APPENDIX M

2023 Regional Transportation Plan

Regional modeling and analysis documentation

November 30, 2023

oregonmetro.gov/rtp

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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**

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.

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1.0 PURPOSE

This appendix documents the key modeling assumptions and analysis tools and methods used for the 2023 Regional Transportation Plan (RTP).

2.0 RTP INVESTMENT SCENARIOS AND ANALYSIS GEOGRAPHIES

2.1 RTP Investment Scenarios

Metro evaluated the performance of the transportation system for six different investment scenarios. The base year of the analysis is 2020 and the future years are 2030 and 2045.

- **2020 Base Year** – This scenario uses 2020 population and employment numbers. All transportation projects completed by 2020 are included in the Base Year to represent an "existing conditions" transportation system against which the other scenarios are compared.
- **2030 No Build** – This scenario assumes only projects with committed funding are built by 2030. This scenario uses 2030 population and employment projections. The 2030 No Build assumed no new projects are built that do not currently have funds to complete construction as identified in the 2021-2024 Metropolitan Transportation Improvement Program (MTIP) and 2021-2024 Oregon State Transportation Improvement Program (STIP).
- **2030 Constrained** – This scenario reflects a network of projects expected to be completed by 2030. This scenario uses 2030 population and employment projections.
- **2045 No Build** – This scenario assumes only projects with committed funding are built by 2045. This scenario uses 2045 population and employment projections. The 2045 No Build assumed no new projects are built that do not currently have funds to complete construction as identified in the 2021-2024 Metropolitan Transportation Improvement Program (MTIP) and 2021-2024 Oregon Statewide Transportation Improvement Program (STIP).
- **2045 Constrained** – This scenario assumes that all projects and programs identified in the Constrained 2030 list are completed by 2030 and the remaining projects on the full Constrained list are completed by the year 2045. This scenario uses 2045 population and employment projections and serves as the basis for meeting federal and state planning requirements, including consistency with the Statewide Planning Goal 12, the Oregon Transportation Planning Rule and the Oregon Transportation Plan and its components.
- **2045 Strategic** – This scenario assumes that all projects on the full Constrained list and all the projects on the full Strategic list are completed by 2045 if new or expanded revenue sources are secured. This scenario uses 2045 population and employment projections. Funding has not been identified for projects on the Strategic list.

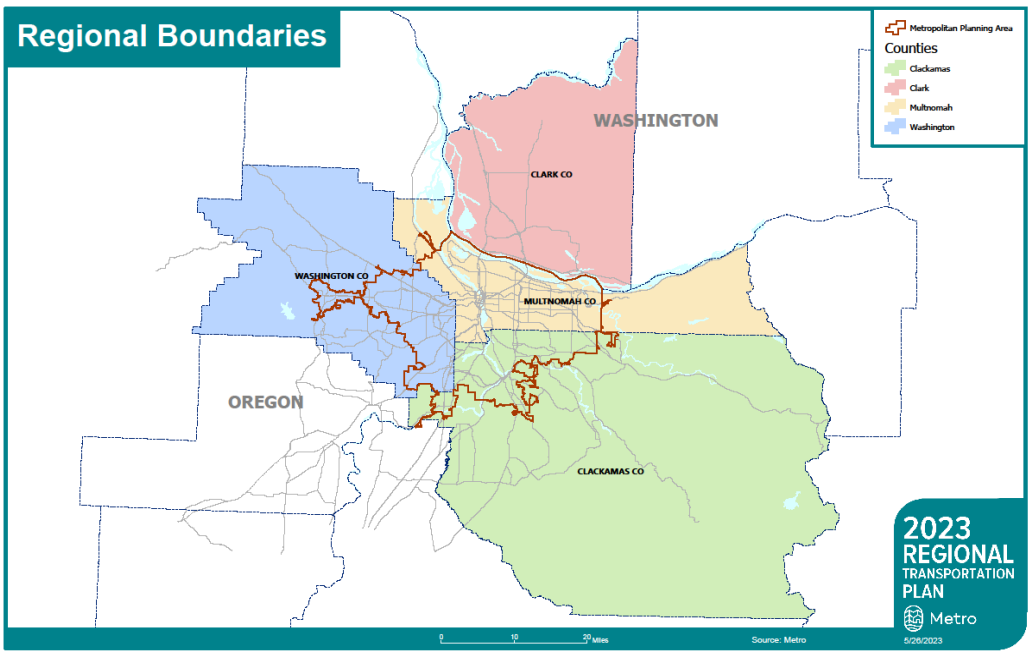
The 2030 Constrained and 2045 Constrained (also known as the Financially Constrained (FC) System) represents a network of projects based on revenue sources that can reasonably be expected to be available for transportation investments during the plan period and serves as the basis for complying with federal and state planning requirements. The 2030 No Build and 2045 No Build roadway and transit networks are the same. The RTP focuses on evaluating and presenting results of the constrained scenarios because those represent the region's planned future; results for the no build and strategic scenarios are used to illustrate key aspects of the RTP's performance.

Chapter 5 of the RTP provides information on the transportation revenue forecast. Chapter 6 of the RTP provides additional information about projects and programs included in the RTP investment scenarios. Findings from the performance evaluation are reported in Chapter 7 of the RTP. Details about the environmental analysis are provided in Appendix F. Details about the greenhouse gas emissions analysis prepared to monitor implementation of the Climate Smart Strategy are provided in Appendix J.

2.2 RTP Analysis Geographies

Metro evaluated the performance of the transportation system for the: 4-county region and metropolitan planning area. Within the metropolitan planning area (MPA), some measures were also evaluated in equity focus areas, sub-regions, regional centers and mobility corridors.

Figure 1. Regional analysis boundaries



Source: Metro

4-County Region This area includes all of Clackamas, Multnomah, Washington and Clark Counties.

Metropolitan Planning Area (MPA) Boundary The primary geographic area for the RTP system evaluation, this is the geographic area determined by agreement between the Metropolitan Planning Organization (MPO) – Metro – and the Governor, in which the metropolitan transportation planning process is carried out by the MPO. Refer to Chapter 1 of the RTP for more information about the MPA boundary and Metro's MPO responsibilities.

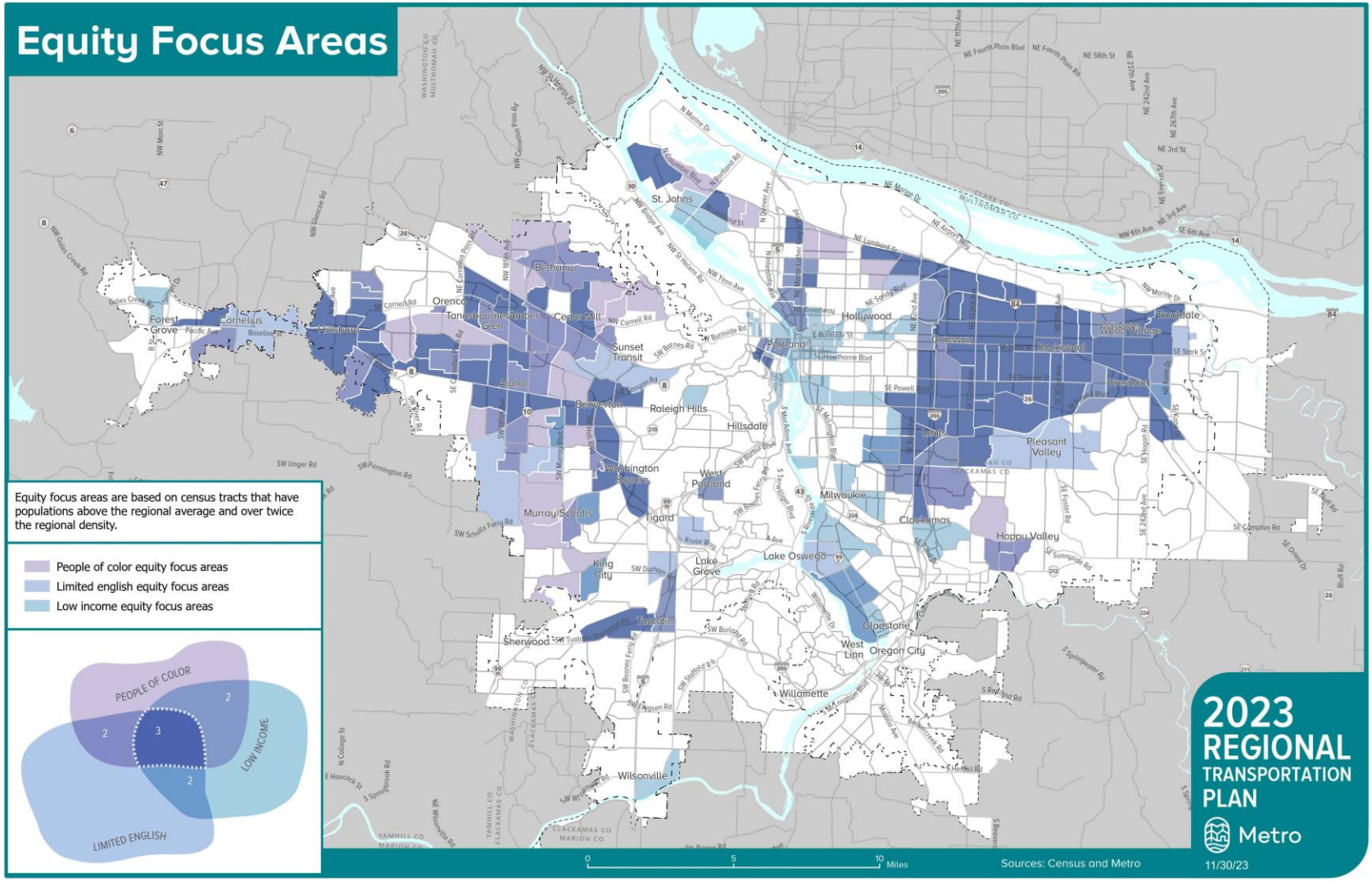
RTP Equity Focus Areas Shown in Figure 2, these areas are census tracts with higher than regional average concentrations and double the density of one or more of the following populations: people of color, people with low income and people with limited English proficiency (LEP). Most of these areas also include higher than regional average concentrations of other marginalized communities, including youth, older adults and people living with disabilities. The threshold rates for each population are identified in Table 1.

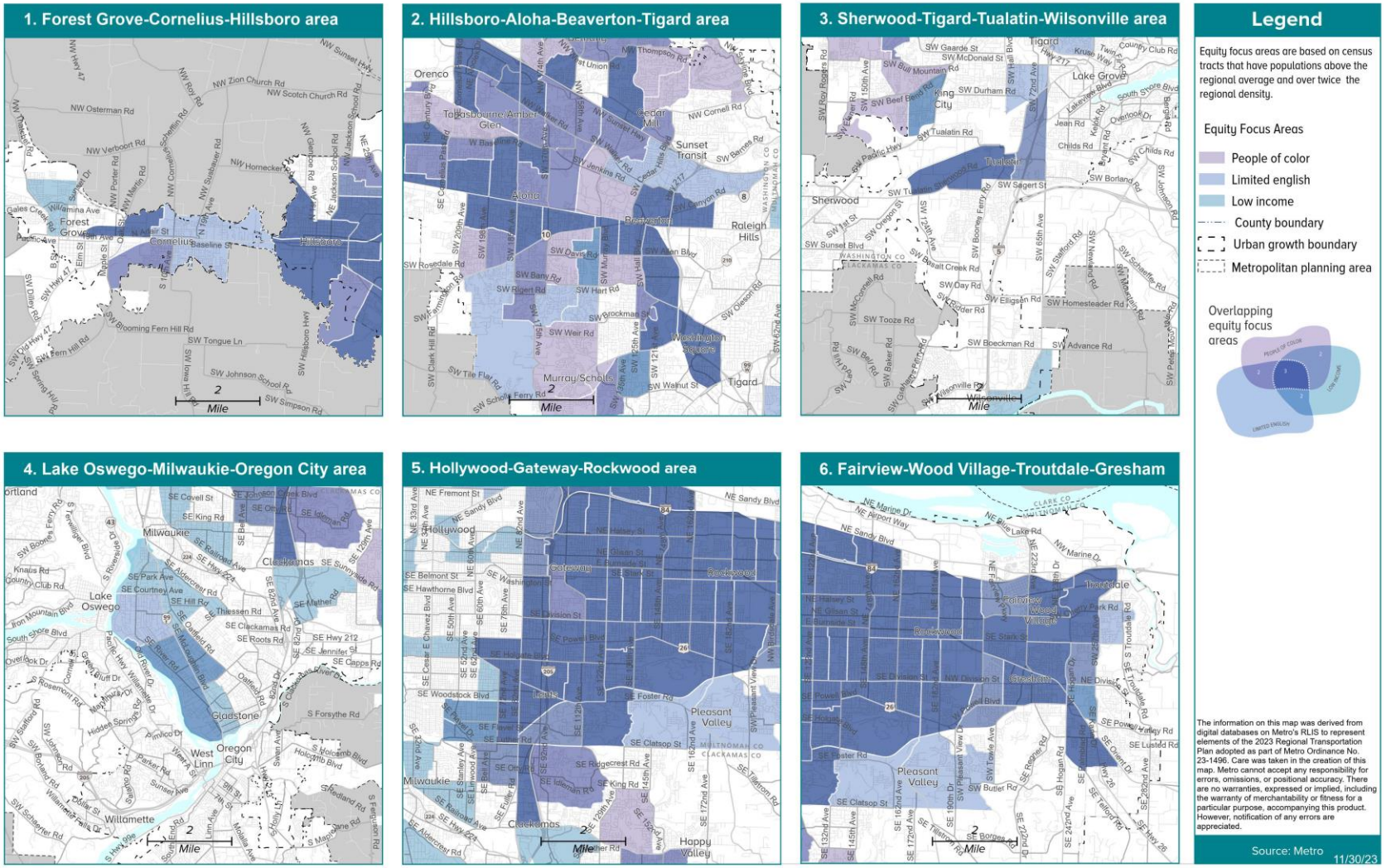
Table 1. RTP Equity Focus Areas definitions and thresholds

Community	Definition	Geography threshold	Data source
People of color	Persons who identify as Hispanic or Latino, Black or African American, American Indian and Alaska Native, Asian, Native Hawaiian and Other Pacific Islander, or Some Other Race.	The census tracts which are above the regional rate (34%) for people of color AND the census tract has twice (2x) the population density of the regional average (regional average is .69 person per acre).	2020 Decennial Census
People with low incomes	Households with incomes equal to or less than 200% of the Federal Poverty Level (2016); adjusted for household size.	The census tracts which are above the regional rate (23.6%) for households with low‐income AND the census tract has twice (2x) the population density of the regional average (regional average is .47 person per acre).	American Community Survey, 2016-2020
People with limited English proficiency	Persons who identify as unable "to speak English very well."	The census tracts which are above the regional rate (7.4%) for people with limited English proficiency (all languages combined) AND the census tract has twice (2x) the population density of the regional average (regional average is .14 person per acre).	American Community Survey, 2016-2020

Source: Metro Research Center

Figure 2. RTP Equity Focus Areas (2020)




1. Forest Grove-Cornelius-Hillsboro area
2. Hillsboro-Aloha-Beaverton-Tigard area
3. Sherwood-Tigard-Tualatin-Wilsonville area
4. Lake Oswego-Milwaukie-Oregon City area
5. Hollywood-Gateway-Rockwood area
6. Fairview-Wood Village-Troutdale-Gresham
Legend
Equity focus areas are based on census tracts that have populations above the regional average and over twice the regional density.
Equity Focus Areas
People of color
Limited english
Low income
County boundary
Urban growth boundary
Metropolitan planning area
Overlapping equity focus areas
The information on this map was derived from digital databases on Metro's RLIS to represent elements of the 2023 Regional Transportation Plan adopted as part of Metro Ordinance No. 23-1496. Care was taken in the creation of this map. Metro cannot accept any responsibility for errors, omissions, or positional accuracy. There are no warranties, expressed or implied, including the warranty of merchantability or fitness for a particular purpose, accompanying this product. However, notification of any errors are appreciated.
Source: Metro
11/30/23

3.0 ANALYSIS TOOLS USED

This section provides a summary of the analysis tools used to inform development and analysis of performance of the 2023 Regional Transportation Plan (RTP).

3.1 MetroScope

The 2020-45 Distributed Forecast of households and jobs was the land use assumption used for the RTP.[1] Adopted by the Metro Council in 2021 (Ordinance No. 21-1457) after extensive consultation with and review by local governments, the Metro Technical Advisory Committee (MTAC) and the Metro Policy Advisory Committee (MPAC), the land use assumptions were based on the LCDC-acknowledged 2040 Growth Concept and the seven-county 2045 Regional Forecast previously adopted by the Metro Council in 2018 (Ordinance No. 18-1427) in fulfillment of Metro's coordination responsibility under ORS 195.036.

Metro prepared the Distributed Forecast from information produced by the regional econometric model (REM) and the land use model – MetroScope.[1] The regional forecast allocation referenced census data and demographic information from published state and local sources; zoning and land characteristics from RLIS (a regional GIS database); city and county zoning and assessment databases; availability of designated as urban reserves for development; and economic factors, including jobs and population forecasts. Information on accessibility from the regional travel demand model was also used to estimate the relative attractiveness of areas within the region to prepare projections of where future households and employment are willing to locate. The number of households and employees projected were allocated to analysis zones by the land use model, but additional refinement and local knowledge were used to finalize the adopted allocations.

Base year 2020 population and employment were estimated from census data for households prior to the Census Bureau's release of data from the 2020 Decennial Census and Bureau of Labors Statistics (BLS) employment data prior to the onset of the COVID-19 pandemic.[2] Future year population and employment statistics extended out to the year

[1] The Regional Forecast covers the 7-county MSA (Portland-Hillsboro-Vancouver, OR-WA, MSA) and the basis for the regional macroeconomic assumptions for the land use allocation. The region includes the following counties: Clackamas, Columbia, Multnomah, Washington, Yamhill (in Oregon); and Clark and Skamania (in Washington state). The MetroScope land use model is then used to spatially disaggregate region-wide growth estimates to TAZ level estimates that are reflected in the Distribution Forecast used for the RTP.

[2] BLS data is partially suppressed to protect the identity of individual employers and any other identifiable information in disaggregate data like TAZ. However, totals of higher-level aggregations include the partially suppressed data.

2045. This socio-economic data was assigned to each TAZ by the MetroScope land use model and a GIS mapping procedure for the regional travel demand model.

Table 2 shows the 2020 base year estimates and future year projections of household, population and employment used in the analysis for the four-county region, including Clark County in southwest Washington.

Table 2. Base year and future year household, population and employment (four county region)

	Households	Population	Employment
2020	930,121	2,384,703	1,192,694
2030	1,074,364	2,669,698	1,304,460
2045	1,282,760	3,093,854	1,535,571
Growth (2020 to 2045)	+352,639	+709,151	+342,877
Percentage growth from 2020 to 2045	38%	30%	29%

Source: Metro Research Center Regional Travel Demand Model

Table 3 shows the 2020 base year estimates and future year projections of household, population and employment used in the analysis for the metropolitan planning area boundary (MPA).

Table 3. Base year and future year household, population and employment (metropolitan planning area boundary)

	Households	Population	Employment
2020	639,123	1,740,943	985,260
2030	794,613	1,933,475	1,050,958
2045	950,634	2,242,128	1,210,997
Growth (2020 to 2045)	+257,511	+501,185	+225,737
Percentage growth from 2020 to 2045	37%	29%	23%

Source: Metro Research Center Regional Travel Demand Model

This distribution forecast estimated a modest expansion of the regional urban growth boundary over the planning period consistent with state law and the region's designation of urban and rural reserves. The forecast followed basic legal and policy direction that results in future urban growth boundary (UGB) expansions on designated urban reserves. The forecast assumed the same urban growth boundary expansion areas/urban reserves are available for development by 2045 as were assumed in the adopted 2016 distributed forecast that was used for the 2018 RTP. The 2016 distributed forecast assumed 4,739

acres of urban reserves would be developed by 2040. This will be the value reported for the 2023 RTP for 2045.

Documentation of specific features and assumptions used to develop the land use forecast used in the RTP analysis is available on Metro's 2045 Distributed Forecast website at: https://www.oregonmetro.gov/2045-distributed-forecast.

Documentation of the MetroScope model and is available on Metro's website at: https://www.oregonmetro.gov/forecasting-models- and-model-documentation. Future urban growth reports and subsequent distributed forecasts will use a new tool and method.

3.2 Regional Travel Demand Model

The Metro regional travel demand model is used as a tool to analyze existing and future transportation system performance for the greater Portland region. It is specifically used to forecast future trips on the regional transportation system for all forms of travel – walking, biking, driving, transit, shared ride – and freight trucks.

The regional travel demand model includes auto, transit, freight, and bicycle networks that explicitly represent travel conditions based on specified packages of projects, fuel costs[3] as well as projected household and employment growth and policies related to land use, parking charges and transit fares to predict:

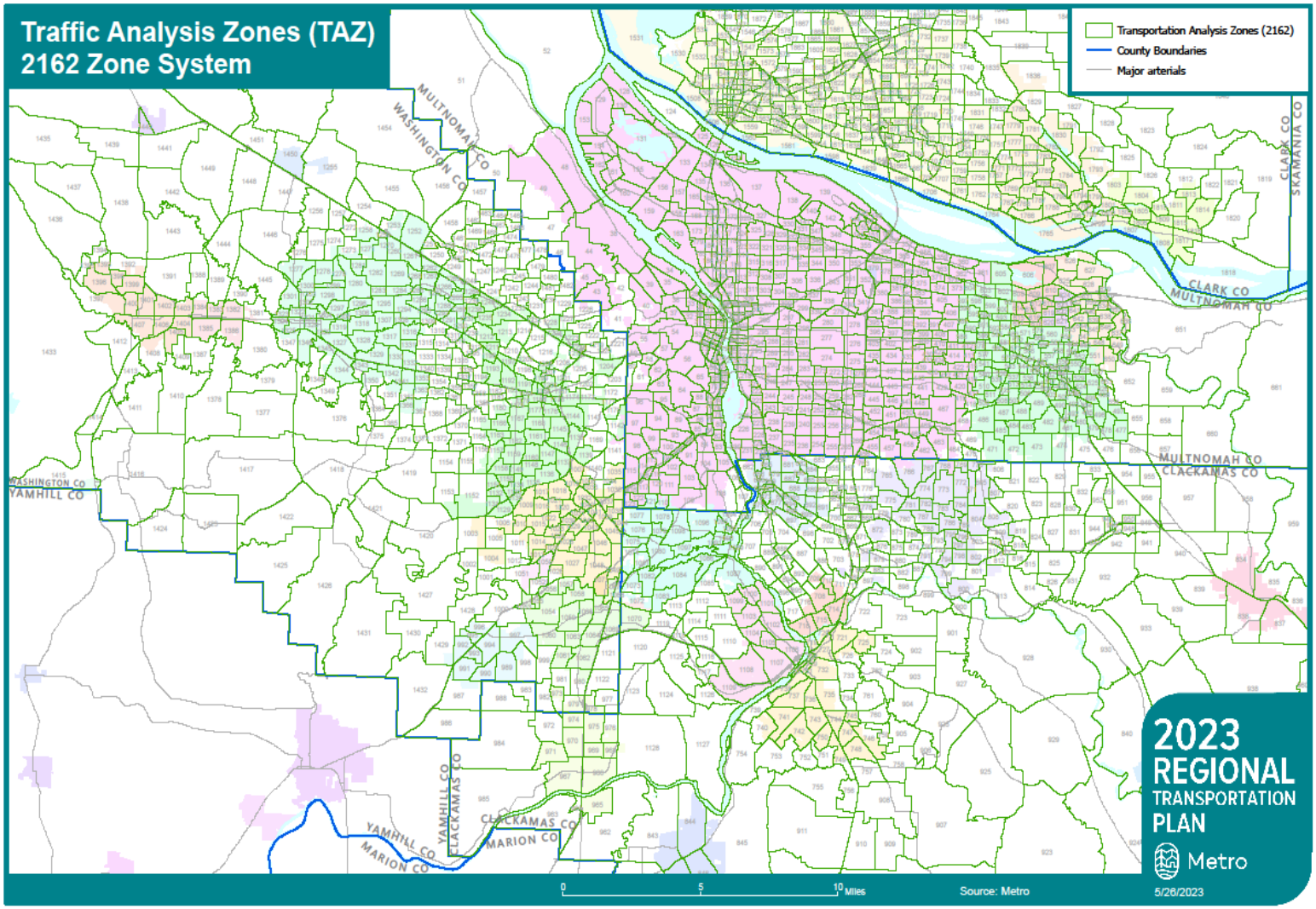
- Where and how much people travel
- How trips are made (by mode)
- How far people travel and how long it takes to get there

The model takes into consideration the trip-making choices made by residents in the region. This information is collected from periodic rigorous travel surveys. Metro's last survey – the 2011 Household Travel Behavior Study – tracked nearly 6,500 households to understand how factors such as age, income, children, car ownership and transportation infrastructure characteristics affect travel choices.[4]

[3] Fuel costs within the model are considered as part of auto operating cost, which consists of gasoline, oil, tires and general maintenance costs on a per mile basis. This cost is $0.177 per mile in 2010 dollars, as derived from AAA reporting and a review of auto operating costs ODOT conducted in 2020 to inform model assumptions used statewide. For future year forecasts (i.e., 2030 and 2045), the model assumes that this auto operating cost per mile does not increase beyond inflation.

[4] Metro Research Center staff is leading coordination efforts for the next regional travel behavior survey as part of the Oregon Travel Study from Spring 2023 to Spring 2024. This will inform modeling and analysis for future RTP updates.

Figure 3. Transportation Analysis Zones (TAZ) Map



Source: Metro Research Center

Within the model, the four-county region is divided into 2,162 discrete geographic areas called transportation analysis zones (TAZs), shown in Figure 3.[5] A variety of data is incorporated into the travel model for each TAZ, including:

- 2040 design type land use characteristics consistent with locally-adopted comprehensive plans (see Attachment 1)
- level of street connectivity assigned to each TAZ (see Attachment 1)
- transit fare discounts (see Attachment 1)
- planned roadway, transit and bike projects (see RTP Appendices A and B, and Attachment 2 for transit service enhancements)
- regionally-coordinated household and employment assumptions adopted by the Metro Council, both existing and forecasted future, in a manner that is consistent with locally-adopted comprehensive plans (see Attachment 3)

Based on all of these factors, the travel demand model estimates the number of trips that will be made, the distribution patterns of the trips and travel activity levels throughout the region by time of day. All of the trips generated at the TAZ level are aggregated and analyzed at the TAZ level.

Traffic volume projections from these simulations are then used to assess transportation system performance. Due to the macroscopic nature of the regional model, the model does not analyze walking or local street traffic volumes at detailed analysis levels. The model does not currently account for autonomous vehicles or shared mobility options, such as ride-hailing services.

Model validation

The Federal Highway Administration (FHWA), Federal Transit Administration (FTA) and U.S. Environmental Protection Agency (EPA) require that project analysis be carried out using methods and modeling tools that meet certain guidelines. Metro's travel demand model is regularly reviewed by the appropriate federal agencies and expert panels to ensure that they meet federal guidelines and meet or exceed the standard practices of other travel demand models used throughout the country. The base year transportation networks are validated using industry best practices that meet or exceed Federal

[5] The TAZ is the geographic unit that serves as the building block of Metro's primary forecasting tools (the travel demand model and MetroScope). These small subdivisions improve the accuracy of the travel demand model as well as all other aspects of transportation planning. The TAZ-level data also assists land use planners in updating comprehensive plans and zoning, and conducting other types of land use analysis, including neighborhood level analysis.

guidelines for large, regional transportation models. Prior to any modeling for an RTP update, Metro's partner agencies undertake a jurisdictional review of the base year auto and truck networks and provide Metro staff with any corrections or suggested edits to facility speed, capacity, and number of lanes.

Modeled results on regional networks are compared against observable data to ensure that assigned traffic flows on major facilities and between sub-regions closely match empirical data and that regional mode shares are consistent with regional travel survey sources. Standard model validation metrics for an RTP level assessment include comparing assigned network volumes across corridor cutlines against collected vehicle counts, model-derived travel times and speeds along major facilities against third-party GPS data sources (e.g., INRIX, HERE, NPMRDS), and modeled regional mode shares against mode shares derived from household activity surveys and U.S. Census (LEHD) data.

The RTP 2020 Base Year network has been compared against all of the above mentioned data sources and has been determined by Metro staff to be reasonably validated for the purposes of regional and corridor-level analyses. As is true with any large regional network, there may be locations on some facilities – particularly those where travel patterns tend to be localized rather than regional – where the regional model does not accurately reflect local travel characteristics. In these instances, Metro staff encourages the jurisdictions to work with Metro to identify possible solutions to improve the model results in these locations while still maintaining the model's overall regional-level validation.

Two updates to model code were made between the first and final round of modeling for the 2023 RTP. The bike coefficients were adjusted slightly to better match observed data and auto operating costs were updated to reflect the most recent statewide research prepared by the Oregon Department of Transportation (ODOT).[6] The first round of modeling assumed auto operating costs were $0.21 per mile in 2010 dollars for the base year. The final model run assumed auto operating costs were $0.177 per mile in 2010 dollars for the base year. For future year forecasts (i.e., 2030 and 2045), the model assumes that this auto operating cost per mile does not increase beyond inflation.

Documentation of specific features and assumptions for various components of the regional travel model are available on the Metro's Transportation Modeling Services website: www.oregonmetro.gov/modeling-services.

[6] The ODOT Transportation Planning and Analysis Unit (TPAU) completed this research in 2020 to build consistency around model inputs and assumptions that are common between the various transportation modeling tools used by ODOT-TPAU and MPOs in Oregon.

3.3 Motor Vehicle Emissions Simulator (MOVES)

The Motor Vehicle Emissions Simulator (MOVES) model is a state-of-the-science emission modeling system that estimates emissions for on-road vehicle sources for criteria air pollutants, greenhouse gases, and air toxics. The emissions reported are for vehicle travel occurring within the federally-designated metropolitan planning area boundary (MPA) regardless of where trips begin or end.

The on-road vehicle emissions estimates published in association with the 2023 RTP update were produced within a software framework that combines the regional travel model with the most recent version of EPA's MOVES model, MOVES3. Metro's current implementation of MOVES was developed in accordance with all pertinent EPA guidance included in the document, *MOVES3 Technical Guidance: Using MOVES to Prepare Emission Inventories for State Implementation Plans and Transportation Conformity* (November 2020). Two updates were made for the final round of modeling for the 2023 RTP. The MOVES default data was replaced with local data for two key inputs – road type distribution and average travel speed distribution. In addition, DEQ provided electric vehicle assumptions for each model year that are aligned with adopted state legislation. Prior MOVES implementation did not account for electric vehicles.

See 2023 RTP Appendix J for more information regarding the regional on-road vehicle fleet and emissions characteristics assumed in the 2023 RTP on-road vehicle greenhouse gas emissions analysis. In particular, the fleet mix and vehicle age distributions do not change over time, hybrid and/or electric vehicles are now accounted for and assumptions regarding average fuel economy are limited to standards and policies set forth in existing federal and state legislation.

Metro staff will monitor future changes to fleet and technology assumptions in collaboration with DLCD, DOE, DEQ and ODOT and continue to improve emissions analysis methods, data and tools through its air quality and climate change program.

3.4 Geographic Information Systems (GIS)

Geographic Information Systems (GIS) uses spatial data to determine relationships between different data elements and map-based data, including Metro's Regional Land Information System (RLIS). On-line tools and resources provided information to support project sponsors throughout the RTP update.

For the 2023 RTP evaluation, the transportation investments were mapped to assess the spatial relationships between the RTP investments and different datasets. In particular, transportation equity, safety, system completion and access to jobs, transit and active transportation options were assessed using ArcGIS, made by ESRI. Analysis related to

2040 Growth Concept centers used the RLIS dataset called "Analysis_Centers_2022." Documentation of the data and methodologies used are provided in this appendix. For more information on Metro's RLIS data layers and tools, visit the RLIS Live website.

3.5 VisionEval (VE-RSPM) and TMIP-EMAT

The VisionEval framework is built on the following "GreenSTEP family" of models[7]:

- **The GreenSTEP model** was the first model in the strategic planning family, developed by the Oregon Department of Transportation (ODOT). ODOT developed the model to assist in the development of plans to reduce greenhouse gas (GHG) emissions from light-duty vehicles, to meet Oregon State statutory goals. This model was used by ODOT and Metro during development of the Climate Smart Strategy in 2012-14.
- **The RSPM (Regional Strategic Planning Model)** was developed by ODOT as an offshoot of the GreenSTEP model to support the preparation of metropolitan area scenario plans. The name reflects a broadening of the policies, beyond state statutory requirements.
- **VisionEval** was used in combination with TMIP-EMAT (Travel Model Improvement Program Exploratory Modeling and Analysis Tool).
- **TMIP-EMAT** is a methodological approach and software code base to exploratory modeling and analysis. It provides a window to rigorous analytical methods for handling uncertainty and making well informed decisions using travel forecasting models of all types. It is designed to integrate with an existing transportation model or tool to perform exploratory analysis of a range of possible scenarios.

These tools were used in combination to test various policy scenarios for the 2023 RTP to determine if they meet our state mandated greenhouse gas reduction targets. Details about the greenhouse gas emissions analysis prepared to monitor implementation of the Climate Smart Strategy are provided in Appendix J to the RTP. The analysis used the VisionEval model.

3.6 RTP Project Hub

An on-line project database (called the RTP Project Hub) was created to store information for projects adopted in the 2023 RTP as well as projects from previous RTPs. Project sponsors reviewed and submitted new or updated project information, including modeling assumptions for bike, transit and roadway projects.

[7] For more information about the VisionEval framework and national pooled research, visit: https://visioneval.github.io

4.0 REGIONAL TRAVEL MODEL ASSUMPTIONS

The RTP project lists provided in Appendices A and B are priority projects from local, regional or state planning efforts that provided opportunities for public input. Projects in the 2030 and 2045 Constrained RTP investment scenarios (Appendix A) are eligible for federal or state transportation funding.

It is important to note that major projects that included preliminary engineering (PE) and right-of-way acquisition (ROW) were included as fully built in the travel demand model for the year of the construction for that project. The major projects are in various stages of project development and planning at this time. In some cases, locally preferred alternatives (LPAs) have not been determined, therefore, the assumptions used only represent potential alignments or facility type determinations and are subject to refinement.

Table 4 identifies the major throughway projects in each future year RTP network.

Table 4. Summary of major planned throughway network investments

	2030 Constrained	2045 Constrained *(2030 Constrained, plus)*	2045 Strategic *(2045 Constrained, plus)*
Throughway 	• I-5 IBR, pre-construction tolling *(10866)* • I-5/Rose Quarter Improvement Project *(10867, 11176)* • I-205/Abernethy Bridge *(11969, under construction)* • I-205 Toll Project *(12099, 12326)* • I-5 and I-205: Regional Mobility Pricing Project *(12304)* • OR 212/224 Sunrise Project Ph. 2 (PE, RW) *(10890)* • OR 224 WB widening *(11350)* • I-5 Boone Bridge and Seismic Improvement Project (PE, RW) *(12305)*	• I-5/Interstate Bridge Replacement Program *(10866)* • I-205 widening and Tualatin River Bridge Toll Project *(11586, 11904)* • OR 212/224 Sunrise Project Ph. 2 (CON) *(11301)* • I-5 Boone Bridge and Seismic Improvement Project (CON) *(11990)* • I-5 NB braided ramps *(11989)* • I-5 NB auxiliary lane extension Ph. 2 *(11402)* • I-5 SB truck climbing lane *(11984)* • OR 217 SB braided ramps *(11988)* • US 26/185th Avenue on-ramp widening *(12148)*	• Sunrise Project Ph. 3 *(12020)* • I-5 NB auxiliary lane extension Ph. 3 *(11583)* • I-5/OR 217 Interchange Ph. 2 *(11302)* • OR 217 capacity improvements *(11582)* • OR 217 NB auxiliary lane extension *(11976)* • US 26 widening *(11393)*

Projects shown in blue text have completed NEPA work (or NEPA work is underway). RTP IDs are shown in italics. See Appendix W for a summary of current major project development activities in the region.

For the Interstate Bridge Replacement program, the 2045 Constrained and Strategic networks assumed the Modified Locally Preferred Alternative (LPA) as defined in as defined in the Draft Environmental Impact Statement. Key components of this alternative include:

- a new I-5 Columbia River crossing with three through-lanes, safety shoulders, and one auxiliary lane in each direction;
- a 1.9-mile extension of the MAX Yellow Line, including three new stations, from the existing Expo Center Station to a terminus near Evergreen Boulevard in Vancouver, WA;
- a new arterial bridge for local traffic with a shared use path for pedestrians and bicyclists;
- improvements to seven interchanges, as well as wider shoulders to accommodate express bus-on-shoulder service, along I-5 between Victory Boulevard in Portland and State Route 500 in Vancouver; and
- variable-rate tolling for motorists using the river crossing as a demand-management and financing tool.

The 2030 Constrained network assumed pre-completion tolling based on the same toll schedule as the modified LPA approved by JPACT and the Metro Council in 2022 (See Appendix S for more information about the modified LPA).

I-5 Rose Quarter Improvement Project as described in the September 2, 2022 Environmental Assessment.

The Project, or Revised Build Alternative, would include the following elements related to both the highway and local street system:

- Extend the existing auxiliary lane on I-5 southbound (SB) and add a new auxiliary lane on I-5 northbound (NB) between I-84 and I-405.
- Add 12-foot-wide outside shoulders on I-5 between I-84 and I-405 in the NB direction only and 12-foot-wide outside shoulders on I-5 between I-84 and I-405; (SB from 15 Broadway exit to the I-84 exit and NB from I-84 entrance to I-405 exit).
- Remove existing overcrossing structures at N/NE Broadway, N/NE Weidler, N Williams Avenue, N Flint Avenue, and N Vancouver Avenue (including the 18 columns that support the structures) and replace it with a single highway cover structure over I-5 that incorporates these streets.
- Relocate the existing I-5 SB off-ramp at the N Vancouver/Broadway intersection to a new location south of N Broadway where N Williams, N Ramsay Way, NE Wheeler

Avenue, and the I-5 SB on-ramp currently come together, altering the cross section on N Williams between N Ramsay and N/NE Weidler to accommodate traffic exiting from SB I-5.

- Modify the I-5 NB off-ramp to include an additional right-turn lane to NE Weidler, increasing route options for pedestrian and bicycle routes through a new crossing at N/NE Hancock, bike lanes on N/NE Broadway and N/NE Weidler, and improved bicycle and pedestrian facilities on N Vancouver and N Broadway.
- Construct a new roadway crossing to extend N/NE Hancock west across and over I-5.
- Add new widened and well-lit sidewalks, Americans with Disabilities Act (ADA)-accessible ramps, high visibility and marked crosswalks, and widened and improved bicycle facilities.
- Implement stormwater management on the streets connected to the Broadway/Weidler interchange.

Table 5. Overview of 2023 RTP Projects with Tolling

Project	Elements captured in the RTP
I-5 Interstate Bridge Replacement (IBR) Program	• Included in 2030 Constrained and 2045 Constrained and Strategic scenarios. • Variable rate tolls for drivers crossing the river ranging from $2.05 - $3.15 between 5 AM and 11PM, with a minimum overnight toll of $1.50 • A new I-5 Columbia River crossing with three through lanes, safety shoulders, and one auxiliary lane in each direction • A 1.9-mile extension of the MAX Yellow Line, including three new stations, from the existing Expo Center Station to a terminus near Evergreen Boulevard in Vancouver • A new arterial bridge for local traffic with a shared use path for pedestrians and bicyclists • Improvements to seven interchanges • Wider shoulders to accommodate express bus-on-shoulder service along I-5 between Victory Boulevard in Portland and State Route 500 in Vancouver
I-205 Toll Project	• Included in 2030 Constrained and 2045 Constrained and Strategic scenarios. • Variable rate tolls on the Abernethy Bridge were assumed in the analysis reflecting the toll schedule in the I-205 Supplemental Environmental Assessment (EA). Variable rate tolls for drivers crossing the Abernethy Bridge ranged from $0.75 - $2.25 between 5 AM and 11PM, with a minimum overnight toll of $0.75. Consideration of toll rate schedules for the Abernethy Bridge will be part of

Project	Elements captured in the RTP
	the environmental review process, as well as the traffic and revenue analysis, both of which will continue through 2024.
I-205 Corridor Improvements (I-205 SB and NB Widening and Tualatin River Bridge Toll)	• Included in 2045 Constrained and Strategic scenarios. • Addition of a third through lane in both directions of I-205 between the Stafford Road exit and OR 43 constructed with tolling at the Tualatin River bridges. • Variable rate tolls on the Tualatin River bridges were assumed in the analysis reflecting the toll schedule in the I-205 Supplemental EA. Variable rate tolls for drivers crossing the Tualatin River bridges ranged from $0.75 - $2.25 between 5 AM and 11PM, with a minimum overnight toll of $0.75. • A northbound auxiliary lane between OR 43 and OR 213. • A southbound auxiliary lane between OR 99E and OR 43. • Seismic bridge upgrades or replacements along I-205; replacement of the Tualatin River bridges.
I-5 and I-205 Regional Mobility Pricing Project	• Included in 2030 Constrained and 2045 Constrained and Strategic scenarios. • Variable rate tolls for drivers on I-5 and I-205 between the Columbia River (north) and the intersection of I-5/I-205 (south). Tolls vary by location, direction of travel, congestion levels, and time of day. Between the hours of 5AM and 11PM, RMPP could cost drivers on I-5 and I-205 anywhere between $0.75 and several dollars, depending on which portions of the freeways are being used, and the time of day that the travel occurs. No tolls ($0) are assumed overnight. • Consideration of toll rate schedules will be part of the environmental review process, as well as the traffic and revenue analysis, both of which will occur in 2023-24.

Figure 4. Map of RTP Projects with Tolling

Source: Oregon Department of Transportation

4.2 Network Assumptions

Roadway Network Assumptions

Information about the roadway speed, number of travel lanes and capacity assumed for the 2020, 2030 No Build, 2030 Constrained, 2045 No Build, 2045 Constrained and 2045 Strategic roadway networks is available on request. The 2030 No Build and 2045 No Build roadway and transit networks are the same.

