



APPENDIX K

2023 Regional Transportation Plan

Performance targets summary

November 30, 2023

oregonmetro.gov/rtp

Metro respects civil rights

Metro fully complies with Title VI of the Civil Rights Act of 1964 that requires that no person be excluded from the participation in, be denied the benefits of, or be otherwise subjected to discrimination on the basis of race, color or national origin under any program or activity for which Metro receives federal financial assistance.

Metro fully complies with Title II of the Americans with Disabilities Act and Section 504 of the Rehabilitation Act that requires that no otherwise qualified individual with a disability be excluded from the participation in, be denied the benefits of, or be subjected to discrimination solely by reason of their disability under any program or activity for which Metro receives federal financial assistance.

If any person believes they have been discriminated against regarding the receipt of benefits or services because of race, color, national origin, sex, age or disability, they have the right to file a complaint with Metro. For information on Metro's civil rights program, or to obtain a discrimination complaint form, visit www.oregonmetro.gov/civilrights or call 503-797-1536.

Metro provides services or accommodations upon request to persons with disabilities and people who need an interpreter at public meetings. If you need a sign language interpreter, communication aid or language assistance, call 503-797-1700 or TDD/TTY 503-797-1804 (8 a.m. to 5 p.m. weekdays) 5 business days before the meeting. All Metro meetings are wheelchair accessible. For up-to-date public transportation information, visit TriMet's website at www.trimet.org.

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

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

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

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

TABLE OF CONTENTS

Introduction 1
Mobility measures 2
Safety measures..... 4
Equity measures..... 5
Economy measures 7
Climate measures..... 9

TABLES

Table 1: Mobility measures, targets and results..... 2
Table 2: Safety measures, targets and results 4
Table 3: Equity measures, targets, and results 5
Table 4: Economy measures, targets, and results 7
Table 5: Climate measures, targets, and results..... 9

This page intentionally left blank.



INTRODUCTION

This appendix summarizes the RTP's performance with respect to performance measures in each of the five RTP goal areas: mobility, safety, equity, economy, and climate. For each of these goal areas, there is a table with the results for performance measures related to the goal in question. The tables include a sentence describing the measure followed by rows with numbers showing the associated target and data on results and targets for the years 2020, 2030, and 2045. The tables use blue text to indicate where the RTP meets targets, orange text to indicate where it doesn't, and purple text to indicate mixed results. Metro sometimes cannot estimate results for certain years, and targets sometimes do not apply to all years for which the tables below show data. Blank cells in a table mean that a result or target is not available for a particular year for the measure in question.

Performance is reported for the metropolitan planning area (MPA) boundary for all measures.

MOBILITY MEASURES

Table 1: Mobility measures, targets and results

Measure	Base year value	Base year target	2030 result	2030 target	2045 result	2045 target	Summary of results
<i>The RTP aims to triple transit, bike, and pedestrian mode shares relative to the base year.</i>							
Transit mode share	4.0%		4.4%		5.3%	11.9%	The RTP does not meet these targets, but makes progress in the right direction by increasing mode shares.
Pedestrian mode share	7.4%		7.5%		7.7%	22.2%	
Bicycle mode share	3.5%		3.5%		3.6%	10.4%	
<i>The RTP prioritizes improving access to jobs via driving and transit relative to the base year.¹</i>							
% of regional jobs accessible by transit	7%		8%	7%	8%	7%	The RTP meets 2030 and 2045 targets for access to jobs via transit and 2030 targets for access to jobs via driving. However, the RTP does not meet 2045 targets for access to jobs via driving; results for this measure move in the wrong direction between 2030 and 2045.
% of regional jobs accessible by driving	40%		41%	40%	36%	40%	
<i>The RTP aims to provide the same level of access to jobs via transit (or greater) as via driving so that transit offers the same efficiency and convenience as driving.</i>							
% of regional jobs accessible by transit	7%		8%	41%	8%	36%	The RTP does not meet this target, but makes progress in the right direction by reducing the difference between access to jobs via transit versus via driving.
<i>The RTP aims to complete the transit, bicycle, trail and pedestrian networks by 2035, and all networks by 2045.</i>							
% of the motor vehicle network that is complete	98%		99%		99%	100%	The RTP does not meet these targets, but makes progress in the right direction by further completing all modal networks.
% of the transit network that is complete	70%		72%		73%	100%	
% of the pedestrian network that is complete	57%		63%	100%	70%	100%	
% of the bicycle network that is complete	54%		60%	100%	66%	100%	

