ingh This project though low years yitage planning, within praim thank throw these for all Montoles, which serve if gauge focus from the income reflect and largerow access to apportunities and plan. For two locates dates, 2 19% of regulates affait allow access you in the region, are written within distance of MoN like Line Largerow-donce plan to write them, and	2.83	247	h Gcantidar (harth a' 1 68-306 - 9 Igilt)	igh Capacity Transit	2011-0045/Cantinained 82 12064 - OR Mess, 12023 Draft 819 (Initia in SIZ Richington STCARO Journaling)	None identified
	MRX frequency improvements.	Most gipt ratio cannot by operational tower throughouts their invasioned in registrant vision. High capacity should influe for the particulation of the situation on both a daring through the transition of instance-during at paral instants. "The new mode parafic that the 2022 INFVEC (apact brownall daring build in paral manufacture to extend the two should be able to be should "The instance cannot be the Minister that the should be some to extend the two filles that the set that the should be should be should be able to the should be able to the should be should be should be able to the should be able to the should be able to be should be able to the should be able to the should be able to be should be able to the should be able to the should be able to be should be able to the should be able to the should be able to be should be able to be the should be able to be should be able to be the should be able to be able to be should be able to the should be able to be able to be able to be the should be able to be able to be able to be able to able to be able to be able to be able to able to be able to be able to be able to able to able to be able to able		Tribler	Meos, Oty at Partiand, Cladiamae Claunty	8,10,11,12,13,21	29,238 3	8,209	2	2.5 Sign The considers that the MAX lines operate dimentate Asie, 1225, diaritopin	Modum Project addresses a spontoution transfer part focuring an fingunesy, spontourisability, MMK light call carmeting operatorical bear througencies than a environment programment of the spontone accession of the schema spontone of the spontone accession of the spontone the peak hours, and this mixture during all peak hours. *	2.50	8,10,11,12,12,21	1 18,462	3	4,359 2	2.50	High Low-wage jib centers ann Cladantas Saws Setter, PDE, downtawn Portland, Columbia Corridar.	High Provide access to job centers for Neorically excluded and undersened communities. 1	1.00	http://nexistig.imposed.exite.axid.ameetine.in these-carieder-would directly terreft in-vectores and intervely opplations, populations, with directly terreft invectores and intervely opplations, population with and avoid provide access to affordable houring urite, taxe and in-dam. and go pipe, intervely intervely opplation to any other care and syndams and provide intervely. MMX indication to any other care and syndams Ramerics 50 Mobility and Access Langerise. Providing imposed unices and amenities in their carried on valid directs beneft acadetors with the care of the carried on valid directs beneft acadetors.	283	247	1 6 carridar (kathar 1 6.1 306 ) gilt) 1 305 consider (kithin Partiand)		Nation OR Mercia 7/2022/Draft 8/99 (heri wite BW Histohenet FTC MPO Internity)	
	Novi Bridge Approach/ Travel Bother	ix: The project is a prace registration of the approach to the bulk bulk provides that the second bulk bulk bulk bulk bulk bulk bulk bulk	e Project	Frither Chico/Autific (bridge bannet)	4655	8,10,11,12,13,21	29,233 2	1,219	2	2.5 Max option bitstap-serves Tritter's cetter MAX option, unlish: carties parameters per	Modum: Project addresses a generated to and gap Douring on the property gap a barrielity Grade Veganzian walk address stands barrielexismat 2 come with Wick Regundergrappowneems or the addition of new MIRCKIes.	2.50	8,10,11,12,13,21	18,402	3	6,59 2	2.50	High Low-eage plicenter; an-boarnon/furtiend, inner Ead Gill	High Process cores to jub onters Siz historically rectained and understand 2 communities: 3	1.00	Nigh AMXXXIncr.tavid.exist.the Breef Endge and are impactively transf delay. Through re-efficience mater transformers and MMX lines, which every several paper share, through every convectore raders and physical exist. A several experimental several every several every delay transformers and and and the several every several which is an equity transformer mate the additioned to praceder throwshall by at to bend users.	281	243	h 6 contridur (harth a' 1 6 8 306 - 9 Igilt)	gh Capacity Transit	BEIT-2016 Countralend: ID 12010 - OK Mersis, TO202 Druth RTP (Not win ID Richbeger BTCMPO Beenlag)	Sone derddfed