2020 Roadway Network

The 2020 Roadway Network consists of throughways, arterials, and collectors from the year 2020. This roadway network is used as the base year for the RTP update. All projects in the region completed by fall 2020 were incorporated into the 2020 network.

2030 and 2045 No Build Roadway Network

The 2030 No Build network include the 2020 Network and projects identified by project sponsors that have been completed (or have received committed funding) as of 2020.

2030 Constrained Roadway Network

The 2030 Constrained network includes projects submitted by ODOT, Confederated Tribes of Grand Ronde and local agencies as part of the 2023 RTP call for projects in January of 2023 and subsequent refinements identified during the adoption phase in Fall 2023. Major throughway capital investments are summarized in Table 4.

2045 Constrained Roadway Network

The 2045 Constrained network includes projects submitted by ODOT and local agencies as part of the 2023 RTP call for projects in in January of 2023 and subsequent refinements identified during the adoption phase in Fall 2023. Major throughway capital investments are summarized in Table 4.

2045 Strategic Roadway Network

The 2045 Strategic network include all of the 2045 Constrained projects plus additional investments identified by project sponsors as part of the 2023 RTP call for projects in January of 2023 and subsequent refinements identified during the adoption phase in Fall 2023. Major throughway capital investments are summarized in Table 4.

Transit Network Assumptions

In general, the RTP transit networks include an extensive mix of high capacity, regional and community service transit service. Attachment 2 contains a list of the bus, streetcar and MAX lines and their respective service headways for the 2020 Base Year and future year transit networks.

The 2020 Transit Base Network consists of current service and existing (2020) MAX lines and frequent service bus lines as well as existing service for other transit districts, including C-TRAN, (SMART), Canby Area Transit (CAT), Sandy Transit (SAM), local and county run shuttles, and South Clackamas Transit District (SCTD).

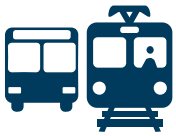
The 2030 No Build and 2045 No Build transit networks are the same and include:

- Forward Together Concept changes to the TriMet network and short term planned improvements to C-TRAN and local shuttles.
- Existing service routes for SMART, CAT, SAM and SCTD.

For the RTP modeling, bus speed and dwell were modified to reflect planned Better Bus (enhanced transit) improvements. Typically, buses run at 90 percent of auto speed and dwell for 2 minutes per mile in Portland between I-5 and I-205 and 1.5 minutes per mile in the rest of the region. For Better Bus corridors throughout the region, bus speed is modeled at 93 percent of auto speed and 1.2 minutes of dwell per mile. In addition, all new strategic HCT lines were coded as BRT.

Table 6 identifies the planned high capacity transit projects in each future year RTP network.

Table 6. Summary of planned high capacity transit network investments

	2030 Constrained	2045 Constrained *(2030 Constrained, plus)*	2045 Strategic *(2045 Constrained, plus)*
High Capacity Transit 	• MAX Red Line Improvements *(10922, under construction)* • Southwest Corridor (PD) *(12322, 12301)* • 82nd Avenue Transit Project *(12029)* • Tualatin Valley Highway Transit Project *11589)* • Montgomery Park Streetcar *(11319)*	• I-5/Interstate Bridge Replacement Program *(10866)* • Southwest Corridor (PD, PE, RW) *(12292, 12300)* • Steel Bridge Transit Bottleneck (PD) and Interim Capital Improvements *(12050)*	• Southwest Corridor (CON) *(11587)* • Steel Bridge Transit Bottleneck (CON) *(10921)* • Beaverton-Hillsdale Highway Corridor HCT *(12290)* • Burnside/Stark Corridor HCT *(12286)* • Lombard/Cesar Chavez Corridor HCT *(12288)* • Martin Luther King Jr. Corridor HCT *(12287)* • SW 185th Corridor HCT *(12289)* • Sunset Highway Corridor HCT *(11912)* • Forest Grove HCT *(10771)* • AmberGlen/N. Hillsboro Streetcar (*11278, 11573)* • Johns Landing Streetcar *(11639)* • WES expansion to Salem *(11751)*

Projects shown in blue text have completed NEPA work (or NEPA work is underway). *RTP IDs are shown in italics.* See Appendix W for a summary of current major project development activities in the region.

Table 7 identifies the planned enhanced transit projects in each future year RTP network.

Table 7. Summary of planned enhanced transit network investments

	2030 Constrained	2045 Constrained *(2030 Constrained, plus)*	2045 Strategic *(2045 Constrained, plus)*
Better Bus 	• East Burnside/SE Stark Enhanced Transit Project *(12030)* • Lombard/Cesar Chavez Enhanced Transit Project *(12034)* • NE MLK Jr Blvd Enhanced Transit Project *(12027)* • NE Sandy Blvd Enhanced Transit Project *(12028)* • SE Belmont Enhanced Transit Project *(12033)* • SE Hawthorne/Foster Ave Enhanced Transit Project *(11834)* • Portland Central City Portals Enhanced Transit *(11761)* • SE Powell Blvd Enhanced Transit Project *(12035)* • SW Beaverton-Hillsdale Hwy Enhanced Transit Project *(12032)* • 122nd Avenue Corridor Transit Improvements *(11868)* • Additional transit supportive projects region-wide *(including 10779 and 11440)*	• Cornell/Barnes/ Line 48 Enhanced Transit Project *(12063)* • 185th and Farmington/Line 52 Enhanced Transit Project *(12064)* • Inner North Portland (Vancouver/Williams/ Mississippi/Albina) Enhanced Transit Project *(11833)* • ETC/Rose Lanes Transit Improvement Fund *(12232)* • Additional transit supportive projects region-wide *(including 11441, 10805 and 10846)*	• 99W Enhanced Transit Project *(12176)* • Additional transit supportive projects region-wide

Projects shown in blue text have completed NEPA work (or NEPA work is underway). *RTP IDs are shown in italics.* See Appendix W for a summary of current major project development activities in the region.

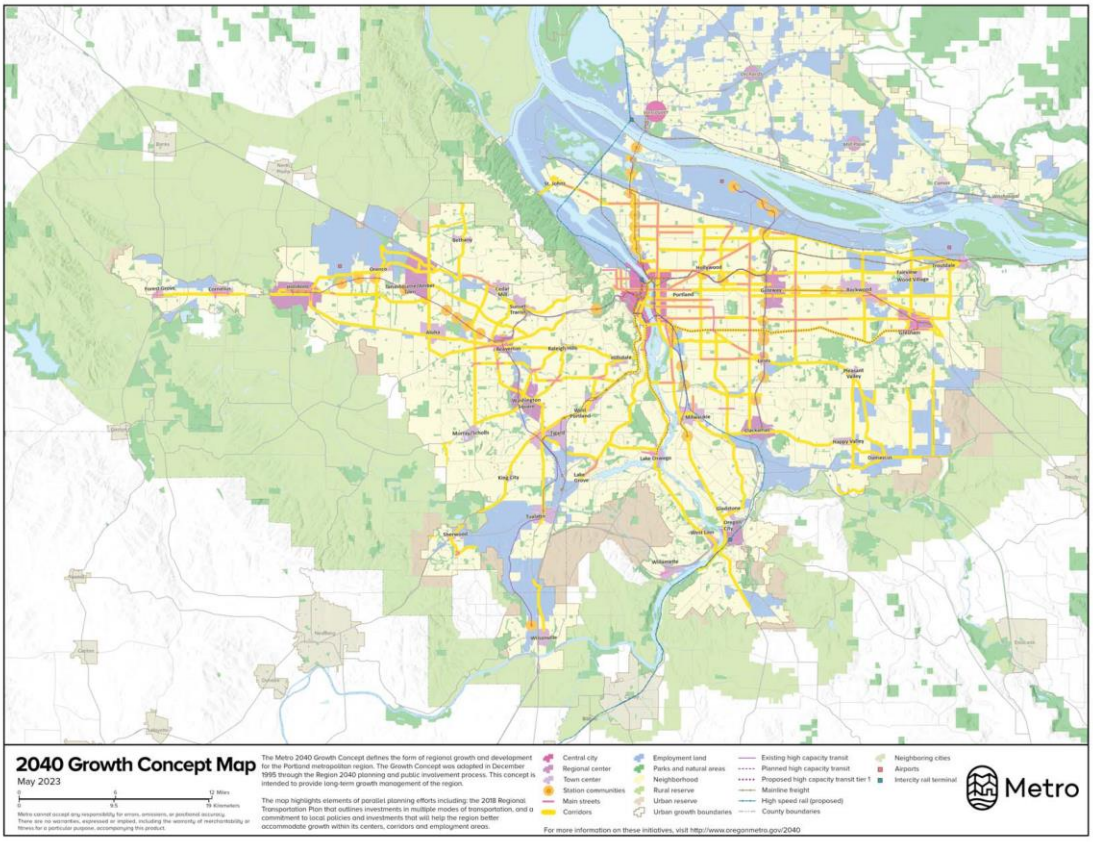
Assumptions for Clark County and the City of Vancouver

The Constrained and Strategic road and transit networks were coordinated with the Southwest Washington Regional Transportation Council (RTC) and C-TRAN. Households and employment data was provided by RTC in agreement with their county growth projections.

4.3 Regional Travel Model Traffic Analysis Zone (TAZ) Assumptions

This section identifies specific modeling assumptions by transportation analysis zone (TAZ) that represent the improvements proposed in the RTP and enable the model to measure their impact on mode choice.

Figure 5. 2040 Growth Concept – an integrated land use and transportation vision



4.4 Application of TAZ assumptions

To simplify the modeling assumptions, the 2040 Growth Concept design types have been grouped according to shared land use and transportation characteristics. Attachment 1 to this appendix summarizes the assumptions for specified transportation modeling factors as they are applied to 2040 Growth Concept design type grouping. These groupings define

each set of TAZs in the modeling process. TAZs were assigned to each grouping. Attachment 3 to this appendix displays the household and employment assumptions and the 2040 Growth Concept design type assigned to each TAZ.

Intersection Density

The intersection density input, which impacts travel choices for all modes, particularly pedestrians, is a measure of street connectivity and represents the expected number of street intersections per mile for each 2040 Growth Concept design type grouping.

The 2020 Base Year network's intersection density was generated in GIS using the 2020 all streets model network. The 2045 assumptions were derived by applying minimum density values based on the TAZ's 2040 Growth Concept design type. The 2030 networks used interpolated values.

The intersection densities across the 2040 Growth Concept design types are tiered, reflecting differences in urbanization and development patterns across the region. Areas that currently have or are planned to have greater street connectivity and pedestrian improvements (e.g., the central city, regional and town centers, and station communities) are assumed to have higher intersection densities consistent with RTP connectivity policies. Work continues to enhance the regional model's capability of forecasting pedestrian travel.

Figure 6 and Figure 7 provide examples to illustrate intersection density in different parts of the region.

Figure 6. Examples of Street Intersection Density (14 to 20 connections per mile)

Example of 20 connections per mile

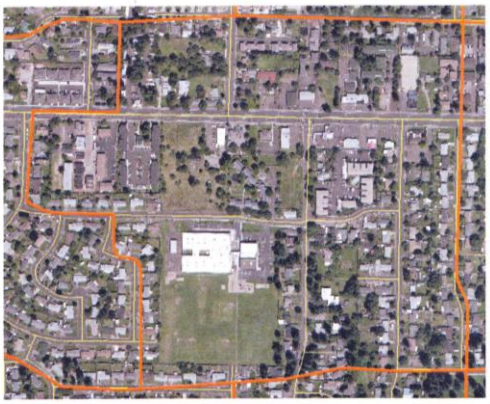
Example of 18 connections per mile

Example of 16 connections per mile

Example of 14 connections per mile

Figure 7. Examples of Street Intersection Density (6 to 12 connections per mile)

Example of 12 connections per mile



Example of 10 connections per mile

Example of 8 connections per mile

Example of 6 connections per mile

4.5 Parking Factors

Before the pandemic the parking factors input was based on the most recent City of Portland's Comprehensive Plan and Central City Plan assumptions. The plans assume a minimum increase of 1.5 percent above the inflation annual growth rate. Parking factors for the regional centers, station communities and town centers are scaled from these costs. No parking factors are assumed for main streets, corridors, neighborhoods, employment areas, industrial areas, greenspaces and rural reserves. The parking costs are intended to represent both direct, out-of- pocket expense, time limited (managed) parking as well as the difficulty in finding a parking space and walking to your destination. For 2020, parking factors were based on current pre-pandemic parking charges. As a rule of thumb, all day parking is roughly 7 times the parking meter rate.

For future year parking factors post-pandemic, Metro and City of Portland staff agreed that parking charges for the Central City should be held constant until the year 2030. City staff is in the process of determining how Central City prices should change in the future but had not reached a conclusion in time for those changes to incorporated into this RTP. The parking factors for 2040 Growth Concept development areas were incorporated into the 2030 and 2045 networks at a slightly higher rate (+3%) than previously to reflect the increased focus on parking management in the new Climate Friendly and Equitable Communities (CFEC) Program and administrative rules that direct cities and counties (OAR 660-012-0400 through 0450).

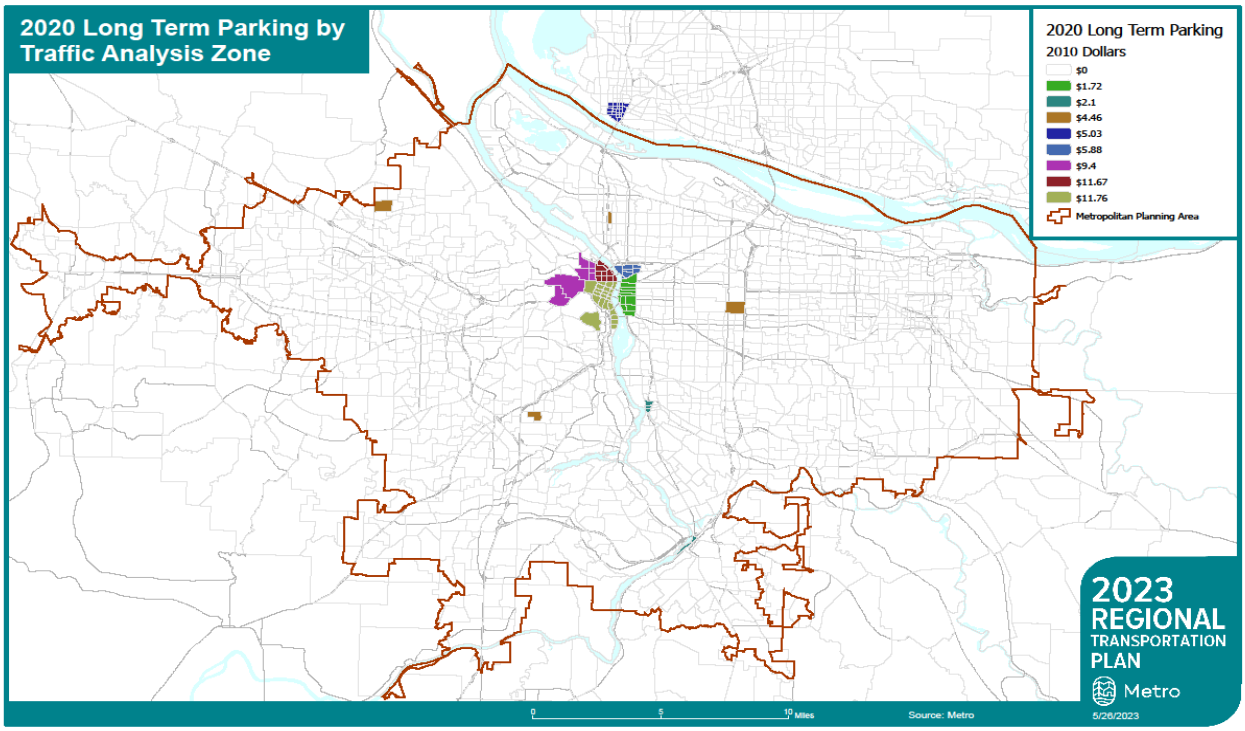
Table 8. 2020 Base Year Parking Factors (in 2010 dollars)

Location	Long-term parking factor	Description
CC-1 (S of Burnside) & OHSU	$11.67	Based on collected data
CC-2 (Lloyd District)	$5.88	Based on collected data
CC-3 (CEID)	$1.72	Based on collected data
CC-4 (River District - N of Burnside)	$11.67	Based on collected data
CC-5 (South Waterfront)	$11.67	Based on collected data
Vancouver CBD	$5.03	Based on collected data
Goose Hollow	$11.67	Based on collected data
NW Portland	$9.40	Based on collected data
Oregon Zoo and Washington Park	$9.40	Based on collected data
Milwaukie and Oregon City	$2.10	Based on collected data
PCC campuses	$4.46	2023 cost in 2010 dollars

Source: Metro Research Center

Figure 8 shows the locations where a parking factor is assigned for 2020.

Figure 8. 2020 Long Term Parking Factors (in 2010 dollars)



Source: Metro Research Center

For the 2030 Financial Constrained and No Build Networks, the central city costs were held constant, but the 2040 centers were given a percentage of the central city costs to reflect parking management strategies.

Table 9. 2030 Constrained and 2030 No Build Parking Factors (in 2010 dollars)

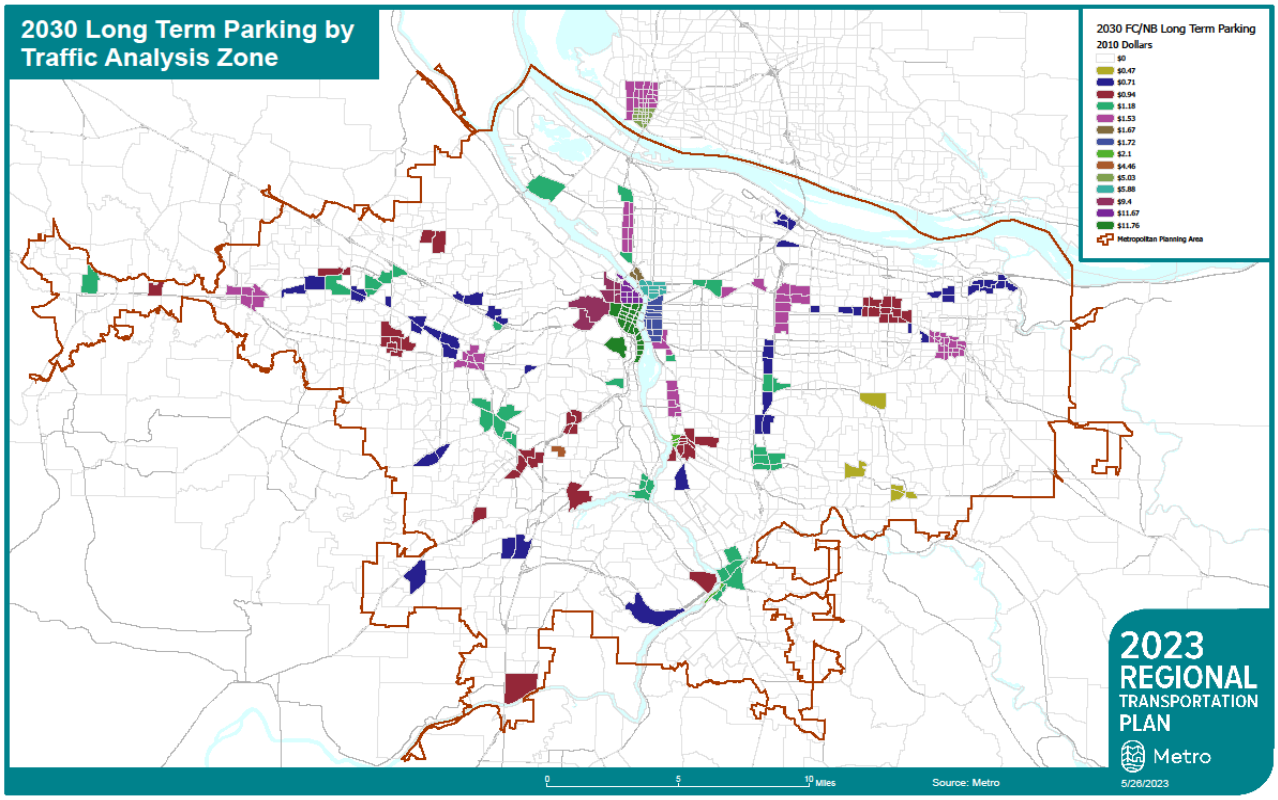
Location	Long-term parking factor	Description
CC-1 (S of Burnside) & OHSU	$11.67	Based on collected data
CC-2 (Lloyd District)	$5.88	Based on collected data
CC-3 (CEID)	$1.72	Based on collected data
CC-4 (River District - N of Burnside)	$11.67	Based on collected data
CC-5 (South Waterfront)	$11.67	Based on collected data
Vancouver CBD	$5.03	Based on collected data
Goose Hollow	$11.67	Based on collected data
NW Portland	$9.40	Based on collected data
Oregon Zoo and Washington Park	$9.40	Based on collected data
Milwaukie and Oregon City	$2.10	Based on collected data
PCC campuses	$4.46	2023 cost in 2010 dollars

Location	Long-term parking factor	Description
Regional Center - Tier 1	$1.52	13% of Portland CBD (CC-1)
Regional Center - Tier 2	$1.18	10% of Portland CBD (CC-1)
Station Community - Tier 1	$1.52	13% of Portland CBD (CC-1)
Station Community - Tier 2	$1.18	10% of Portland CBD (CC-1)
Station Community - Tier 3	$0.71	6% of Portland CBD (CC-1)
Town Center - Tier 1	$1.18	10% of Portland CBD (CC-1)
Town Center - Tier 2	$0.94	8% of Portland CBD (CC-1)
Town Center - Tier 3	$0.71	6% of Portland CBD (CC-1)
Town Center - Tier 4	$0.47	4% of Portland CBD (CC-1)

Source: Metro Research Center

Figure 9 shows the locations where a parking factor is assigned for the 2030 No Build and Financially Constrained scenarios.

Figure 9. 2030 Constrained and 2030 No Build Parking Factors (in 2010 dollars)



Source: Metro Research Center

For the 2023 RTP, the 2045 Constrained and 2045 No Build parking factors are the same with exception of the new station communities added with light rail service to Vancouver and SW corridor.

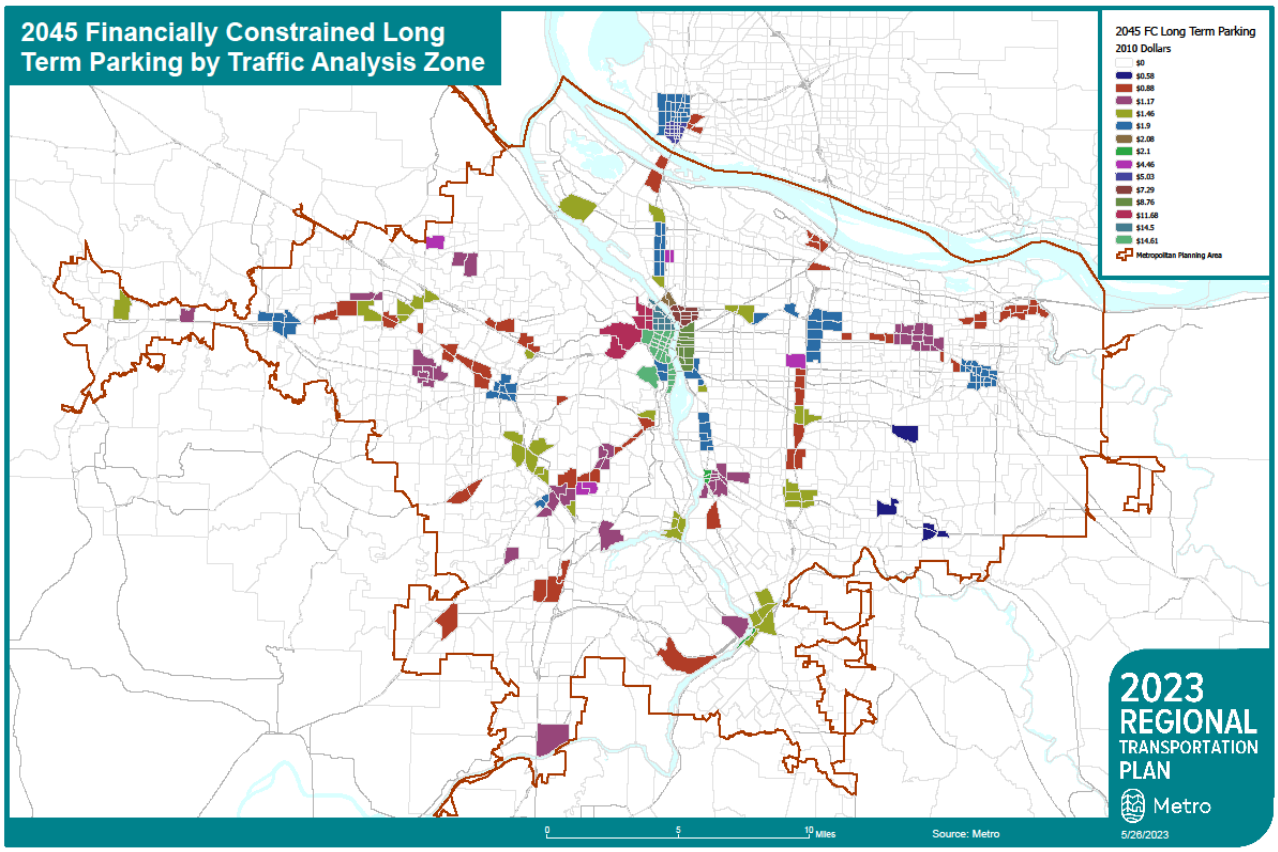
Table 10 lists the general areas with a parking factor assigned (in 2010 dollars) for both the 2045 Constrained and the 2045 No Build scenarios. Figure 10 shows the locations where a parking factor is assigned for the 2045 Constrained and Figure 11 shows the parking factors for the 2045 No Build scenario.

Table 10. 2045 Constrained and 2045 No Build Parking Factors (in 2010 dollars)

Location	Long-term parking factor	Description
CC-1 (S of Burnside) & OHSU	$14.61	Based on 2016 City of Portland Input
CC-2 (Lloyd District)	$7.29	Based on 2016 City of Portland Input
CC-3 (CEID)	$8.76	Based on 2016 City of Portland Input
CC-4 (River District - N of Burnside)	$14.50	Based on 2016 City of Portland Input
CC-5 (South Waterfront)	$14.61	Based on 2016 City of Portland Input
NW Portland	$11.67	Based on 2016 City of Portland Input
Goose Hollow	$14.61	Based on 2016 City of Portland Input
Vancouver CBD	$5.03	Grows with inflation
Oregon Zoo and Washington Park	$11.67	Grows with inflation
Milwaukie and Oregon City	$2.10	Grows with inflation
PCC campuses	$4.46	Grows with inflation
Lower Albina	$2.07	14% of Portland CBD (CC-1)
Regional Center - Tier 1	$1.89	13% of Portland CBD (CC-1)
Regional Center - Tier 2	$1.46	10% of Portland CBD (CC-1)
Station Community - Tier 1	$1.89	13% of Portland CBD (CC-1)
Station Community - Tier 2	$1.46	10% of Portland CBD (CC-1)
Station Community - Tier 3	$0.88	6% of Portland CBD (CC-1)
Town Center - Tier 1	$1.46	10% of Portland CBD (CC-1)
Town Center - Tier 2	$1.17	8% of Portland CBD (CC-1)
Town Center - Tier 3	$0.88	6% of Portland CBD (CC-1)
Town Center - Tier 4	$0.58	4% of Portland CBD (CC-1)

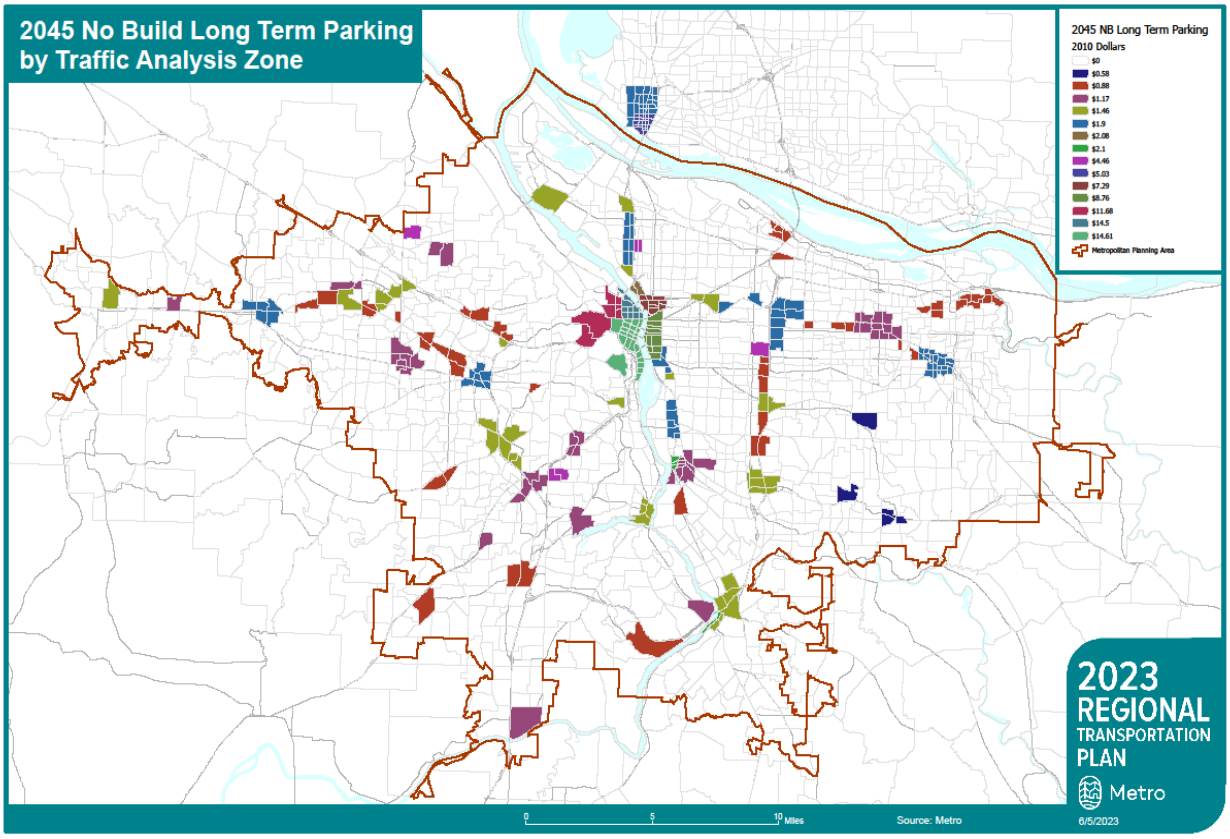
Source: Metro Research Center

Figure 10. 2045 Constrained Long Term Parking Factors (in 2010 dollars)



Source: Metro Research Center

Figure 11. 2045 No Build Long Term Parking Factors (in 2010 dollars)



Source: Metro Research Center

4.6 Transit Pass Factor and Reduced Fare Program

Transit ridership is highly dependent on convenient, affordable, frequent service. Making transit more affordable helps increase transit use, which in turn helps reduce vehicle miles traveled per capita and related air pollution and greenhouse gas emissions. It is also a critical part of providing economic mobility, financial security and independence for many residents.

The RTP modeling assumes a substantial increase in transit service and improvements to enhance bicycle and pedestrian access to transit and to improve speed and reliability of transit service in enhanced transit corridors. In addition, the modeling assumes reduced fare programs for all trips destined to the central city, regional centers and other areas to reflect the presence of a transportation management association (TMA) and/or the implementation of a transportation demand management program through which employers reduce the cost of transit available to their employees. To reflect the reduced

fare programs, the transit pass factor input is assumed as a proportion of the full transit fare that transit riders traveling to each 2040 design type will pay.

In addition to the transit pass factor applied to each 2040 design type, assumptions in the model were further adjusted to reflect implementation of reduced fare programs by TriMet and C-TRAN for people with low-income, older adults, youth and people living with a disability. For modeling purposes, transit fares were 50 percent less for households with an income below $25,000 per year.

5.0 DOCUMENTATION OF DATA AND METHODS USED IN THE RTP SYSTEM EVALUATION

This section describes the data and methodologies used in the performance evaluation conducted for the 2023 Regional Transportation Plan (RTP).

Table 11. List of 2023 RTP System Evaluation Measures

1. Multimodal travel
2. Mode share
3. Access to travel options – system completeness
4. Access to jobs and community places
5. Access to transit
6. Multimodal travel time
7. Reliability of throughways
8. Transit service and ridership
9. Greenhouse gas emissions
10. Clean air
11. Potential environmental impact assessment

Affordability – Metro does not currently have the tools to forecast affordability. Evaluation measure(s) and tools will be developed and tested in the next update of the RTP if available. This measure will be monitored using observed data.

Safety – Metro does not currently have the tools to forecast crashes. Evaluation measure(s) and tools will be developed and tested in the next update of the RTP if available. This measure will be monitored using observed data.

Findings from the performance evaluation are reported in Chapter 7 of the RTP. Details about the environmental analysis are provided in Appendix F. Details about the greenhouse gas emissions analysis prepared to monitor implementation of the Climate Smart Strategy are provided in Appendix J.

5.1 Multimodal travel

Purpose: To identify whether the package of future transportation investments will increase different forms of travel including auto, bicycle, pedestrian, freight and overall travel (person miles traveled).

Question(s) to Be Addressed:

The **Multimodal travel** performance measures look to assess the following questions for the region's transportation system:

1. How much travel is happening in the region?
2. By what modes are people traveling?

Methodology Description: Miles traveled is a direct output of the regional travel model. For each trip, the trip distance is calculated between the origin and destination. For per capita and per employee calculations these trip distances are divided by the regional population, or number of employees, respectively.

Output Units: Miles traveled (total, per capita, and per employee) by mode

Key Assumptions to Method:

Dataset Used:

Dataset	Type of Data
Miles traveled for each mode	Forecasted

Tools Used for Analysis: Metro Travel Demand Model

5.2 Mode Share

Purpose: To identify whether the package of future transportation investments will increase non-drive alone mode share.

A. Walking, Bicycling, Transit and Shared Ride usage (total and share):
   - Region-wide (within the MPA boundary)
   - Region-wide (Four-county, including Clark Co., WA)

Question(s) to Be Addressed:

The **Mode Share** performance measure look to assess the following questions for the region's transportation system:

1. What is the share of travel utilizing non-driving modes across the region?

Methodology Description: Mode share is a direct output of the regional travel model. Modal accessibility functions were estimated as an input to the mode choice modes. For each trip purpose, they measure the utility of choosing one of seven discrete modes: drive alone, drive with passenger, transit by walk access, transit by park-and-ride access, bike and walk. Probabilities are applied to distributed trips to determine the number of trips by each mode. The data is categorized by 'trips to, from and within.'

Output Units: % share of travel by a given mode.

Key Assumptions to Method:

Dataset Used:

Dataset	Type of Data
Share of travel by mode	Forecasted

Tools Used for Analysis: Metro Travel Demand Model

5.3 Access to Travel Options – System Completeness

Purpose: Evaluate completeness of the planned region pedestrian, bicycle, and trail networks and access to transit within the metropolitan planning area, and in equity focus areas.

Question(s) to Be Addressed:

The **Access to Travel Options – System Completeness** performance measure will assess the following questions for the region's transportation system within the metropolitan planning area, in equity focus areas and in non-equity focus areas:

1. Regional networks completeness: How many miles and what percentage of the planned regional pedestrian, bicycle and trail networks are completed? How many miles are left to complete?
2. Arterial roadways: How many miles and what percentage of existing arterials have sidewalks and bikeways?
3. 2040 geographies: How many miles and what percentage of all streets in centers, station communities, mixed-use communities, and employment/industrial lands have sidewalks and bikeways?
4. Access to transit: What percentage of bikeways and sidewalks are completed, on all streets, within 1/2-mile from existing and planned light rail stops, 1/3-mile from existing and planned streetcar stops, and 1/4-mile from existing and planned bus stops?

Methodology:

1. Regional network completeness: Use a geospatial analysis to determine how much of the planned regional pedestrian, bike and trail networks are completed in the 2023 RTP. Determine results for the following geographies: within the MPA and in equity focus areas.[8] Determine results for the base year (2020) and each of the RTP future year investment packages.
    a) Calculate the **miles** of existing sidewalks, bikeways and trails on the RTP regional bicycle and pedestrian networks for the base year (2020).
    b) Calculate **miles** of sidewalks, bikeways and trails in proposed projects for the future year investment packages that help complete the networks.
    c) Calculate the **percent** completeness for sidewalks, bikeways and trails, both in the base year (2020) and future year investment packages.
2. Arterial roadways: Use a geospatial analysis to determine how much of the planned regional pedestrian and bike networks are completed along existing arterial roadways

[8] Census tracts with higher than regional average concentrations and double the density of one or more of the following: people of color, people with limited English proficiency, and/or people with lower income. Most of these areas also include higher than regional average concentrations of other historically marginalized communities, including young people, older adults and people living with disabilities.

in the 2023 RTP. This follows the same methodology of (1) regional network completeness, subset to only streets with the RTP motor vehicle functional classification of arterial.

3. 2040 Geographies: Use a geospatial analysis to determine how much of the planned regional pedestrian and bike networks are completed within 2040 analysis centers, station communities, mixed-use communities, and employment/industrial lands in the 2023 RTP.[9] This follows the same methodology of (1) Regional network completeness, subset to 2045 analysis centers, station communities, mixed-use communities, and employment/industrial lands.
4. Access to transit: Use a geospatial analysis to determine how much of the planned regional pedestrian and bike networks are completed within a walking distance to transit in the 2023 RTP. This follows the same methodology of (1) Regional system completeness, subset to the area within 1/2-mile from existing and planned light rail stops, 1/3-mile from existing and planned streetcar stops, and 1/4-mile from existing and planned bus stops.

Output Units: Miles and percentage (%) of bikeways, sidewalks, and trails, region-wide within MPA and in equity focus areas.

Key Assumptions to Method:

Dataset Used:

Dataset	Type of Data
Line features in GIS for projects proposed for the 2023 RTP - sidewalk, bikeways and trail and new street projects	GIS project data provided by jurisdictions and agencies
Line features in GIS for existing (constructed) sidewalks (as of 2022), bikeways (as of 2022), trails (as of 2022)	RLIS GIS data
Line features in GIS for the planned regional bicycle, pedestrian, and motor vehicle networks	Regional Transportation Plan GIS data
Polygon features in GIS for equity focus areas, 2045 analysis centers and station communities, mixed-use zoning, employment/industrial lands, and buffered transit stops as defined above	RLIS and Regional Transportation Plan GIS data

Tools Used for Analysis: ArcGIS

[9] Analysis centers and station communities have specific geographic boundaries. Many 2045 maps show centers and station communities as concepts (bubbles) and do not show specific, adopted boundaries.

Geospatial Analysis Steps:

Entire system completeness analysis (both (1) regional completion and (2) arterial, center, station community, mixed-use zoning, employment/industrial lands, and transit subsets) performed with the following script - methodology outlined below.

1. Select the study area - census tracts clipped to the MPA boundary
    - Copy to new location - this will be the final data output where summary stats by census tract are stored – to allow for summing across the region and for breakdowns by EFAs.
2. For each network (streets, on-street bike, on-street pedestrian, trail), do the following:
    - Clip (intersect) the network to the study area
    - Loop through each subset geography (region-wide, along arterials, in centers, in station communities, in mixed-use zoning, in employment/industrial lands, near transit) and do the following:
        - Clip (intersect) to the subset geography
        - Calculate network mileage and join mileage summary stats by tract to the study area feature class (total planned mileage within the subset geography)
        - Buffer clipped network by 40 feet (40 works well as selection distance, 50 is too much and grabs neighboring features, less than 40 isn't enough to allow for imprecise alignment)
        - Intersect the existing features with the network buffer to get what exists on- network, within the subset geography. Buffer these existing features.
        - For each of (Interim 2030, Constrained 2045, Strategic 2045), do the following:
            - Select relevant projects by the RTP Investment Category and project features and design elements
            - Intersect relevant projects with the network buffer
            - Erase existing features, this leaves only gap-filling projects
            - Buffer these gap-filling projects and append to the existing buffer
        - Intersect the network line with the existing/project buffer and calculate mileage. Summarize by census tract, this gives existing and gap-filled mileage summaries by project phase by census tract for the subset geography to join to the study area feature class.

- 5 new attributes joined to the output study area feature class for each subset geography looped through, in the format of:
    - bike_arterials_network_miles
    - bike_arterials_existing_miles
    - bike_arterials_2030_miles
    - bike_arterials_2045_fc_miles
    - bike_arterials_2045_st_miles

3. Finally, summarize the study area feature class - which at this point has all census tracts features within the MPA boundary populated with mileage calculations for all 5 attributes (arterials example above) repeated for all subset geographies needed in this analysis (entire-region, along arterials, in centers, in station communities, in mixed-use zoning, in employment/industrial lands, and near transit).
    - First summarize for all features giving final total mileages for all these estimates.
    - Then repeat the process for only EFA census tracts and then vice versa for only non-EFA census tracts.

5.4 Access to Jobs and Community Places

Purpose: To evaluate percent change in the percent of regional jobs that people can reach via typical driving and transit commute times under the RTP, as well as examine potential inequities in access to different types of destinations for different types of communities.

Question(s) to Be Addressed:

The RTP examines **access to jobs and community places** through a variety of lenses that are related to both the region's mobility and equity goals:

1. Is overall access to jobs increasing? To answer this question, the RTP compares change over time in the percentage of the region's jobs that can be reached within typical driving and transit commute times between the base year and constrained scenarios.
2. How does access to jobs via transit compare to access to jobs via driving? To answer this question, the RTP compares the percentage of the region's jobs that can be reached within typical commute times between auto and transit modes for each analysis scenario.
3. Is there equitable access to jobs? To answer this question, the RTP compares the percentage of the region's jobs that can be reached within typical driving and transit

commute times between equity focus areas and other communities for each analysis scenario.