¹ Access to jobs analysis involves measuring the average number of jobs that are accessible via 45 minutes via transit and 30 minutes via driving during peak travel hours across all of the travel analysis zones used in Metro’s travel model. See the equity section below for more detail on the type of jobs and destinations that are captured in this analysis.

Measure	Base year value	Base year target	2030 result	2030 target	2045 result	2045 target	Summary of results
% of the trail network that is complete	44%		48%	100%	58%	100%	
<i>The RTP prioritizes completing the bicycle and pedestrian system near transit (relative to the regional average)² in order to provide safe and convenient access to stations and stops.</i>							
% of the pedestrian network near transit that is complete	63%		68%	63%	74%	70%	The RTP meets these targets by continuing to prioritize completion of bike/ped facilities near transit.
% of the bicycle network near transit that is complete	60%		66%	60%	71%	66%	
<i>The RTP aims to have no more than four hours in a day when average travel speeds fall below 35 miles per hour on the region’s controlled-access throughways (freeways) and below 20 miles per hour on other designated throughways (signalized highways) so that the region’s throughways are reliable.</i>							
% of controlled-access throughway (freeway) miles that fall below 35 MPH for more than 4 hours per day	23%		16%	0%	23%	0%	The RTP meets this target for signalized throughways, but not for controlled-access ones. Results for controlled-access throughways trend in the right direction over the near term, but in the wrong direction over the long term.
% of other designated throughway (signalized highway) miles with traffic signals that fall below 20 MPH travel speeds for more than 4 hours per day	2%		0%	0%	1%	0%	
<i>The RTP aims to increase the share of households and jobs that are located within walking distance of frequent transit service³ relative to the base year.</i>							
% of households located within walking distance of a frequent transit station	54%		56%	54%	54%	54%	The RTP meets most of these targets, only slightly missing the 2045 target for households located near frequent transit.
% of jobs located within walking distance of a frequent transit station	64%		67%	64%	67%	64%	

² As discussed above, the RTP aims to complete the entire regional bicycle and pedestrian systems by 2035. This is a more aspirational goal that requires significant additional resources for bicycle and pedestrian facilities. In the event that these additional resources are not available, the RTP aims at a minimum to prioritize bicycle and pedestrian facilities in the places where they produce the most benefits—including near transit. Comparing system completeness near transit to regional average system completeness holds the RTP accountable to this secondary target.

³ “Frequent transit service” refers to service with headways of 15 minutes or less. Metro uses different walking distances to analyze proximity to different types of transit service, consistent with research that shows people are willing to walk longer to reach higher-quality service. This analysis defines “walking distance” as one-quarter mile for bus, one-third -mile for streetcar, and one-half mile for rail.

SAFETY MEASURES

Table 2: Safety measures, targets and results

Measure	Base year value	Base year target	2030 result	2030 target	2045 result	2045 target	Summary of results
<i>The RTP aims to eliminate transportation related fatalities and serious injuries for all users of the region's transportation system by 2035, and to maintain progress toward this goal in interim years.</i>							
Number of fatalities	93	52					Metro does not have the ability to forecast crashes, so the RTP uses base year safety targets that track the reduction in serious and fatal crashes needed to eliminate these crashes by 2035. The RTP does not meet these targets, and results for these targets are all trending in the wrong direction, with total serious crashes and crash rates both increasing.
Fatalities per 100 million vehicle miles traveled	0.9	0.5					
Number of serious injuries	512	384					
Serious injuries per 100 million vehicle miles traveled	4.8	3.6					
Number of non-motorized fatalities and serious injuries	129	95					