4. How does access to destinations that are important to members of marginalized communities (low/middle wage jobs and community places) compare to access to jobs? Equity outreach conducted by Metro has revealed that these are key destinations for people of color and people with lower incomes, and the RTP explores the same three questions that are asked above regarding access to jobs with respect to these destinations. However, past analysis has revealed that low/middle wage jobs and community places are often distributed similarly to jobs in general, and that the results for access to these destinations are very similar to the results for access to jobs in general. When this is the case, reporting access to low/middle wage jobs and community places in the RTP results in a significant, and potentially confusing, amount of additional information that duplicates the conclusions of the access to jobs analysis. Metro analyzes results to all three types of destinations using the methodology described below and compares results to make a determination about what to report in the RTP. If the results differ, the RTP reports on access to all three destination types. If the results are similar, the RTP reports on access to jobs and qualitatively describes how results for access low/middle-income jobs and community places compare to the results of access to all jobs. Metro found that the distribution of all three destination types was similar in the analysis for the 2023 RTP, so the RTP takes the latter approach to reporting results for this measure.

Access to jobs is calculated by using forecasted data from MetroScope to identify and geographically distribute jobs throughout the region, including categorized low-wage and middle-wage jobs (defined in assumptions). The analysis determines the weighted average number of jobs reached, with emphasis on low- and middle-wage jobs reached using the existing transportation system by travel mode (automobile, transit, bicycle, and walking) in a given travel time window for the entire region, equity focus areas, and non-equity focus areas to determine base year conditions. The next step is to conduct the same assessment under no-build conditions to determine the weighted average number of jobs as a result of employment growth. Then, using the 2030 and 2045 constrained investment strategies, determine the weighted average accessibility to forecasted jobs, including more focused look at low and middle-wage jobs, by mode for the entire region and in equity focus areas. Lastly, the measure looks at the change in the accessibility to jobs between the no-build and the 2030 and 2045 constrained investments, but with a particular emphasis on the change in access to low and middle- wage jobs in equity focus areas and non-equity focus areas.

The Access to Community Places performance measure is calculated by using existing data from the U.S. Bureau of Labor Statistics to identify the existing community places

that provide key services and/or daily needs (defined in assumptions) for people in the region. The analysis determines the weighted average of community places reached using existing transportation system by different travel mode (automobile, transit, bicycle, and walking) in a given travel time window for the entire region, equity focus areas, and non-equity focus areas to determine base year conditions. The same assessment is conducted for no-build conditions to determine the weighted average number of community places accessible without investment. Then, using the 2030 and 2045 constrained investment strategies, determine the weighted average accessibility to determine the investments impact on accessibility to community places by mode for the entire region, equity focus areas, and non-equity focus areas. Lastly, the measure looks at the change in the accessibility to these existing community places between the no- build and future year with added transportation investments, with an emphasis in looking at the change in equity focus areas relative to non-equity focus areas and the region. The report out for this measure shows the number and percent change in access to community places by mode for each package.

Output Units: Weighted average of community places, jobs, both total and by wage profile, accessed by mode (Auto and transit)

Dataset Used: Geospatial project information for proposed transportation projects provided by project sponsors; forecasted employment/jobs; U.S. Bureau of Labor Statistics – Quarterly Census of Employment and Wages (2013) and North American Industry Classification System (NAICS) codes (for identification of community places).

Tools Used for Analysis: Metro Travel Demand Model, Metro MetroScope Model, and ArcGIS

Key Assumptions to Method:

- **Definition of Low-Wage Jobs:** Jobs which pay an annual salary between $0 - $39,999.
- **Definition of Middle-Wage Jobs:** Jobs which pay an annual salary between $40,000 – $65,000.

Methods for Defining and Identifying All Jobs: The projections (total jobs) and geographic distribution of employment is based on underlying U.S. Bureau of Labor Statistics data and assumptions regarding growth for the employment industries in MetroScope. (See MetroScope documentation regarding employment forecast.)

Methods for Defining and Identifying Low and Middle-Wage Jobs: The annual salary band was based on the average household size of three (3) and a combination of different income, program eligibility, and self-sufficiency definitions (HUD median income, University of Washington self-sufficiency index, federal poverty level, and uniform

relocation assistance and real property acquisition act). The definition of low- and middle-wage jobs does not account for employer benefits provided as part of the identification of wages.

Distribution of Low and Middle-Wage Jobs Assumptions: The distribution of low and middle-wage jobs is based on underlying U.S. Bureau of Labor Statistics data and assumptions regarding growth for the employment industries in MetroScope. (See MetroScope documentation regarding employment industry forecast assumptions.) The low and middle-wage band will not change according to inflation. Low and middle-wage jobs were determined by the wage profile of each MetroScope industry, looking at the percentage of jobs, which paid within the annual salary range. This range was applied to the employment forecast for the future year to determine the distribution.

Distribution of community places: These places are identified using North American Industry Classification System (NAICS) codes. Codes include those used as part of TriMet's Transit Equity Index with select additions based on consultation with 2018 RTP work groups, TPAC, and Metro Planning, Development and Research Department and Metro Diversity, Equity, and Inclusion (DEI) staff. Table 12 provides the full list of NAICS codes.

Table 12. NAICS Codes for Community Places

NAICS Codes for Community Places

Category	NAICS Code	Geography
Civic	491110	Postal Service
	519120	Libraries and Archives
	611110	Elementary and Secondary Schools
	611210	Junior/Community Colleges
	611310	Colleges, Universities, and Professional Schools
	624110	Child and Youth Services
	624120	Services for the Elderly and Persons with Disabilities
	624190	Other Individual and Family Services
	624210	Community Food Services
	624229	Other Community Housing Services
	624230	Emergency and Other Relief Services
	624310	Vocational Rehabilitation Services
	624410	Child Day Care Services
	624221	Temporary Shelters
	813110	Religious Organizations

Category	NAICS Code	Geography
Essential Retail	444130	Hardware Stores
	446110	Pharmacies and Drug Stores
	452111	Department Stores
	452990	All Other General Merchandise Stores
	812111	Barber Shops
	812112	Beauty Salons
	812310	Coin-Op Laundry
	812320	Dry Cleaning and Laundry Service
Financial/Retail	522110	Commercial Banking
	522120	Savings Institutions
	522130	Credit Unions
Food	445110	Supermarkets and Other Grocery (except convenience) Stores
Medical	621111	Offices of Physicians (except Mental Health Specialists)
	621112	Office of Physicians, Mental Health Specialists
	621210	Offices of Dentists
	621310	Offices of Chiropractors
	621320	Offices of Optometrists
	621330	Offices of Mental Health Practitioners (except Physicians)
	621340	Offices of Physical, Occupational, and Speech Therapists and Audiologists
	621391	Offices of Podiatrists
	621399	Offices of All Other Miscellaneous Health Practitioners
	621410	Family Planning Centers
	621420	Outpatient Mental Health and Substance Abuse Centers
	621491	HMO Medical Centers
	621492	Kidney Dialysis Centers
	621498	All Other Outpatient Care Centers
	621512	Diagnostic Imaging Centers
	622110	General Medical and Surgical Hospitals
	622210	Psychiatric and Substance Abuse Hospitals
	622310	Specialty (except Psychiatric and Substance Abuse) Hospitals

Source: U.S. Census Bureau, North American Industry Classification System

Travel Time Windows by Mode:

- Automobile – 30 minutes*
- Transit – 45 minutes*

> *Includes access and egress times. In order to avoid cliff-effects of having strict travel time thresholds, results are the averages of travel times +/- 5 minutes of the above travel time windows by mode listed above.

Travel Time Assumptions: Travel time windows by mode were developed with information from the Oregon Household Activity Survey (OHAS) and research from around the country on travel time by different modes for different types of trips. Additionally, internal Metro staff consultation was conducted and work groups were provided the opportunity to give input. Auto travel times were provided for the peak and off-peak period. The peak and off-peak period are the same timeframes (e.g. 4-6pm) as the transit service networks.

Transit Service Networks Used:

- Peak – Represented as transit service running from 4pm – 6pm
- Off-Peak – Represented as transit service running from 12pm – 1pm

Transferring Equity Data from Tract to Transportation Analysis Zone

Three equity variables that constitute the identification of tracts as having a significant percentage of marginalized communities were converted to transportation analysis zones based on a simple majority-area rule, such that transportation analysis zones were flagged if greater than 50% of their area overlapped with tracts that exceeded marginalized communities thresholds.

Each equity variable[10] was evaluated independently to enable the evaluation of combinations of equity variables across transportation analysis zones. The two combinations of interest were the overlap of people of color with limited English proficiency and the overlap of all three populations (including people with low income).

[10] People of color, people with limited English proficiency, and people with low incomes.

5.5 Access to Transit

Purpose: To identify whether the package of future transportation investments will increase the number and percent of all households, low-income households, households within equity focus areas and jobs with access to transit by service type.

Questions to Be Addressed:

The **Access to Transit** performance measure looks to assess the following questions for the region's transportation system:

1. What is the number and share of households, low-income households and jobs within 1/4-mile of all-day frequent service transit (15-minutes or better service)?
2. How many of the households, low-income households and jobs within 1/4-mile of all-day frequent service transit are within equity focus areas?[11]
3. Are there differences in access to high-capacity transit or frequent service transit for low-income households and all households in the region? Are there differences in access to high-capacity transit or frequent service transit in equity focus areas compared to rest of the region?
4. Are there significant differences in access between low-income households and total households in the region once transportation investments are added? Are there significant differences (or lack of differences) between equity focus areas and the rest of the region in share of access to high-capacity or frequent service transit once transportation investments are added? To what extent do these investments mitigate any pre-existing differences?

Methodology Description:

The **Access to Transit** performance measure is calculated by using geospatial analysis to assess the number and percentage of all households, low-income households and jobs in the metropolitan planning area boundary (MPA) that are within a 1/4-mile of a frequent bus service stop, 1/3-mile of a streetcar stop, and/or 1/2-mile of a high capacity transit station. The geospatial analysis also assesses how many of those households and jobs are located within equity focus areas. These analyses are conducted for a base year (2020) as well as five additional investment scenarios to allow for comparison (2030 No Build, 2030 Constrained, 2045 No Build, 2045 Constrained, 2045 Strategic).

[11] Equity focus areas are census tracts with higher than regional average concentrations and double the density of one or more of the following groups: people of color, people with limited English proficiency, and/or people with lower income. Most of these areas also include higher than regional average concentrations of other marginalized communities, including young people, older adults and people living with disabilities.

For each of the specific output measures, the following information is gathered:

1. Households – Number and share of households within 1/4-mile of frequent bus, 1/3-mile of streetcar and 1/2-mile of high capacity transit, within the MPA and in equity focus areas.
2. Low-Income Households – Number and share of low-income households within 1/4-mile of frequent bus, 1/3-mile of streetcar and 1/2-mile of high capacity transit, within the MPA and in equity focus areas. Due to a lack of individual household data, the percent of low-income households were assigned evenly to all households at the census tract level.
3. Jobs – Number and share of jobs within 1/4-mile of frequent bus, 1/3-mile of streetcar and 1/2-mile of high capacity transit, within the MPA and in equity focus areas.

Output Units:

1. Number and share of households with access (1/4-mile of frequent bus, 1/3-mile of streetcar and 1/2-mile of high capacity transit) to 15-minute or better service during rush hour and off- peak hours.
2. Number and share of low-income households with access (1/4-mile of frequent bus, 1/3-mile of streetcar and 1/2-mile of high capacity transit) to 15-minute or better service during rush hour and off-peak hours.
3. Number and share of jobs with access (1/4-mile of frequent bus, 1/3-mile of streetcar and 1/2-mile of high capacity transit) to 15-minute or better service during rush hour and off-peak hours.
4. Number and share of low-income households located within equity focus areas with access (1/4- mile of frequent bus, 1/3-mile from streetcar and 1/2-mile of high capacity transit to 15-minute or better service during rush hour and off-peak hours.
5. Number and share of all households, low-income households and jobs within a 1/4-mile all day frequent service.

Key Assumptions to Method:

Dataset	Type of Data
MetroScope household and jobs data prepared by Metro	Forecasted
Geospatial transit service information for existing and proposed transit capital projects and service enhancements provided by TriMet and SMART	GIS
Geospatial equity focus areas data	2020 U.S. Census data, ACS data

Tools Used for Analysis: ArcGIS, Metro travel forecast model

Definitions:

High Capacity Transit – Defining characteristics of High Capacity Transit (HCT) include the ability to bypass traffic and avoid delay by operating in exclusive or semi-exclusive right of way; faster overall travel speeds due to wide station spacing; frequent service; transit priority street and signal treatments; and premium station and passenger amenities. Transit modes include light rail transit; bus rapid transit or enhanced bus service; streetcar or commuter rail trains. [12]

Frequent Transit Service – Frequent transit service is defined a transit service operating at headways of 15 minutes or better all day.

Other Assumptions:

- Staff is assuming equal spatial distribution of households with each census tract. Additionally, since we do not have access to individual household income data, we are required to assume that low- income households are evenly distributed within each census tract.
- GIS analysis will utilize a specified 'buffer' distance as opposed to a network analysis from each transit stop included in this performance measure.

5.6 Multimodal Travel Times

Purpose: To identify whether the package of future transportation investments will change the travel times between key origin-destinations for the 1-hour mid-day and 2-hour PM peak periods.

Question(s) to be addressed: The **Multimodal travel times** performance measure looks to assess the following questions for the region's transportation system:

1. How long does it take to travel between key origins and destinations across the region by auto and transit?
2. How do the package of investments in the RTP impact these travel times?

Methodology Description: Evaluates the time spent traveling between key regional origin-destination pairs by auto and transit. These origin-destination pairs are designated based the 24 designated regional mobility corridors that were developed to represent

[12] All HCT service operates in exclusive or semi-exclusive right-of-way by definition. One exception includes Commuter Rail service which is permitted to be non-exclusive service alongside freight.

corridors that connect the region's centers.[13] Metro used the travel model to evaluate transit travel times between origin and destination zone pairs that corresponded to the ends of each corridor and were within reasonable distance (roughly ¼ mile) from a transit station. The RTP reports non-weighted average travel times across all pairs for PM peak and midday times and for auto and transit modes. For PM peak travel times, averages are based on the peak travel direction between each pair. For midday travel times, averages are based on bidirectional travel times between each pair. The RTP presents the percentage change in average travel times under the constrained scenarios compared to the base year.

Output Units: Minutes of travel time.

Key Assumptions to Method: Auto and transit travel times are for the one-hour mid-day and one-hour PM peak travel times and are based on a zone-to-zone analysis.

Dataset Used:

Dataset	Type of Data
Travel times by mode for identified origins and destinations	Forecasted

Tools Used for Analysis: Metro Travel Demand Model

Other assumptions: Includes "in vehicle" travel times, not the amount of time to get to and from the automobile, bicycle or transit vehicle. When a tour-based model is available in the future, this measure will include the full travel time for each mode.

5.7 Reliability of Throughways

Purpose: The regional mobility policy adopted in the 2023 RTP identifies travel speed on throughways as one of three mobility performance measures. Development of the new regional mobility policy started in 2019, through a joint effort of Metro and the Oregon Department of Transportation (ODOT). In late 2022, JPACT and the Metro Council accepted the new draft mobility policies and directed further development of the accompanying performance measures as part of completing the 2023 RTP.

The throughway performance measure and thresholds aim to identify future transportation needs on the region's throughways using travel speed as a proxy for reliability. See Figure 3.8 in Chapter 3 for a map of designated throughways in the region.

[13] https://www.oregonmetro.gov/mobility-corridors-atlas; 2 of the 24 corridors were not included in this analysis because they overlap with other corridors or currently include limited transit service.

The policy sets a minimum throughway performance threshold of no more than four hours per weekday with travel speeds below 35 miles per hour on controlled access freeways (e.g., I-5, I-84, I-205, I-405, US 26 and OR 217) or 20 miles per hour on signalized highways (e.g., OR 99E, US 30, OR 212). If average speeds fall below the relevant speed threshold for more than a total of four hours in a day, it indicates the system is failing at that location and a transportation need exists.

Question(s) to be addressed:

1. Do the region's throughways meet the new mobility policy?
2. How do the region's controlled-access throughways and signalized throughways perform under the package of investments included in the RTP? How does this change over time?

Background: Last updated in 2000, the regional mobility policy is a policy in Chapter 3 of the RTP as well as the Oregon Highway Plan (OHP). It applies to transportation system planning and plan amendment processes within the Portland metropolitan area. The policy is used to identify multimodal transportation needs and solutions during updates to the RTP and local transportation system plans (TSPs), and to evaluate the potential impacts of local comprehensive plan amendments and zoning changes. More information about the regional mobility policy update, including research that informed the travel speed thresholds for throughways can be found at in Appendix E. See Chapter 8 (Section 8.2.3.9) for a summary of additional work needed to support implementation of the new policy.

In addition, the Regional Freight and Commodity Movement Study explored how the global pandemic has caused disruptions to the movement of vital commodities, the supply chain, and retail shopping. The study identified regional mobility corridors that are carrying the highest volume and highest value of commodities, and how groups of certain types of commodities like food and electronics flow through the transportation system in the region. The study explored how e-commerce is impacting and benefiting the transportation system and regional economy, and how unreliability and mobility on the regional transportation system impacts commodity movement. Both the regional mobility policy and the regional commodities movement study include travel speed-based performance metrics to identify transportation needs. Observed and modeled speed data will be used separately in each planning effort. This methodology describes only observed data to document existing performance of the facilities evaluated.

Data: The methods and data used build on Metro's existing, ongoing work to calculate and report on National Highway System (NHS) and freight reliability performance metrics as required by the Moving Ahead for Progress in the 21st Century (MAP-21). Speed data

from the Metro travel demand model peak spread assignments was used. In general, the analysis was limited to "mainline" (non-ramp) traffic message channel (TMC) links located mostly inside the metropolitan planning area (MPA).

Dataset	Type of Data
2019 travel speed data from the National Performance Management Research Data Set (NPMRDS) and the commercial INRIX speed data set that was obtained from the Regional Integrated Transportation Information System (RITIS) platform	Observed
Travel speeds on travel model links	Forecasted

Methods: Methods were then developed to summarize 1-hour speed data into facility-based segments for each corridor. If average speeds fall below the specified threshold for more than four hours in a day, it indicates the system is failing at that location and a transportation need exists.

See Appendix E for a more in-depth description of the data and analysis methods used.

5.8 Transit service and ridership

Purpose: To highlight how transit service and ridership changes under the RTP. RTP policies establish transit as the background of the region's transportation system, and continuing to invest in transit is critical to meeting regional climate, mobility, and equity goals. At the same time, transit can be more costly and complicated to invest in than other modes, because it requires coordinating changes to land use and investments in complementary travel options, as well as setting aside resources to operate transit. This measure highlights how the transit system performs given these opportunities and challenges, in a way that accounts for both the impact of transit service and non-transit projects such as tolling and bicycle and pedestrian infrastructure at stations on transit ridership. This measure looks at whether the package of future transportation investments will increase average weekday transit boardings and revenue hours.

Question(s) to be addressed:

This performance measures look to assess the following questions for the region's transportation system:

1. How do transit boardings and revenue hours change under the package of investments included in the RTP?

Methodology Description: This measure is assessed using the Metro Travel Model for a base year (2020) as well as five additional investment scenarios to allow for comparison (2030 No Build, 2030 Constrained, 2045 No Build, 2045 Constrained, 2045 Strategic).

Regional transit agencies' assumptions) for all transit service providers – TriMet, SMART, C-TRAN and Portland Streetcar, Inc., including line frequency for bus and transit, are coded into the travel model and analyzed to produce the following outputs:

a) Revenue hours

b) Total boardings

Key Assumptions to Method:

Dataset Used:

Dataset	Type of Data
Transit provider service frequency data and networks by mode	Forecasted

Tools Used for Analysis: Metro Travel Demand Model

Definitions:

Enhanced Transit – Enhanced transit corridors are transit and/or transit supportive investments to increase capacity and reliability in a low cost/context sensitive manner. Enhanced transit is a higher level of transit service beyond our frequent service but not as extensive as light rail or larger bus rapid transit.

Frequent Service Bus – Frequent Service Bus is defined a transit service operating at headways of 15 minutes or better all day.

5.9 Greenhouse gas emissions

Purpose: To identify how the package of future transportation investments will affect the greenhouse gas emissions per capita from transportation sources and determine whether the region meets its state-mandated targets for light-duty vehicles.

Questions to Be Addressed: The carbon emissions performance measure looks to assess the following questions for the region's transportation system:

1. How many tons of greenhouse gas emissions does the 2023 RTP investment strategy produce? Do the tons of greenhouse gas emissions change, relative to a baseline and No Build scenario, with the 2023 RTP investment strategy? What are the differences?

2. What is the per capita greenhouse gas emissions with the 2023 RTP investment strategy? Are the per capita of greenhouse gas emissions increasing, decreasing, or holding steady with the investment strategy? What is the per capita greenhouse gas emissions change in proportion to population growth?

3. Does the financially constrained set of transportation investments meet the region's greenhouse gas emission reduction target, which is reported as a household-based vehicle miles traveled per capita reduction consistent with state rules?

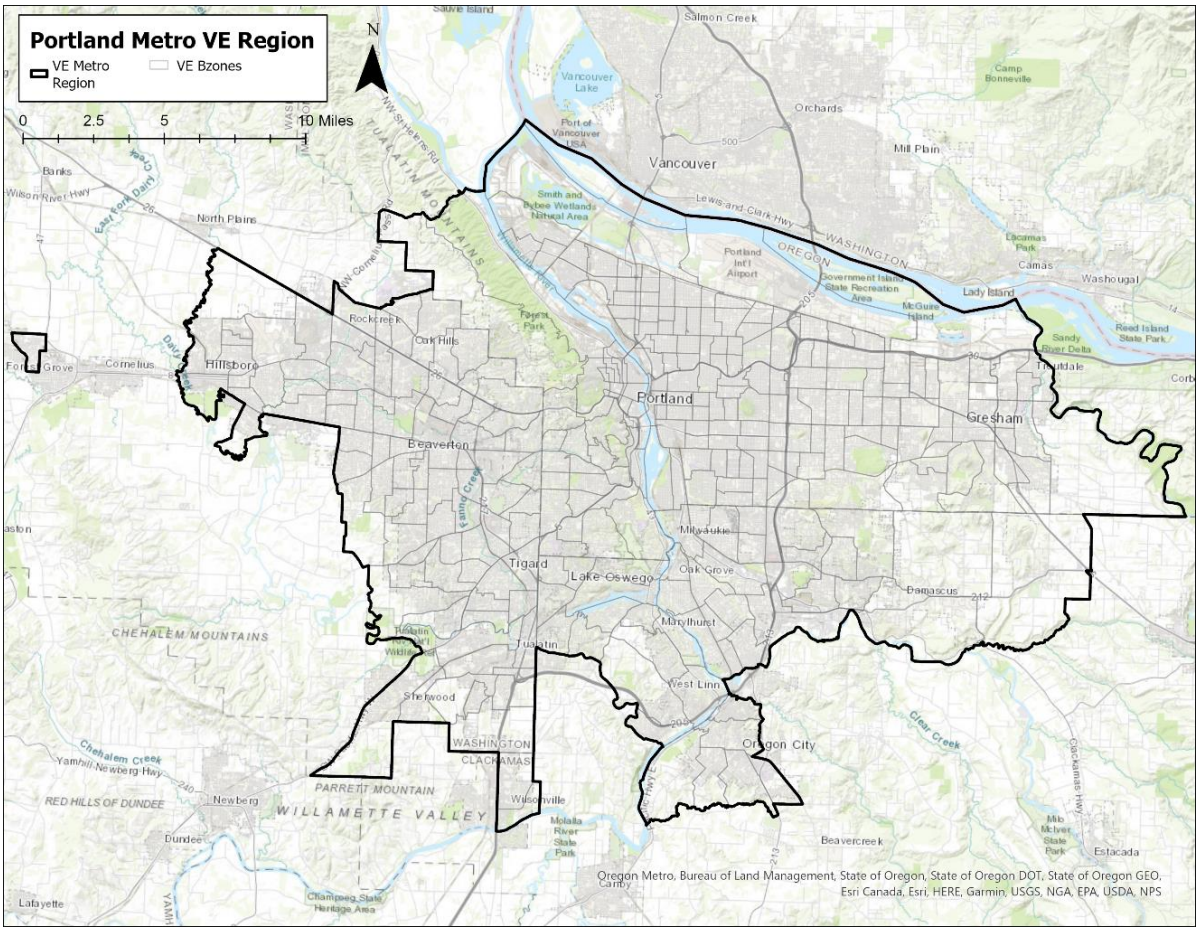
Methodology Description

The VisionEval model estimates household-based vehicle miles traveled and related greenhouse gas (GHG) emissions from transportation by forecasting travel demand for each vehicle in the model region. The demand for travel is the result of simulating the interactions between land use and the built environment, the supply of transit, road miles, and multimodal transportation options, and socio-demographic characteristics of the population. The model accounts for the vehicle types, ages, vehicle powertrain technology, emissions control equipment, and fuel properties to estimate emissions of carbon dioxide (CO2) and other GHG emissions from transportation. The VisionEval model forecasts the miles traveled per vehicle along with average speeds for different vehicles and roadway facility types. The fuel type by vehicle informs the VisionEval estimates of CO2e per mile of travel for the various vehicle types in the model. Overall, VisionEval provides a comprehensive analysis of the transportation and land use system, which can be used to evaluate the impacts of different policy and investment decisions on a wide range of outcomes that can affect vehicle miles traveled and speed of travel and the resulting changes in GHG emissions.

Key Assumptions to this Method

Appendix J of the RTP documents key technical assumptions used to produce the forecast and also serves to monitor the implementation of the Climate Smart Strategy. The Strategy was set using a similar but older and less sophisticated tool (GreenStep) compared to what is currently being used in the 2023 RTP Target Rule analysis (VisionEval). The OAR target rule analysis is centered on the behaviors of households within the Metropolitan Planning Area boundary shown in Figure 12. The VisionEval model, like the regional travel demand model, covers a wider region to account for regional interactions but GHG is only reported for the households within the reporting boundary shown in Figure 12.

Figure 12. Target Rule reporting boundary (VisionEval Zones)



Source: RSG

The VisionEval model accounts for the daily travel for a household, regardless of where on the network their actual travel took place. The miles per vehicle are aggregated at the household level for all households within the reporting area area—which means that the miles traveled outside of the region still count toward the total travel reported by VisionEval. However, the GHG emissions and VMT for any household that is located within the VisionEval modeling region but outside of the UGB (e.g., a household located in Vancouver, WA) is excluded from the Target Rule analysis. The VisionEval model physically models this demand for travel and accounts for this travel in the network congestion modeling, but for the purposes of compliance with the OAR target rules, the travel associated with those households is excluded. This approach in VisionEval differs from the travel behavior accounted for in the regional travel demand model, which uses on-road link by link aggregation of trips to account for the total GHG emissions produced on all links in the regional travel demand model network that are within Metro's planning boundary. There is no aggregation to the households or other land uses which are associated with those trips.

While the light-duty vehicle emissions captured in the state-mandated targets include local service and delivery vehicles, this type of vehicle activity is produced within VisionEval at the regional scale and is not currently accounted for in Metro's VisionEval target rule analysis. The model would need to find a valid way to prorate the regional scale results down to the specific area of analysis. Capturing these vehicles using the VisionEval model would require a consistent and valid way to prorate the regional scale of some results (i.e., commercial vehicles and transit vehicles) results down to the specific target rule area of analysis in Figure 12. Given that this limitation exists in both the base and future conditions, the current approach implicitly assumes that delivery trips grow in proportion with household vehicle trips.

Tools Used for Analysis: FHWA 3.0 ("Next Gen") VisionEval core platform enhanced with the 2017 NHTS multimodal model and the custom teleworking module. The VisionEval model is the preferred tool to explore a wide range of pricing, policy, and investments that account for VMT and GHG emissions at the household level. Appendix J contains additional information about VisionEval.

Output Units:

- Household-based metric tons per capita greenhouse gas emissions and percent (%) reduction from 2005 levels.
- Household-based per capita vehicle miles traveled and percent (%) reduction from 2005 levels.

5.10 Clean air

Purpose: To identify how the RTP investment strategy will affect air pollutants emitted from motor vehicles. Emphasis is placed on the following air pollutants: ozone (as represented by its precursors), fine particulates, coarse particulates, and transportation generated air toxics (defined in definitions).

Questions to Be Addressed:

The **Clean Air** performance measure looks to assess the following questions for the region's transportation system:

1. How many tons or pounds of air pollutant emissions does the proposed set of transportation investments produce?
2. Do the tons or pounds of air pollutant emissions change, relative to a baseline and no build scenario, with the proposed set of transportation investments?

3. Are the tons of air pollutant emissions increasing, decreasing, or holding steady with the proposed set of transportation investments? If the tons of air pollutant emissions is increasing or decreasing, is the change in proportion to population growth?

Methodology Description: The **Clean Air** performance measure is calculated using Metro's established mobile source emissions estimation methodology, which combines vehicle activity data from the regional transportation model with emission rates from EPA's MOVES model. Multi-modal network alternatives are developed within the regional transportation model based on existing networks and proposed projects and policies, and the model estimates average weekday regional travel activity for each alternative. The proposed projects represent the 2023 RTP investment strategies (e.g. 2030 constrained, 2045 constrained, and 2045 strategic). For the purposes of this performance measure, the key output from the regional transportation model is daily vehicle miles traveled (VMT) occurring within the federally-designated metropolitan planning area (MPA) boundary regardless of where trips begin or end. These VMT are broken out by road type, average speed, and vehicle type.

The emission rates used in the 2023 RTP update were produced by MOVES3. MOVES is configured in accordance with EPA conformity guidance, which requires detailed inputs characterizing local fleet composition, fuels, vehicle ages, and inspection/maintenance programs. In addition, Oregon's adoption of the California low-emission vehicle (LEV) standards and zero-emission vehicle (ZEV) program is accounted for in Metro's MOVES implementation.

In combining the VMT from the regional transportation model with the emission rates from MOVES, the analysis determines the amount of daily combined passenger and freight vehicle emissions for each air pollutant of interest in each RTP investment strategy.

The analysis estimates the tons of transportation emissions per identified air pollutant for the entire region for base year conditions (2020), no build conditions (2030 and 2045), and future year conditions (2030 and 2045). The no build conditions include only those transportation investments that are fully funded as of October 2023 to determine the future year tons of pollutant emissions produced for the entire region. The future year conditions include the proposed package of transportation investments in the long-range regional transportation plan as the input to determine the future year tons of air pollutant emissions produced for the entire region.

Output Units: Tons of emissions by air pollutant listed below.

Table 13. List of Air Pollutants Reported

Criteria Pollutants
NOx – Nitrogen Oxide
VOC – Volatile Organic Compounds
PM2.5 – Fine Particulates
PM10 – Coarse Particulates
Air Toxics (See Definitions)
Acrolein
Arsenic
Benzene
1,3-Butadiene
Chromium 6
Diesel Particulate Matter plus Diesel Exhaust Organic Gases (Diesel PM)
Formaldehyde
Naphthalene
Polycyclic Organic Matter

Key Assumptions to Method:

Dataset Used:

Dataset	Type of Data
Emissions per air pollutant	Forecasted

Tools Used for Analysis: Metro Travel Demand Model and EPA-Approved Emissions Model – MOVES3

Definitions:

Transportation Generated Air Toxics: Of the 188 air toxics identified and regulated through the Environmental Protection Agency (EPA), seven have been identified with significant contributions from mobile sources (i.e. transportation sources) that pose national and regional-scale public health risk. Additionally, consultation with Oregon Department of Environmental Quality (DEQ) staff identified two more air toxics of particular interest to the region because they have been closely associated with transportation facilities in the Portland Air Toxics Study (PATS).

5.11 Potential environmental impact assessment

Purpose

Using the best available environmental data, identify which capital projects (those that result in construction or reconstruction of a transportation facility) in the 2023 RTP that are in proximity to and/or intersect environmental resource areas, designated historic resources, and/or federally recognized tribal lands.

Question(s) Addressed

1. What percentage of the RTP capital transportation projects are in proximity to and may have a potential conflict with the region's resource areas, designated historic resources, and/or federally recognized tribal lands, and therefore requires further assessment of environmental considerations as the project goes through more detailed planning, project development and implementation?

Methodology Description

In accordance with federal regulations 23 CFR 450.320, the 2023 RTP habitat impact analysis included consultation with resource agencies and federally recognized tribes. The assessment identified vegetation, aquatic and terrestrial wildlife species and habitat, wetlands, floodplains, and other biological resources that intersect with and may be affected by projects in the RTP using ArcGIS.

1. Consulted with Federal, State, and Tribal land management, wildlife, and regulatory agencies, and Metro Parks and Nature staff, in the RTP planning process to review the RTP update work plan, develop the data, methods, and approach used in the RTP environmental assessment and to review and refine identified mitigation activities.
2. Assembled datasets listed in Table 14.[14]
3. Added a 100' buffer from the center of the line or point in either direction (200' diameter) for all capital projects in the RTP project list. A 100' buffer is used because most of the projects are represented as centerlines so using a 50' buffer on each side would, in some cases, barely place the buffer outside the right-of-way; this is especially true for highways and throughways. Additionally, many of the environmental layers are mapped with limited precision, for example streams and wetlands may move over time, so a wider buffer helps account for these variations. The downside of this approach is a wider buffer ends up being applied to regional

[14] Metro and many partners from the Intertwine Alliance are actively working to improve regional prioritization data. Coordination with Metro staff is the best way to ensure the most current data are used in project planning.

trails and other projects with a relatively narrow right-of-way. Polygon projects with areas less than 138,208,177 sq. ft. are included in the analysis but not buffered. Typically, there are very few polygons that met the area criteria, so the bulk of the analysis is for projects with point and line geometry. For this analysis, only 3 polygons met that size criteria.

4. Used Geographic Information System (GIS) mapping software to intersect capital projects in the RTP financially constrained list with the environmental and historical places data listed in Table 14.
5. For each data, found the number and percent of projects intersecting the environmental and historical places data.
6. Identified the number by type of projects by 2023 RTP investment category[15] intersecting with environmental and historical places data. Only capital projects were included in the analysis. A capital project is a project to construct either new facilities or make significant, long-term renewal improvements in programs or to existing facilities. A total of 685 projects in the 2023 RTP financially constrained list of projects were included in the environmental analysis.

Output Units

The analysis results in a high level "flagging" of projects. Inclusion on this list does not necessarily mean that the project will negatively impact a given environmental, tribal, cultural, or historical resource. Conversely, just because a project is not identified on the list does not mean that there are not potential environmental impacts. Results of the environmental impact assessment analysis are reported in the 2023 RTP Appendix F (Environmental Assessment and Mitigation Activities).

1. Tables showing the number and percent (%) of transportation projects intersecting identified resource habitats within a 100' buffer of the project point or line in GIS (listed below) by type of project investment category.
2. List of projects in Excel and indication (1=yes, 2=no, 3=not evaluated) if the project intersects at any point with one or more of the environmental areas of concern listed in the table below

[15] The investment categories included in the analysis are: Mega Project, Active Transportation: Pedestrian, Active Transportation: Bicycle, Active Transportation: Pedestrian & Bicycle, Freight, Roadways (Capital), Bridge (Capital), Throughways, Transit: High Capacity, Transit: Better Bus, Transit-Oriented Development (TOD). While TOD projects were included in the analysis, the 4 TOD projects were in GIS as large polygons, so no projects in this category were actually included in the analysis.

3. Maps of the resource areas listed in Appendix F showing the overlap with capital projects.

Key Assumptions to Method

Projects analyzed are represented by points, lines, and polygons in GIS. Alignments for some projects are conceptual and may change with additional planning and project development.

Metro used readily available and best available published environmental inventories for the Regional Transportation Plan environmental analysis to identify protected resources, including vegetation and wildlife habitats, fishery resources, wetlands, floodplains, and historical resources. A 100' buffer is used because most of the projects are represented as centerlines so using a 50' buffer on each side would, in some cases, barely place the buffer outside the right-of-way; this is especially true for highways and throughways. Additionally, many of the environmental layers are mapped with limited precision, for example streams and wetlands may move over time, so a wider buffer helps account for these variations. The downside of this approach is a wider buffer ends up being applied to regional trails and other projects with a relatively narrow right-of-way.

Table 14. Environmental Assessment Data and Sources

Dataset	Type and Source of Data
Geospatial project information for proposed transportation projects	GIS data provided by transportation agencies
Regional Conservation Strategy High Value Habitat (top 25% scoring) Areas Inventory (2013)[16]	GIS data The Intertwine Regional Conservation Strategy http://www.regionalconservationstrategy.org/page/home
Metro Title 13 Habitat Conservation Areas Layer (2005)[17]	GIS data Metro Data Resource Center, OregonMetro.RLIS https://rlis-discovery-drcmetro.hub.arcgis.com/
White Oak: presence of Oregon	GIS data

[16] Regional Conservation Strategy high value habitat areas are those areas with the top 25% modeled score of high value habitat or riparian quality. Habitat quality took into account factors such as habitat interior, influence of roads, total patch area, relative patch area, habitat friction, wetlands, and hydric soils. The riparian areas took into account criteria of floodplains, distance from streams, and distance from wetlands. The analysis and modeled scoring was conducted for the entire Portland-Vancouver region and conducted through a collaborative effort with partners across the region and topic area experts through the development in the Resource Conservation Strategy process. More detail about the high value habitats can be found at www.regionalconservationstrategy.org

[17] Information on the date in which data was created or updated is available in the Metro "RLIS Metadata Viewer" under the data "time period of content" date listed.

Dataset	Type and Source of Data
white oak trees (Quercus garryana), and whether the Oak Prairie Work Group has identified the oak area as a high priority	The Intertwine and Oak Prairie Work Group (https://www.theintertwine.org/projects/oak-prairie-work-group) https://databasin.org/maps/06b9e1ffb404403fa6d0079c69989289/active/ Oak data viewer: https://drcmetro.maps.arcgis.com/apps/MapSeries/index.html?appid=c79f386100d340e2999ea7ec6e1dc0d4 Access data locally at T:\zNAPP_GIS\mData\habitat\Oak2022\OakOPWG_2020_2022.gdbOakWoodlandPatches
Habitat Connectivity Omniscape modeled	GIS data from The Intertwine: Regional Habitat Connectivity Working Group
ODFW Conservation Opportunity Areas (2016)[18] Conservation Opportunity Areas data, maps and information can be found in the Oregon Conservation Strategy , here: http://oregonconservationstrategy.org/conservation-opportunity-areas/	GIS data Oregon Department of Fish and Wildlife, the Oregon Conservation Strategy https://databasin.org/datasets/9f79ce2035b7402fb60ef70e63c72142
Oregon Fish Habitat Distribution Data (fish-bearing streams, including essential salmon habitat and lamprey)	GIS data Oregon Department of Fish and Wildlife https://nrimp.dfw.state.or.us/DataClearinghouse/default.aspx?p=202&XMLname=1167.xml Lamprey https://maps.dsl.state.or.us/esh/
Oregon Fish Passage Barriers (2020) [19]	GIS data from the Oregon Department of Fish and Wildlife Available at: https://nrimp.dfw.state.or.us/DataClearinghouse/default.aspx?p=

[18] Multiple data sets were used to identify the boundaries of the Conservation Opportunity Areas:

- Wildlife (Amphibians, Birds, Mammals, Reptiles) (multiple data sources)
- Fish (ODFW Crucial Habitat Assessment: Aquatic Species of Concern)
- Habitats (multiple data sources)
- Climate Change (TNC Topo-Climate Diversity Model and Willamette River Cold Water Sources)
- Floodplains (FEMA 100-year flood zones)
- Barriers to Animal Movement (TNC Resistance Model and Species Permeability Model)
- U.S. Geological Survey (USGS) Protected Areas Database

[19] The following types of fish passage barriers were included in the analysis: Bridge, Culvert, Other and Unknown. Of those fish passage barrier types, those with the status of Blocked and Partial, Passable and Unknown and UnkAnad ("unknown passage within the range of anadromy") were included in the analysis. Passable barriers were included to flag projects that would need to preserve passage and possibly make improvements.

Dataset	Type and Source of Data
	202&XMLname=44.xml https://www.dfw.state.or.us/fish/passage/inventories.asp Metro included the following types of fish passage barriers in the analysis: Bridge, Culvert, Other and Unknown. Within these types, those with the status of Blocked and Partial, Passable and Unknown and UnkAnad ("unknown passage within the range of anadromy") were included in the analysis. Passable barriers were included to flag projects that would need to preserve passage or make improvements.
National Wetlands Inventory (NWI), Local Wetlands Inventory (LWIs) and RLIS wetlands inventory. (SWI (Statewide Wetlands Inventory) (includes the NWI and LWI and DSL approved delineations, subsets of the National Hydrography Dataset (NHD) and subsets of the NRCS combined SSURGO/STATSGO dataset for Oregon[20] may be used in future analysis.	GIS data from the Oregon Department of State Lands https://www.oregon.gov/dsl/WW/Pages/SWI.aspx Local inventory: https://www.oregon.gov/dsl/WW/Pages/Inventories.aspx There are no GIS data for the DSL approved delineations documents, however, DSL does provide cities and counties with the approved mapping with their copy of the approval letter. Some local governments with the capacity to do so have digitized this mapping. The datasets that make up the SWI may either be brought into local GIS using DSL's services or may be downloaded and configured to match the SWI rendering using the directions in the "How to Configure" document found at the bottom of the SWI web page.
Title 3 Land (2006) delineates places protected by the Stream and Floodplain Protection Plan	GIS data Metro Data Resource Center, OregonMetro.RLIS https://rlis-discovery-drcmetro.hub.arcgis.com/ https://rlisdiscovery.oregonmetro.gov/datasets/drcMetro::title-3-land-1/about
FEMA flood hazard areas and floodplains (multiple years): 100-year Flood Plains (FEMA, January 2023) This is an export of FEMA's National Flood Hazard Layer that shows the following	GIS data from FEMA Available at https://rlis-discovery-drcmetro.hub.arcgis.com/datasets/bce509afe2b046bca63888feae7d48ad/about This is a copy of the National Flood Hazard Layer clipped to the region republished by Metro.

[20] For the purposes of planning/scoping level of work the SWI provides better information than the NWI alone both for waters, as represented by the NHD subsets, and representing wetlands that are likely unmapped on the NWI including small, forested, seasonal and farmed wetlands. These areas are captured by the "SWI soils subsets" as a "flag" showing where these unmapped wetlands might exist. In all cases and by rule (141-086-) within their study areas the approved LWI mapping replaces the NWI as the LWIs are the approved and adopted Goal 5 documents and are more accurate than the above listed SWI datasets, including the NWI (other than approved delineations).

Dataset	Type and Source of Data
categories (regulatory floodway, 1% annual chance flood event, the 0.2% annual chance flood event, and areas of minimal flood risk, areas with reduced flood risk due to levee).	
Wildlife Collisions (Animal Incident) Data on ODOT highways (2009-2022)	ODOT (Metro requested the data from ODOT; provided to Matthew Hampton 03/03/23) Metadata: https://geoportalprod-ordot.msappproxy.net/geoportal/catalog/search/resource/details.page?uuid=%7B1138484E-89A5-4456-9E24-44E5F2369CB2%7D
2020 Urban Heat Index as derived from LandSat Data – Sorted by quantile classification with 5 classes, and select the top fifth quantile, areas with the greatest difference between their surface temperature and the regional average.	Satellite acquired difference in surface temperature from the regional average. Source: Landsat, LIDAR, Metro's Data Resource Center. Available at the Regional Barometer: https://regionalbarometer.oregonmetro.gov/pages/climate-adaptation Metro data: \\alex\work\plan\drc\projects\22036_UHI_2020\C_Data
Historic properties data from the National Register of Historic Places	GIS data from the National Register of Historic Places Database. Available at: https://www.nps.gov/subjects/nationalregister/database-research.htm
Bureau of Indian Affairs Federal Indian Land Area Representation (LAR) Dataset The LAR dataset depicts the exterior extent of a Federal Indian land area. Not all Federally- recognized Tribes have a designated land area; therefore, they may not have an associated land area represented in the land area dataset. There are currently no Federally recognized Tribal lands in the metropolitan planning area.	GIS data from U.S. Department of the Interior Indian Affairs; branch of geospatial support https://www.bia.gov/bia/ots/dris/bogs https://bia-geospatial-internal.geoplatform.gov/indianlands/

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Attachment 1. Transportation Analysis Zone Assumptions

2040 Growth Concept Design Type grouping	**Characteristics of grouping**	**Intersection Density** *(Intersections within one mile)*			**Transit Pass Factor** *(% of full fare)*		
		2020	**2030 Constrained**	**2045 Constrained and Strategic minimum**	**2020**	**2030 & 2045 Constrained**	**2045 Strategic**
Central City 1 Downtown Business District	Highest planned employment and housing density in the region, with highest level of access by all modes. HCT exists and current land uses reflect planned mix and densities.	Actual	Interpolated	20	60%	60%	60%
Central City 2 Lloyd District	Highest planned employment and housing density in the region, with highest level of access by all modes. HCT exists and current land uses reflect planned mix and densities.	Actual	Interpolated	20	60%	60%	60%
Central City 3 Central Eastside Industrial District	Planned high employment and housing density, with highest level of access by all modes. HCT exists and current land uses do not reflect planned mix and densities.	Actual	Interpolated	20	65%	65%	65%

2040 Growth Concept Design Type grouping	Characteristics of grouping	Intersection Density *(Intersections within one mile)*			Transit Pass Factor *(% of full fare)*		
		2020	2030 Constrained	2045 Constrained and Strategic minimum	2020	2030 & 2045 Constrained	2045 Strategic
Central City 4 River District	Planned high employment and housing density, with highest level of access by all modes. HCT exists and current land uses approach planned mix and densities.	Actual	Interpolated	20	65%	65%	65%
Central City 5 South Waterfront District	Planned high employment and housing density, with highest level of access by all modes. HCT exists and current land uses do not reflect planned mix and densities.	Actual	Interpolated	18	65%	65%	65%
Regional Centers - Tier 1 Gresham Gateway Beaverton Hillsboro	Planned high employment and housing density, with highest level of access by all modes. HCT exists and current land uses approach planned mix and densities.	Actual	Interpolated	16	70%	75%	80%
Regional Centers - Tier 2 Washington Square Clackamas Oregon City Tannasbourne	Planned high employment and housing density, with highest level of access by all modes; planned HCT. Current land uses do not reflect planned mix and densities.	Actual	Interpolated	14	85%	90%	95%

Attachment 1 to Appendix M. Transportation Analysis Zone Assumptions

2040 Growth Concept Design Type grouping	Characteristics of grouping	Intersection Density *(Intersections within one mile)*			Transit Pass Factor *(% of full fare)*		
		2020	2030 Constrained	2045 Constrained and Strategic minimum	2020	2030 & 2045 Constrained	2045 Strategic
Station Communities Tier 1 Banfield Corridor Westside Corridor	High housing density mixed with commercial services; highest level of access for transit, bike and walk; existing LRT.	Actual	Interpolated	14	70%	75%	80%
Station Communities Tier 2 Interstate Corridor 99E/McLoughlin Corridor	Planned high housing density mixed with commercial services, with high level of transit, bike and walk; planned HCT. Current land uses do not reflect planned mix and densities.	Actual	Interpolated	10	85%	90%	95%
Station Communities Tier 3	Planned high housing density mixed with commercial services, with high level of transit, bike and walk; planned HCT. Current land uses do not reflect planned mix and densities.	Actual	Interpolated	9	85%	90%	95%

Attachment 1 to Appendix M. Transportation Analysis Zone Assumptions

2040 Growth Concept Design Type grouping	Characteristics of grouping	Intersection Density *(Intersections within one mile)*			Transit Pass Factor *(% of full fare)*		
		2020	2030 Constrained	2045 Constrained and Strategic minimum	2020	2030 & 2045 Constrained	2045 Strategic
Town Centers - Tier 1 St. Johns Hollywood Lents Rockwood Milwaukie Lake Oswego Tualatin Forest Grove	Moderate housing and employment density planned, with high level of access by all modes. Currently has good mix of uses, well connected street system and good transit.	Actual	Interpolated	14	75%	80%	85%
Town Centers - Tier 2 West Portland Raleigh Hills Hillsdale Gladstone West Linn Sherwood Sunset Wilsonville Cornelius Orenco	Moderate housing and employment density planned, with high level of access by all modes. Currently has some mix of uses, moderately connected street system and some transit. Topography or physical barriers may limit bike and pedestrian travel.	Actual	Interpolated	10	90%	95%	100%

Attachment 1 to Appendix M. Transportation Analysis Zone Assumptions

2040 Growth Concept Design Type grouping	Characteristics of grouping	Intersection Density *(Intersections within one mile)*			Transit Pass Factor *(% of full fare)*		
		2020	2030 Constrained	2045 Constrained and Strategic minimum	2020	2030 & 2045 Constrained	2045 Strategic
Town Centers - Tier 3 Fairview Wood Village Troutdale Happy Valley Lake Grove Farmington Cedar Mill	Moderate housing and employment density planned, with high level of access by all modes. Currently has modest mix of uses, poorly connected street system and poor transit. Existing topography or physical barriers may limit bike and pedestrian travel.	Actual	Interpolated	9	100%	100%	100%
Town Centers - Tier 4 Pleasant Valley Bethany Murrayhill	Moderate housing and employment density planned, with high level of access by all modes. Currently undeveloped or developing urban uses, with skeletal street system and poor transit. Existing topography or physical barriers may limit bike and pedestrian travel.	Actual	Interpolated	7	100%	100%	100%

2040 Growth Concept Design Type grouping	**Characteristics of grouping**	**Intersection Density** *(Intersections within one mile)*			**Transit Pass Factor** *(% of full fare)*		
		2020	**2030 Constrained**	**2045 Constrained and Strategic minimum**	**2020**	**2030 & 2045 Constrained**	**2045 Strategic**
Main streets and Corridors Full Region	Moderate housing and employment density planned, with high level of access by all modes. Currently has modest mix of uses, moderate connectivity and some transit.	Actual	Interpolated	>10	100%	100%	100%
Industrial Areas Full region	Lower density employment planned, with high level of access by rail and truck freight, and moderate access by other modes. Currently has somewhat connected street system and some transit.	Actual	Interpolated	>10	100%	100%	100%
Employment Areas Full Region	Lower density employment planned, with moderate level of access by all modes. Currently has poorly connected street system and limited transit.	Actual	Interpolated	>8	100%	100%	100%

Attachment 1 to Appendix M. Transportation Analysis Zone Assumptions

2040 Growth Concept Design Type grouping	Characteristics of grouping	Intersection Density *(Intersections within one mile)*			Transit Pass Factor *(% of full fare)*		
		2020	2030 Constrained	2045 Constrained and Strategic minimum	2020	2030 & 2045 Constrained	2045 Strategic
Neighborhoods Full Region	Lower density housing planned, with moderate level of access by all modes. Currently has moderate connectivity and some transit.	Actual	Interpolated	>10	100%	100%	100%
Urban Reserves	Lower density housing planned, with moderate level of access by all modes. Currently has skeletal street system and no transit.	Actual	Interpolated	>6	100%	100%	100%
Rural Reserves	No urban uses are planned in the foreseeable future. Currently has skeletal, rural street system and no transit.	Actual	Interpolated	>6	100%	100%	100%

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Attachment 2. 2023 RTP Transit Service Frequency Assumptions

Table 1. 2020 Base Year			
Line	**PM Headway**	**MD Headway**	**AM Headway**
TriMet Service			
01 -MAX Blue Line	15	15	15
01 -MAX Blue Line	30		30
01 -MAX Blue Line	30		30
01 -MAX Blue Line	12	15	15
01 -Commuter Rail Wilsonville/Beaverton	30		30
01 -Commuter Rail Wilsonville/Beaverton	30		30
01 -MAX Green Line	15	15	15
01 -MAX Green Line	15	15	15
01 -MAX Orange Line	60		60
01 -MAX Orange Line	60		120
01 -MAX Red Line	15	15	15
01 -MAX Red Line			30
01 -MAX Red Line	30		60
01 -MAX Red Line	15	15	15
01 -MAX Yellow/Orange Line	15	15	15
01 -MAX Yellow/Orange Line	15	15	15
02 -Division/145th			30
02 -Division	7.5	15	12
02 -Division	12	15	10
02 -Vermont	30		30
02 -Vermont	30		30
04 -Fessenden	10	15	12
04 -Fessenden	12	15	10
06 -Martin Luther King Jr Blvd	12	15	12
06 -Martin Luther King Jr Blvd	12	15	12
08 -Jackson Park/CBD	30		20
08 -Jackson Park/15th Av	7.5	15	15
08 -Jackson Park/15th Av	15	12	7.5
09 -Powell to 98th	30		60
09 -Powell to 98th			20
09 -Powell Blvd	10	15	12
09 -Powell Blvd	12	15	12
10 -Harold St	15	20	20
10 -Harold St	15	20	12
11 -Rivergate/Marine Dr	60		60

Attachment 2. 2023 RTP Transit Service Frequency Assumptions

Table 1. 2020 Base Year			
Line	**PM Headway**	**MD Headway**	**AM Headway**
11 -Rivergate/Marine Dr	60		120
12 -Sandy to CBD	20		
12 -Sandy to CBD			30
12 -Barbur/Sandy	12	15	12
12 -Barbur/Sandy	15	15	12
14 -Hawthorne	7.5	15	15
14 -Hawthorne	10	15	7.5
14 -Hawthorne Express	60		
15 -Belmont 92nd/CBD	20		20
15 -Belmont 92nd/CBD			12
15 -Belmont Thurman/Gateway	60	30	20
15 -Belmont Thurman/Gateway	30	30	60
15 -Belmont Yeon/Gateway	15	30	30
15 -Belmont Yeon/Gateway	20	30	30
16 -Front Av/St Helens Rd	30	30	30
16 -Front Av/St Helens Rd	30	30	30
17 -Holgate/Broadway	15	20	12
17 -Holgate/Broadway	15	20	15
17 -Holgate/CBD	60		
18 -Hillside	120		120
19 -Woodstock/Glisan 92nd	60		30
19 -Woodstock/Glisan Flavel	60		
19 -Woodstock/Glisan	20	15	20
19 -Woodstock/Glisan	15	15	12
20 -Burnside/Stark	12	15	15
20 -Burnside/Stark	15	15	15
21 -Sandy Blvd/223nd	12	20	15
21 -Sandy Blvd/223nd	15	20	15
22 -Parkrose	30	30	30
22 -Parkrose	30	30	30
23 -San Rafael	60	60	60
23 -San Rafael	60	60	60
24 -Fremont/18th	20	30	20
24 -Fremont/18th	20	30	20
25 -Glisan/Rockwood	60	60	60
25 -Glisan/Rockwood	60	60	60
29 -Lake/Webster Rd	120	60	60
29 -Lake/Webster Rd	60	120	60
30 -Estacada	30	60	30

Table 1. 2020 Base Year			
Line	**PM Headway**	**MD Headway**	**AM Headway**
30 -Estacada	60	60	30
30 -Estacada AM Exp			120
30 -Estacada PM Exp	120		
31 -Webster Rd	30	30	30
31 -Webster Rd	30	30	30
32 -Oatfield	20	60	30
32 -Oatfield	30	60	30
33 -McLoughlin/King Rd	15	15	15
33 -McLoughlin/King Rd	15	15	15
34 -Linwood/River Rd	30	30	30
34 -Linwood/River Rd	30	30	30
35 -Macadam/CBD	30		
35 -Macadam/Greeley	20	30	20
35 -Macadam/Greeley	20	30	20
35 -Greeley/CBD	30		
35 -Greeley/CBD			20
36 -South Shore/CBD			60
36 -South Shore/CBD	60		
36 -South Shore LO/Tual	120	60	120
36 -South Shore LO/Tual	120	30	120
37 -Lake Grove	120	60	60
37 -Lake Grove	120	60	120
38 -Boones Ferry Rd	60		30
38 -Boones Ferry Rd	30		60
39 -Lewis & Clark	60	30	60
39 -Lewis & Clark	60	30	30
42 -Denny Rd	30	30	30
42 -Denny Rd	30	30	30
43 -Taylors Ferry Rd	60	60	60
43 -Taylors Ferry Rd	60	60	60
44 -Capital Hwy/PCC			30
44 -Capital Hwy/Mocks Crest	15	20	20
44 -Capital Hwy/PCC	30		
44 -Capital Hwy/Mocks Crest	20	20	15
45 -Garden Home	30	60	20
45 -Garden Home	30	60	30
46 -North Hillsboro	60	60	60
46 -North Hillsboro	60	60	60
47 -Main/Evergreen	30	30	30

Attachment 2. 2023 RTP Transit Service Frequency Assumptions

Table 1. 2020 Base Year			
Line	**PM Headway**	**MD Headway**	**AM Headway**
47 -Main/Evergreen	30	30	30
47 -Main/Evergreen -Orenco	30		30
47 -Main/Evergreen -Orenco	60		30
48 -Cornell Amberglen	30		60
48 -Cornell Amberglen	30		30
48 -Cornell	30	30	30
48 -Cornell	30	30	30
50 -Cedar Mills			30
50 -Cedar Mills	60		
51 -Vista	30		20
51 -Vista	30		30
52 -Farmington/185th	15	15	20
52 -Farmington/185th	15	15	20
52 -Willow Creek/185th			20
53 -Arctic/Allen			30
53 -Arctic/Allen	30		
54 -Beaverton-Hillsdale Hwy	30	30	20
54 -Beaverton-Hillsdale Hwy	30	30	20
55 -Hamilton			60
55 -Hamilton	60		
56 -Scholls Ferry Rd	20	30	20
56 -Scholls Ferry Rd	20	30	20
57 -TV Hwy/Forest Grove	15	15	15
57 -TV Hwy/Forest Grove	15	15	15
58 -Canyon Rd	20	30	20
58 -Canyon Rd	20	30	20
59 -Walker/Park Way	60		60
59 -Walker/Park Way	60		60
61 -Marquam Hill/Beaverton			20
61 -Marquam Hill/Beaverton	20		
62 -Murray Blvd	30	30	30
62 -Murray Blvd	30	30	30
63 -Washington Park/SW 6th	60	60	60
63 -Washington Park/SW 6th	60	60	60
64 -Marquam Hill/Tigard			30
64 -Marquam Hill/Tigard	30		
65 -Marquam Hill/Barbur Blvd			60
65 -Marquam Hill/Barbur Blvd	30		
66 -Marquam Hill/Hollywood			30

Table 1. 2020 Base Year			
Line	**PM Headway**	**MD Headway**	**AM Headway**
66 -Marquam Hill/Hollywood	30		
67 -Bethany/158th	20	30	30
67 -Bethany/158th	30	30	20
68 -Marquam Hill/Collins Circle			20
68 -Marquam Hill/Collins Circle	15		
70 -12th/NE 33Rd Av -13th	30	30	30
70 -12th/NE 33Rd Av -13th	30	30	30
70 -12th/NE 33Rd Av -17th	30	30	30
70 -12th/NE 33Rd Av -17th	30	30	30
71 -60th Ave	20	20	12
71 -60th Ave	20	20	15
72 -Killingsworth/82nd	7.5	12	10
72 -Killingsworth/82nd	12	12	10
72 -Cully/82nd	12		60
73 -122nd Av	12	15	15
73 -122nd Av	15	15	12
74 -162nd Av	20	30	20
74 -162nd Av	20	30	20
75 -Cesar Chavez/Lombard	12	15	15
75 -Cesar Chavez/Lombard	15	15	12
76 -Hall/Greenburg	30	30	30
76 -Hall/Greenburg	30	30	30
77 -Broadway/Halsey	15	20	15
77 -Broadway/Halsey	15	20	15
78 -Denny/Kerr Pkwy	30	30	30
78 -Denny/Kerr Pkwy - PCC			30
78 -Denny/Kerr Pkwy	30	30	30
79 -Clackamas/Oregon City	30	30	20
79 -Clackamas/Oregon City	30	30	20
80 -Kane/Troutdale Rd	60	60	60
80 -Kane/Troutdale Rd	60	60	60
81 -Kane/257th	30	60	30
81 -Kane/257th	30	60	30
82 -South Gresham	60	30	30
82 -South Gresham	30	30	30
84 -Powell Valley/Orient Dr			60
84 -Powell Valley/Orient Dr	30		
85 -Swan Island	30	60	30
85 -Swan Island	30	60	30

Attachment 2. 2023 RTP Transit Service Frequency Assumptions

Table 1. 2020 Base Year			
Line	**PM Headway**	**MD Headway**	**AM Headway**
87 -Airport Way/181st	30	30	30
87 -Airport Way/181st	30	30	30
88 -Hart/198th	30	30	30
88 -Hart/198th	30	30	30
92 -South Beaverton EXP			20
92 -South Beaverton EXP	30		
93 -Tigard/Sherwood	20	30	30
93 -Tigard/Sherwood	30	30	30
94 -Pacific Hwy/Sherwood - BTC			30
94 -Pacific Hwy/Sherwood	60	30	12
94 -Pacific Hwy/Sherwood	7.5	60	60
96 -Tualatin/I-5 -Comm Cir	30		30
96 -Tualatin/I-5 -Comm Cir	15		30
96 -Tualatin/I-5-Mohawk		30	20
96 -Tualatin/I-5-Mohawk	60	30	60
97 -Tualatin-Sherwood Rd	30		30
97 -Tualatin-Sherwood Rd	30		30
99 -Macadam/McLoughlin	30		30
99 -Macadam/McLoughlin	15		30
152 -Milwaukie	30	30	30
152 -Milwaukie	30	30	30
154 -Willamette/Clackamas Heights	60	60	60
155 -Sunnyside	30	30	30
155 -Sunnyside	30	30	30
156 -Mather Rd	60	60	60
156 -Mather Rd	60	60	60
Portland Streetcar Loop	12	15	15
Portland Streetcar N/S	15	15	15
Portland Streetcar N/S	15	15	15
OHSU Tram	5	5	5
OHSU Tram	5	5	5
C-Tran Service			
C01V -Vine/Van Mall	10	10	10
C01V -Vine/Van Mall	10	10	10
C02 -Lincoln NB	60	60	60
C02 -Lincoln SB	60	60	60
C06 -Fruit Valley/Grand EB	30	30	30
C06 -Fruit Valley/Grand WB	30	30	30
C07 -Battel Ground NB	30	30	30

Table 1. 2020 Base Year			
Line	**PM Headway**	**MD Headway**	**AM Headway**
C07 -Battel Ground SB	30	30	30
C09 -Felida NB	60	60	60
C09 -Felida SB	60	60	60
C105 -I-5 Express AM			20
C105 -I-5 Express PM	20	55	
C134 -Salmon Creek Express			15
C134 -Salmon Creek Express	15		
C157 -Lloyd center			30
C157 -Lloyd center	30		
C164 -Fisher's Landing NB			30
C164 -Fisher's Landing NB	12		
C164 -Fisher's Landing SB			10
C177 -Evergreen Express			30
C177 -Evergreen Express	45		
C19 -Salmon Creek from Washington State Univerity	30	60	30
C19 -Salmon Creek to Washington State Univerity	30	60	30
C190 -Marquam Hill Express			15
C190 -Marquam Hill Express	22.5		
C199 -99th Avenue Express			20
C199 -99th Avenue Express	15		
C25 -St Johns NB	30	30	30
C25 -St Johns SB	30	30	30
C30 -Burton EB	30	30	30
C30 -Butron WB	30	30	30
C31 -Hazel Dell NB	30	30	30
C31 -Hazel Dell SB	30	30	30
C32 -Evergreen/Andresen EB	30	30	30
C32 -Evergreen/Andresen WB	30	30	30
C37 -Mill Plain/Fisher's 164th	30		30
C37 -Mill Plain/Fisher's 192nd	30	30	30
C37 -Mill Plain/Fisher's 164th	30		30
C37 -Mill Plain/Fisher's 192nd	30	30	30
C41 -SR 14/ Fisher's			30
C41 -SR 14/ Fisher's	35		
C47 -Battel Ground/ Yacolt	120	120	120
C47 -Battel Ground/ Yacolt	120	120	120
C60 -Delta Parkrose Regional			15
C60 -Delta Parkrose Regional	15	15	
C60 -Delta Parkrose Regional			15

Table 1. 2020 Base Year			
Line	**PM Headway**	**MD Headway**	**AM Headway**
C60 -Delta Parkrose Regional	15	20	
C65 -Parkrose Regional	15	30	15
C71 -Highway 99	15	30	15
C71 -Highway 99	15	30	15
C72 -Orchards	30	60	30
C74 -East Fourth Plain	60	60	60
C74 -East Fourth Plain	60	60	60
C78 -78th St WB	30	60	30
C78 -78th St WB	30	60	30
C80 -Van Mall/Fishers NB	30	30	30
C80 -Van Mall/Fishers NB	30	30	30
C92 -Camas/Washougal	30	30	30
C92 -Camas/Washougal	30	30	30
SMART Service			
SM2 -SMART Tualatin	30	60	30
SM2 -SMART Tualatin	30	60	30
SM3 -SMART Canby	60	120	60
SM3 -SMART Canby	60	120	60
SM4 -SMART Wilsonville Rd		30	
SM4 -SMART Wilsonville Rd		30	
SM4 -SMART Wilsonville Rd Peak	30		30
SM4 -SMART Wilsonville Rd Peak	30		30
SM5 -SMART 95th Av	30		20
SM5 -SMART 95th Av	30		30
SM6 -SMART Canyon	30		30
SM6 -SMART Canyon	30		30
SM7 -SMART Villebois	30		30
SM7 -SMART Villebois	30		30
SMM -SMART Medical Shuttle		60	60
SMM -SMART Medical Shuttle		60	60
SMS -SMART Shopping		60	
SMS -SMART Shopping		60	
Canby Area Transit, Sandy Transit, South Clackamas Transit District, Mount Hood Express and Local Shuttle Providers			
Sandy/Estacada SAM	90	120	120
Sandy/Estacada SAM	90	120	120
Sandy/Gresham SAM	30	30	30
Sandy/Gresham SAM	30	30	30
Mt Hood Express	120	120	120

Table 1. 2020 Base Year			
Line	**PM Headway**	**MD Headway**	**AM Headway**
Mt Hood Express	120	120	120
SCTD Molalla/Canby	90	90	90
SCTD Molalla/CCC	30	30	30
SCTD Molalla/CCC	30	30	30
Access Shuttle	60		60
Access Shuttle	60		60
Canby/Oregon City Shuttle	30	60	30
Canby/Oregon City Shuttle	30	60	30
Clackamas Industrial Shuttle	60	60	60
Clackamas Industrial Shuttle	60	60	60
Grove Link Shuttle	30	60	30
Grove Link Shuttle - Employment			20
Grove Link Shuttle - Employment	120		
King City Shuttle	120	120	120
North Hillsboro Shuttle	30	30	30
North Hillsboro Shuttle	30	30	30
Tualatin Blue Shuttle	60		60
Tualatin Red Shuttle	40		40
Westlink Shuttle	120	120	120
Westlink Shuttle	120	120	120

Table 2. 2030 No Build and 2045 No Build			
Line	**PM Headway**	**MD Headway**	**AM Headway**
TriMet Service			
01 -MAX Blue Line	10	15	10
01 -MAX Blue Line	10	15	10
01 -Commuter Rail Wilsonville/Beaverton	30		30
01 -Commuter Rail Wilsonville/Beaverton	30		30
01 -MAX Green Line	15	15	15
01 -MAX Green Line	15	15	15
01 -MAX Red Line	15	15	15
01 -MAX Red Line	15	15	15
01 -MAX Yellow/Orange Line	15	15	15
01 -MAX Yellow/Orange Line	15	15	15
02 -Division FC	12	12	12
02 -Division FC	12	12	12
04 -Fessenden/Woodstock	15	15	15
04 -Fessenden/Woodstock	15	15	15
06 -Martin Luther King Jr Blvd	12	12	12
06 -Martin Luther King Jr Blvd	12	12	12
07 -Swan Island/Tacoma	30	30	30
07 -Swan Island/Tacoma	30	30	30
08 -Jackson Park/15th Av	15	15	15
08 -Jackson Park/15th Av	15	15	15
09 -Powell Blvd	15	15	15
09 -Powell Blvd	15	15	15
10 -Harold/Steele	30	30	30
10 -Harold/Steele	30	30	30
11 -Rivergate/Marine Dr	60	60	60
11 -Rivergate/Marine Dr	60	60	60
12 -Barbur/Sandy	15	15	15
12 -Barbur/Sandy	15	15	15
14 -Hawthorne	12	12	12
14 -Hawthorne	12	12	12
15 -Belmont 92nd/11th			10
15 -Belmont St Johns/Gateway	30	30	30
15 -Belmont St Johns/Gateway	30	30	30
15 -Belmont Sauvie/Gateway	60		60
15 -Belmont Sauvie/Gateway	60		60
15 -Belmont Vaughn/Gateway	15	15	15
15 -Belmont Vaughn/Gateway	15	15	15
16 -Front Av/St Helens	52	52	52

Table 2. 2030 No Build and 2045 No Build			
Line	**PM Headway**	**MD Headway**	**AM Headway**
16 -Front Av/St Helens	52	52	52
17 -Holgate/Broadway	15	20	15
17 -Holgate/Broadway	15	20	15
17 -Holgate/Broadway Tripper		60	
17 -Holgate/Broadway Tripper		60	
18 -Hillside	60		60
19 -Beaverton/Glisan	30	30	30
19 -Beaverton/Glisan	30	30	30
20 -Burnside/Stark	15	15	15
20 -Burnside/Stark	15	15	15
22 -Parkrose	30	30	30
22 -Parkrose	30	30	30
24 -Fremont/NW 18th	30	30	30
24 -Fremont/NW 18th	30	30	30
26 -Thurman/NW 18th	60		60
26 -Thurman/NW 18th	60		60
29 -Lake/Webster Rd	60	60	60
29 -Lake/Webster Rd	60	60	60
30 -Estacada	40	60	30
30 -Estacada	40	60	30
31 -Webster Rd	30	30	30
31 -Webster Rd	30	30	30
33 -McLoughlin/King Rd	15	15	15
33 -McLoughlin/King Rd	15	15	15
35 -Macadam/Greeley	30	30	30
35 -Macadam/Greeley	30	30	30
35 -Macadam/Greeley Terwilliger	30	30	30
35 -Macadam/Greeley Terwilliger	30	30	30
42 -Vermont	60	60	60
42 -Vermont	60	60	60
43 -Taylors Ferry Rd	30	30	30
43 -Taylors Ferry Rd	30	30	30
44 -Capital Hwy/Mocks Crest Wilsonville	60	60	60
44 -Capital Hwy/Mocks Crest Wilsonville	60	60	60
44 -Capital Hwy/Mocks Crest	15	15	15
44 -Capital Hwy/Mocks Crest	15	15	15
44 -Capital Hwy/Mocks Crest Tigard	60	60	60
44 -Capital Hwy/Mocks Crest Tigard	60	60	60
45 -Garden Home/BTC	60		60

Table 2. 2030 No Build and 2045 No Build			
Line	**PM Headway**	**MD Headway**	**AM Headway**
45 -Garden Home/BTC	60		60
48 -Cornell	15	15	15
48 -Cornell	15	15	15
51 -Council Crest	60		60
51 -Council Crest	60		60
51 -Dosch	65		65
51 -Dosch	120		120
52 -Farmington/185th	15	15	15
52 -Farmington/185th	15	15	15
54 -Beaverton-Hillsdale Hwy	15	15	15
54 -Beaverton-Hillsdale Hwy	15	15	15
56 -Scholls Ferry Rd	30	30	30
56 -Scholls Ferry Rd	30	20	20
57 -TV Hwy/Forest Grove	15	15	15
59 -Walker/Park Way	60	60	60
59 -Walker/Park Way	60	60	60
62 -Murray Blvd	30	30	30
62 -Murray Blvd	30	30	30
63 -Washington Park/SW 6th	30	30	60
63 -Washington Park/SW 6th	30	30	60
67 -Bethany/158th	30	30	30
67 -Bethany/158th	30	30	30
70 -12th/NE 33Rd Av -17th	20	20	20
70 -12th/NE 33Rd Av -17th	20	20	20
71 -60th Ave	15	15	15
71 -60th Ave	15	15	15
72 -Killingsworth/82nd	12	12	12
72 -Killingsworth/82nd	12	10	12
73 -122nd Av	12	12	12
73 -122nd Av	12	12	12
74 -162nd Av	20	30	20
74 -162nd Av	20	30	20
75 -Cesar Chavez/Lombard	15	15	15
75 -Cesar Chavez/Lombard	15	15	15
76 -Hall/Oregon City	30	30	30
76 -Hall/Oregon City	30	30	30
76 -Hall/Tualatin	15	15	15
76 -Hall/Tualatin	15	15	15
77 -Broadway/Halsey	15	15	15

Table 2. 2030 No Build and 2045 No Build			
Line	**PM Headway**	**MD Headway**	**AM Headway**
77 -Broadway/Halsey	15	15	15
78 -Denny/Kerr Pkwy	30	30	30
78 -Denny/Kerr Pkwy	30	30	30
79 -Clackamas/Oregon City	30	30	30
79 -Clackamas/Oregon City	30	30	30
80 -Kane/Troutdale Rd	30	30	30
80 -Kane/Troutdale Rd	30	30	30
82 -South Gresham	60	60	60
82 -South Gresham	60	60	60
84 -Powell Valley Loop	60	60	60
87 -Airport Way/181st	15	15	15
87 -Airport Way/181st	15	15	15
91 -112th Ave	30	30	30
91 -112th Ave	30	30	30
95 -148th Ave	30	30	30
95 -148th Ave	30	30	30
98 -202nd/232rd Ave	30	30	30
98 -202nd/232rd Ave	30	30	30
111 -Hart/198th	15	15	15
111 -Hart/198th	15	15	15
113 -Cornelius Pass	30	30	30
113 -Cornelius Pass	30	30	30
115 -Century Blvd	30	30	30
115 -Century Blvd	30	30	30
120 -Main/Baseline	30	30	30
120 -Main/Baseline	30	30	30
130 -Pacific Hwy	30	30	30
130 -Pacific Hwy	30	30	30
131 -Tualatin-Sherwood Rd	60	60	60
131 -Tualatin-Sherwood Rd	60	60	60
144 -River/Oatfield	30	30	30
144 -River/Oatfield	30	30	30
145 -Jennings	60	60	60
145 -Jennings	60	60	60
150 -Mt Scott	60	60	60
150 -Mt Scott	60	60	60
152 -Milwaukie	30	60	30
152 -Milwaukie	30	60	30
155 -Sunnyside	30	30	30

Table 2. 2030 No Build and 2045 No Build			
Line	**PM Headway**	**MD Headway**	**AM Headway**
155 -Sunnyside	30	30	30
190 -Columbia Blvd	30	30	30
190 -Columbia Blvd	30	30	30
Portland Streetcar Loop	15	15	20
Portland Streetcar N/S	15	15	15
Portland Streetcar N/S	15	15	15
OHSU Tram	5	5	5
OHSU Tram	5	5	5
C-Tran Service			
C01 -Fourth Plain/Mill Plain VINE	10	10	10
C01 -Fourth Plain/Mill Plain VINE	10	10	10
C02 -Lincoln NB	60	60	60
C02 -Lincoln SB	60	60	60
C06 -Fruit Valley/Grand EB	30	30	30
C06 -Fruit Valley/Grand WB	30	30	30
C07 -Battel Ground NB	30	30	30
C07 -Battel Ground SB	30	30	30
C09 -Felida NB	60	60	60
C09 -Felida SB	60	60	60
C101 -I-5 Express VCBD	15	30	15
C105 -I-5 Express AM			10
C105 -I-5 Express PM	10		
C12 -Van Mall/Fishers	30	30	30
C12 -Van Mall/Fishers	30	30	30
C164 -Fisher's Landing NB		30	10
C164 -Fisher's Landing NB	10		
C164 -Fisher's Landing SB		10	10
C19 -Orchards/119th	60	60	60
C19 -Orchards/119th	60	60	60
C190 -Marquam Hill Express			10
C190 -Marquam Hill Express	10		
C20 -Fair Grounds/20th	60	60	60
C20 -Fair Grounds/20th	60	60	60
C25 -St Johns NB	30	30	30
C25 -St Johns SB	30	30	30
C30 -Burton EB	30	30	30
C30 -Butron WB	30	30	30
C31 -Hazel Dell NB	20	20	20
C31 -Hazel Dell SB	20	20	20

Table 2. 2030 No Build and 2045 No Build			
Line	**PM Headway**	**MD Headway**	**AM Headway**
C32 -Evergreen/Andresen EB	30	30	30
C32 -Evergreen/Andresen WB	30	30	30
C34 -FLTC to MPTC 192 EB	30	30	30
C34 -FLTC to MPTC 192 WB	30	30	30
C35 -FLTC to MPTC 164 EB	30	30	30
C35 -FLTC to MPTC 164 WB	30	30	30
C41 -SR-14	60		30
C47 -Battel Ground/ Yacolt	120	120	120
C47 -Battel Ground/ Yacolt	120	120	120
C48 -La Center	120	120	120
C48 -La Center	120	120	120
C49 -Battleground/Ridgefield	120	120	120
C49 -Battleground/Ridgefield	120	120	120
C60 -Delta Parkrose Janz Beach			15
C60 -Delta Parkrose Janz Beach	15	15	
C60 -Delta Parkrose Regional	15	15	
C60 -Delta Parkrose Regional			15
C65 -Parkrose Regional	15	15	15
C67 -PDX Regional	45	60	60
C76 -Orchards	30	30	30
C76 -Orchards	30	30	30
C80 -Van Mall/MPTC	30	30	30
C80 -Van Mall/MPTC	30	30	30
C88 -88th St	30	30	30
C88 -88th St	30	30	30
C92 -Camas/Washougal	30	30	30
C92 -Camas/Washougal	30	30	30
C99 -Highway 99 BRT	10	10	10
C99 -Highway 99 BRT	10	10	10
SMART Service			
SM -SMART Medical Shuttle		60	60
SM -SMART Medical Shuttle		60	60
SM -SMART Shopping		60	
SM -SMART Shopping		60	
SM2 -SMART Tualatin	30	60	30
SM2 -SMART Tualatin	30	60	30
SM3 -SMART Canby	60	120	60
SM3 -SMART Canby	60	120	60
SM4 -SMART Wilsonville Rd		30	

Table 2. 2030 No Build and 2045 No Build			
Line	**PM Headway**	**MD Headway**	**AM Headway**
SM4 -SMART Wilsonville Rd		30	
SM4 -SMART Wilsonville Rd Peak	30		30
SM4 -SMART Wilsonville Rd Peak	30		30
SM5 -SMART 95th Av	30		20
SM5 -SMART 95th Av	30		30
SM6 -SMART Canyon	30		30
SM6 -SMART Canyon	30		30
SM7 -SMART Villebois	30		30
SM7 -SMART Villebois	30		30
Canby Area Transit, Sandy Transit, South Clackamas Transit District, Mount Hood Express and Local Shuttle Providers			
Sandy/Estacada SAM	90	120	120
Sandy/Estacada SAM	90	120	120
Sandy/Gresham SAM	30	30	30
Sandy/Gresham SAM	30	30	30
Mt Hood Express	120	120	120
Mt Hood Express	120	120	120
SCTD Molalla/Canby	90	90	90
SCTD Molalla/CCC	30	30	30
SCTD Molalla/CCC	30	30	30
Access Shuttle	60		60
Access Shuttle	60		60
Bethany/Cedar Mill Shuttle	30	60	30
Bethany/Cedar Mill Shuttle	30	60	30
Canby/Oregon City Shuttle	30	60	30
Canby/Oregon City Shuttle	30	60	30
Clackamas Industrial Shuttle	60	60	60
Clackamas Industrial Shuttle	60	60	60
Grove Link Cornelius Shuttle	30	60	
Grove Link Shuttle	30	60	30
King City Shuttle	120	120	120
King City/Durham Shuttle	30	60	30
King City/Durham Shuttle	30	60	30
North Hillsboro Shuttle	15	40	15
North Hillsboro Shuttle	15	40	15
Tualatin Blue Shuttle	40		40
Tualatin Green Shuttle	40		40
Tualatin Green Shuttle	40		40
Tualatin Red Shuttle	40		40

Table 2. 2030 No Build and 2045 No Build			
Line	**PM Headway**	**MD Headway**	**AM Headway**
Westlink Shuttle	120	120	120
Westlink Shuttle	120	120	120

Table 3. 2030 Financially Constrained			
Line	**PM Headway**	**MD Headway**	**AM Headway**
TriMet Service			
01 -MAX Blue Line	10	15	10
01 -MAX Blue Line	10	15	10
01 -Commuter Rail Wilsonville/Beaverton	30		30
01 -Commuter Rail Wilsonville/Beaverton	30		30
01 -MAX Green Line	15	15	15
01 -MAX Green Line	15	15	15
01 -MAX Red Line	15	15	15
01 -MAX Red Line	15	15	15
01 -MAX Yellow/Orange Line	15	15	15
01 -MAX Yellow/Orange Line	15	15	15
02 -Division FC	12	12	12
02 -Division FC	12	12	12
04 -Fessenden/Woodstock	15	15	15
04 -Fessenden/Woodstock	15	15	15
06 -Martin Luther King Jr Blvd	12	12	12
06 -Martin Luther King Jr Blvd	12	12	12
07 -Swan Island/Tacoma	30	30	30
07 -Swan Island/Tacoma	30	30	30
08 -Jackson Park/15th Av	15	15	15
08 -Jackson Park/15th Av	15	15	15
09 -Powell Blvd	15	15	15
09 -Powell Blvd	15	15	15
10 -Harold/Steele	30	30	30
10 -Harold/Steele	30	30	30
11 -Rivergate/Marine Dr	60	60	60
11 -Rivergate/Marine Dr	60	60	60
12 -Barbur/Sandy	15	15	15
12 -Barbur/Sandy	15	15	15
14 -Hawthorne	12	12	12
14 -Hawthorne	12	12	12
15 -Belmont 92nd/11th			10
15 -Belmont St Johns/Gateway	30	30	30
15 -Belmont St Johns/Gateway	30	30	30
15 -Belmont Sauvie/Gateway	60		60
15 -Belmont Sauvie/Gateway	60		60
15 -Belmont Vaughn/Gateway	15	15	15
15 -Belmont Vaughn/Gateway	15	15	15
16 -Front Av/St Helens	52	52	52

Table 3. 2030 Financially Constrained			
Line	**PM Headway**	**MD Headway**	**AM Headway**
16 -Front Av/St Helens	52	52	52
17 -Holgate/Broadway	15	20	15
17 -Holgate/Broadway	15	20	15
17 -Holgate/Broadway Tripper		60	
17 -Holgate/Broadway Tripper		60	
18 -Hillside	60		60
19 -Beaverton/Glisan	30	30	30
19 -Beaverton/Glisan	30	30	30
20 -Burnside/Stark	15	15	15
20 -Burnside/Stark	15	15	15
22 -Parkrose	30	30	30
22 -Parkrose	30	30	30
24 -Fremont/NW 18th	30	30	30
24 -Fremont/NW 18th	30	30	30
26 -Thurman/NW 18th	60		60
26 -Thurman/NW 18th	60		60
29 -Lake/Webster Rd	60	60	60
29 -Lake/Webster Rd	60	60	60
30 -Estacada	40	60	30
30 -Estacada	40	60	30
31 -Webster Rd	30	30	30
31 -Webster Rd	30	30	30
33 -McLoughlin/King Rd	15	15	15
33 -McLoughlin/King Rd	15	15	15
35 -Macadam/Greeley	30	30	30
35 -Macadam/Greeley	30	30	30
35 -Macadam/Greeley	30	30	30
35 -Macadam/Greeley	30	30	30
42 -Vermont	60	60	60
42 -Vermont	60	60	60
43 -Taylors Ferry Rd	30	30	30
43 -Taylors Ferry Rd	30	30	30
44 -Capital Hwy/Mocks Crest Wilsonville	60	60	60
44 -Capital Hwy/Mocks Crest Wilsonville	60	60	60
44 -Capital Hwy/Mocks Crest	15	15	15
44 -Capital Hwy/Mocks Crest	15	15	15
44 -Capital Hwy/Mocks Crest Tigard	60	60	60
44 -Capital Hwy/Mocks Crest Tigard	60	60	60
45 -Garden Home/BTC	60		60