EQUITY MEASURES

Table 3: Equity measures, targets, and results

Measure	Base year value	Base year target	2030 result	2030 target	2045 result	2045 target	Summary of results
Safety is a critical issue in equity focus areas. The RTP aims to eliminate transportation related fatalities and serious injuries for all users of the region’s transportation system, particularly in equity focus areas, which experience higher rates of serious crashes.							
Serious crashes in Equity Focus Areas (EFAs)	65%	35%					The RTP does not meet this target. Serious crashes continue to be concentrated in EFAs.
Pedestrian- and bicyclist-involved crashes in Equity Focus Areas (EFAs)	75%	25%					
The RTP prioritizes completing the bicycle and pedestrian system in equity focus areas (relative to other communities) ⁴ to provide safe streets for the most vulnerable travelers.							
% of the pedestrian network that is complete within EFAs	70%		76%	51%	82%	59%	The RTP meets this target by continuing to prioritize bicycle and pedestrian facilities in EFAs.
% of the pedestrian network near transit that is complete within EFAs	73%		79%	58%	83%	65%	
% of the bicycle network that is complete within EFAs	61%		69%	53%	75%	59%	
% of the bicycle network near transit that is complete within EFAs	64%		72%	60%	77%	65%	
The RTP prioritizes improving access to jobs within equity focus areas (relative to other communities). ⁵							
% of regional jobs accessible by transit in equity focus areas	8%		9%	5%	10%	5%	The RTP meets this target.

⁴ As discussed above in the Mobility section, the RTP aims to complete the entire regional bicycle and pedestrian systems by 2035. This is a more aspirational goal that requires significant additional resources for bicycle and pedestrian facilities. In the event that these additional resources are not available, the RTP aims at a minimum to prioritize bicycle and pedestrian facilities in the places where they produce the most benefits—including in EFAs. Comparing system completeness in EFAs to other communities holds the RTP accountable to this secondary target.

⁵ The results shown here measure access to all jobs during peak hours. Community feedback has emphasized that marginalized people particularly prioritize access to community places such as schools, grocery stores and community services and access to jobs that they are qualified for, and that marginalized people are less likely to commute during peak hours and more likely to need to travel throughout the day. Metro staff analyzed access to jobs by wage level and access to community places, and also access during off-peak periods. All of these analyses show the same basic patterns as the results in Table 3—access to destinations via transit and auto is slightly better in equity focus areas than in other communities, and access to destinations via auto is much higher than access via transit—and this memorandum does not reproduce those results in order to conserve space. The final RTP will include complete results of the accessibility analysis.

Measure	Base year value	Base year target	2030 result	2030 target	2045 result	2045 target	Summary of results
% of regional jobs accessible by driving in equity focus areas	41%		42%	39%	39%	32%	

ECONOMY MEASURES

Table 4: Economy measures, targets, and results

Measure	Base year value	Base year target	2030 result	2030 target	2045 result	2045 target	Summary of results
The RTP aims to decrease driving and transit travel times along regional mobility corridors relative to the base year.							
% change in average mid-day corridor ⁶ travel times vs. 2020: driving			1.0%	0%	3.9%	0%	The RTP meets this target for transit, but not for driving.
% change in average evening peak corridor travel times vs. 2020: driving			1.8%	0%	3.7%	0%	
% change in average off-peak corridor travel times vs. 2020: transit			-3.4%	0%	-3.8%	0%	
% change in average evening peak corridor travel times vs. 2020: transit			-1.2%	0%	-1.6%	0%	
The RTP prioritizes completing the bicycle and pedestrian system in job and activity centers (relative to the regional average) ⁷ in order to provide safe and convenient options for short trips and connections to transit.							
% of the pedestrian network that is complete within centers, station communities, and mixed-use areas	74%		77%	63%	80%	70%	The RTP meets this target in centers, station communities, and mixed-use areas; but not in employment and industrial areas.
% of the bicycle network that is complete within centers, station communities, and mixed-use areas	63%		69%	60%	74%	66%	
% of the pedestrian network that is complete within employment and industrial areas	39%		46%	63%	53%	70%	

⁶ Metro uses mobility corridors that link different regional centers for the purposes of travel analysis (<https://www.oregonmetro.gov/mobility-corridors-atlas>) and forecasts driving and transit times between key destinations along each corridor using its travel model. The averages presented for this metric are based on the longest-distance route along each corridor for which forecasted both driving and transit travel times are available, and, in the case of peak-hour results, the route corresponding with the direction of peak travel.