Table 3. 2030 Financially Constrained			
Line	**PM Headway**	**MD Headway**	**AM Headway**
45 -Garden Home/BTC	60		60
48 -Cornell	15	15	15
48 -Cornell	15	15	15
51 -Council Crest	60		60
51 -Council Crest	60		60
51 -Dosch	65		65
51 -Dosch	120		120
52 -Farmington/185th	15	15	15
52 -Farmington/185th	15	15	15
54 -Beaverton-Hillsdale Hwy	15	15	15
54 -Beaverton-Hillsdale Hwy	15	15	15
56 -Scholls Ferry Rd	30	30	30
56 -Scholls Ferry Rd	30	30	30
59 -Walker/Park Way	60	60	60
59 -Walker/Park Way	60	60	60
62 -Murray Blvd	30	30	30
62 -Murray Blvd	30	30	30
63 -Washington Park/SW 6th	30	30	60
63 -Washington Park/SW 6th	30	30	60
67 -Bethany/158th	30	30	30
67 -Bethany/158th	30	30	30
70 -12th/NE 33Rd Av -17th	20	20	20
70 -12th/NE 33Rd Av -17th	20	20	20
71 -60th Ave	15	15	15
71 -60th Ave	15	15	15
72 -Killingsworth/Parkrose	12	12	12
72 -Killingsworth/Parkrose	12	12	12
73 -122nd Av	12	12	12
73 -122nd Av	12	12	12
74 -162nd Av	20	30	20
74 -162nd Av	20	30	20
75 -Cesar Chavez/Lombard	15	15	15
75 -Cesar Chavez/Lombard	15	15	15
76 -Hall/Oregon City	30	30	30
76 -Hall/Oregon City	30	30	30
76 -Hall/Tualatin	15	15	15
76 -Hall/Tualatin	15	15	15
77 -Broadway/Halsey	15	15	15
77 -Broadway/Halsey	15	15	15

Table 3. 2030 Financially Constrained			
Line	**PM Headway**	**MD Headway**	**AM Headway**
78 -Denny/Kerr Pkwy	30	30	30
78 -Denny/Kerr Pkwy	30	30	30
79 -Clackamas/Oregon City	30	30	30
79 -Clackamas/Oregon City	30	30	30
80 -Kane/Troutdale Rd	30	30	30
80 -Kane/Troutdale Rd	30	30	30
82 -South Gresham	60	60	60
82 -South Gresham	60	60	60
84 -Powell Valley Loop	60	60	60
87 -Airport Way/181st	15	15	15
87 -Airport Way/181st	15	15	15
91 -112th Ave	30	30	30
91 -112th Ave	30	30	30
95 -148th Ave	30	30	30
95 -148th Ave	30	30	30
98 -202nd/232rd Ave	30	30	30
98 -202nd/232rd Ave	30	30	30
111 -Hart/198th	15	15	15
111 -Hart/198th	15	15	15
113 -Cornelius Pass	30	30	30
113 -Cornelius Pass	30	30	30
115 -Century Blvd	30	30	30
115 -Century Blvd	30	30	30
120 -Main/Baseline	30	30	30
120 -Main/Baseline	30	30	30
130 -Pacific Hwy	30	30	30
130 -Pacific Hwy	30	30	30
131 -Tualatin-Sherwood Rd	60	60	60
131 -Tualatin-Sherwood Rd	60	60	60
144 -River/Oatfield	30	30	30
144 -River/Oatfield	30	30	30
145 -Jennings	60	60	60
145 -Jennings	60	60	60
150 -Mt Scott	60	60	60
150 -Mt Scott	60	60	60
152 -Milwaukie	30	60	30
152 -Milwaukie	30	60	30
155 -Sunnyside	30	30	30
155 -Sunnyside	30	30	30

Table 3. 2030 Financially Constrained			
Line	**PM Headway**	**MD Headway**	**AM Headway**
190 -Columbia Blvd	30	30	30
190 -Columbia Blvd	30	30	30
57 TV Highway BRT	15	15	15
72B -82nd Ave BRT	12	12	12
72B -82nd Ave BRT	12	12	12
Portland Streetcar Loop	15	15	20
Portland Streetcar N/S Mont. Park	15	15	15
Portland Streetcar N/S Mont. Park	15	15	15
OHSU Tram	5	5	5
OHSU Tram	5	5	5
C-Tran Service			
C01 -Fourth Plain/Mill Plain VINE	10	10	10
C01 -Fourth Plain/Mill Plain VINE	10	10	10
C02 -Lincoln NB	60	60	60
C02 -Lincoln SB	60	60	60
C06 -Fruit Valley/Grand EB	30	30	30
C06 -Fruit Valley/Grand WB	30	30	30
C07 -Battel Ground NB	30	30	30
C07 -Battel Ground SB	30	30	30
C09 -Felida NB	60	60	60
C09 -Felida SB	60	60	60
C101 -I-5 Express VCBD	15	30	15
C105 -I-5 Express AM			10
C105 -I-5 Express PM	10		
C12 -Van Mall/Fishers	30	30	30
C12 -Van Mall/Fishers	30	30	30
C164 -Fisher's Landing NB		30	10
C164 -Fisher's Landing NB	10		
C164 -Fisher's Landing SB		10	10
C19 -Orchards/119th	60	60	60
C19 -Orchards/119th	60	60	60
C190 -Marquam Hill Express			10
C190 -Marquam Hill Express	10		
C20 -Fair Grounds/20th	60	60	60
C20 -Fair Grounds/20th	60	60	60
C25 -St Johns NB	30	30	30
C25 -St Johns SB	30	30	30
C30 -Burton EB	30	30	30
C30 -Butron WB	30	30	30

Table 3. 2030 Financially Constrained			
Line	**PM Headway**	**MD Headway**	**AM Headway**
C31 -Hazel Dell NB	20	20	20
C31 -Hazel Dell SB	20	20	20
C32 -Evergreen/Andresen EB	30	30	30
C32 -Evergreen/Andresen WB	30	30	30
C34 -FLTC to MPTC 192 EB	30	30	30
C34 -FLTC to MPTC 192 WB	30	30	30
C35 -FLTC to MPTC 164 EB	30	30	30
C35 -FLTC to MPTC 164 WB	30	30	30
C41 -SR-14	60		30
C47 -Battel Ground/ Yacolt	120	120	120
C47 -Battel Ground/ Yacolt	120	120	120
C48 -La Center	120	120	120
C48 -La Center	120	120	120
C49 -Battleground/Ridgefield	120	120	120
C49 -Battleground/Ridgefield	120	120	120
C60 -Delta Parkrose Janz Beach			15
C60 -Delta Parkrose Janz Beach	15	15	
C60 -Delta Parkrose Regional	15	15	
C60 -Delta Parkrose Regional			15
C65 -Parkrose Regional	15	15	15
C67 -PDX Regional	45	60	60
C76 -Orchards	30	30	30
C76 -Orchards	30	30	30
C80 -Van Mall/MPTC	30	30	30
C80 -Van Mall/MPTC	30	30	30
C88 -88th St	30	30	30
C88 -88th St	30	30	30
C92 -Camas/Washougal	30	30	30
C92 -Camas/Washougal	30	30	30
C99 -Highway 99 BRT	10	10	10
C99 -Highway 99 BRT	10	10	10
SMART Service			
SM -SMART Medical Shuttle		60	60
SM -SMART Medical Shuttle		60	60
SM -SMART Shopping		60	
SM -SMART Shopping		60	
SM2 -SMART Tualatin	30	60	30
SM2 -SMART Tualatin	30	60	30
SM3 -SMART Canby	60	120	60

Table 3. 2030 Financially Constrained			
Line	**PM Headway**	**MD Headway**	**AM Headway**
SM3 -SMART Canby	60	120	60
SM4 -SMART Wilsonville Rd		30	
SM4 -SMART Wilsonville Rd		30	
SM4 -SMART Wilsonville Rd Peak	30		30
SM4 -SMART Wilsonville Rd Peak	30		30
SM5 -SMART 95th Av	30		20
SM5 -SMART 95th Av	30		30
SM6 -SMART Canyon	30		30
SM6 -SMART Canyon	30		30
SM7 -SMART Villebois	30		30
SM7 -SMART Villebois	30		30
Canby Area Transit, Sandy Transit, South Clackamas Transit District, Mount Hood Express and Local Shuttle Providers			
Sandy/Estacada SAM	90	120	120
Sandy/Estacada SAM	90	120	120
Sandy/Gresham SAM	30	30	30
Sandy/Gresham SAM	30	30	30
Mt Hood Express	120	120	120
Mt Hood Express	120	120	120
SCTD Molalla/Canby	90	90	90
SCTD Molalla/CCC	30	30	30
SCTD Molalla/CCC	30	30	30
Access Shuttle	60		60
Access Shuttle	60		60
Beaverton/Cooper Shuttle	30	60	30
Beaverton/Cooper Shuttle	30	60	30
Bethany/Cedar Mill Shuttle	30	60	30
Bethany/Cedar Mill Shuttle	30	60	30
Canby/Oregon City Shuttle	30	60	30
Canby/Oregon City Shuttle	30	60	30
Clackamas Industrial Shuttle	60	60	60
Clackamas Industrial Shuttle	60	60	60
Grove Link Cornelius Shuttle	30	60	
Grove Link Shuttle	30	60	30
King City Shuttle	120	120	120
King City/Durham Shuttle	30	60	30
King City/Durham Shuttle	30	60	30
North Hillsboro Shuttle	30	60	30
North Hillsboro Shuttle	30	60	30

Table 3. 2030 Financially Constrained			
Line	**PM Headway**	**MD Headway**	**AM Headway**
Tualatin Blue Shuttle	30	60	30
Tualatin Green Shuttle	30	60	30
Tualatin Green Shuttle	30	60	30
Tualatin Red Shuttle	30	60	30
Westlink Shuttle	120	120	120
Westlink Shuttle	120	120	120

Table 4. 2045 Financially Constrained			
Line	**PM Headway**	**MD Headway**	**AM Headway**
TriMet Service			
01 -Commuter Rail Wilsonville/Beaverton	30		30
01 -Commuter Rail Wilsonville/Beaverton	30		30
01 -Green/Purple MAX CTC to Bridgeport	15	15	15
01 -Green/Purple MAX CTC to Bridgeport	15	15	15
01 -Green/Purple MAX CTC to Tigard	15		15
01 -Green/Purple MAX CTC to Tigard	15		15
01 -MAX Blue Line	10	15	10
01 -MAX Blue Line	10	15	10
01 -MAX Red Line	15	15	15
01 -MAX Red Line	15	15	15
01 -MAX Yellow/Orange Line IBR	15	15	15
01 -MAX Yellow/Orange Line IBR	15	15	15
01 -Yellow Line MAX IBR	12		12
01 -Yellow Line MAX IBR	12		12
02 -Division FX	10	10	10
02 -Division FX	10	10	10
04 -Fessenden/Woodstock	12	12	12
04 -Fessenden/Woodstock	12	12	12
06 -Martin Luther King Jr Blvd	12	12	12
06 -Martin Luther King Jr Blvd	12	12	12
07 -Swan Island/Tacoma	20	20	20
07 -Swan Island/Tacoma	20	20	20
08 -Jackson Park/15th Av	12	12	12
08 -Jackson Park/15th Av	12	12	12
09 -Powell Blvd	12	12	12
09 -Powell Blvd	12	12	12
10 -Harold/Steele	20	20	20
10 -Harold/Steele	20	20	20
11 -Rivergate/Marine Dr	60	60	60
11 -Rivergate/Marine Dr	60	60	60
12 -Barbur/Sandy	12	12	12
12 -Barbur/Sandy	12	12	12
14 -Hawthorne	12	12	12
14 -Hawthorne	12	12	12
15 -Belmont 92nd/11th			10
15 -Belmont Sauvie/Gateway	60		60
15 -Belmont Sauvie/Gateway	60		60
15 -Belmont St Johns/Gateway	30	30	30

Table 4. 2045 Financially Constrained			
Line	**PM Headway**	**MD Headway**	**AM Headway**
15 -Belmont St Johns/Gateway	30	30	30
15 -Belmont Vaughn/Gateway	12	12	12
15 -Belmont Vaughn/Gateway	12	12	12
16 -Front Av/St Helens	52	52	52
16 -Front Av/St Helens	52	52	52
17 -Holgate/Broadway	15	20	15
17 -Holgate/Broadway	15	20	15
17 -Holgate/Broadway Tripper		60	
17 -Holgate/Broadway Tripper		60	
18 -Hillside	60		60
19 -Beaverton/Glisan	30	30	30
19 -Beaverton/Glisan	30	30	30
20 -Burnside/Stark	12	12	12
20 -Burnside/Stark	12	12	12
22 -Parkrose	30	30	30
22 -Parkrose	30	30	30
24 -Fremont/NW 18th	30	30	30
24 -Fremont/NW 18th	30	30	30
26 -Thurman/NW 18th	60		60
26 -Thurman/NW 18th	60		60
29 -Lake/Webster Rd	60	60	60
29 -Lake/Webster Rd	60	60	60
30 -Estacada	40	60	30
30 -Estacada	40	60	30
31 -Webster Rd	30	30	30
31 -Webster Rd	30	30	30
33 -McLoughlin/King Rd	12	12	12
33 -McLoughlin/King Rd	12	12	12
35 -Macadam/Greeley	30	30	30
35 -Macadam/Greeley	30	30	30
35 -Macadam/Greeley	30	30	30
35 -Macadam/Greeley	30	30	30
42 -Vermont	30	30	30
42 -Vermont	30	30	30
43 -Taylors Ferry Rd	20	20	20
43 -Taylors Ferry Rd	20	20	20
44 -Capital Hwy/Mocks Crest	15	15	15
44 -Capital Hwy/Mocks Crest	15	15	15
44 -Capital Hwy/Mocks Crest Tigard	60	60	60

Table 4. 2045 Financially Constrained			
Line	**PM Headway**	**MD Headway**	**AM Headway**
44 -Capital Hwy/Mocks Crest Tigard	60	60	60
44 -Capital Hwy/Mocks Crest Wilsonville	30	30	30
44 -Capital Hwy/Mocks Crest Wilsonville	30	30	30
45 -Garden Home/BTC	60		60
45 -Garden Home/BTC	60		60
48 -Cornell	15	15	15
48 -Cornell	15	15	15
51 -Council Crest	60		60
51 -Council Crest	60		60
51 -Dosch	65		65
51 -Dosch	120		120
52 -Farmington/185th	15	15	15
52 -Farmington/185th	15	15	15
54 -Beaverton-Hillsdale Hwy	12	12	12
54 -Beaverton-Hillsdale Hwy	12	12	12
56 -Scholls Ferry Rd	20	20	20
56 -Scholls Ferry Rd	20	20	20
59 -Walker/Park Way	60	60	60
59 -Walker/Park Way	60	60	60
62 -Murray Blvd	30	30	30
62 -Murray Blvd	30	30	30
63 -Washington Park/SW 6th	30	30	60
63 -Washington Park/SW 6th	30	30	60
67 -Bethany/158th	30	30	30
67 -Bethany/158th	30	30	30
70 -12th/NE 33Rd Av -17th	20	20	20
70 -12th/NE 33Rd Av -17th	20	20	20
71 -60th Ave	15	15	15
71 -60th Ave	15	15	15
72 -Killingsworth/Parkrose	12	12	12
72 -Killingsworth/Parkrose	12	12	12
73 -122nd Av	12	12	12
73 -122nd Av	12	12	12
74 -162nd Av	20	30	20
74 -162nd Av	20	30	20
75 -Cesar Chavez/Lombard	12	12	12
75 -Cesar Chavez/Lombard	12	12	12
76 -Hall/Oregon City	30	30	30
76 -Hall/Oregon City	30	30	30

Table 4. 2045 Financially Constrained			
Line	**PM Headway**	**MD Headway**	**AM Headway**
76 -Hall/Tualatin	12	12	12
76 -Hall/Tualatin	12	12	12
77 -Broadway/Halsey	15	15	15
77 -Broadway/Halsey	15	15	15
78 -Denny/Kerr Pkwy	20	20	20
78 -Denny/Kerr Pkwy	20	20	20
79 -Clackamas/Oregon City	20	20	20
79 -Clackamas/Oregon City	20	20	20
80 -Kane/Troutdale Rd	20	20	20
80 -Kane/Troutdale Rd	20	20	20
82 -South Gresham	60	60	60
82 -South Gresham	60	60	60
84 -Powell Valley Loop	60	60	60
87 -Airport Way/181st	15	15	15
87 -Airport Way/181st	15	15	15
91 -112th Ave	30	30	30
91 -112th Ave	30	30	30
95 -148th Ave	30	30	30
95 -148th Ave	30	30	30
98 -202nd/232rd Ave	30	30	30
98 -202nd/232rd Ave	30	30	30
111 -Hart/198th	15	15	15
111 -Hart/198th	15	15	15
113 -Cornelius Pass	30	30	30
113 -Cornelius Pass	30	30	30
115 -Century Blvd	30	30	30
115 -Century Blvd	30	30	30
120 -Main/Baseline	30	30	30
120 -Main/Baseline	30	30	30
130 -Pacific Hwy	30	30	30
130 -Pacific Hwy	30	30	30
131 -Tualatin-Sherwood Rd	60	60	60
131 -Tualatin-Sherwood Rd	60	60	60
144 -River/Oatfield	30	30	30
144 -River/Oatfield	30	30	30
145 -Jennings	60	60	60
145 -Jennings	60	60	60
150 -Mt Scott	60	60	60
150 -Mt Scott	60	60	60

Table 4. 2045 Financially Constrained			
Line	**PM Headway**	**MD Headway**	**AM Headway**
152 -Milwaukie	30	60	30
152 -Milwaukie	30	60	30
155 -Sunnyside	30	30	30
155 -Sunnyside	30	30	30
190 -Columbia Blvd	30	30	30
190 -Columbia Blvd	30	30	30
57 -TV Highway BRT	15	15	15
72B -82nd Ave BRT	12	12	12
72B -82nd Ave BRT	12	12	12
Portland Streetcar Loop	15	15	20
Portland Streetcar N/S Mont. Park	15	15	15
Portland Streetcar N/S Mont. Park	15	15	15
OHSU Tram	5	5	5
OHSU Tram	5	5	5
C-Tran Service			
C01 -Fourth Plain/Mill Plain VINE	10	10	10
C01 -Fourth Plain/Mill Plain VINE	10	10	10
C02 -Lincoln NB	60	60	60
C02 -Lincoln SB	60	60	60
C06 -Fruit Valley/Grand EB	30	30	30
C06 -Fruit Valley/Grand WB	30	30	30
C07 -Battel Ground NB	30	30	30
C07 -Battel Ground SB	30	30	30
C09 -Felida NB	60	60	60
C09 -Felida SB	60	60	60
C101 -I-5 Express VCBD	15	30	15
C105 -I-5 Express AM			10
C105 -I-5 Express PM	10		
C12 -Van Mall/Fishers	30	30	30
C12 -Van Mall/Fishers	30	30	30
C164 -Fisher's Landing NB		30	10
C164 -Fisher's Landing NB	10		
C164 -Fisher's Landing SB		10	10
C19 -Orchards/119th	60	60	60
C19 -Orchards/119th	60	60	60
C190 -Marquam Hill Express			10
C190 -Marquam Hill Express	10		
C20 -Fair Grounds/20th	60	60	60
C20 -Fair Grounds/20th	60	60	60

Table 4. 2045 Financially Constrained			
Line	**PM Headway**	**MD Headway**	**AM Headway**
C25 -St Johns NB	30	30	30
C25 -St Johns SB	30	30	30
C30 -Burton EB	30	30	30
C30 -Butron WB	30	30	30
C31 -Hazel Dell NB	20	20	20
C31 -Hazel Dell SB	20	20	20
C32 -Evergreen/Andresen EB	30	30	30
C32 -Evergreen/Andresen WB	30	30	30
C34 -FLTC to MPTC 192 EB	30	30	30
C34 -FLTC to MPTC 192 WB	30	30	30
C35 -FLTC to MPTC 164 EB	30	30	30
C35 -FLTC to MPTC 164 WB	30	30	30
C41 -SR-14	60		30
C47 -Battel Ground/ Yacolt	120	120	120
C47 -Battel Ground/ Yacolt	120	120	120
C48 -La Center	120	120	120
C48 -La Center	120	120	120
C49 -Battleground/Ridgefield	120	120	120
C49 -Battleground/Ridgefield	120	120	120
C65 -Parkrose Regional	15	15	15
C67 -PDX Regional	45	60	60
C76 -Orchards	30	30	30
C76 -Orchards	30	30	30
C80 -Van Mall/MPTC	30	30	30
C80 -Van Mall/MPTC	30	30	30
C88 -88th St	30	30	30
C88 -88th St	30	30	30
C92 -Camas/Washougal	30	30	30
C92 -Camas/Washougal	30	30	30
C99 -Highway 99 BRT	10	10	10
C99 -Highway 99 BRT	10	10	10
SMART Service			
SM -SMART Medical Shuttle		60	60
SM -SMART Medical Shuttle		60	60
SM -SMART Shopping		60	
SM -SMART Shopping		60	
SM2 -SMART Tualatin	30	60	30
SM2 -SMART Tualatin	30	60	30
SM3 -SMART Canby	60	120	60

Table 4. 2045 Financially Constrained			
Line	**PM Headway**	**MD Headway**	**AM Headway**
SM3 -SMART Canby	60	120	60
SM4 -SMART Wilsonville Rd		30	
SM4 -SMART Wilsonville Rd		30	
SM4 -SMART Wilsonville Rd Peak	30		30
SM4 -SMART Wilsonville Rd Peak	30		30
SM5 -SMART 95th Av	30		20
SM5 -SMART 95th Av	30		30
SM6 -SMART Canyon	30		30
SM6 -SMART Canyon	30		30
SM7 -SMART Villebois	30		30
SM7 -SMART Villebois	30		30
Canby Area Transit, Sandy Transit, South Clackamas Transit District, Mount Hood Express and Local Shuttle Providers			
Sandy/Estacada SAM	90	120	120
Sandy/Estacada SAM	90	120	120
Sandy/Gresham SAM	30	30	30
Sandy/Gresham SAM	30	30	30
Mt Hood Express	120	120	120
Mt Hood Express	120	120	120
SCTD Molalla/Canby	90	90	90
SCTD Molalla/CCC	30	30	30
SCTD Molalla/CCC	30	30	30
Access Shuttle	60		60
Access Shuttle	60		60
Beaverton/Cooper Shuttle	30	60	30
Beaverton/Cooper Shuttle	30	60	30
Bethany/Cedar Mill Shuttle	30	60	30
Bethany/Cedar Mill Shuttle	30	60	30
Canby/Oregon City Shuttle	30	60	30
Canby/Oregon City Shuttle	30	60	30
Clackamas Industrial Shuttle	60	60	60
Clackamas Industrial Shuttle	60	60	60
Grove Link Cornelius Shuttle	30	60	
Grove Link Shuttle	30	60	30
King City Shuttle	120	120	120
King City/Durham Shuttle	30	60	30
King City/Durham Shuttle	30	60	30
North Hillsboro Shuttle	30	60	30
North Hillsboro Shuttle	30	60	30

Table 4. 2045 Financially Constrained			
Line	**PM Headway**	**MD Headway**	**AM Headway**
Tualatin Blue Shuttle	30	60	30
Tualatin Green Shuttle	30	60	30
Tualatin Green Shuttle	30	60	30
Tualatin Red Shuttle	30	60	30
Westlink Shuttle	120	120	120
Westlink Shuttle	120	120	120
Witch Haz/Orenco Shuttle	30	60	30
Witch Haz/Orenco Shuttle	30	60	30

Table 5. 2045 Strategic			
Line	**PM Headway**	**MD Headway**	**AM Headway**
01 -MAX Blue Line Tunnel	10	10	10
01 -MAX Blue Line Tunnel	10	10	10
01 -Commuter Rail Willsonville/Beaverton	30		30
01 -Commuter Rail Willsonville/Beaverton	30		30
01 -Green/Purple MAX CTC to Bridgeport	15	15	15
01 -Green/Purple MAX CTC to Bridgeport	15	15	15
01 -Green/Purple MAX CTC to Tigard	15		15
01 -Green/Purple MAX CTC to Tigard	15		15
01 -MAX Red Line	15	15	15
01 -MAX Red Line	15	15	15
01 -Yellow Line MAX IBR	12		12
01 -MAX Yellow/Orange Line IBR	15	15	15
01 -MAX Yellow/Orange Line IBR	15	15	15
01 -Yellow Line MAX IBR	12		12
02 -Division FX	10	10	10
02 -Division FX	10	10	10
04 -Fessenden/Woodstock	12	12	12
04 -Fessenden/Woodstock	12	12	12
06 -Martin Luther King Jr Blvd BRT	12	12	12
06 -Martin Luther King Jr Blvd BRT	12	12	12
07 -Swan Island/Tacoma	20	20	20
07 -Swan Island/Tacoma	20	20	20
08 -Jackson Park/15th Av	12	12	12
08 -Jackson Park/15th Av	12	12	12
09 -Powell Blvd	12	12	12
09 -Powell Blvd	12	12	12
10 -Harold/Steele	20	20	20
10 -Harold/Steele	20	20	20
11 -Rivergate/Marine Dr	60	60	60
11 -Rivergate/Marine Dr	60	60	60
12 -Barbur/Sandy	12	12	12
12 -Barbur/Sandy	12	12	12
14 -Hawthorne	12	12	12
14 -Hawthorne	12	12	12
15 -Belmont 92nd/11th			10
15 -Belmont St Johns/Gateway	30	30	30
15 -Belmont St Johns/Gateway	30	30	30
15 -Belmont Sauvie/Gateway	60		60
15 -Belmont Sauvie/Gateway	60		60

Table 5. 2045 Strategic			
Line	**PM Headway**	**MD Headway**	**AM Headway**
15 -Belmont Vaughn/Gateway	12	12	12
15 -Belmont Vaughn/Gateway	12	12	12
16 -Front Av/St Helens	52	52	52
16 -Front Av/St Helens	52	52	52
17 -Holgate/Broadway	15	20	15
17 -Holgate/Broadway	15	20	15
17 -Holgate/Broadway Tripper		60	
17 -Holgate/Broadway Tripper		60	
18 -Hillside	60		60
19 -Beaverton/Glisan	30	30	30
19 -Beaverton/Glisan	30	30	30
20 -Burnside/Stark BRT	12	12	12
20 -Burnside/Stark BRT	12	12	12
22 -Parkrose	30	30	30
22 -Parkrose	30	30	30
24 -Fremont/NW 18th	30	30	30
24 -Fremont/NW 18th	30	30	30
26 -Thurman/NW 18th	60		60
26 -Thurman/NW 18th	60		60
29 -Lake/Webster Rd	60	60	60
29 -Lake/Webster Rd	60	60	60
30 -Estacada	40	60	30
30 -Estacada	40	60	30
31 -Webster Rd	30	30	30
31 -Webster Rd	30	30	30
33 -McLoughlin/King Rd	12	12	12
33 -McLoughlin/King Rd	12	12	12
35 -Macadam/Greeley	30	30	30
35 -Macadam/Greeley	30	30	30
35 -Macadam/Greeley	30	30	30
35 -Macadam/Greeley	30	30	30
42 -Vermont	30	30	30
42 -Vermont	30	30	30
43 -Taylors Ferry Rd	20	20	20
43 -Taylors Ferry Rd	20	20	20
44 -Capital Hwy/Mocks Crest Wilsonville	30	30	30
44 -Capital Hwy/Mocks Crest Wilsonville	30	30	30
44 -Capital Hwy/Mocks Crest	15	15	15
44 -Capital Hwy/Mocks Crest	15	15	15

Table 5. 2045 Strategic			
Line	**PM Headway**	**MD Headway**	**AM Headway**
44 -Capital Hwy/Mocks Crest Tigard	60	60	60
44 -Capital Hwy/Mocks Crest Tigard	60	60	60
45 -Garden Home/BTC	60		60
45 -Garden Home/BTC	60		60
48 -Cornell	15	15	15
48 -Cornell	15	15	15
51 -Council Crest	60		60
51 -Council Crest	60		60
51 -Dosch	65		65
51 -Dosch	120		120
52 -Farmington/185th BRT	15	15	15
52 -Farmington/185th BRT	15	15	15
54 -Beaverton-Hillsdale Hwy BRT	12	12	12
54 -Beaverton-Hillsdale Hwy BRT	12	12	12
56 -Scholls Ferry Rd	7.5	7.5	7.5
56 -Scholls Ferry Rd	7.5	7.5	7.5
57 -TV Highway BRT	15	15	15
59 -Walker/Park Way	60	60	60
59 -Walker/Park Way	60	60	60
62 -Murray Blvd	7.5	7.5	7.5
62 -Murray Blvd	7.5	7.5	7.5
63 -Washington Park/SW 6th	30	30	60
63 -Washington Park/SW 6th	30	30	60
67 -Bethany/158th	30	30	30
67 -Bethany/158th	30	30	30
70 -12th/NE 33Rd Av -17th	20	20	20
70 -12th/NE 33Rd Av -17th	20	20	20
71 -60th Ave	15	15	15
71 -60th Ave	15	15	15
72 -Killingsworth/Parkrose BRT	12	12	12
72 -Killingsworth/Parkrose BRT	12	12	12
73 -122nd Av	12	12	12
73 -122nd Av	12	12	12
74 -162nd Av	20	30	20
74 -162nd Av	20	30	20
75 -Cesar Chavez/Lombard BRT	12	12	12
75 -Cesar Chavez/Lombard BRT	12	12	12
76 -Hall/Oregon City	30	30	30
76 -Hall/Oregon City	30	30	30

Table 5. 2045 Strategic			
Line	**PM Headway**	**MD Headway**	**AM Headway**
76 -Hall/Tualatin	12	12	12
76 -Hall/Tualatin	12	12	12
77 -Broadway/Halsey	15	15	15
77 -Broadway/Halsey	15	15	15
78 -Denny/Kerr Pkwy	7.5	7.5	7.5
78 -Denny/Kerr Pkwy	7.5	7.5	7.5
79 -Clackamas/Oregon City	20	20	20
79 -Clackamas/Oregon City	20	20	20
80 -Kane/Troutdale Rd	20	20	20
80 -Kane/Troutdale Rd	20	20	20
82 -South Gresham	60	60	60
82 -South Gresham	60	60	60
84 -Powell Valley Loop	60	60	60
87 -Airport Way/181st	15	15	15
87 -Airport Way/181st	15	15	15
90 -Sunset Express BRT	12	12	12
90 -Sunset Express BRT	12	12	12
91 -112th Ave	30	30	30
91 -112th Ave	30	30	30
95 -148th Ave	30	30	30
95 -148th Ave	30	30	30
98 -202nd/232rd Ave	30	30	30
98 -202nd/232rd Ave	30	30	30
111 -Hart/198th	15	15	15
111 -Hart/198th	15	15	15
113 -Cornelius Pass	30	30	30
113 -Cornelius Pass	30	30	30
115 -Century Blvd	30	30	30
115 -Century Blvd	30	30	30
120 -Main/Baseline	30	30	30
120 -Main/Baseline	30	30	30
130 -Pacific Hwy	30	30	30
130 -Pacific Hwy	30	30	30
131 -Tualatin-Sherwood Rd	60	60	60
131 -Tualatin-Sherwood Rd	60	60	60
144 -River/Oatfield	30	30	30
144 -River/Oatfield	30	30	30
145 -Jennings	60	60	60
145 -Jennings	60	60	60

Table 5. 2045 Strategic			
Line	**PM Headway**	**MD Headway**	**AM Headway**
150 -Mt Scott	60	60	60
150 -Mt Scott	60	60	60
152 -Milwaukie	30	60	30
152 -Milwaukie	30	60	30
155 -Sunnyside	30	30	30
155 -Sunnyside	30	30	30
190 -Columbia Blvd	30	30	30
190 -Columbia Blvd	30	30	30
72B -82nd Ave BRT	12	12	12
72B -82nd Ave BRT	12	12	12
Amberglen Streetcar	12	12	12
Amberglen Streetcar	12	12	12
Portland Streetcar Loop	15	15	20
Portland Streetcar N/S Mont. Park			
Portland Streetcar N/S Mont. Park	15	15	15
OHSU Tram	5	5	5
OHSU Tram	5	5	5
C01 -Fourth Plain/Mill Plain VINE	10	10	10
C01 -Fourth Plain/Mill Plain VINE	10	10	10
C02 -Lincoln NB	60	60	60
C02 -Lincoln SB	60	60	60
C06 -Fruit Valley/Grand EB	30	30	30
C06 -Fruit Valley/Grand WB	30	30	30
C07 -Battel Ground NB	30	30	30
C07 -Battel Ground SB	30	30	30
C09 -Felida NB	60	60	60
C09 -Felida SB	60	60	60
C101 -I-5 Express AM			10
C101 -I-5 Express NB	10	30	
C101 -I-5 Express AM			10
C101 -I-5 Express SB	10	30	
C105 -I-5 Express PM	5		
C105 -I-5 Express AM			5
C12 -Van Mall/Fishers	30	30	30
C12 -Van Mall/Fishers	30	30	30
C164 -Fisher's Landing NB		30	10
C164 -Fisher's Landing NB	10		
C164 -Fisher's Landing SB		10	10
C19 -Orchards/119th	60	60	60

Table 5. 2045 Strategic			
Line	**PM Headway**	**MD Headway**	**AM Headway**
C19 -Orchards/119th	60	60	60
C190 -Marquam Hill Express			10
C190 -Marquam Hill Express	10		
C20 -Fair Grounds/20th	60	60	60
C20 -Fair Grounds/20th	60	60	60
C25 -St Johns NB	30	30	30
C25 -St Johns SB	30	30	30
C30 -Burton EB	30	30	30
C30 -Butron WB	30	30	30
C31 -Hazel Dell NB	20	20	20
C31 -Hazel Dell SB	20	20	20
C32 -Evergreen/Andresen EB	30	30	30
C32 -Evergreen/Andresen WB	30	30	30
C34 -FLTC to MPTC 192 EB	30	30	30
C34 -FLTC to MPTC 192 WB	30	30	30
C35 -FLTC to MPTC 164 EB	30	30	30
C35 -FLTC to MPTC 164 WB	30	30	30
C41 -SR14 to Washougal EB	60		30
C41 -SR14 to Washougal WB	60		30
C47 -Battel Ground/ Yacolt	120	120	120
C47 -Battel Ground/ Yacolt	120	120	120
C48 -La Center	120	120	120
C48 -La Center	120	120	120
C49 -Battleground/Ridgefield	120	120	120
C49 -Battleground/Ridgefield	120	120	120
C65 -Parkrose Regional	15	15	15
C67 -PDX Regional	45	60	60
C76 -Orchards	30	30	30
C76 -Orchards	30	30	30
C80 -Van Mall/MPTC	30	30	30
C80 -Van Mall/MPTC			
C88 -88th St	30	30	30
C88 -88th St	30	30	30
C92 -Camas/Washougal	30	30	30
C92 -Camas/Washougal	30	30	30
C99 -Highway 99 BRT	10	10	10
C99 -Highway 99 BRT	10	10	10
SM -SMART Medical Shuttle		60	60
SM -SMART Medical Shuttle		60	60

Table 5. 2045 Strategic			
Line	**PM Headway**	**MD Headway**	**AM Headway**
SM -SMART Shopping		60	
SM -SMART Shopping		60	
SM2 -SMART Tualatin	30	60	30
SM2 -SMART Tualatin	30	60	30
SM3 -SMART Canby	60	120	60
SM3 -SMART Canby	60	120	60
SM4 -SMART Wilsonville Rd		30	
SM4 -SMART Wilsonville Rd		30	
SM4 -SMART Wilsonville Rd Peak	30		30
SM4 -SMART Wilsonville Rd Peak	30		30
SM5 -SMART 95th Av			
SM5 -SMART 95th Av	30		30
SM6 -SMART Canyon	30		30
SM6 -SMART Canyon	30		30
SM7 -SMART Villebois	30		30
SM7 -SMART Villebois	30		30
Sandy/Estacada SAM	90	120	120
Sandy/Estacada SAM	90	120	120
Sandy/Gresham SAM	30	30	30
Sandy/Gresham SAM	30	30	30
Mt Hood Express	120	120	120
Mt Hood Express	120	120	120
SCTD Molalla/Canby	90	90	90
SCTD Molalla/CCC	30	30	30
SCTD Molalla/CCC	30	30	30
Access Shuttle	60		60
Access Shuttle	60		60
Basalt Creek Shuttle - Inbound	30	30	30
Basalt Creek Shuttle - Outbound	30	30	30
Beaverton/Cooper Shuttle	30	60	30
Beaverton/Cooper Shuttle	30	60	30
Bethany/Cedar Mill Shuttle	30	60	30
Bethany/Cedar Mill Shuttle	30	60	30
Canby/Oregon City Shuttle	30	60	30
Canby/Oregon City Shuttle	30	60	30
Clackamas Industrial Shuttle	60	60	60
Clackamas Industrial Shuttle	60	60	60
Grove Link Cornelius Shuttle	30	60	
Grove Link Shuttle	30	60	30

Table 5. 2045 Strategic			
Line	**PM Headway**	**MD Headway**	**AM Headway**
King City Shuttle	120	120	120
King City/Durham Shuttle	30	60	30
King City/Durham Shuttle	30	60	30
North Hillsboro Shuttle	30	60	30
North Hillsboro Shuttle	30	60	30
Rvr Trc - Bull Mtn Shuttle - Inbound	30	30	30

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Attachment 3. 2023 RTP Transportation Analysis Zone Assumptions

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Attachment 3. Households, Employment and 2045 Design Type by TAZ[21]

TAZ	2020 Employment*	2030 Employment*	2045 Employment*	2020 Households	2030 Households	2045 Households	2040 Design Type
1	10,388	10,280	11,040	0	0	124	Central City 1 (CBD)
2	15,620	15,757	16,863	503	547	729	Central City 1 (CBD)
3	3,447	3,434	4,109	8	156	207	Central City 1 (CBD)
4	6,491	6,527	6,982	664	724	959	Central City 1 (CBD)
5	5,740	6,296	6,788	1,006	1,101	1,404	Central City 1 (CBD)
6	4,083	4,070	4,327	0	0	0	Central City 1 (CBD)
7	1,771	2,023	2,248	1,217	1,474	1,958	Central City 1 (CBD)
8	10,524	10,283	11,075	46	51	67	Central City 1 (CBD)
9	1,441	1,483	1,577	0	0	0	Central City 1 (CBD)
10	580	713	832	1,850	2,050	2,253	Central City 1 (CBD)
11	5,624	5,621	5,968	314	381	530	Central City 1 (CBD)
12	3,340	3,425	3,630	178	178	178	Central City 1 (CBD)
13	753	758	848	996	996	1,190	Central City 1 (CBD)
14	7,117	7,426	7,762	1,904	1,743	2,337	Central City 1 (CBD)
15	4,307	4,475	4,979	443	661	1,030	Central City 1 (CBD)
16	717	768	849	780	780	980	Central City 1 (CBD)
17	3,434	3,461	3,745	3,275	3,275	3,900	Central City 4 (River)
18	1,047	887	1,425	1,027	1,659	1,851	Central City 4 (River)
19	2,432	2,462	2,678	1,002	1,068	1,209	Central City 4 (River)
20	1,882	2,108	3,163	651	793	985	Central City 4 (River)
21	335	450	587	691	842	1,044	Central City 4 (River)
22	56	56	59	258	258	258	Central City 4 (River)
23	4,868	4,890	5,098	700	875	1,016	Central City 4 (River)
24	3,481	3,613	4,028	1,046	1,070	1,252	Central City 4 (River)
25	2,598	3,084	3,518	1,292	1,573	1,953	Central City 4 (River)
26	2,999	2,851	3,090	110	122	138	Central City 4 (River)
27	221	183	303	969	1,121	1,280	Central City 4 (River)
28	2,257	2,380	2,537	19	19	40	Industrial Area
29	1,383	1,273	1,596	824	911	1,006	NW 23rd
30	2,757	2,644	2,879	810	853	972	NW 23rd
31	845	862	980	1,392	1,471	1,685	NW 23rd
32	5,824	5,546	6,448	3,741	3,966	4,339	NW 23rd
33	4,509	4,682	5,479	1,996	2,329	2,500	NW 23rd

[21] Adopted by the Metro Council in 2021 (Ord. No. 21-1457) after extensive consultation with and review by local governments. An asterisk means * data is suppressed for confidentiality.