⁷ As discussed above in the Mobility section, the RTP aims to complete the entire bike/ped system by 2035. This is a more aspirational goal that requires significant additional resources for bicycle and pedestrian facilities. In the event that these additional resources are not available, the RTP aims at a minimum to prioritize bicycle and pedestrian facilities in the places where they produce the most benefits—including in job and activity centers. Comparing system completeness in these centers to the regional average holds the RTP accountable to this secondary target.

% of the bicycle network that is complete within employment and industrial areas

55%

59%

60%

64%

66%

CLIMATE MEASURES

Table 5: Climate measures, targets, and results

Measure	Base year value	Base year target	2030 result	2030 target	2045 result	2045 target	Summary of results
<i>The RTP aims to reduce greenhouse gas emissions and vehicle miles traveled in order to meet regional climate targets set by the State, which are to reduce vehicle miles traveled per person by 35% by 2050, with a 30% reduction by 2045 and a 25% reduction by 2040, compared to 2005.</i>							
% reduction in household-based light-duty VMT per capita relative to 2005					34.8%	30%	The RTP meets this target.
% reduction in household-based light duty vehicle GHG emissions per capita relative to 2005 ⁸					88.7%		
<i>The RTP aims to reduce total greenhouse gas emissions in order to meet State goals.</i>							
Total GHG reductions (metric tons)	11,130		9,131	11,130	7,457	11,130	The RTP meets this target.
<i>The RTP aims to keep criteria pollutants from mobile sources below thresholds set by the federal government.</i>							
Total daily summer carbon monoxide emissions (lbs)	268,237		112,701	268,237	64,970	268,237	The RTP meets this target.
Total daily winter carbon monoxide emissions (lbs)	212,000		86,161	212,000	59,984	212,000	
Total daily summer volatile organic compound emissions (lbs)	12,568		3,090	12,568	2,360	12,568	
Total daily winter particulate matter 10 exhaust (lbs)	391		128	391	55	391	
Total daily winter particulate matter 2.5 exhaust (lbs)	350		114	350	48	350	
<i>The RTP aims to keep air toxics from mobile sources below current levels.</i>							
Daily diesel particulate matter emissions (pounds)	421		135	421	55	421	The RTP meets this target with respect to all toxics except for arsenic.
Daily acrolein emissions (pounds)	7		1	7	0	7	

⁸ The RTP climate targets set by the State are framed in terms of VMT per capita reductions, and there is no corresponding regional target for GHG emissions per capita. However, Metro displays these results in order to provide complete documentation of the state-required climate analysis, and also to help illustrate the share of overall per capita GHG reductions that are due to VMT reductions as opposed to improvements in vehicle and fuel technology. See the discussion later in this section for more details.

Daily benzene emissions (pounds)	319	55	319	35	319
Daily 1,3-butadiene emissions (pounds)	38	2	38	1	38
Daily formaldehyde emissions (pounds)	132	19	132	8	132
Daily arsenic emissions (grams)	67	71	67	64	67
Daily chromium 6 emissions (grams)	0	0	0	0	0
Daily naphthalene gas emissions (grams)	8	2	8	1	8

This page intentionally left blank.

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

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

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

Metro Council President

Lynn Peterson

Metro Councilors

Ashton Simpson, District 1

Christine Lewis, District 2

Gerritt Rosenthal, District 3

Juan Carlos González, District 4

Mary Nolan, District 5

Duncan Hwang, District 6

Auditor

Brian Evans

Stay in touch with news, stories and things to do.

oregonmetro.gov/news

If you have a disability and need accommodations, call 503-220-2781, or call Metro’s TDD line at 503-797-1804. If you require a sign language interpreter, call at least 48 hours in advance.



Metro

600 NE Grand Ave.

Portland, OR 97232-2736

503-797-1700

503-797-1804 TDD

503-797-1795 fax

For more information, visit
oregonmetro.gov/rtp

Printed on recycled-content paper

November 30, 2023