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TAZ	2020 Employment*	2030 Employment*	2045 Employment*	2020 Households	2030 Households	2045 Households	2040 Design Type
34	3,330	3,406	3,435	0	0	0	Industrial Area
35	5,989	5,949	6,079	0	0	0	Industrial Area
36	4,818	5,989	4,992	2,008	1,642	2,132	Main St / Corr
37	101	116	102	489	489	551	Neighborhoods
38	1,377	1,192	2,018	45	84	84	Industrial Area
39	441	469	513	77	99	139	Parks
40	60	63	65	29	30	33	Neighborhoods
41	39	54	64	244	255	277	Neighborhoods
42	43	55	73	93	98	106	Rural Reserve
43	254	254	262	1,236	1,236	1,270	Neighborhoods
44	81	90	82	117	229	256	Neighborhoods
45	115	115	116	916	916	976	Neighborhoods
46	27	37	40	149	149	149	Rural Reserve
47	18	21	22	68	74	78	Rural Reserve
48	341	328	583	299	410	410	Neighborhoods
49	61	61	64	308	345	388	Neighborhoods
50	28	50	55	107	107	107	Rural Reserve
51	313	296	331	876	884	884	Rural Reserve
52	454	458	559	387	386	386	Rural Reserve
53	4,641	5,381	5,916	2,601	3,305	3,850	Goose Hollow
54	1,574	1,653	1,781	2,322	2,322	2,650	Neighborhoods
55	946	974	1,051	469	551	580	Neighborhoods
56	530	561	650	2,329	2,497	2,583	Neighborhoods
57	811	811	820	30	35	37	Zoo
58	18	18	20	117	139	146	Neighborhoods
59	222	229	239	131	154	192	Neighborhoods
60	109	117	122	188	213	226	Neighborhoods
61	41	44	48	530	585	627	Neighborhoods
62	56	54	53	324	366	385	Neighborhoods
63	171	166	174	484	512	541	Neighborhoods
64	311	319	331	1,130	1,235	1,319	Neighborhoods
65	*	*	*	841	1,030	1,089	OHSU
66	2,781	2,195	3,197	509	720	940	Station Com - Tier 1
67	31	713	3,176	0	0	0	Central City 5 (SoWa)
68	361	394	378	565	565	810	Station Com - Tier 1
69	82	147	467	109	370	572	Central City 5 (SoWa)
70	3,608	4,072	4,381	907	1,015	1,474	Central City 5 (SoWa)
71	566	532	644	663	608	820	Main St / Corr
72	413	599	845	1,479	1,479	2,100	Central City 5 (SoWa)

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TAZ	2020 Employment*	2030 Employment*	2045 Employment*	2020 Households	2030 Households	2045 Households	2040 Design Type
73	1,581	1,839	2,042	12	265	427	Central City 5 (SoWa)
74	2,604	2,504	2,726	684	684	869	Main St / Corr
75	14	14	15	343	343	369	Main St / Corr
76	1,340	1,399	1,396	282	282	385	Main St / Corr
77	*	*	*	17	19	25	Main St / Corr
78	442	442	457	379	379	515	Main St / Corr
79	*	*	*	43	47	53	Main St / Corr
80	2,009	1,963	2,158	407	404	619	Main St / Corr
81	41	42	44	222	222	278	Main St / Corr
82	186	186	189	293	293	436	Main St / Corr
83	*	*	*	0	0	11	Main St / Corr
84	221	234	229	605	605	626	Main St / Corr
85	487	464	534	503	503	615	Station Com - Tier 3
86	490	558	680	246	333	375	Town Center - Tier 1
87	438	446	514	507	559	601	Main St / Corr
88	11	11	11	51	57	61	Neighborhoods
89	1,006	1,033	1,076	1,981	2,106	2,305	Main St / Corr
90	251	267	293	213	419	873	Station Com - Tier 3
91	184	183	197	721	749	737	Neighborhoods
92	688	853	855	430	530	432	Station Com - Tier 3
93	1,178	1,227	1,374	1,395	1,112	1,550	Main St / Corr
94	688	747	705	1,031	1,122	1,280	Neighborhoods
95	119	123	130	687	687	718	Main St / Corr
96	1,181	1,219	1,310	1,921	2,075	2,297	Main St / Corr
97	91	96	101	893	933	1,010	Neighborhoods
98	380	380	383	995	1,048	1,063	Main St / Corr
99	295	295	319	845	919	968	Main St / Corr
100	172	172	185	928	967	1,031	Main St / Corr
101	1,055	1,137	1,217	141	203	346	Station Com - Tier 3
102	71	76	79	724	743	752	Neighborhoods
103	127	127	128	429	454	477	Neighborhoods
104	91	170	172	558	596	643	Main St / Corr
105	0	0	0	0	0	0	Main St / Corr
106	26	28	29	103	103	117	Main St / Corr
107	101	106	111	151	151	178	Main St / Corr
108	1,175	1,260	1,714	703	769	776	Neighborhoods
109	537	537	541	924	1,054	1,061	Main St / Corr
110	41	41	42	505	505	514	Neighborhoods
111	164	168	176	570	570	616	Neighborhoods

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TAZ	2020 Employment*	2030 Employment*	2045 Employment*	2020 Households	2030 Households	2045 Households	2040 Design Type
112	517	553	632	425	492	618	Town Center - Tier 2
113	57	60	65	168	168	198	Town Center - Tier 2
114	16	16	16	388	388	398	Neighborhoods
115	132	142	154	935	935	975	Neighborhoods
116	93	252	270	181	191	240	Station Com - Tier 3
117	152	288	315	448	481	577	Station Com - Tier 3
118	558	653	705	317	447	707	Town Center - Tier 2
119	131	140	159	401	424	454	Town Center - Tier 2
120	33	35	37	509	532	546	Neighborhoods
121	180	190	181	581	610	625	Neighborhoods
122	*	*	*	14	18	16	Station Com - Tier 3
123	31	32	34	233	238	235	Neighborhoods
124	16	168	611	0	0	0	Industrial Area
125	749	796	857	421	421	631	Industrial Area
126	1,254	1,325	1,398	149	239	383	Station Com - Tier 3
127	762	762	914	776	776	1,012	Neighborhoods
128	182	190	203	0	0	0	Industrial Area
129	2,575	2,903	3,076	0	0	0	Industrial Area
130	1,292	1,317	1,438	0	0	0	Industrial Area
131	7	7	7	0	0	0	Parks
132	754	803	963	29	29	29	Industrial Area
133	429	441	475	9	9	9	Industrial Area
134	124	124	124	9	9	9	Station Com - Tier 3
135	41	47	55	0	0	0	Industrial Area
136	2,254	2,444	3,000	574	574	641	Industrial Area
137	3,494	4,613	5,450	1,208	1,208	1,459	Industrial Area
138	997	1,401	2,361	0	0	0	Industrial Area
139	9,854	10,140	10,423	1	1	1	PDX
140	1,065	1,156	1,165	0	0	0	Industrial Area
141	580	630	726	19	20	22	Industrial Area
142	479	490	702	0	0	0	Industrial Area
143	1,018	1,018	1,228	0	0	0	Employment Area
144	1,145	1,234	1,410	0	0	0	Employment Area
145	819	879	995	0	0	0	Industrial Area
146	0	0	0	0	0	0	Industrial Area
147	595	630	704	0	0	0	Station Com - Tier 3
148	946	943	1,023	0	0	0	Station Com - Tier 3
149	709	709	750	0	0	0	Station Com - Tier 3
150	0	116	585	0	0	0	Industrial Area

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TAZ	2020 Employment*	2030 Employment*	2045 Employment*	2020 Households	2030 Households	2045 Households	2040 Design Type
151	425	425	479	0	0	0	Station Com - Tier 3
152	0	0	2	0	0	0	Employment Area
153	1,330	1,397	1,543	0	0	0	Industrial Area
154	751	757	963	0	0	0	Industrial Area
155	1,089	1,147	1,501	2,800	2,923	3,104	Industrial Area
156	572	613	62	2,164	2,219	2,315	Industrial Area
157	424	426	456	964	986	1,007	Industrial Area
158	168	168	190	914	940	970	Main St / Corr
159	2,305	2,818	3,813	2,550	2,604	2,673	Main St / Corr
160	2,650	2,809	3,139	3,114	3,379	3,752	Town Center - Tier 1
161	247	266	326	1,344	1,440	1,587	Neighborhoods
162	598	598	686	78	79	79	Industrial Area
163	15,713	15,713	16,066	39	43	49	Industrial Area
164	74	101	127	0	0	0	Industrial Area
165	634	702	759	1,033	1,064	1,107	Industrial Area
166	1,131	1,187	1,323	537	795	986	Station Com - Tier 2
167	995	1,057	1,137	14	20	29	Industrial Area
168	624	703	781	1,469	1,553	1,736	Main St / Corr
169	486	531	587	445	490	607	Station Com - Tier 1
170	364	396	470	224	485	612	Station Com - Tier 1
171	251	269	308	632	682	814	Main St / Corr
172	593	612	684	715	733	790	Industrial Area
173	246	276	291	1,050	1,115	1,263	Neighborhoods
174	153	176	226	868	1,235	1,473	Station Com - Tier 1
175	248	280	360	243	675	845	Station Com - Tier 1
176	23	25	29	346	381	470	Main St / Corr
177	78	91	100	330	339	366	Neighborhoods
178	101	107	112	668	687	741	Neighborhoods
179	273	315	368	785	847	877	Neighborhoods
180	259	297	367	626	845	975	Station Com - Tier 1
181	183	213	329	487	860	1,053	Station Com - Tier 1
182	92	168	209	444	482	562	Main St / Corr
183	1,276	1,396	1,688	322	340	377	Main St / Corr
184	634	687	739	917	989	1,123	Main St / Corr
185	15	16	17	295	322	366	Neighborhoods
186	123	123	161	508	660	754	Station Com - Tier 1
187	234	254	400	486	898	1,050	Station Com - Tier 1
188	465	504	568	384	475	550	Main St / Corr
189	225	238	315	539	592	679	Main St / Corr

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TAZ	2020 Employment*	2030 Employment*	2045 Employment*	2020 Households	2030 Households	2045 Households	2040 Design Type
190	429	446	474	1,336	1,429	1,581	Main St / Corr
191	1,492	1,492	1,910	297	326	450	Station Com - Tier 2
192	406	444	509	677	704	743	Main St / Corr
193	697	710	799	655	708	787	Industrial Area
194	826	854	926	799	915	1,056	Neighborhoods
195	5,849	5,849	6,581	1,249	1,468	1,889	Main St / Corr
196	1,473	1,539	1,746	80	215	312	Lower Albina
197	1,380	1,431	1,505	0	0	0	Lower Albina
198	2,683	2,860	3,550	233	388	726	Central City 2 (Lloyd)
199	729	729	1,141	15	245	498	Central City 2 (Lloyd)
200	1,180	1,459	1,981	157	615	1,060	Central City 2 (Lloyd)
201	1,312	1,310	1,468	0	0	0	Central City 2 (Lloyd)
202	7,051	7,475	8,458	848	1,415	2,409	Central City 2 (Lloyd)
203	2,080	2,107	2,241	0	0	107	Central City 2 (Lloyd)
204	2,069	2,811	3,024	914	944	1,630	Central City 2 (Lloyd)
205	1,754	1,795	2,492	0	200	408	Central City 2 (Lloyd)
206	2,306	2,388	2,598	0	375	838	Central City 2 (Lloyd)
207	4,081	4,223	5,017	902	1,431	2,180	Central City 3 (CEID)
208	2,860	2,957	3,504	214	507	963	Central City 3 (CEID)
209	1,635	1,702	1,948	128	315	445	Central City 3 (CEID)
210	2,101	2,182	3,114	925	1,465	1,858	Central City 3 (CEID)
211	1,544	1,591	1,898	180	365	508	Central City 3 (CEID)
212	942	1,013	1,147	0	0	57	Central City 3 (CEID)
213	3,088	3,257	3,521	22	145	215	Central City 3 (CEID)
214	3,374	3,444	3,995	101	450	550	Central City 3 (CEID)
215	441	495	716	0	107	232	Central City 3 (CEID)
216	1,788	1,878	2,036	169	181	201	Central City 3 (CEID)
217	1,350	1,487	1,664	0	0	192	Central City 3 (CEID)
218	631	678	848	620	659	779	Station Com - Tier 1
219	2,238	2,415	2,743	215	229	253	Industrial Area
220	1,006	1,091	1,218	796	815	900	Main St / Corr
221	317	330	347	77	82	91	Station Com - Tier 1
222	*	*	*	96	102	113	Station Com - Tier 2
223	965	1,007	1,091	244	244	265	Industrial Area
224	189	208	231	737	815	961	Main St / Corr
225	212	237	269	92	92	122	Main St / Corr
226	942	1,022	1,026	1,026	1,065	1,135	Main St / Corr
227	326	326	349	774	795	801	Station Com - Tier 1
228	104	116	134	563	570	575	Station Com - Tier 1

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229	52	58	68	418	418	482	Station Com - Tier 1
230	423	423	467	849	849	925	Main St / Corr
231	1,524	1,619	1,804	1,766	1,795	1,944	Main St / Corr
232	302	302	350	718	718	795	Station Com - Tier 1
233	241	241	252	81	88	110	Neighborhoods
234	53	53	53	56	55	58	Neighborhoods
235	200	210	223	863	879	914	Neighborhoods
236	1,555	1,423	1,581	891	934	971	Main St / Corr
237	153	153	154	657	661	670	Neighborhoods
238	*	*	*	391	391	400	Neighborhoods
239	793	865	988	958	985	1,155	Main St / Corr
240	634	634	697	1,115	1,135	1,250	Main St / Corr
241	164	164	165	527	547	582	Main St / Corr
242	40	44	48	617	617	647	Main St / Corr
243	643	669	695	1,066	1,087	1,126	Industrial Area
244	1,188	1,188	1,220	941	1,056	1,259	Main St / Corr
245	310	326	360	1,670	1,796	2,059	Main St / Corr
246	890	908	1,052	965	1,033	1,147	Main St / Corr
247	1,688	1,795	2,034	1,701	2,112	2,438	Main St / Corr
248	200	196	213	1,095	1,142	1,254	Main St / Corr
249	869	889	1,077	872	935	1,111	Main St / Corr
250	232	242	270	816	868	974	Main St / Corr
251	414	442	521	927	1,035	1,145	Main St / Corr
252	179	179	170	641	677	718	Neighborhoods
253	244	244	250	993	1,028	1,067	Main St / Corr
254	124	139	151	1,035	1,099	1,092	Neighborhoods
255	212	212	217	1,085	1,223	1,367	Neighborhoods
256	146	157	179	1,578	1,665	1,798	Main St / Corr
257	450	450	511	636	697	791	Main St / Corr
258	310	351	422	815	965	1,105	Main St / Corr
259	108	121	137	773	819	908	Neighborhoods
260	270	273	304	923	988	1,115	Main St / Corr
261	606	653	773	846	1,065	1,263	Main St / Corr
262	1,701	1,736	1,920	424	768	859	Main St / Corr
263	557	583	744	484	765	1,275	Main St / Corr
264	208	208	349	916	1,225	1,461	Main St / Corr
265	577	678	985	866	866	1,000	Employment Area
266	402	431	479	756	756	840	Station Com - Tier 3
267	208	280	507	1,073	1,375	1,625	Town Center - Tier 1

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268	119	108	176	371	431	549	Station Com - Tier 3
269	751	770	890	490	803	1,135	Station Com - Tier 3
270	56	77	134	307	480	675	Station Com - Tier 3
271	914	951	1,104	447	555	745	Main St / Corr
272	290	310	331	812	812	897	Main St / Corr
273	96	99	109	636	699	808	Main St / Corr
274	948	993	1,307	1,549	1,619	1,735	Main St / Corr
275	719	780	1,035	1,069	1,275	1,520	Main St / Corr
276	873	947	1,149	1,375	1,525	1,790	Main St / Corr
277	1,353	1,395	1,442	3,222	3,430	3,755	Main St / Corr
278	955	989	1,370	1,958	1,958	2,278	Main St / Corr
279	853	954	1,056	910	1,010	1,140	Main St / Corr
280	971	1,008	1,111	2,049	2,184	2,456	Main St / Corr
281	597	623	698	813	945	1,011	Main St / Corr
282	656	643	751	1,173	1,305	1,392	Main St / Corr
283	767	766	841	1,745	1,835	1,982	Main St / Corr
284	877	890	1,004	1,892	2,112	2,300	Main St / Corr
285	1,791	1,803	2,030	1,455	1,795	1,899	Main St / Corr
286	694	712	829	1,494	1,605	1,730	Main St / Corr
287	69	70	73	664	680	722	Main St / Corr
288	965	1,015	1,102	1,597	1,652	1,726	Main St / Corr
289	655	678	754	1,270	1,390	1,491	Main St / Corr
290	1,026	1,042	1,135	1,623	1,703	1,791	Main St / Corr
291	1,297	1,348	1,452	1,136	1,229	1,330	Main St / Corr
292	340	356	393	330	395	452	Station Com - Tier 1
293	799	853	988	1,826	1,905	2,129	Main St / Corr
294	1,089	1,137	1,263	1,915	1,915	2,202	Main St / Corr
295	2,715	2,821	3,128	2,847	3,090	3,309	Main St / Corr
296	5,711	6,057	6,471	2,706	3,050	3,800	Main St / Corr
297	922	935	991	1,429	1,545	1,630	Main St / Corr
298	4,649	4,776	5,464	1,277	1,277	1,390	Main St / Corr
299	9,256	9,386	9,703	1,913	1,945	2,330	Town Center - Tier 1
300	1,132	1,129	1,375	602	875	1,000	Town Center - Tier 1
301	1,816	1,867	2,151	2,586	2,645	3,140	Main St / Corr
302	966	1,019	1,195	1,031	1,085	1,481	Main St / Corr
303	118	119	123	794	794	794	Neighborhoods
304	535	560	535	818	830	856	Neighborhoods
305	637	661	765	978	1,080	1,173	Main St / Corr
306	884	940	945	1,575	1,582	1,627	Main St / Corr

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TAZ	2020 Employment*	2030 Employment*	2045 Employment*	2020 Households	2030 Households	2045 Households	2040 Design Type
307	99	96	102	713	722	735	Main St / Corr
308	357	369	376	785	799	806	Main St / Corr
309	1,291	1,313	1,500	1,408	1,408	1,638	Main St / Corr
310	1,421	1,475	1,701	1,145	1,287	1,514	Main St / Corr
311	322	330	355	623	623	623	Neighborhoods
312	512	530	562	753	753	790	Main St / Corr
313	729	789	824	1,054	1,265	1,445	Main St / Corr
314	965	1,016	1,097	1,172	1,368	1,572	Main St / Corr
315	493	505	533	1,043	1,095	1,153	Main St / Corr
316	576	596	640	1,065	1,195	1,213	Main St / Corr
317	242	245	245	984	1,006	1,026	Neighborhoods
318	327	345	367	628	645	683	Main St / Corr
319	372	372	355	544	635	701	Main St / Corr
320	915	941	971	916	965	1,001	Main St / Corr
321	526	556	622	911	1,015	1,147	Main St / Corr
322	771	803	902	1,263	1,415	1,558	Main St / Corr
323	999	1,076	1,190	735	845	980	Main St / Corr
324	670	717	808	874	950	1,070	Main St / Corr
325	310	307	317	1,290	1,290	1,343	Neighborhoods
326	933	943	1,049	701	731	802	Industrial Area
327	2,834	2,850	2,971	8	10	13	Industrial Area
328	873	887	1,068	694	704	712	Neighborhoods
329	175	175	187	912	918	935	Neighborhoods
330	405	416	562	24	25	28	Industrial Area
331	734	759	839	6	6	7	Industrial Area
332	26	42	58	202	211	229	Neighborhoods
333	43	47	51	275	288	355	Neighborhoods
334	40	42	45	690	690	785	Main St / Corr
335	91	97	104	642	642	695	Main St / Corr
336	476	500	553	1,265	1,265	1,370	Main St / Corr
337	427	428	482	660	681	749	Main St / Corr
338	329	329	342	1,324	1,324	1,330	Main St / Corr
339	1,017	1,005	1,140	410	420	457	Station Com - Tier 1
340	208	232	283	531	546	575	Station Com - Tier 1
341	316	316	322	640	640	667	Main St / Corr
342	244	300	570	156	210	237	Employment Area
343	710	792	897	1,860	1,860	2,000	Main St / Corr
344	464	464	528	786	839	944	Main St / Corr
345	76	89	100	608	665	764	Main St / Corr

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TAZ	2020 Employment*	2030 Employment*	2045 Employment*	2020 Households	2030 Households	2045 Households	2040 Design Type
346	171	181	203	192	194	225	Industrial Area
347	922	893	969	4	5	5	Industrial Area
348	1,622	1,673	1,868	33	34	33	Employment Area
349	237	323	624	944	973	1,070	Employment Area
350	194	194	196	892	892	930	Main St / Corr
351	602	698	810	1,059	1,205	1,299	Main St / Corr
352	*	*	*	431	515	450	Neighborhoods
353	743	753	870	973	1,015	1,070	Main St / Corr
354	653	701	921	381	420	436	Industrial Area
355	1,255	1,210	1,366	0	0	0	Industrial Area
356	1,163	1,171	1,497	1	1	1	Employment Area
357	4,267	4,368	4,505	1	2	2	Industrial Area
358	2,473	2,588	2,775	10	11	12	Industrial Area
359	1,330	1,330	1,459	1	1	1	Industrial Area
360	1,145	1,179	1,780	0	0	0	Industrial Area
361	1,278	1,384	1,515	102	106	112	Industrial Area
362	951	991	1,366	0	0	0	Industrial Area
363	706	714	1,031	0	0	0	Industrial Area
364	1,726	1,750	1,853	5	6	6	Industrial Area
365	2,635	2,743	2,964	1	1	1	Industrial Area
366	1,371	1,465	1,612	29	30	34	Industrial Area
367	708	730	889	334	415	396	Station Com - Tier 3
368	340	374	517	325	430	517	Main St / Corr
369	303	361	416	436	442	556	Main St / Corr
370	103	107	115	616	616	700	Main St / Corr
371	27	50	146	484	484	510	Main St / Corr
372	109	120	158	520	520	525	Main St / Corr
373	40	45	64	521	521	550	Neighborhoods
374	82	88	95	575	640	698	Neighborhoods
375	168	171	186	541	541	543	Neighborhoods
376	*	*	*	117	141	184	Main St / Corr
377	*	*	*	307	307	309	Main St / Corr
378	141	145	155	742	742	853	Main St / Corr
379	222	235	251	856	856	930	Main St / Corr
380	85	91	100	839	839	889	Neighborhoods
381	37	38	39	436	446	448	Main St / Corr
382	18	18	20	151	155	157	Main St / Corr
383	*	*	*	318	327	332	Neighborhoods
384	114	123	134	397	408	415	Neighborhoods

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385	369	375	570	124	128	130	Main St / Corr
386	171	184	188	508	508	525	Main St / Corr
387	1,995	2,090	2,515	369	650	920	Regional Center - Tier 1
388	1,100	1,125	1,303	1,105	1,310	1,410	Regional Center - Tier 1
389	466	479	535	295	323	375	Main St / Corr
390	147	150	157	371	371	402	Main St / Corr
391	2	2	2	226	252	301	Neighborhoods
392	211	222	238	269	269	318	Neighborhoods
393	207	217	272	348	387	463	Main St / Corr
394	655	696	758	824	824	950	Regional Center - Tier 1
395	616	684	882	683	795	1,219	Regional Center - Tier 1
396	1,750	1,887	2,159	1,398	1,398	1,893	Regional Center - Tier 1
397	318	332	373	953	953	1,286	Main St / Corr
398	241	247	294	221	248	300	Station Com - Tier 3
399	18	22	39	526	580	686	Main St / Corr
400	259	267	298	712	735	872	Main St / Corr
401	676	706	813	718	845	1,015	Main St / Corr
402	1,108	1,172	1,304	742	835	958	Main St / Corr
403	3,200	3,318	4,134	265	525	769	Regional Center - Tier 1
404	*	*	*	99	112	136	Neighborhoods
405	161	169	182	1,387	1,387	1,405	Neighborhoods
406	153	159	156	610	610	622	Main St / Corr
407	225	225	228	709	742	846	Neighborhoods
408	90	90	96	893	964	1,079	Station Com - Tier 3
409	164	182	257	969	1,030	1,160	Station Com - Tier 3
410	239	250	276	690	734	803	Main St / Corr
411	136	138	147	553	576	612	Main St / Corr
412	71	76	88	335	335	344	Main St / Corr
413	114	123	132	349	349	357	Neighborhoods
414	229	239	255	770	770	783	Neighborhoods
415	56	69	86	377	389	407	Main St / Corr
416	161	175	187	387	445	483	Main St / Corr
417	199	218	245	217	233	283	Main St / Corr
418	238	281	361	402	505	609	Main St / Corr
419	75	80	87	423	513	609	Main St / Corr
420	122	140	155	798	843	978	Main St / Corr
421	135	150	180	209	230	277	Main St / Corr
422	302	343	402	645	770	925	Main St / Corr
423	11	12	13	249	249	260	Neighborhoods

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424	8	9	10	293	293	300	Neighborhoods
425	238	235	278	464	488	532	Main St / Corr
426	94	99	113	480	480	546	Main St / Corr
427	17	19	25	76	83	94	Main St / Corr
428	422	440	440	97	105	120	Main St / Corr
429	142	150	161	982	986	1,150	Main St / Corr
430	60	65	71	222	222	223	Neighborhoods
431	18	19	21	167	167	172	Neighborhoods
432	174	174	175	278	278	292	Neighborhoods
433	172	181	193	610	610	695	Main St / Corr
434	828	882	880	944	944	1,100	Neighborhoods
435	2,196	2,408	3,007	268	289	404	Regional Center - Tier 1
436	978	1,011	1,168	656	658	887	Main St / Corr
437	837	892	1,039	1,155	1,465	1,882	Main St / Corr
438	798	845	955	803	1,045	1,106	Main St / Corr
439	121	127	149	674	746	888	Main St / Corr
440	189	194	249	797	887	1,027	Main St / Corr
441	192	202	217	1,601	1,878	1,871	Main St / Corr
442	508	554	561	817	1,060	1,317	Main St / Corr
443	438	454	516	1,238	1,640	2,054	Main St / Corr
444	1,233	1,274	1,392	168	190	219	Main St / Corr
445	206	225	256	1,001	1,001	1,034	Main St / Corr
446	198	198	206	961	1,070	1,220	Main St / Corr
447	233	246	246	440	495	593	Main St / Corr
448	153	160	159	396	396	448	Neighborhoods
449	19	19	20	507	565	674	Neighborhoods
450	33	36	48	360	368	435	Main St / Corr
451	233	261	288	604	642	675	Neighborhoods
452	171	171	172	679	679	711	Neighborhoods
453	277	290	387	535	602	707	Town Center - Tier 1
454	269	758	1,078	13	13	14	Industrial Area
455	297	321	326	493	540	549	Neighborhoods
456	29	31	34	254	267	268	Neighborhoods
457	51	54	58	549	570	573	Neighborhoods
458	40	43	47	219	242	272	Neighborhoods
459	410	405	439	141	141	141	Main St / Corr
460	242	267	289	562	569	575	Main St / Corr
461	294	294	298	716	716	716	Main St / Corr
462	129	136	130	436	453	456	Neighborhoods

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TAZ	2020 Employment*	2030 Employment*	2045 Employment*	2020 Households	2030 Households	2045 Households	2040 Design Type
463	29	28	30	320	399	426	Neighborhoods
464	58	59	58	310	478	505	Neighborhoods
465	36	36	37	371	425	460	Main St / Corr
466	*	*	*	49	49	49	Main St / Corr
467	41	44	47	3	4	4	Parks
468	44	49	53	167	169	170	Neighborhoods
469	13	493	2,000	80	80	106	Town Center - Tier 4
470	*	*	*	31	283	664	Main St / Corr
471	39	933	434	1,387	1,387	1,387	Neighborhoods
472	98	140	207	254	354	354	Neighborhoods
473	318	395	433	489	692	726	Neighborhoods
474	*	*	*	44	500	500	Industrial Area
475	49	340	899	77	292	471	Industrial Area
476	58	400	1,085	115	142	470	Industrial Area
477	39	43	48	531	829	1,420	Neighborhoods
478	149	174	192	471	597	719	Neighborhoods
479	127	156	173	470	528	573	Neighborhoods
480	128	155	178	922	986	1,004	Neighborhoods
481	*	*	*	81	97	99	Industrial Area
482	45	56	61	548	578	578	Neighborhoods
483	*	*	*	150	211	222	Neighborhoods
484	78	91	99	478	485	485	Neighborhoods
485	58	79	86	625	642	642	Neighborhoods
486	100	195	330	644	738	756	Neighborhoods
487	48	55	61	916	939	935	Neighborhoods
488	23	28	34	397	408	407	Neighborhoods
489	64	79	87	329	349	349	Neighborhoods
490	63	78	85	501	559	569	Neighborhoods
491	311	361	451	239	240	242	Industrial Area
492	101	105	128	65	181	352	Neighborhoods
493	257	286	310	518	553	580	Main St / Corr
494	167	214	247	504	518	537	Neighborhoods
495	106	134	176	695	736	776	Neighborhoods
496	59	76	83	586	594	599	Neighborhoods
497	258	309	358	469	653	749	Neighborhoods
498	69	72	82	268	310	318	Neighborhoods
499	124	136	153	394	410	430	Neighborhoods
500	660	720	793	0	58	117	Main St / Corr
501	450	568	695	0	45	108	Main St / Corr

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502	156	162	183	347	355	361	Neighborhoods
503	16	5	43	293	308	310	Neighborhoods
504	435	501	562	17	23	27	Regional Center - Tier 1
505	460	500	548	48	53	52	Regional Center - Tier 1
506	152	184	204	802	828	814	Main St / Corr
507	121	139	156	425	427	424	Main St / Corr
508	0	0	0	0	0	0	Employment Area
509	729	854	1,033	955	1,050	1,126	Main St / Corr
510	389	418	447	658	679	674	Main St / Corr
511	41	44	47	343	387	418	Main St / Corr
512	*	*	*	907	942	968	Main St / Corr
513	11	27	50	124	178	202	Main St / Corr
514	38	46	51	246	269	263	Main St / Corr
515	466	518	587	11	87	138	Regional Center - Tier 1
516	323	372	407	202	205	207	Regional Center - Tier 1
517	227	287	345	48	59	66	Regional Center - Tier 1
518	238	278	306	17	23	28	Regional Center - Tier 1
519	145	162	181	63	78	92	Regional Center - Tier 1
520	263	315	371	104	126	149	Regional Center - Tier 1
521	101	115	156	244	262	273	Regional Center - Tier 1
522	190	223	251	119	120	121	Regional Center - Tier 1
523	529	576	628	0	36	70	Main St / Corr
524	*	*	*	509	531	529	Neighborhoods
525	191	237	258	714	724	731	Neighborhoods
526	8	11	11	140	269	280	Neighborhoods
527	40	49	54	287	296	297	Neighborhoods
528	230	273	306	699	745	801	Main St / Corr
529	57	74	81	457	500	538	Main St / Corr
530	309	338	369	167	175	181	Main St / Corr
531	731	793	869	1	23	43	Regional Center - Tier 1
532	572	666	750	295	306	314	Regional Center - Tier 1
533	259	265	296	78	79	79	Regional Center - Tier 1
534	83	100	113	163	169	173	Regional Center - Tier 1
535	355	376	402	0	4	7	Regional Center - Tier 1
536	65	82	95	476	504	509	Main St / Corr
537	59	71	79	302	329	333	Main St / Corr
538	374	462	562	61	96	126	Employment Area
539	16	41	93	136	151	149	Main St / Corr
540	461	490	534	386	409	420	Main St / Corr

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541	208	235	252	608	625	633	Main St / Corr
542	110	257	566	0	0	0	Employment Area
543	65	93	132	412	419	419	Main St / Corr
544	23	57	110	691	735	761	Station Com - Tier 3
545	516	560	604	494	65	69	Regional Center - Tier 1
546	964	996	1,077	13	21	26	Regional Center - Tier 1
547	688	786	883	14	47	75	Regional Center - Tier 1
548	435	475	520	121	146	172	Regional Center - Tier 1
549	30	40	51	267	300	319	Neighborhoods
550	53	58	63	232	244	357	Neighborhoods
551	*	*	*	1	1	1	Industrial Area
552	132	149	166	714	719	722	Main St / Corr
553	574	629	672	173	366	465	Main St / Corr
554	1,177	1,408	1,556	140	203	235	Main St / Corr
555	563	635	692	538	584	617	Main St / Corr
556	140	169	185	472	480	479	Neighborhoods
557	137	158	176	631	640	636	Neighborhoods
558	50	75	112	245	253	255	Main St / Corr
559	*	*	*	0	0	0	Employment Area
560	*	*	*	0	47	0	Employment Area
561	74	133	222	344	381	405	Main St / Corr
562	305	397	488	787	809	823	Main St / Corr
563	223	256	279	0	24	501	Regional Center - Tier 1
564	321	384	433	645	645	645	Regional Center - Tier 1
565	5	17	38	148	153	156	Main St / Corr
566	15	18	20	238	239	239	Main St / Corr
567	15	24	40	227	251	269	Main St / Corr
568	343	434	543	235	306	367	Main St / Corr
569	130	159	174	238	266	275	Main St / Corr
570	352	419	458	2	9	14	Industrial Area
571	*	*	*	0	0	0	Employment Area
572	5	7	7	201	240	270	Main St / Corr
573	39	44	48	124	126	127	Main St / Corr
574	209	272	343	4	18	28	Industrial Area
575	129	164	212	2	10	17	Station Com - Tier 3
576	249	461	856	75	80	85	Industrial Area
577	145	225	379	274	287	291	Main St / Corr
578	261	297	322	399	409	426	Town Center - Tier 2
579	309	361	431	391	410	600	Town Center - Tier 2

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580	16	36	73	626	654	678	Town Center - Tier 2
581	570	718	938	520	609	696	Town Center - Tier 2
582	379	423	462	319	328	335	Main St / Corr
583	3	4	4	292	356	392	Main St / Corr
584	105	110	116	374	396	398	Neighborhoods
585	202	249	317	526	542	700	Town Center - Tier 2
586	297	348	406	471	496	521	Town Center - Tier 2
587	133	188	284	778	811	852	Town Center - Tier 2
588	171	206	246	578	593	595	Town Center - Tier 2
589	273	313	341	271	278	285	Town Center - Tier 2
590	84	104	131	376	388	398	Town Center - Tier 2
591	475	563	646	610	670	711	Town Center - Tier 2
592	117	124	133	369	383	386	Town Center - Tier 2
593	37	40	43	451	457	463	Main St / Corr
594	324	356	377	437	462	485	Main St / Corr
595	458	527	572	535	545	551	Main St / Corr
596	132	195	305	418	489	554	Main St / Corr
597	*	*	*	403	405	407	Neighborhoods
598	2,019	2,143	2,251	0	40	85	Industrial Area
599	772	719	655	0	1	1	Industrial Area
600	822	901	980	27	28	31	Industrial Area
601	481	518	523	269	292	312	Employment Area
602	*	*	*	0	0	0	Industrial Area
603	3,005	3,359	4,500	3	0	0	Industrial Area
604	736	748	1,000	0	0	0	Industrial Area
605	1,166	1,204	1,700	124	124	124	Industrial Area
606	147	212	266	639	696	761	Neighborhoods
607	517	589	782	2	2	2	Employment Area
608	181	323	849	772	837	912	Employment Area
609	52	84	204	784	854	934	Main St / Corr
610	1,014	1,063	1,598	3	4	4	Industrial Area
611	*	*	*	184	213	243	Main St / Corr
612	199	236	269	326	361	382	Main St / Corr
613	9	11	12	159	177	187	Main St / Corr
614	18	38	73	98	109	115	Main St / Corr
615	*	*	*	158	176	186	Main St / Corr
616	322	453	630	398	443	468	Town Center - Tier 3
617	*	*	*	268	296	313	Neighborhoods
618	83	90	96	111	123	131	Industrial Area

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619	196	258	311	628	727	833	Town Center - Tier 3
620	791	1,027	1,422	8	9	10	Town Center - Tier 3
621	104	122	134	527	607	684	Neighborhoods
622	109	134	151	285	329	371	Main St / Corr
623	678	897	925	51	59	68	Industrial Area
624	717	759	856	73	79	87	Industrial Area
625	1,559	1,631	1,893	0	0	0	Industrial Area
626	*	*	*	0	0	0	Industrial Area
627	1,914	1,897	2,188	0	0	0	Industrial Area
628	192	229	526	0	0	0	Industrial Area
629	177	202	262	1	1	1	Industrial Area
630	338	458	669	0	0	0	Town Center - Tier 3
631	494	575	678	0	0	0	Employment Area
632	0	0	0	1	1	1	Town Center - Tier 3
633	209	296	418	278	315	338	Town Center - Tier 3
634	540	625	698	183	221	235	Town Center - Tier 3
635	*	*	*	70	87	92	Town Center - Tier 3
636	*	*	*	41	41	41	Neighborhoods
637	36	45	50	323	399	424	Neighborhoods
638	25	31	34	529	631	664	Neighborhoods
639	28	36	41	227	232	231	Main St / Corr
640	55	64	68	544	642	686	Town Center - Tier 3
641	468	534	598	0	0	0	Town Center - Tier 3
642	468	551	607	604	669	708	Main St / Corr
643	97	104	111	415	474	508	Neighborhoods
644	*	*	*	52	59	63	Main St / Corr
645	79	94	102	669	686	682	Main St / Corr
646	36	44	48	461	495	501	Neighborhoods
647	16	20	22	349	398	427	Main St / Corr
648	149	196	240	374	384	382	Neighborhoods
649	73	96	107	382	441	460	Neighborhoods
650	191	205	224	676	684	685	Neighborhoods
651	458	452	509	754	767	763	Undesignated
652	200	196	222	92	105	109	Rural Reserve
653	0	0	0	10	215	234	Undesignated
654	*	*	*	22	41	43	Rural Reserve
655	*	*	*	108	109	2,166	Urban Reserve
656	200	218	564	163	165	3,097	Urban Reserve
657	79	99	109	261	264	269	Rural Reserve

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658	63	74	88	95	96	96	Rural Reserve
659	127	143	158	125	231	273	Rural Reserve
660	616	667	774	178	202	211	Rural Reserve
661	283	289	382	563	591	582	Undesignated
662	409	424	454	515	581	601	Main St / Corr
663	965	995	1,072	0	0	0	Main St / Corr
664	364	364	386	4	4	44	Station Com - Tier 1
665	172	178	188	0	0	0	Neighborhoods
666	188	189	201	0	0	0	Main St / Corr
667	630	680	826	0	0	0	Employment Area
668	428	460	513	178	264	355	Town Center - Tier 2
669	9	10	11	175	190	196	Town Center - Tier 2
670	221	238	278	0	172	172	Town Center - Tier 2
671	168	180	193	201	219	224	Town Center - Tier 2
672	373	408	494	110	300	300	Town Center - Tier 2
673	370	385	425	254	46	327	Town Center - Tier 2
674	83	85	90	66	85	90	Town Center - Tier 2
675	358	364	393	132	139	136	Town Center - Tier 2
676	28	29	33	312	326	346	Main St / Corr
677	58	57	58	679	705	711	Town Center - Tier 2
678	591	615	675	20	27	30	Town Center - Tier 2
679	866	964	1,258	561	1,111	1,261	Town Center - Tier 2
680	95	106	152	687	713	717	Main St / Corr
681	140	147	156	769	792	790	Neighborhoods
682	179	199	222	328	332	331	Main St / Corr
683	1,723	1,675	1,672	458	465	498	Main St / Corr
684	88	87	89	277	286	284	Main St / Corr
685	144	152	163	202	212	211	Main St / Corr
686	75	77	81	241	262	261	Neighborhoods
687	54	57	61	535	567	565	Neighborhoods
688	344	354	379	804	893	967	Town Center - Tier 2
689	145	149	159	383	409	411	Main St / Corr
690	163	171	176	285	327	360	Main St / Corr
691	67	70	75	491	668	692	Main St / Corr
692	195	204	218	508	550	555	Main St / Corr
693	26	26	28	367	402	406	Neighborhoods
694	2,925	3,119	3,537	0	0	0	Employment Area
695	2,311	2,165	2,150	39	51	55	Main St / Corr
696	445	453	463	184	189	190	Main St / Corr

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697	170	178	192	535	595	602	Neighborhoods
698	122	131	150	387	473	520	Neighborhoods
699	2,013	2,181	2,893	64	71	79	Employment Area
700	144	149	159	258	265	279	Employment Area
701	977	920	992	0	0	0	Employment Area
702	1,123	1,191	1,304	921	928	1,007	Main St / Corr
703	317	314	340	1,480	1,502	1,681	Neighborhoods
704	169	254	345	791	1,147	1,564	Neighborhoods
705	548	802	1,084	1,042	1,498	1,997	Station Com - Tier 3
706	577	831	1,120	1,408	2,016	2,649	Neighborhoods
707	299	294	300	995	1,013	1,092	Neighborhoods
708	314	324	343	1,355	1,393	1,397	Neighborhoods
709	38	39	42	429	457	489	Neighborhoods
710	153	155	160	381	398	398	Main St / Corr
711	110	106	115	874	882	915	Main St / Corr
712	91	153	568	299	303	316	Employment Area
713	200	198	216	58	62	57	Neighborhoods
714	923	1,065	1,441	517	528	528	Employment Area
715	523	556	606	814	829	828	Town Center - Tier 1
716	312	317	340	645	651	691	Main St / Corr
717	377	389	485	595	606	654	Main St / Corr
718	798	861	1,161	1,243	1,317	1,369	Main St / Corr
719	510	523	580	109	145	330	Regional Center - Tier 2
720	*	*	*	5	9	30	Regional Center - Tier 2
721	592	719	935	688	907	1,605	Neighborhoods
722	48	51	54	176	200	247	Undesignated
723	94	92	94	261	260	261	Undesignated
724	40	41	216	220	219	329	Rural Reserve
725	126	136	148	318	661	1,038	Neighborhoods
726	27	30	33	214	465	733	Neighborhoods
727	574	612	712	22	100	436	Regional Center - Tier 2
728	140	140	152	0	6	17	Regional Center - Tier 2
729	198	211	231	32	55	93	Regional Center - Tier 2
730	771	882	1,080	0	189	511	Regional Center - Tier 2
731	356	372	407	185	191	200	Regional Center - Tier 2
732	2,133	2,418	2,758	1,278	1,341	1,438	Neighborhoods
733	121	128	248	89	218	1,184	Neighborhoods
734	*	*	*	48	48	894	Urban Reserve
735	618	682	813	900	986	1,107	Neighborhoods

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736	558	619	704	801	921	1,086	Main St / Corr
737	284	316	355	1,317	1,390	1,467	Neighborhoods
738	294	314	340	513	567	620	Main St / Corr
739	10	8	6	39	53	60	Rural Reserve
740	162	222	339	632	1,031	1,281	Neighborhoods
741	150	157	166	1,349	1,400	1,458	Neighborhoods
742	234	262	286	1,494	1,812	2,260	Neighborhoods
743	5,008	4,709	4,766	895	977	1,082	Employment Area
744	1,816	1,956	2,300	189	531	1,109	Employment Area
745	73	76	84	330	443	569	Neighborhoods
746	35	641	1,405	35	365	643	Industrial Area
747	1,350	1,458	1,695	344	363	377	Employment Area
748	477	577	837	1,169	1,306	1,361	Employment Area
749	396	424	464	852	1,092	1,274	Neighborhoods
750	418	452	503	880	986	1,049	Neighborhoods
751	0	7	20	13	37	76	Rural Reserve
752	5	16	36	46	53	120	Rural Reserve
753	59	120	231	30	93	356	Rural Reserve
754	75	76	79	190	522	694	Rural Reserve
755	38	39	40	91	91	86	Rural Reserve
756	64	68	71	311	313	294	Undesignated
757	220	343	506	278	800	1,210	Undesignated
758	73	123	185	338	483	636	Rural Reserve
759	*	*	*	63	67	175	Rural Reserve
760	11	12	222	140	143	1,194	Urban Reserve
761	66	72	288	556	617	1,904	Urban Reserve
762	43	44	179	140	150	263	Rural Reserve
763	366	371	397	289	356	391	Station Com - Tier 3
764	63	61	61	929	936	977	Neighborhoods
765	159	166	195	600	665	672	Neighborhoods
766	250	260	290	611	686	700	Neighborhoods
767	88	91	99	335	391	395	Neighborhoods
768	25	27	29	194	300	301	Neighborhoods
769	*	*	*	26	300	345	Main St / Corr
770	72	101	163	17	17	140	Main St / Corr
771	70	97	240	43	100	140	Industrial Area
772	85	169	270	102	850	886	Employment Area
773	16	17	19	42	637	650	Neighborhoods
774	266	318	351	512	550	556	Neighborhoods

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775	130	135	149	675	680	680	Neighborhoods
776	127	147	167	542	634	722	Neighborhoods
777	31	43	75	507	577	643	Neighborhoods
778	1,000	1,253	1,557	250	730	1,055	Regional Center - Tier 2
779	387	414	450	892	1,077	1,101	Main St / Corr
780	330	352	432	650	800	840	Main St / Corr
781	120	110	120	349	365	366	Neighborhoods
782	55	59	64	202	244	248	Neighborhoods
783	50	54	60	190	319	339	Neighborhoods
784	*	*	*	117	700	700	Employment Area
785	550	575	615	247	448	448	Employment Area
786	650	700	775	765	1,237	1,267	Town Center - Tier 4
787	43	45	48	303	428	441	Neighborhoods
788	210	230	270	535	580	590	Main St / Corr
789	213	220	240	486	540	553	Main St / Corr
790	300	270	321	699	750	750	Main St / Corr
791	50	51	80	133	202	227	Industrial Area
792	51	47	54	410	464	525	Neighborhoods
793	250	260	270	649	682	755	Main St / Corr
794	*	*	*	6	22	36	Industrial Area
795	76	130	250	500	675	690	Main St / Corr
796	56	70	130	78	310	320	Main St / Corr
797	4	40	100	11	240	295	Industrial Area
798	139	265	500	12	300	480	Industrial Area
799	121	157	258	1,200	1,200	1,635	Neighborhoods
800	85	140	150	169	169	1,445	Main St / Corr
801	23	62	90	148	148	550	Industrial Area
802	53	100	210	93	150	275	Industrial Area
803	32	70	90	133	300	465	Main St / Corr
804	48	250	400	232	803	1,860	Employment Area
805	58	80	750	47	250	2,020	Industrial Area
806	4	4	4	74	74	375	Industrial Area
807	*	*	*	83	83	795	Industrial Area
808	25	45	86	132	132	215	Main St / Corr
809	29	31	130	132	187	487	Employment Area
810	72	50	152	22	58	180	Town Center - Tier 4
811	*	*	*	54	54	180	Town Center - Tier 4
812	*	*	*	49	47	200	Employment Area
813	41	70	100	113	116	650	Rural Reserve

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814	64	72	128	113	114	225	Urban Reserve
815	51	52	75	179	179	258	Neighborhoods
816	8	9	36	88	88	452	Employment Area
817	332	462	672	10	9	22	Town Center - Tier 4
818	*	*	*	116	116	120	Employment Area
819	*	*	*	45	45	605	Neighborhoods
820	47	61	78	151	151	1,124	Neighborhoods
821	14	13	25	50	50	368	Neighborhoods
822	8	8	9	41	41	308	Main St / Corr
823	38	35	99	84	84	496	Main St / Corr
824	16	16	294	172	172	212	Main St / Corr
825	111	113	183	159	160	2,376	Urban Reserve
826	22	24	44	52	52	763	Urban Reserve
827	59	63	74	89	89	84	Employment Area
828	127	116	133	65	65	61	Industrial Area
829	29	38	53	160	160	191	Industrial Area
830	31	30	41	49	49	46	Industrial Area
831	46	44	50	194	195	223	Employment Area
832	18	26	97	147	147	138	Urban Reserve
833	32	31	71	44	44	41	Industrial Area
834	956	1,012	1,246	813	1,686	2,010	Neighboring City
835	945	969	1,047	393	687	789	Neighboring City
836	185	182	195	262	280	272	Neighboring City
837	422	435	465	1,471	1,952	2,149	Neighboring City
838	870	881	916	1,798	2,791	3,199	Neighboring City
839	717	682	714	184	429	450	Neighboring City
840	504	484	481	336	420	416	Undesignated
841	247	282	302	626	980	1,132	Neighboring City
842	1,003	1,073	1,152	838	992	1,064	Neighboring City
843	1,694	1,649	1,742	1,256	1,581	1,698	Rural Reserve
844	1,127	1,129	1,295	1,958	2,484	2,716	Neighboring City
845	1,894	1,802	1,930	894	1,342	1,566	Rural Reserve
846	1,484	1,523	1,637	1,923	2,380	2,546	Neighboring City
847	1,252	1,261	1,380	1,033	1,319	1,401	Neighboring City
848	628	580	602	230	230	216	Rural Reserve
849	245	246	252	233	232	215	Neighboring City
850	1,728	1,733	1,739	1,930	2,406	2,503	Neighboring City
851	770	823	856	686	1,008	1,221	Neighboring City
852	820	829	861	596	819	888	Neighboring City

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853	320	313	312	419	928	1,115	Neighboring City
854	19	19	20	234	236	253	Main St / Corr
855	701	701	754	516	524	587	Industrial Area
856	900	921	1,076	149	179	228	Main St / Corr
857	1,139	1,254	1,523	230	243	258	Station Com - Tier 3
858	149	151	177	361	372	393	Main St / Corr
859	31	32	34	634	652	698	Neighborhoods
860	569	582	688	373	383	410	Main St / Corr
861	412	433	475	256	264	263	Main St / Corr
862	118	120	128	266	267	290	Neighborhoods
863	274	269	282	464	476	525	Neighborhoods
864	435	437	469	38	42	50	Regional Center - Tier 2
865	1,166	1,216	1,315	2,358	2,391	2,504	Regional Center - Tier 2
866	3,269	3,469	3,793	0	41	70	Regional Center - Tier 2
867	1,962	1,934	2,115	0	21	35	Regional Center - Tier 2
868	4,525	4,530	4,969	0	67	115	Regional Center - Tier 2
869	3,037	2,920	3,013	0	18	29	Employment Area
870	*	*	*	326	327	340	Neighborhoods
871	1,291	1,263	1,351	84	165	230	Employment Area
872	235	234	256	1,165	1,214	1,237	Neighborhoods
873	665	657	708	589	621	622	Main St / Corr
874	69	72	78	358	414	454	Neighborhoods
875	222	233	252	532	532	579	Neighborhoods
876	88	83	89	145	169	183	Industrial Area
877	1,082	1,037	1,092	93	100	96	Industrial Area
878	2,302	2,281	2,556	142	151	183	Employment Area
879	1,174	1,158	1,224	269	287	299	Industrial Area
880	879	848	912	463	473	494	Industrial Area
881	408	402	435	448	539	743	Industrial Area
882	1,650	1,574	1,640	0	0	0	Industrial Area
883	1,865	1,761	1,868	1	1	1	Industrial Area
884	1,121	1,057	1,123	0	1	2	Industrial Area
885	1,054	1,123	1,534	296	297	309	Neighborhoods
886	37	36	37	439	448	479	Main St / Corr
887	325	330	353	1,269	1,294	1,386	Neighborhoods
888	60	62	65	327	333	347	Neighborhoods
889	822	1,201	1,623	497	722	951	Main St / Corr
890	153	156	161	790	795	855	Neighborhoods
891	1,195	1,732	2,339	874	1,260	1,657	Main St / Corr

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892	27	27	29	254	264	282	Neighborhoods
893	181	180	187	512	531	568	Neighborhoods
894	1,296	1,819	2,443	647	902	1,181	Main St / Corr
895	398	399	448	454	455	491	Main St / Corr
896	169	176	187	569	581	625	Neighborhoods
897	1,541	1,522	1,684	4	4	4	Industrial Area
898	2,048	1,978	2,095	5	29	67	Industrial Area
899	189	163	158	199	199	204	Rural Reserve
900	*	*	*	17	28	28	Rural Reserve
901	10	11	12	189	194	189	Undesignated
902	50	53	76	174	183	202	Undesignated
903	94	93	97	130	142	158	Rural Reserve
904	53	54	56	177	189	210	Rural Reserve
905	*	*	*	52	52	49	Rural Reserve
906	17	18	19	126	151	164	Rural Reserve
907	148	167	180	327	359	371	Undesignated
908	266	276	288	548	602	618	Undesignated
909	117	119	123	117	119	115	Undesignated
910	63	65	67	63	64	60	Rural Reserve
911	194	212	229	383	387	373	Rural Reserve
912	305	333	360	339	344	335	Undesignated
913	564	543	554	199	201	190	Undesignated
914	331	315	316	362	362	342	Undesignated
915	292	283	283	411	410	387	Undesignated
916	395	399	394	257	257	242	Undesignated
917	745	753	776	753	755	709	Undesignated
918	178	177	181	716	722	656	Undesignated
919	53	54	57	251	254	235	Undesignated
920	597	646	683	1,716	1,742	1,691	Undesignated
921	273	290	307	860	912	888	Undesignated
922	186	201	201	541	543	528	Undesignated
923	112	120	125	573	579	545	Undesignated
924	232	234	242	729	751	726	Undesignated
925	120	133	141	326	344	336	Undesignated
926	191	202	209	399	428	418	Rural Reserve
927	152	181	199	284	297	290	Undesignated
928	219	226	231	401	407	397	Rural Reserve
929	92	94	98	401	429	419	Undesignated
930	272	276	288	220	245	239	Rural Reserve

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931	*	*	*	47	52	59	Rural Reserve
932	26	31	46	130	130	125	Rural Reserve
933	156	151	155	441	438	426	Undesignated
934	155	178	245	618	638	621	Undesignated
935	159	204	326	592	604	590	Undesignated
936	35	34	36	139	139	130	Undesignated
937	95	112	152	353	357	345	Undesignated
938	223	222	228	468	475	462	Undesignated
939	54	51	51	200	203	198	Undesignated
940	701	723	883	392	439	433	Rural Reserve
941	31	33	36	52	56	62	Rural Reserve
942	131	140	154	209	225	252	Urban Reserve
943	113	121	133	9	9	11	Rural Reserve
944	49	52	57	71	77	86	Urban Reserve
945	*	*	*	50	54	60	Urban Reserve
946	*	*	*	16	17	19	Urban Reserve
947	262	280	308	19	20	22	Urban Reserve
948	66	71	78	68	74	82	Urban Reserve
949	145	155	170	24	26	29	Rural Reserve
950	153	163	179	36	39	44	Urban Reserve
951	325	347	381	150	162	181	Urban Reserve
952	*	*	*	102	109	122	Urban Reserve
953	*	*	*	45	48	54	Urban Reserve
954	24	12	15	100	102	105	Rural Reserve
955	41	40	47	55	57	59	Rural Reserve
956	70	64	75	108	113	119	Rural Reserve
957	511	500	523	385	396	387	Rural Reserve
958	206	201	203	514	519	506	Undesignated
959	141	140	144	103	127	130	Undesignated
960	266	279	295	1,239	1,344	1,302	Undesignated
961	1,649	1,664	1,912	1,653	2,772	2,859	Undesignated
962	257	228	228	109	110	103	Rural Reserve
963	70	55	48	96	96	90	Rural Reserve
964	*	*	*	28	30	27	Rural Reserve
965	418	444	494	1,493	1,510	1,494	Neighborhoods
966	3,189	3,443	3,982	2,277	2,356	2,379	Town Center - Tier 2
967	2,808	3,003	3,525	1,640	2,024	2,188	Employment Area
968	67	72	81	790	797	799	Neighborhoods
969	61	83	133	1,127	1,236	1,263	Main St / Corr

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970	2,920	3,081	3,335	49	58	69	Industrial Area
971	252	319	445	1,869	2,247	2,776	Neighborhoods
972	132	177	566	54	78	797	Rural Reserve
973	1,260	1,291	1,495	11	11	11	Industrial Area
974	1,642	1,618	1,657	0	0	0	Industrial Area
975	4,162	4,140	4,734	600	648	680	Employment Area
976	17	15	258	21	986	1,350	Neighborhoods
977	4	516	1,285	24	24	1,178	Urban Reserve
978	2,488	2,513	2,769	333	337	710	Employment Area
979	2,340	2,412	2,647	16	16	16	Industrial Area
980	557	2,227	2,227	46	291	291	Industrial Area
981	556	2,226	2,226	106	290	290	Industrial Area
982	171	169	329	16	21	29	Industrial Area
983	72	68	78	63	68	79	Rural Reserve
984	103	104	112	307	340	344	Undesignated
985	77	104	181	230	397	561	Rural Reserve
986	86	76	74	188	228	320	Rural Reserve
987	130	147	500	152	699	3,738	Urban Reserve
988	46	38	37	78	176	372	Undesignated
989	92	97	106	1,135	1,213	1,213	Neighborhoods
990	246	269	295	1,166	1,191	1,223	Neighborhoods
991	363	410	492	1,370	1,388	1,426	Neighborhoods
992	233	301	389	760	911	1,028	Neighborhoods
993	205	259	315	429	464	504	Neighborhoods
994	2,495	2,546	2,846	1,134	1,158	1,188	Town Center - Tier 3
995	124	150	189	443	464	480	Main St / Corr
996	551	619	691	597	602	634	Main St / Corr
997	2,337	2,402	2,689	9	9	151	Industrial Area
998	45	502	1,187	12	12	12	Industrial Area
999	67	280	599	3	3	3	Industrial Area
1000	262	264	332	20	21	267	Rural Reserve
1001	*	*	*	18	928	1,838	Urban Reserve
1002	*	*	*	8	8	8	Rural Reserve
1003	29	610	1,481	628	943	1,416	Neighborhoods
1004	33	485	1,163	102	480	1,046	Urban Reserve
1005	83	80	83	734	878	932	Neighborhoods
1006	67	65	67	987	1,088	1,105	Neighborhoods
1007	4,543	4,576	5,385	81	910	1,818	Regional Center - Tier 2
1008	4,111	4,191	4,619	67	200	400	Regional Center - Tier 2

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1009	373	389	423	2,158	2,288	2,453	Neighborhoods
1010	70	70	76	348	386	391	Neighborhoods
1011	162	163	171	796	1,027	1,158	Neighborhoods
1012	65	67	71	826	924	989	Neighborhoods
1013	59	64	70	273	337	380	Neighborhoods
1014	137	144	155	654	821	896	Neighborhoods
1015	90	89	95	754	837	848	Neighborhoods
1016	100	108	116	591	591	591	Neighborhoods
1017	649	664	723	759	763	767	Main St / Corr
1018	179	181	194	1,079	1,105	1,105	Neighborhoods
1019	1,605	1,623	1,978	0	373	850	Employment Area
1020	300	298	319	195	216	216	Neighborhoods
1021	19	19	21	289	296	296	Neighborhoods
1022	31	32	34	348	395	400	Neighborhoods
1023	71	72	76	310	316	323	Neighborhoods
1024	407	425	481	405	414	419	Main St / Corr
1025	0	0	0	387	406	446	Main St / Corr
1026	340	347	380	948	958	981	Town Center - Tier 2
1027	792	800	870	2,712	2,734	2,748	Neighborhoods
1028	392	398	436	982	1,046	1,053	Main St / Corr
1029	487	497	543	559	573	577	Main St / Corr
1030	265	281	307	268	279	285	Main St / Corr
1031	333	330	344	175	178	178	Main St / Corr
1032	717	780	984	1,037	1,166	1,239	Neighborhoods
1033	64	103	352	481	859	1,261	Regional Center - Tier 2
1034	148	173	218	481	519	528	Main St / Corr
1035	70	71	77	692	718	723	Neighborhoods
1036	1,683	1,770	2,104	721	954	1,184	Station Com - Tier 3
1037	1,224	1,275	1,630	83	87	88	Town Center - Tier 2
1038	2,372	2,453	3,072	236	818	1,418	Town Center - Tier 2
1039	2,593	2,574	2,824	73	108	108	Town Center - Tier 2
1040	279	290	326	310	327	335	Neighborhoods
1041	517	543	600	233	433	733	Station Com - Tier 1
1042	712	687	717	437	631	764	Station Com - Tier 1
1043	550	565	614	120	253	454	Town Center - Tier 2
1044	3,678	3,750	4,155	0	100	250	Station Com - Tier 2
1045	4,824	4,847	5,472	222	389	565	Employment Area
1046	533	533	640	1,208	1,308	1,308	Neighborhoods
1047	287	318	345	702	763	772	Neighborhoods

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1048	1,653	1,713	1,947	1,068	1,182	1,182	Neighborhoods
1049	8,342	8,483	9,249	0	0	0	Employment Area
1050	542	573	671	1,044	1,072	1,072	Main St / Corr
1051	141	161	172	1,480	1,830	2,180	Neighborhoods
1052	43	45	49	840	843	871	Neighborhoods
1053	264	301	393	247	248	248	Industrial Area
1054	6,408	6,348	6,353	2	2	2	Industrial Area
1055	418	426	458	98	176	218	Industrial Area
1056	298	321	353	960	987	995	Main St / Corr
1057	60	62	67	283	303	303	Neighborhoods
1058	1,121	1,108	1,124	415	421	421	Industrial Area
1059	5,348	5,513	5,790	0	0	0	Industrial Area
1060	3,316	3,328	3,436	9	22	25	Industrial Area
1061	153	155	164	852	881	887	Neighborhoods
1062	497	544	597	1,158	1,230	1,230	Neighborhoods
1063	84	84	90	823	823	823	Neighborhoods
1064	263	275	300	1,178	1,212	1,226	Neighborhoods
1065	5,233	5,319	5,831	604	612	620	Town Center - Tier 3
1066	1,777	1,823	1,972	1,384	1,400	1,405	Town Center - Tier 3
1067	2,888	2,869	3,176	573	573	573	Station Com - Tier 3
1068	2,420	2,446	2,654	171	171	171	Employment Area
1069	1,598	1,687	1,921	1,474	1,496	1,500	Employment Area
1070	1,966	2,005	2,112	1,223	1,417	1,480	Neighborhoods
1071	1,683	1,718	1,842	336	353	353	Neighborhoods
1072	135	133	141	705	704	678	Neighborhoods
1073	2,103	2,032	2,163	705	704	678	Employment Area
1074	304	288	304	729	732	707	Neighborhoods
1075	5,792	5,712	6,167	538	543	544	Employment Area
1076	2,307	2,262	2,423	1,045	1,103	1,094	Main St / Corr
1077	290	290	309	1,396	1,432	1,415	Neighborhoods
1078	236	230	245	1,429	1,430	1,431	Neighborhoods
1079	180	183	200	570	1,502	1,502	Main St / Corr
1080	2,961	2,980	3,332	1,168	1,233	1,372	Town Center - Tier 2
1081	677	703	832	369	411	451	Main St / Corr
1082	257	262	280	1,014	1,029	1,027	Neighborhoods
1083	91	88	93	616	632	632	Neighborhoods
1084	655	659	704	1,560	1,578	1,583	Neighborhoods
1085	195	197	332	497	510	899	Urban Reserve
1086	230	225	242	546	581	561	Neighborhoods

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1087	1,208	1,215	1,355	1,177	1,234	1,675	Main St / Corr
1088	653	644	692	585	603	605	Town Center - Tier 1
1089	330	321	537	517	537	541	Town Center - Tier 1
1090	1,329	1,352	1,723	427	493	493	Town Center - Tier 1
1091	366	387	490	365	495	495	Main St / Corr
1092	196	200	220	271	283	290	Town Center - Tier 1
1093	2	2	2	67	67	65	Main St / Corr
1094	29	28	29	83	85	82	Main St / Corr
1095	135	143	157	258	263	262	Main St / Corr
1096	187	188	199	645	702	695	Main St / Corr
1097	293	292	311	423	432	427	Neighborhoods
1098	829	842	926	1,047	1,074	1,074	Main St / Corr
1099	95	101	113	474	490	618	Neighborhoods
1100	350	371	413	456	501	549	Main St / Corr
1101	195	202	227	522	563	541	Neighborhoods
1102	57	61	66	795	813	1,042	Main St / Corr
1103	352	367	406	1,017	1,030	1,303	Neighborhoods
1104	170	183	211	700	742	989	Neighborhoods
1105	61	55	46	432	436	462	Neighborhoods
1106	1,057	1,112	1,256	611	644	666	Town Center - Tier 2
1107	233	271	429	1,500	1,676	1,687	Neighborhoods
1108	1,203	1,368	1,503	2,618	2,863	3,147	Neighborhoods
1109	1,207	1,275	1,465	1,430	1,458	1,482	Town Center - Tier 3
1110	199	207	521	134	135	3,649	Urban Reserve
1111	2	2	197	70	70	2,709	Urban Reserve
1112	30	29	316	35	35	1,749	Urban Reserve
1113	30	29	575	111	111	587	Urban Reserve
1114	7	8	138	77	77	897	Urban Reserve
1115	2	2	54	52	52	463	Urban Reserve
1116	15	15	77	62	62	540	Urban Reserve
1117	74	67	131	135	136	919	Urban Reserve
1118	137	132	186	18	18	452	Urban Reserve
1119	295	272	344	66	66	1,085	Urban Reserve
1120	34	19	269	227	227	4,055	Urban Reserve
1121	65	64	499	104	106	2,510	Urban Reserve
1122	33	31	2,023	49	49	4,185	Urban Reserve
1123	51	41	177	216	223	3,841	Undesignated
1124	532	554	649	143	150	177	Rural Reserve
1125	121	109	151	116	129	609	Undesignated

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TAZ	2020 Employment*	2030 Employment*	2045 Employment*	2020 Households	2030 Households	2045 Households	2040 Design Type
1126	5	6	6	72	76	89	Undesignated
1127	121	107	109	286	286	290	Rural Reserve
1128	192	194	207	184	1,097	1,506	Rural Reserve
1129	1,134	1,150	1,266	1,591	1,617	1,617	Town Center - Tier 3
1130	68	100	125	974	1,045	1,079	Town Center - Tier 3
1131	125	132	138	373	400	420	Neighborhoods
1132	158	157	179	611	636	640	Neighborhoods
1133	1,442	1,465	1,575	438	456	471	Main St / Corr
1134	54	54	57	880	890	908	Main St / Corr
1135	185	188	204	731	737	737	Main St / Corr
1136	657	692	729	1,644	1,657	1,657	Main St / Corr
1137	6,991	6,943	7,434	0	0	0	Regional Center - Tier 2
1138	862	932	1,127	995	1,050	1,075	Main St / Corr
1139	437	466	644	425	463	479	Regional Center - Tier 2
1140	672	718	857	1,401	1,734	2,234	Main St / Corr
1141	609	620	688	1,405	1,526	1,630	Main St / Corr
1142	701	719	777	1,466	1,500	1,600	Main St / Corr
1143	492	495	531	988	1,036	1,036	Main St / Corr
1144	3,863	3,894	4,284	38	70	100	Industrial Area
1145	945	953	1,058	1,011	1,023	1,023	Industrial Area
1146	1,945	1,908	2,088	477	477	477	Regional Center - Tier 2
1147	280	280	289	1,172	1,188	1,188	Neighborhoods
1148	232	234	249	692	701	701	Neighborhoods
1149	126	124	130	489	489	489	Main St / Corr
1150	52	52	55	435	493	504	Neighborhoods
1151	128	135	140	236	250	253	Neighborhoods
1152	232	239	250	250	2,500	3,250	Urban Reserve
1153	*	*	*	100	2,000	2,500	Urban Reserve
1154	70	64	68	221	681	1,027	Neighborhoods
1155	45	44	47	340	561	644	Neighborhoods
1156	42	42	48	712	896	918	Neighborhoods
1157	122	124	124	763	814	821	Neighborhoods
1158	131	126	141	987	1,036	1,053	Neighborhoods
1159	246	241	252	1,119	1,144	1,161	Main St / Corr
1160	79	79	84	676	680	680	Neighborhoods
1161	350	353	372	953	958	958	Main St / Corr
1162	117	114	125	794	795	795	Main St / Corr
1163	183	179	193	620	632	633	Neighborhoods
1164	156	162	174	937	966	970	Neighborhoods

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1165	247	261	275	942	975	975	Neighborhoods
1166	99	101	102	594	625	625	Neighborhoods
1167	686	702	790	1,566	1,622	1,651	Main St / Corr
1168	341	343	357	1,565	1,615	1,637	Main St / Corr
1169	136	138	148	847	894	894	Main St / Corr
1170	466	478	514	750	760	760	Main St / Corr
1171	997	1,025	1,168	498	553	592	Town Center - Tier 3
1172	577	626	811	790	897	942	Main St / Corr
1173	1,373	1,405	1,543	615	691	744	Main St / Corr
1174	2,998	3,029	3,259	389	488	559	Main St / Corr
1175	1,487	1,563	1,674	0	15	26	Regional Center - Tier 1
1176	385	397	423	941	956	956	Main St / Corr
1177	222	223	240	1,070	1,095	1,125	Main St / Corr
1178	19	17	15	472	487	495	Main St / Corr
1179	206	207	225	972	1,060	1,082	Main St / Corr
1180	80	75	81	824	940	936	Main St / Corr
1181	21	23	26	684	736	747	Main St / Corr
1182	45	53	60	785	822	840	Main St / Corr
1183	829	855	912	437	437	437	Main St / Corr
1184	306	363	710	175	175	175	Main St / Corr
1185	571	604	695	350	375	400	Regional Center - Tier 1
1186	950	1,006	1,165	500	600	700	Regional Center - Tier 1
1187	2,407	2,402	2,583	0	161	312	Regional Center - Tier 1
1188	515	544	625	28	57	84	Regional Center - Tier 1
1189	1,783	1,886	2,166	68	186	295	Regional Center - Tier 1
1190	293	303	366	45	95	142	Main St / Corr
1191	2,818	2,633	2,741	459	502	520	Station Com - Tier 3
1192	3,121	3,144	3,373	783	877	927	Employment Area
1193	278	332	376	258	264	269	Main St / Corr
1194	243	297	359	921	1,079	1,130	Town Center - Tier 2
1195	169	186	200	770	770	770	Neighborhoods
1196	2,466	2,502	2,716	125	125	125	Station Com - Tier 3
1197	436	593	877	0	0	0	Station Com - Tier 3
1198	3,437	3,349	3,539	0	0	0	Station Com - Tier 3
1199	2,085	2,185	2,758	249	299	400	Main St / Corr
1200	272	310	476	773	974	1,157	Station Com - Tier 1
1201	113	124	145	528	532	536	Main St / Corr
1202	1,398	1,410	1,519	919	970	989	Main St / Corr
1203	417	431	460	1,077	1,135	1,144	Main St / Corr

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1204	440	442	479	949	995	1,004	Main St / Corr
1205	435	458	534	842	898	912	Main St / Corr
1206	256	270	291	664	778	793	Main St / Corr
1207	55	54	58	194	195	195	Main St / Corr
1208	903	945	1,201	57	169	315	Main St / Corr
1209	450	458	476	955	973	1,006	Main St / Corr
1210	13,194	13,321	14,092	0	0	0	Main St / Corr
1211	750	793	919	932	1,000	1,200	Station Com - Tier 3
1212	277	282	297	1,625	1,669	1,670	Neighborhoods
1213	1,884	1,944	2,090	892	925	960	Main St / Corr
1214	292	327	379	973	1,010	1,010	Main St / Corr
1215	155	158	178	850	905	909	Main St / Corr
1216	434	601	704	1,573	1,597	1,617	Main St / Corr
1217	1,176	1,199	1,380	203	600	1,000	Station Com - Tier 2
1218	913	1,003	1,504	0	616	956	Town Center - Tier 3
1219	5,624	5,458	5,948	95	131	148	Main St / Corr
1220	476	477	507	1,041	1,096	1,106	Main St / Corr
1221	721	729	751	1,210	1,530	1,597	Main St / Corr
1222	102	116	163	589	618	626	Neighborhoods
1223	387	484	651	826	1,121	1,284	Town Center - Tier 3
1224	485	517	718	21	163	247	Main St / Corr
1225	131	122	130	685	718	723	Neighborhoods
1226	425	417	437	1,015	1,149	1,168	Neighborhoods
1227	165	118	110	294	345	352	Neighborhoods
1228	885	934	1,048	2,361	2,488	2,563	Town Center - Tier 3
1229	74	75	81	514	640	660	Neighborhoods
1230	308	319	349	424	469	476	Neighborhoods
1231	1,494	1,526	1,653	755	852	878	Main St / Corr
1232	399	432	471	194	235	259	Town Center - Tier 3
1233	2,815	2,985	3,479	416	552	569	Main St / Corr
1234	4,007	4,019	4,262	557	560	563	Employment Area
1235	161	163	174	334	343	343	Main St / Corr
1236	30	30	33	627	627	627	Neighborhoods
1237	40	40	43	564	572	572	Main St / Corr
1238	52	54	56	494	499	499	Main St / Corr
1239	21	21	22	608	608	608	Main St / Corr
1240	3,405	3,484	3,729	579	610	640	Main St / Corr
1241	140	141	151	1,406	1,435	1,435	Main St / Corr
1242	168	175	186	672	672	672	Neighborhoods

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1243	268	277	297	560	601	609	Main St / Corr
1244	24	24	27	316	342	343	Neighborhoods
1245	64	63	66	367	438	446	Neighborhoods
1246	78	79	85	1,055	1,068	1,069	Main St / Corr
1247	164	168	178	1,161	1,176	1,176	Neighborhoods
1248	435	456	484	483	496	482	Main St / Corr
1249	125	131	140	894	894	894	Main St / Corr
1250	89	90	96	534	534	534	Neighborhoods
1251	108	113	120	316	316	316	Neighborhoods
1252	3,269	3,669	3,669	1	1	1	Industrial Area
1253	368	576	888	74	74	74	Industrial Area
1254	*	*	*	9	9	9	Undesignated
1255	255	293	310	156	370	419	Rural Reserve
1256	18	17	0	17	17	17	Urban Reserve
1257	3	13	30	8	8	8	Urban Reserve
1258	35	1,000	1,500	6	6	6	Urban Reserve
1259	*	*	*	19	89	95	Urban Reserve
1260	1,835	2,061	2,061	2	2	2	Industrial Area
1261	3,287	3,410	3,547	0	0	0	Industrial Area
1262	924	1,149	1,149	0	0	0	Employment Area
1263	2,332	2,409	2,798	0	0	0	Employment Area
1264	2,459	2,513	2,684	99	141	170	Regional Center - Tier 2
1265	1,261	1,292	1,397	1,139	1,169	1,169	Regional Center - Tier 2
1266	4,934	5,053	5,379	3,015	3,015	3,015	Employment Area
1267	2,434	2,540	2,700	0	0	0	Employment Area
1268	263	405	617	0	0	0	Industrial Area
1269	*	*	*	0	0	0	Industrial Area
1270	*	*	*	2	2	2	Industrial Area
1271	0	407	1,017	8	8	8	Industrial Area
1272	*	*	*	42	20	20	Urban Reserve
1273	*	*	*	30	60	60	Industrial Area
1274	33	3,520	8,800	6	6	6	Urban Reserve
1275	*	*	*	5	5	5	Urban Reserve
1276	*	*	*	30	34	34	Urban Reserve
1277	379	403	432	1,108	1,172	1,209	Neighborhoods
1278	127	140	152	1,498	1,498	1,498	Neighborhoods
1279	*	*	*	2	2	2	Industrial Area
1280	1,195	1,325	1,386	0	0	0	Industrial Area
1281	*	*	*	0	0	0	Industrial Area

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1282	3,846	3,908	4,000	427	431	446	Industrial Area
1283	727	750	750	376	376	376	Main St / Corr
1284	404	430	480	1,328	1,366	1,380	Town Center - Tier 2
1285	1,211	1,211	1,211	0	21	29	Town Center - Tier 2
1286	1,922	2,030	2,247	461	461	461	Employment Area
1287	29	29	31	722	841	841	Employment Area
1288	2,667	3,085	3,713	675	2,000	3,100	Regional Center - Tier 2
1289	2,515	2,889	3,449	316	751	1,122	Main St / Corr
1290	140	149	167	951	1,022	1,022	Station Com - Tier 3
1291	*	*	*	0	0	0	Neighborhoods
1292	*	*	*	0	801	1,504	Regional Center - Tier 2
1293	52	53	57	1,221	1,221	1,221	Station Com - Tier 3
1294	1,150	1,265	1,300	2,746	2,781	2,781	Station Com - Tier 2
1295	4,487	4,652	4,824	294	344	344	Station Com - Tier 3
1296	*	*	*	0	0	0	Industrial Area
1297	668	681	715	614	621	621	Main St / Corr
1298	742	790	798	1,473	1,490	1,494	Main St / Corr
1299	229	268	301	408	408	408	Neighborhoods
1300	117	126	135	872	895	900	Neighborhoods
1301	136	150	163	806	862	862	Neighborhoods
1302	22	27	31	293	362	401	Neighborhoods
1303	96	105	115	211	211	211	Neighborhoods
1304	137	198	355	444	525	553	Regional Center - Tier 1
1305	75	78	87	181	187	187	Main St / Corr
1306	69	73	78	473	491	491	Station Com - Tier 3
1307	214	325	325	946	1,076	1,076	Main St / Corr
1308	137	138	137	611	664	667	Main St / Corr
1309	19	59	358	659	745	819	Station Com - Tier 3
1310	248	297	639	1,495	1,622	1,718	Main St / Corr
1311	48	52	60	427	445	451	Main St / Corr
1312	186	256	450	784	815	1,024	Main St / Corr
1313	152	166	187	478	478	478	Main St / Corr
1314	110	118	130	959	1,012	1,012	Neighborhoods
1315	137	148	159	972	1,063	1,063	Main St / Corr
1316	305	300	322	1,064	1,064	1,064	Main St / Corr
1317	105	110	118	766	795	795	Main St / Corr
1318	143	149	164	1,298	1,336	1,371	Main St / Corr
1319	205	205	236	609	654	654	Main St / Corr
1320	2,066	2,092	2,330	858	918	961	Regional Center - Tier 1

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1321	749	850	1,044	398	539	539	Regional Center - Tier 1
1322	3,212	3,044	3,201	441	483	483	Regional Center - Tier 1
1323	143	164	156	132	138	150	Main St / Corr
1324	1,100	1,124	1,280	0	0	0	Main St / Corr
1325	2,299	2,357	2,643	247	329	329	Industrial Area
1326	985	1,575	1,702	377	679	679	Regional Center - Tier 1
1327	1,844	1,843	2,027	1,308	1,320	1,350	Main St / Corr
1328	118	120	129	736	780	787	Neighborhoods
1329	371	372	446	1,183	1,183	1,200	Main St / Corr
1330	867	886	1,101	805	816	820	Main St / Corr
1331	89	92	98	462	467	468	Neighborhoods
1332	664	711	943	669	692	707	Main St / Corr
1333	117	123	132	890	890	890	Neighborhoods
1334	78	90	99	738	744	744	Neighborhoods
1335	89	96	107	804	1,045	1,071	Town Center - Tier 2
1336	145	159	176	496	586	610	Town Center - Tier 2
1337	454	512	622	186	186	186	Town Center - Tier 2
1338	183	190	202	598	619	637	Town Center - Tier 2
1339	391	419	469	440	461	461	Main St / Corr
1340	725	809	926	321	376	394	Main St / Corr
1341	0	1,160	1,160	565	1,158	1,158	Urban Reserve
1342	1,191	1,350	1,538	442	713	713	Industrial Area
1343	413	473	568	326	331	333	Main St / Corr
1344	819	830	899	1,338	1,338	1,338	Neighborhoods
1345	579	579	579	1,044	1,347	1,365	Neighborhoods
1346	212	211	221	231	269	284	Neighborhoods
1347	326	356	396	8	8	8	Industrial Area
1348	11	11	12	0	0	0	Rural Reserve
1349	*	*	*	22	22	22	Undesignated
1350	137	166	192	674	817	955	Neighborhoods
1351	*	*	*	91	363	363	Urban Reserve
1352	0	79	79	11	1,100	1,651	Urban Reserve
1353	0	345	345	0	845	845	Urban Reserve
1354	2,434	60	120	396	433	433	Employment Area
1355	431	460	503	331	362	362	Main St / Corr
1356	124	135	151	183	218	253	Town Center - Tier 2
1357	215	225	237	372	415	440	Town Center - Tier 2
1358	167	175	171	504	601	622	Main St / Corr
1359	206	203	209	733	872	891	Main St / Corr

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1360	465	502	555	792	869	887	Main St / Corr
1361	272	279	290	236	248	248	Neighborhoods
1362	147	167	185	686	708	708	Neighborhoods
1363	*	*	*	11	668	1,002	Urban Reserve
1364	*	*	*	54	540	1,268	Urban Reserve
1365	*	*	*	18	325	785	Urban Reserve
1366	*	*	*	7	1,662	1,662	Urban Reserve
1367	102	129	185	47	231	1,429	Neighborhoods
1368	219	251	290	2,265	2,371	2,376	Neighborhoods
1369	312	337	367	1,120	1,271	1,280	Neighborhoods
1370	171	168	177	1,140	1,322	1,346	Neighborhoods
1371	142	141	139	738	826	839	Neighborhoods
1372	156	169	192	1,085	1,260	1,290	Neighborhoods
1373	40	51	71	12	80	184	Neighborhoods
1374	*	*	*	49	53	53	Rural Reserve
1375	14	17	18	25	25	25	Rural Reserve
1376	253	268	277	101	101	101	Rural Reserve
1377	10	10	10	108	108	108	Rural Reserve
1378	188	188	189	66	66	66	Rural Reserve
1379	*	*	*	10	10	10	Rural Reserve
1380	*	*	*	71	71	71	Rural Reserve
1381	98	202	543	170	296	415	Rural Reserve
1382	708	759	955	694	708	715	Main St / Corr
1383	744	769	839	533	570	616	Town Center - Tier 2
1384	756	750	829	366	383	389	Industrial Area
1385	370	380	411	1,334	1,373	1,401	Neighborhoods
1386	197	224	318	527	1,071	1,907	Urban Reserve
1387	11	9	9	16	18	20	Undesignated
1388	*	*	*	14	14	14	Rural Reserve
1389	77	75	81	46	46	46	Urban Reserve
1390	0	0	0	22	22	22	Rural Reserve
1391	157	129	125	48	48	48	Rural Reserve
1392	18	17	17	21	342	941	Urban Reserve
1393	*	*	*	26	193	510	Neighborhoods
1394	0	0	33	9	9	60	Urban Reserve
1395	*	*	*	14	14	19	Urban Reserve
1396	173	178	210	621	723	918	Neighborhoods
1397	250	260	281	770	832	946	Rural Reserve
1398	39	35	37	536	549	554	Neighborhoods

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1399	250	267	288	810	920	949	Neighborhoods
1400	472	483	512	953	1,159	1,259	Neighborhoods
1401	1,693	1,572	1,539	1,060	1,499	1,804	Town Center - Tier 1
1402	766	721	811	817	1,010	1,189	Industrial Area
1403	989	907	832	408	474	505	Industrial Area
1404	467	506	555	738	763	784	Employment Area
1405	*	*	*	0	2	2	Employment Area
1406	571	613	664	867	961	1,017	Main St / Corr
1407	1,142	1,174	1,246	923	1,364	1,588	Neighborhoods
1408	213	310	333	2	11	22	Rural Reserve
1409	*	*	*	4	4	4	Undesignated
1410	*	*	*	85	90	90	Rural Reserve
1411	73	78	83	55	55	55	Rural Reserve
1412	172	137	130	95	98	99	Rural Reserve
1413	14	12	12	61	63	63	Rural Reserve
1414	19	20	20	37	37	37	Rural Reserve
1415	163	191	207	252	257	257	Neighboring City
1416	131	133	133	188	203	203	Rural Reserve
1417	170	176	184	398	398	398	Rural Reserve
1418	281	296	314	143	143	143	Rural Reserve
1419	195	195	195	87	102	104	Rural Reserve
1420	81	84	85	90	96	96	Rural Reserve
1421	156	176	188	95	106	108	Rural Reserve
1422	86	87	89	133	143	143	Rural Reserve
1423	32	33	35	185	207	207	Rural Reserve
1424	82	85	88	185	220	220	Rural Reserve
1425	74	75	76	165	175	175	Rural Reserve
1426	131	139	145	389	446	490	Rural Reserve
1427	197	198	198	174	191	204	Rural Reserve
1428	*	*	*	19	1,083	2,457	Rural Reserve
1429	18	74	186	90	1,947	4,343	Urban Reserve
1430	50	49	49	80	91	100	Rural Reserve
1431	145	146	146	274	338	387	Rural Reserve
1432	180	226	297	188	1,161	2,410	Rural Reserve
1433	588	647	709	791	824	824	Undesignated
1434	402	491	605	726	899	905	Undesignated
1435	20	19	20	122	123	124	Rural Reserve
1436	45	40	36	131	133	138	Rural Reserve
1437	37	33	34	38	38	38	Rural Reserve

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TAZ	2020 Employment*	2030 Employment*	2045 Employment*	2020 Households	2030 Households	2045 Households	2040 Design Type
1438	74	61	48	68	68	68	Rural Reserve
1439	20	15	15	28	28	28	Rural Reserve
1440	579	636	670	530	569	572	Neighboring City
1441	66	68	70	78	93	93	Rural Reserve
1442	104	103	104	58	58	58	Rural Reserve
1443	102	105	111	75	75	75	Rural Reserve
1444	60	70	74	24	24	24	Rural Reserve
1445	13	15	16	37	37	37	Rural Reserve
1446	5	5	5	43	43	43	Rural Reserve
1447	53	57	60	46	46	46	Rural Reserve
1448	*	*	*	18	18	18	Rural Reserve
1449	61	128	236	72	72	72	Rural Reserve
1450	794	860	897	831	1,393	1,662	Neighboring City
1451	*	*	*	11	11	11	Undesignated
1452	254	297	342	687	705	705	Undesignated
1453	190	356	629	427	427	427	Undesignated
1454	168	182	190	285	299	301	Rural Reserve
1455	77	83	87	74	78	78	Rural Reserve
1456	301	358	443	139	302	547	Rural Reserve
1457	*	*	*	32	36	41	Rural Reserve
1458	*	*	*	15	15	1,482	Rural Reserve
1459	38	39	41	649	649	649	Neighborhoods
1460	15	15	16	243	243	243	Main St / Corr
1461	*	*	*	4	204	504	Urban Reserve
1462	*	*	*	1	1	446	Urban Reserve
1463	30	36	41	432	782	1,342	Neighborhoods
1464	0	0	0	19	187	449	Main St / Corr
1465	*	*	*	68	474	1,153	Main St / Corr
1466	7	11	12	292	518	879	Main St / Corr
1467	18	47	59	493	1,107	1,944	Main St / Corr
1468	126	134	143	339	398	497	Neighborhoods
1469	*	*	*	4	15	33	Neighborhoods
1470	210	215	233	663	676	698	Main St / Corr
1471	13	13	14	287	287	287	Main St / Corr
1472	87	89	96	1,075	1,075	1,075	Neighborhoods
1473	16	15	15	278	338	343	Main St / Corr
1474	77	68	68	921	924	925	Main St / Corr
1475	214	282	334	1,257	1,276	1,335	Town Center - Tier 2
1476	1,179	1,187	1,287	1,262	1,297	1,297	Town Center - Tier 2

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TAZ	2020 Employment*	2030 Employment*	2045 Employment*	2020 Households	2030 Households	2045 Households	2040 Design Type
1477	307	324	348	563	667	678	Neighborhoods
1478	119	121	130	638	726	735	Neighborhoods
1479	199	164	193	891	1,060	1,060	Neighborhoods
1480	86	89	98	499	583	597	Neighborhoods
1481	101	107	115	482	506	510	Neighborhoods
1482	149	157	169	820	1,046	1,082	Neighborhoods
1483	653	1,079	1,719	160	389	732	Vancouver CBD
1484	272	232	172	191	197	205	Vancouver CBD
1485	265	235	190	226	235	247	Vancouver CBD
1486	269	309	369	46	65	92	Vancouver CBD
1487	147	156	170	169	248	368	Vancouver CBD
1488	514	772	1,159	0	3	7	Vancouver CBD
1489	889	737	508	0	4	9	Vancouver CBD
1490	448	483	535	6	14	26	Vancouver CBD
1491	656	813	1,050	0	54	134	Vancouver CBD
1492	790	854	951	29	62	112	Vancouver CBD
1493	732	716	692	381	346	294	Vancouver CBD
1494	427	443	468	0	58	144	Vancouver CBD
1495	1,961	1,577	1,001	0	57	143	Vancouver CBD
1496	72	70	66	100	101	103	Vancouver CBD
1497	127	162	213	169	118	42	Vancouver CBD
1498	208	387	655	18	29	45	Vancouver CBD
1499	41	187	407	33	332	780	Vancouver CBD
1500	374	612	969	238	256	284	Vancouver CBD
1501	147	190	255	118	225	385	Vancouver CBD
1502	7	6	4	125	124	122	Vancouver CBD
1503	14	562	1,383	0	0	0	Vancouver CBD
1504	298	486	769	1	11	25	Vancouver CBD
1505	114	518	1,125	0	102	256	Vancouver CBD
1506	82	767	1,795	0	540	1,350	Vancouver Rest
1507	226	290	385	157	390	740	Vancouver CBD
1508	0	525	1,312	0	0	0	Vancouver Rest
1509	295	299	305	90	89	88	Vancouver Rest
1510	462	380	257	284	282	280	Vancouver CBD
1511	21	56	108	267	262	255	Vancouver CBD
1512	64	66	68	71	69	66	Vancouver CBD
1513	170	151	123	29	42	62	Vancouver CBD
1514	355	294	202	98	82	58	Vancouver CBD
1515	298	238	149	214	209	200	Vancouver CBD

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TAZ	2020 Employment*	2030 Employment*	2045 Employment*	2020 Households	2030 Households	2045 Households	2040 Design Type
1516	10	41	88	138	132	122	Vancouver CBD
1517	194	198	205	50	71	103	Vancouver CBD
1518	346	313	264	288	288	288	Vancouver CBD
1519	19	12	2	117	114	109	Vancouver CBD
1520	255	236	208	189	196	207	Vancouver CBD
1521	79	117	174	112	124	142	Vancouver CBD
1522	5	4	1	85	90	98	Vancouver CBD
1523	1	3	7	115	122	132	Vancouver CBD
1524	123	123	123	25	27	29	Vancouver CBD
1525	40	47	58	206	201	193	Vancouver CBD
1526	6	7	8	262	259	256	Vancouver CBD
1527	97	264	514	464	455	442	Vancouver CBD
1528	609	586	552	358	359	360	Vancouver Rest
1529	0	170	426	315	313	309	Vancouver Rest
1530	93	197	354	0	1	2	Vancouver Rest
1531	4,004	3,984	3,955	46	63	88	Vancouver Rest
1532	1,174	1,468	1,910	102	102	102	Vancouver Rest
1533	4	229	566	169	174	183	Vancouver Rest
1534	41	42	44	377	399	432	Vancouver Rest
1535	37	27	13	301	298	292	Vancouver Rest
1536	15	28	47	423	421	417	Vancouver Rest
1537	18	11	2	83	88	95	Vancouver Rest
1538	95	92	87	284	282	278	Vancouver Rest
1539	103	99	92	365	361	355	Vancouver Rest
1540	13	19	27	285	280	273	Vancouver CBD
1541	705	629	516	163	168	176	Vancouver CBD
1542	2	77	190	251	320	423	Vancouver Rest
1543	10	10	10	232	233	235	Vancouver Rest
1544	153	158	164	491	530	589	Vancouver Rest
1545	136	123	103	457	459	462	Vancouver Rest
1546	716	767	844	597	626	671	Vancouver Rest
1547	1,850	1,673	1,407	61	56	50	Vancouver Rest
1548	219	242	276	113	137	172	Vancouver Rest
1549	256	333	450	23	48	85	Vancouver CBD
1550	18	21	27	183	195	213	Vancouver CBD
1551	1	5	11	184	174	158	Vancouver Rest
1552	118	86	39	286	284	280	Vancouver Rest
1553	37	34	28	193	191	189	Vancouver Rest
1554	12	16	23	123	122	120	Vancouver Rest

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TAZ	2020 Employment*	2030 Employment*	2045 Employment*	2020 Households	2030 Households	2045 Households	2040 Design Type
1555	2,783	2,252	1,457	0	0	0	Station Com - Tier 3
1556	452	320	121	0	0	0	Station Com - Tier 3
1557	57	196	405	0	0	0	Vancouver Rest
1558	448	641	929	0	51	128	Vancouver Rest
1559	1,390	1,334	1,250	7	25	51	Vancouver Rest
1560	1,097	1,184	1,314	343	381	438	Vancouver Rest
1561	1,631	1,989	2,526	129	596	1,297	Vancouver Rest
1562	986	1,108	1,291	0	5	13	Vancouver Rest
1563	463	480	505	688	711	744	Vancouver Rest
1564	266	295	338	0	17	43	Vancouver Rest
1565	232	221	203	0	0	0	Station Com - Tier 3
1566	5	502	1,248	0	0	0	Vancouver Rest
1567	448	437	420	761	748	729	Vancouver Rest
1568	36	55	83	166	165	163	Vancouver Rest
1569	114	105	92	308	305	300	Vancouver Rest
1570	23	24	24	380	376	371	Vancouver Rest
1571	84	81	77	209	208	205	Vancouver Rest
1572	164	180	203	492	487	478	Vancouver Rest
1573	68	129	221	517	527	542	Vancouver Rest
1574	159	207	279	213	220	231	Vancouver Rest
1575	142	129	109	384	385	387	Vancouver Rest
1576	1,473	1,409	1,313	45	47	51	Vancouver Rest
1577	389	416	456	463	482	510	Vancouver Rest
1578	177	191	212	585	603	630	Vancouver Rest
1579	165	129	75	359	386	427	Vancouver Rest
1580	57	89	138	510	501	488	Vancouver Rest
1581	204	219	242	453	463	478	Vancouver Rest
1582	188	204	228	463	459	454	Vancouver Rest
1583	201	188	170	304	299	292	Vancouver Rest
1584	288	250	193	224	226	228	Vancouver Rest
1585	1	16	39	305	299	290	Vancouver Rest
1586	55	82	123	799	780	750	Vancouver Rest
1587	398	401	404	748	738	723	Vancouver Rest
1588	11	62	137	408	402	392	Vancouver Rest
1589	28	52	89	295	324	368	Vancouver Rest
1590	0	4	10	296	343	414	Vancouver Rest
1591	202	343	555	619	650	697	Vancouver Rest
1592	554	747	1,038	410	434	469	Vancouver Rest
1593	4	15	31	290	318	361	Vancouver Rest

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TAZ	2020 Employment*	2030 Employment*	2045 Employment*	2020 Households	2030 Households	2045 Households	2040 Design Type
1594	5	17	36	416	422	430	Vancouver Rest
1595	3	8	16	121	120	117	Vancouver Rest
1596	49	37	18	228	231	235	Vancouver Rest
1597	89	68	35	747	641	483	Vancouver Rest
1598	120	141	173	364	364	365	Vancouver Rest
1599	38	47	61	286	284	280	Vancouver Rest
1600	1,050	1,036	1,014	165	290	477	Vancouver Rest
1601	199	191	180	326	315	298	Vancouver Rest
1602	141	282	494	416	405	389	Vancouver Rest
1603	304	322	349	1,227	1,115	948	Vancouver Rest
1604	18	16	12	393	414	445	Vancouver Rest
1605	116	102	80	931	947	970	Vancouver Rest
1606	254	324	428	613	629	652	Vancouver Rest
1607	543	578	630	412	418	427	Vancouver Rest
1608	756	942	1,221	63	123	214	Vancouver Rest
1609	665	904	1,264	0	26	64	Vancouver Rest
1610	326	270	186	2	3	5	Vancouver Rest
1611	53	45	34	222	227	235	Vancouver Rest
1612	24	25	25	197	196	195	Vancouver Rest
1613	268	234	183	432	431	431	Vancouver Rest
1614	28	31	37	194	194	194	Vancouver Rest
1615	94	79	57	251	249	247	Vancouver Rest
1616	36	33	30	369	362	351	Vancouver Rest
1617	1,438	1,500	1,592	313	343	388	Vancouver Rest
1618	11	19	32	359	359	359	Vancouver Rest
1619	85	115	160	979	969	953	Vancouver Rest
1620	1,084	1,130	1,200	4	26	60	Vancouver Rest
1621	350	513	757	4	45	106	Vancouver Rest
1622	388	349	291	849	785	690	Vancouver Rest
1623	1,492	1,632	1,841	13	102	236	Vancouver Rest
1624	1,259	1,371	1,539	1,125	1,135	1,151	Vancouver Rest
1625	438	544	702	1,250	1,252	1,255	Vancouver Rest
1626	2,147	1,943	1,636	144	198	279	Vancouver Rest
1627	119	156	211	573	605	654	Vancouver Rest
1628	2,445	2,524	2,643	572	745	1,004	Vancouver Rest
1629	494	334	95	305	334	377	Vancouver Rest
1630	236	218	192	512	503	489	Vancouver Rest
1631	71	63	50	257	255	252	Vancouver Rest
1632	20	17	13	235	229	219	Vancouver Rest

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TAZ	2020 Employment*	2030 Employment*	2045 Employment*	2020 Households	2030 Households	2045 Households	2040 Design Type
1633	746	462	36	307	310	315	Vancouver Rest
1634	58	42	19	286	281	273	Vancouver Rest
1635	31	22	8	213	210	205	Vancouver Rest
1636	3,414	4,055	5,017	0	0	1	Vancouver Rest
1637	195	278	402	719	714	708	Vancouver Rest
1638	30	29	27	315	313	310	Vancouver Rest
1639	83	71	52	302	364	456	Vancouver Rest
1640	221	150	45	1,216	1,234	1,262	Vancouver Rest
1641	152	101	24	393	403	418	Vancouver Rest
1642	477	348	154	361	367	376	Vancouver Rest
1643	147	193	262	395	410	433	Vancouver Rest
1644	344	265	146	474	484	500	Vancouver Rest
1645	156	348	635	24	61	116	Vancouver Rest
1646	119	117	114	144	189	258	Vancouver Rest
1647	13	14	14	410	403	392	Vancouver Rest
1648	63	58	51	199	193	183	Vancouver Rest
1649	10	22	41	372	360	342	Vancouver Rest
1650	27	26	23	506	486	456	Vancouver Rest
1651	11	10	7	203	225	258	Vancouver Rest
1652	109	104	97	1	1	1	Vancouver Rest
1653	972	947	909	2	3	5	Vancouver Rest
1654	612	796	1,072	387	391	397	Vancouver Rest
1655	642	605	551	716	715	715	Vancouver Rest
1656	44	54	69	188	179	165	Vancouver Rest
1657	227	210	184	167	199	248	Vancouver Rest
1658	255	207	135	421	440	469	Vancouver Rest
1659	0	5	12	78	74	68	Vancouver Rest
1660	814	771	707	3	21	48	Vancouver Rest
1661	520	435	309	0	18	45	Vancouver Rest
1662	710	589	408	20	43	76	Vancouver Rest
1663	536	721	998	66	81	105	Vancouver Rest
1664	14	33	62	515	500	478	Vancouver Rest
1665	150	152	154	351	345	336	Vancouver Rest
1666	19	16	12	58	92	144	Vancouver Rest
1667	308	255	175	1,164	1,132	1,084	Vancouver Rest
1668	298	277	246	518	509	496	Vancouver Rest
1669	173	252	370	409	432	466	Vancouver Rest
1670	1,614	1,317	871	325	352	391	Vancouver Rest
1671	901	945	1,012	168	176	189	Vancouver Rest

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TAZ	2020 Employment*	2030 Employment*	2045 Employment*	2020 Households	2030 Households	2045 Households	2040 Design Type
1672	1,904	1,601	1,146	359	362	366	Vancouver Rest
1673	92	86	78	307	296	278	Vancouver Rest
1674	337	211	23	327	321	311	Vancouver Rest
1675	143	101	38	516	474	410	Vancouver Rest
1676	4	12	23	395	402	413	Vancouver Rest
1677	83	270	550	338	416	534	Vancouver Rest
1678	155	158	164	261	259	257	Vancouver Rest
1679	9	79	185	254	242	224	Vancouver Rest
1680	9	30	62	296	292	287	Vancouver Rest
1681	0	302	754	0	29	72	Vancouver Rest
1682	1,554	1,313	951	522	509	490	Vancouver Rest
1683	43	97	177	388	382	374	Vancouver Rest
1684	735	619	445	662	668	678	Vancouver Rest
1685	756	603	374	0	37	92	Vancouver Rest
1686	175	209	260	12	19	30	Vancouver Rest
1687	116	162	232	139	143	149	Vancouver Rest
1688	73	61	43	230	230	229	Vancouver Rest
1689	119	254	456	30	30	31	Vancouver Rest
1690	939	828	662	319	325	335	Vancouver Rest
1691	18	289	695	196	212	235	Vancouver Rest
1692	881	872	857	147	127	97	Vancouver Rest
1693	7	8	11	385	355	310	Vancouver Rest
1694	55	56	58	513	510	504	Vancouver Rest
1695	16	24	37	409	403	394	Vancouver Rest
1696	21	17	11	689	652	595	Vancouver Rest
1697	5	4	3	112	109	103	Vancouver Rest
1698	0	320	800	0	0	0	Vancouver Rest
1699	0	160	401	0	15	37	Vancouver Rest
1700	0	44	110	0	20	51	Vancouver Rest
1701	0	252	629	0	0	0	Vancouver Rest
1702	1,485	1,482	1,478	380	328	249	Vancouver Rest
1703	260	361	511	0	23	58	Vancouver Rest
1704	290	317	356	573	617	684	Vancouver Rest
1705	42	36	27	299	307	320	Vancouver Rest
1706	126	92	40	441	456	480	Vancouver Rest
1707	638	625	605	1,231	1,281	1,357	Vancouver Rest
1708	15	14	14	241	247	256	Vancouver Rest
1709	805	585	255	322	330	341	Vancouver Rest
1710	16	37	69	338	332	323	Vancouver Rest

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TAZ	2020 Employment*	2030 Employment*	2045 Employment*	2020 Households	2030 Households	2045 Households	2040 Design Type
1711	670	611	522	762	758	751	Vancouver Rest
1712	167	191	226	895	743	515	Vancouver Rest
1713	910	856	774	94	272	538	Vancouver Rest
1714	117	146	191	206	223	249	Vancouver Rest
1715	594	588	580	439	456	483	Vancouver Rest
1716	9	256	626	211	212	212	Vancouver Rest
1717	127	120	109	760	740	709	Vancouver Rest
1718	155	219	316	598	591	581	Vancouver Rest
1719	125	145	176	962	908	827	Vancouver Rest
1720	60	48	31	372	367	360	Vancouver Rest
1721	83	68	44	226	223	219	Vancouver Rest
1722	66	309	673	263	250	231	Vancouver Rest
1723	856	785	677	373	355	328	Vancouver Rest
1724	238	231	221	533	530	526	Vancouver Rest
1725	39	37	35	265	269	276	Vancouver Rest
1726	112	97	73	639	640	643	Vancouver Rest
1727	6	12	21	441	436	428	Vancouver Rest
1728	77	54	20	318	306	287	Vancouver Rest
1729	30	24	15	260	291	337	Vancouver Rest
1730	7	32	70	308	311	314	Vancouver Rest
1731	169	225	308	264	271	283	Vancouver Rest
1732	130	798	1,800	191	225	277	Vancouver Rest
1733	180	149	104	46	49	55	Vancouver Rest
1734	336	341	347	300	313	332	Vancouver Rest
1735	143	325	599	580	640	731	Vancouver Rest
1736	301	357	440	244	243	242	Vancouver Rest
1737	400	790	1,375	11	22	39	Vancouver Rest
1738	28	406	974	165	375	691	Vancouver Rest
1739	191	291	440	323	322	321	Vancouver Rest
1740	35	237	539	387	390	395	Vancouver Rest
1741	109	112	116	308	299	286	Vancouver Rest
1742	48	39	26	549	533	510	Vancouver Rest
1743	109	82	42	612	624	642	Vancouver Rest
1744	278	252	212	1,037	1,057	1,087	Vancouver Rest
1745	246	325	444	819	818	816	Vancouver Rest
1746	111	942	2,190	221	492	898	Vancouver Rest
1747	648	528	348	277	213	116	Vancouver Rest
1748	328	419	556	920	843	729	Vancouver Rest
1749	0	219	548	303	258	190	Vancouver Rest

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TAZ	2020 Employment*	2030 Employment*	2045 Employment*	2020 Households	2030 Households	2045 Households	2040 Design Type
1750	0	288	719	0	0	0	Vancouver Rest
1751	344	343	342	466	472	482	Vancouver Rest
1752	4,455	3,121	1,120	243	256	277	Vancouver Rest
1753	5	534	1,328	509	504	497	Vancouver Rest
1754	2,564	2,119	1,451	0	0	0	Vancouver Rest
1755	438	429	416	369	380	397	Vancouver Rest
1756	77	67	53	1,343	1,242	1,089	Vancouver Rest
1757	143	129	107	394	401	411	Vancouver Rest
1758	1,191	1,479	1,911	0	14	35	Vancouver Rest
1759	1,020	1,083	1,178	897	908	923	Vancouver Rest
1760	62	57	51	572	558	538	Vancouver Rest
1761	55	41	19	623	595	553	Vancouver Rest
1762	737	942	1,250	813	865	943	Vancouver Rest
1763	183	363	633	301	323	355	Vancouver Rest
1764	137	162	198	96	476	1,046	Vancouver Rest
1765	20	194	455	165	194	237	Vancouver Rest
1766	37	28	14	196	300	457	Vancouver Rest
1767	158	139	110	300	322	356	Vancouver Rest
1768	21	19	15	284	286	288	Vancouver Rest
1769	752	1,139	1,720	62	79	105	Vancouver Rest
1770	37	31	21	490	469	438	Vancouver Rest
1771	0	1,014	2,534	5	59	139	Vancouver Rest
1772	1,950	1,923	1,883	70	76	85	Vancouver Rest
1773	84	235	461	353	352	350	Vancouver Rest
1774	24	379	910	25	48	81	Vancouver Rest
1775	0	163	407	0	0	1	Vancouver Rest
1776	111	299	581	169	216	288	Vancouver Rest
1777	1,145	1,317	1,575	0	0	0	Vancouver Rest
1778	488	446	384	49	51	54	Vancouver Rest
1779	93	1,031	2,437	4	29	66	Vancouver Rest
1780	397	529	728	60	131	239	Vancouver Rest
1781	104	281	546	242	255	275	Vancouver Rest
1782	18	26	37	148	151	156	Vancouver Rest
1783	34	29	23	287	293	303	Vancouver Rest
1784	113	78	25	799	895	1,039	Vancouver Rest
1785	58	51	40	548	548	549	Vancouver Rest
1786	108	104	99	108	107	106	Vancouver Rest
1787	18	19	19	251	284	333	Vancouver Rest
1788	108	97	80	511	658	879	Vancouver Rest

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TAZ	2020 Employment*	2030 Employment*	2045 Employment*	2020 Households	2030 Households	2045 Households	2040 Design Type
1789	49	66	91	445	433	414	Vancouver Rest
1790	13	11	7	202	262	353	Vancouver Rest
1791	24	575	1,402	98	322	657	Vancouver Rest
1792	491	539	612	124	377	755	Vancouver Rest
1793	92	133	195	625	705	825	Vancouver Rest
1794	400	489	623	609	620	637	Vancouver Rest
1795	76	69	60	204	209	218	Vancouver Rest
1796	590	1,044	1,725	123	136	156	Vancouver Rest
1797	1,119	1,097	1,064	121	127	135	Vancouver Rest
1798	201	217	242	160	162	166	Vancouver Rest
1799	46	103	188	291	297	306	Vancouver Rest
1800	349	320	276	0	1	3	Vancouver Rest
1801	47	86	145	318	315	309	Vancouver Rest
1802	237	269	317	199	215	239	Vancouver Rest
1803	171	396	735	663	804	1,016	Vancouver Rest
1804	44	46	50	538	781	1,146	Vancouver Rest
1805	190	209	236	720	726	735	Vancouver Rest
1806	90	147	233	345	344	343	Vancouver Rest
1807	335	582	953	97	105	116	Vancouver Rest
1808	890	1,167	1,584	188	222	273	Vancouver Rest
1809	249	337	469	538	543	550	Vancouver Rest
1810	11	9	5	377	413	468	Vancouver Rest
1811	346	337	325	364	474	640	Vancouver Rest
1812	34	321	752	224	481	865	Vancouver Rest
1813	56	44	25	558	588	633	Vancouver Rest
1814	34	30	24	948	1,039	1,175	Vancouver Rest
1815	329	332	338	217	219	221	Vancouver Rest
1816	22	21	20	223	219	213	Vancouver Rest
1817	590	773	1,048	669	667	665	Vancouver Rest
1818	5	52	123	6	12	21	Vancouver Rest
1819	75	58	32	295	349	429	Vancouver Rest
1820	131	124	113	112	130	157	Vancouver Rest
1821	21	15	7	53	74	105	Vancouver Rest
1822	4	579	1,441	27	32	39	Vancouver Rest
1823	18	17	14	244	283	342	Vancouver Rest
1824	37	43	53	249	284	338	Vancouver Rest
1825	17	14	10	25	78	157	Vancouver Rest
1826	15	254	612	113	426	896	Vancouver Rest
1827	33	33	32	184	241	327	Vancouver Rest

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TAZ	2020 Employment*	2030 Employment*	2045 Employment*	2020 Households	2030 Households	2045 Households	2040 Design Type
1828	52	53	55	259	278	307	Vancouver Rest
1829	4	9	17	80	171	309	Vancouver Rest
1830	56	232	496	24	662	1,619	Vancouver Rest
1831	238	513	927	3	222	550	Vancouver Rest
1832	6	39	88	111	134	168	Vancouver Rest
1833	31	33	36	336	371	424	Vancouver Rest
1834	490	424	326	835	854	883	Vancouver Rest
1835	72	324	702	30	86	171	Vancouver Rest
1836	7	133	321	166	695	1,488	Vancouver Rest
1837	31	31	31	385	414	459	Vancouver Rest
1838	37	49	67	366	409	474	Vancouver Rest
1839	86	98	116	267	298	344	Vancouver Rest
1840	78	69	56	621	754	953	Vancouver Rest
1841	218	179	119	468	525	610	Vancouver Rest
1842	110	117	126	642	689	759	Vancouver Rest
1843	58	45	27	159	244	372	Vancouver Rest
1844	10	11	13	159	439	859	Vancouver Rest
1845	22	55	105	169	330	571	Vancouver Rest
1846	161	157	152	830	888	975	Vancouver Rest
1847	10	18	30	370	361	346	Vancouver Rest
1848	74	147	257	297	384	515	Vancouver Rest
1849	41	35	26	259	272	291	Vancouver Rest
1850	172	181	195	993	1,052	1,140	Vancouver Rest
1851	30	75	141	581	656	769	Vancouver Rest
1852	371	336	284	325	333	345	Vancouver Rest
1853	34	28	18	349	357	370	Vancouver Rest
1854	0	289	722	139	143	150	Vancouver Rest
1855	5	8	13	192	196	202	Vancouver Rest
1856	12	11	11	193	192	189	Vancouver Rest
1857	128	125	121	458	483	522	Vancouver Rest
1858	93	85	72	431	448	473	Vancouver Rest
1859	1,083	1,117	1,169	339	357	384	Vancouver Rest
1860	56	86	130	323	306	280	Vancouver Rest
1861	189	166	131	646	675	720	Vancouver Rest
1862	40	37	33	297	319	352	Vancouver Rest
1863	32	34	37	469	492	525	Vancouver Rest
1864	139	131	119	426	449	485	Vancouver Rest
1865	308	337	381	284	305	336	Vancouver Rest
1866	179	153	115	440	422	395	Vancouver Rest

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TAZ	2020 Employment*	2030 Employment*	2045 Employment*	2020 Households	2030 Households	2045 Households	2040 Design Type
1867	240	522	946	601	637	692	Vancouver Rest
1868	84	83	80	498	555	641	Vancouver Rest
1869	477	439	383	469	473	479	Vancouver Rest
1870	888	771	594	83	90	100	Vancouver Rest
1871	693	784	920	107	115	127	Vancouver Rest
1872	573	519	437	520	548	589	Vancouver Rest
1873	237	502	899	301	320	349	Vancouver Rest
1874	207	205	202	459	492	542	Vancouver Rest
1875	171	174	178	416	426	442	Vancouver Rest
1876	56	59	63	329	339	354	Vancouver Rest
1877	566	559	549	14	14	14	Vancouver Rest
1878	471	493	525	665	654	639	Vancouver Rest
1879	1,115	1,293	1,559	126	143	168	Vancouver Rest
1880	86	126	185	314	331	357	Vancouver Rest
1881	307	348	409	297	345	417	Vancouver Rest
1882	97	120	153	108	145	201	Vancouver Rest
1883	1,507	1,513	1,522	15	15	15	Vancouver Rest
1884	780	930	1,156	2	3	5	Vancouver Rest
1885	114	124	138	6	17	34	Vancouver Rest
1886	541	620	737	1	39	95	Vancouver Rest
1887	84	93	107	318	327	341	Vancouver Rest
1888	54	59	65	311	316	323	Vancouver Rest
1889	219	382	626	95	104	118	Vancouver Rest
1890	133	129	124	337	346	358	Vancouver Rest
1891	153	312	551	325	358	408	Vancouver Rest
1892	223	261	319	564	609	677	Vancouver Rest
1893	138	299	541	442	459	485	Vancouver Rest
1894	118	174	258	590	597	607	Vancouver Rest
1895	1,917	2,293	2,857	430	556	745	Vancouver Rest
1896	389	246	32	457	552	694	Vancouver Rest
1897	36	31	24	311	360	433	Vancouver Rest
1898	73	140	241	168	187	216	Vancouver Rest
1899	72	886	2,107	21	22	24	Vancouver Rest
1900	3	56	135	35	137	289	Vancouver Rest
1901	143	227	354	399	398	396	Vancouver Rest
1902	2	3	4	239	262	297	Vancouver Rest
1903	10	11	12	240	264	300	Vancouver Rest
1904	94	304	618	260	303	367	Vancouver Rest
1905	460	479	507	1,272	1,208	1,111	Vancouver Rest

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TAZ	2020 Employment*	2030 Employment*	2045 Employment*	2020 Households	2030 Households	2045 Households	2040 Design Type
1906	66	59	47	669	719	794	Vancouver Rest
1907	70	76	84	468	509	569	Vancouver Rest
1908	33	32	31	422	449	489	Vancouver Rest
1909	631	715	841	693	766	875	Vancouver Rest
1910	30	24	15	336	432	576	Vancouver Rest
1911	247	238	223	597	595	592	Vancouver Rest
1912	18	27	41	320	327	339	Vancouver Rest
1913	19	18	16	261	358	502	Vancouver Rest
1914	210	218	231	134	195	287	Vancouver Rest
1915	47	72	108	365	439	549	Vancouver Rest
1916	15	363	884	7	9	12	Vancouver Rest
1917	110	70	9	229	328	475	Vancouver Rest
1918	0	85	213	68	239	495	Vancouver Rest
1919	12	11	9	144	195	271	Vancouver Rest
1920	302	469	721	137	138	139	Vancouver Rest
1921	865	775	639	128	197	299	Vancouver Rest
1922	139	268	461	193	202	216	Vancouver Rest
1923	119	243	429	46	46	46	Vancouver Rest
1924	46	43	39	596	606	622	Vancouver Rest
1925	308	269	212	629	666	723	Vancouver Rest
1926	609	699	833	546	596	672	Vancouver Rest
1927	47	65	93	769	869	1,019	Vancouver Rest
1928	83	80	75	944	975	1,021	Vancouver Rest
1929	331	310	279	928	981	1,061	Vancouver Rest
1930	95	95	96	800	755	689	Vancouver Rest
1931	17	17	17	240	241	242	Vancouver Rest
1932	558	569	585	593	592	590	Vancouver Rest
1933	49	56	68	573	586	604	Vancouver Rest
1934	29	28	28	315	371	455	Vancouver Rest
1935	99	98	96	223	220	216	Vancouver Rest
1936	260	232	189	1,237	1,489	1,867	Vancouver Rest
1937	63	50	29	318	358	418	Vancouver Rest
1938	316	297	268	529	616	746	Vancouver Rest
1939	454	413	352	738	784	853	Vancouver Rest
1940	181	210	252	967	1,101	1,302	Vancouver Rest
1941	580	557	522	334	323	307	Vancouver Rest
1942	0	107	268	4	4	5	Vancouver Rest
1943	434	586	813	1	1	1	Vancouver Rest
1944	2,387	2,514	2,705	40	43	48	Vancouver Rest

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TAZ	2020 Employment*	2030 Employment*	2045 Employment*	2020 Households	2030 Households	2045 Households	2040 Design Type
1945	1,143	953	668	121	165	230	Vancouver Rest
1946	223	207	184	327	463	667	Vancouver Rest
1947	0	43	107	186	287	438	Vancouver Rest
1948	0	6	16	182	297	471	Vancouver Rest
1949	10	219	531	56	209	438	Vancouver Rest
1950	13	12	11	121	328	638	Vancouver Rest
1951	13	72	162	55	281	619	Vancouver Rest
1952	36	36	37	74	312	670	Vancouver Rest
1953	25	22	17	58	74	97	Vancouver Rest
1954	66	63	59	474	517	582	Vancouver Rest
1955	2	89	219	17	39	71	Vancouver Rest
1956	5	10	18	292	319	360	Vancouver Rest
1957	424	373	297	700	751	828	Vancouver Rest
1958	185	184	182	609	633	668	Vancouver Rest
1959	764	726	669	277	293	316	Vancouver Rest
1960	911	927	952	78	83	92	Vancouver Rest
1961	71	159	292	464	462	459	Vancouver Rest
1962	11	31	60	161	262	413	Vancouver Rest
1963	1,355	1,207	986	450	480	525	Vancouver Rest
1964	6	6	6	172	209	264	Vancouver Rest
1965	21	17	12	75	80	87	Vancouver Rest
1966	8	28	59	83	347	744	Vancouver Rest
1967	27	36	50	77	179	332	Vancouver Rest
1968	78	553	1,267	61	294	642	Vancouver Rest
1969	52	73	103	404	455	532	Vancouver Rest
1970	17	59	123	10	118	281	Vancouver Rest
1971	243	448	754	10	32	65	Vancouver Rest
1972	40	49	62	488	439	366	Vancouver Rest
1973	0	361	903	75	71	66	Vancouver Rest
1974	52	38	18	362	418	502	Vancouver Rest
1975	0	56	141	41	237	531	Vancouver Rest
1976	42	433	1,019	37	126	260	Vancouver Rest
1977	0	616	1,539	13	61	134	Vancouver Rest
1978	33	31	28	145	244	394	Vancouver Rest
1979	13	273	663	110	135	174	Vancouver Rest
1980	45	46	46	202	239	295	Vancouver Rest
1981	45	481	1,136	158	649	1,385	Vancouver Rest
1982	16	76	166	116	729	1,648	Vancouver Rest
1983	2	70	172	65	381	854	Vancouver Rest

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TAZ	2020 Employment*	2030 Employment*	2045 Employment*	2020 Households	2030 Households	2045 Households	2040 Design Type
1984	43	364	845	12	11	11	Vancouver Rest
1985	159	277	454	96	232	436	Vancouver Rest
1986	35	28	19	91	107	130	Vancouver Rest
1987	0	8	21	36	186	410	Vancouver Rest
1988	28	287	676	121	275	506	Vancouver Rest
1989	29	135	294	86	102	127	Vancouver Rest
1990	27	33	42	115	200	328	Vancouver Rest
1991	4	13	27	102	112	127	Vancouver Rest
1992	166	666	1,416	109	365	749	Vancouver Rest
1993	433	464	511	85	115	161	Vancouver Rest
1994	20	99	217	76	401	888	Vancouver Rest
1995	217	520	975	101	213	381	Vancouver Rest
1996	0	152	379	342	417	529	Vancouver Rest
1997	81	75	66	610	620	634	Vancouver Rest
1998	363	354	340	1,345	1,070	657	Vancouver Rest
1999	32	106	216	248	384	589	Vancouver Rest
2000	122	329	641	744	720	684	Vancouver Rest
2001	11	458	1,129	371	514	729	Vancouver Rest
2002	32	30	27	52	75	111	Vancouver Rest
2003	58	45	26	307	326	355	Vancouver Rest
2004	33	168	371	465	811	1,330	Vancouver Rest
2005	17	292	704	53	392	901	Vancouver Rest
2006	22	138	311	71	391	870	Vancouver Rest
2007	52	51	51	285	321	376	Vancouver Rest
2008	125	254	448	292	321	364	Vancouver Rest
2009	206	205	203	133	148	171	Vancouver Rest
2010	81	196	367	90	108	134	Vancouver Rest
2011	279	388	551	248	269	302	Vancouver Rest
2012	43	36	26	85	140	224	Vancouver Rest
2013	6	10	15	118	128	143	Vancouver Rest
2014	0	482	1,205	46	188	400	Vancouver Rest
2015	4	225	556	42	250	563	Vancouver Rest
2016	95	150	233	86	222	426	Vancouver Rest
2017	717	1,239	2,022	483	596	766	Vancouver Rest
2018	14	132	310	32	227	520	Vancouver Rest
2019	562	505	420	94	251	486	Vancouver Rest
2020	518	574	659	487	462	423	Vancouver Rest
2021	189	437	809	200	181	153	Vancouver Rest
2022	533	624	759	536	531	523	Vancouver Rest

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TAZ	2020 Employment*	2030 Employment*	2045 Employment*	2020 Households	2030 Households	2045 Households	2040 Design Type
2023	251	907	1,892	288	426	632	Vancouver Rest
2024	35	30	23	218	434	758	Vancouver Rest
2025	117	453	956	323	320	315	Vancouver Rest
2026	426	541	715	410	392	364	Vancouver Rest
2027	454	463	476	502	488	468	Vancouver Rest
2028	27	378	904	9	124	298	Vancouver Rest
2029	251	300	374	516	496	466	Vancouver Rest
2030	702	721	751	295	306	323	Vancouver Rest
2031	1,402	1,219	945	1	1	2	Vancouver Rest
2032	256	249	238	734	741	752	Vancouver Rest
2033	18	14	8	68	151	275	Vancouver Rest
2034	39	38	37	222	295	405	Vancouver Rest
2035	17	36	65	550	532	506	Vancouver Rest
2036	2	256	637	409	384	347	Vancouver Rest
2037	9	217	528	113	231	408	Vancouver Rest
2038	223	481	867	442	396	328	Vancouver Rest
2039	15	15	14	204	455	832	Vancouver Rest
2040	18	19	19	286	492	802	Vancouver Rest
2041	81	69	52	526	524	521	Vancouver Rest
2042	71	526	1,207	217	449	798	Vancouver Rest
2043	76	295	623	292	475	751	Vancouver Rest
2044	11	12	13	113	158	226	Vancouver Rest
2045	11	9	6	77	90	111	Vancouver Rest
2046	139	141	145	94	112	139	Vancouver Rest
2047	182	179	174	222	239	266	Vancouver Rest
2048	54	45	32	181	200	230	Vancouver Rest
2049	105	119	140	361	418	503	Vancouver Rest
2050	193	170	135	144	187	253	Vancouver Rest
2051	56	61	70	548	622	734	Vancouver Rest
2052	24	25	26	300	317	341	Vancouver Rest
2053	18	20	23	239	270	317	Vancouver Rest
2054	94	91	87	514	589	701	Vancouver Rest
2055	239	216	182	90	95	103	Vancouver Rest
2056	4	5	8	72	215	430	Vancouver Rest
2057	19	16	12	96	202	361	Vancouver Rest
2058	61	54	44	126	155	199	Vancouver Rest
2059	12	24	42	144	153	167	Vancouver Rest
2060	94	438	953	235	322	452	Vancouver Rest
2061	8	8	7	159	189	233	Vancouver Rest

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TAZ	2020 Employment*	2030 Employment*	2045 Employment*	2020 Households	2030 Households	2045 Households	2040 Design Type
2062	53	40	20	186	229	294	Vancouver Rest
2063	37	32	24	136	160	196	Vancouver Rest
2064	107	86	53	242	295	374	Vancouver Rest
2065	13	17	22	184	202	230	Vancouver Rest
2066	36	261	599	81	305	641	Vancouver Rest
2067	0	151	378	27	234	545	Vancouver Rest
2068	28	153	341	121	152	197	Vancouver Rest
2069	210	473	867	101	376	789	Vancouver Rest
2070	39	820	1,991	137	258	440	Vancouver Rest
2071	69	61	49	96	109	129	Vancouver Rest
2072	0	0	0	24	26	28	Vancouver Rest
2073	164	340	603	126	140	160	Vancouver Rest
2074	0	698	1,744	22	24	26	Vancouver Rest
2075	60	63	68	165	294	487	Vancouver Rest
2076	26	25	23	75	428	958	Vancouver Rest
2077	20	41	73	70	78	90	Vancouver Rest
2078	24	87	181	19	37	63	Vancouver Rest
2079	0	7	17	17	20	23	Vancouver Rest
2080	35	25	11	26	38	55	Vancouver Rest
2081	15	114	263	62	568	1,326	Vancouver Rest
2082	91	64	23	371	570	869	Vancouver Rest
2083	232	315	439	397	565	817	Vancouver Rest
2084	0	1	2	51	452	1,054	Vancouver Rest
2085	468	976	1,737	3	4	4	Vancouver Rest
2086	580	799	1,127	119	245	434	Vancouver Rest
2087	2	9	18	55	396	907	Vancouver Rest
2088	310	269	207	180	217	272	Vancouver Rest
2089	121	130	144	232	250	276	Vancouver Rest
2090	0	18	46	193	213	243	Vancouver Rest
2091	55	132	247	165	162	156	Vancouver Rest
2092	13	17	22	156	171	194	Vancouver Rest
2093	43	31	13	326	366	427	Vancouver Rest
2094	14	22	34	53	202	426	Vancouver Rest
2095	11	25	46	17	302	729	Vancouver Rest
2096	33	26	16	806	912	1,070	Vancouver Rest
2097	26	142	315	199	305	464	Vancouver Rest
2098	21	839	2,065	10	15	23	Vancouver Rest
2099	0	430	1,075	149	266	443	Vancouver Rest
2100	0	998	2,495	14	14	13	Vancouver Rest

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TAZ	2020 Employment*	2030 Employment*	2045 Employment*	2020 Households	2030 Households	2045 Households	2040 Design Type
2101	400	681	1,103	44	29	6	Vancouver Rest
2102	21	816	2,010	15	15	14	Vancouver Rest
2103	41	232	519	1	1	1	Vancouver Rest
2104	2	20	46	46	107	198	Vancouver Rest
2105	83	1,215	2,914	45	50	57	Vancouver Rest
2106	45	554	1,316	68	264	558	Vancouver Rest
2107	13	309	752	98	113	135	Vancouver Rest
2108	0	334	835	9	104	247	Vancouver Rest
2109	65	525	1,214	111	116	124	Vancouver Rest
2110	27	32	40	167	189	221	Vancouver Rest
2111	26	441	1,064	38	43	51	Vancouver Rest
2112	369	566	862	159	181	215	Vancouver Rest
2113	259	255	248	136	141	149	Vancouver Rest
2114	93	97	104	665	648	622	Vancouver Rest
2115	16	22	32	255	312	397	Vancouver Rest
2116	145	122	89	54	128	238	Vancouver Rest
2117	55	48	38	91	179	311	Vancouver Rest
2118	50	269	597	215	658	1,322	Vancouver Rest
2119	94	133	193	67	145	262	Vancouver Rest
2120	0	22	56	84	93	106	Vancouver Rest
2121	25	24	23	92	101	115	Vancouver Rest
2122	27	21	12	95	106	122	Vancouver Rest
2123	24	25	27	91	202	368	Vancouver Rest
2124	51	54	58	125	140	161	Vancouver Rest
2125	15	21	29	87	110	144	Vancouver Rest
2126	2	3	5	65	74	88	Vancouver Rest
2127	411	301	137	547	609	703	Vancouver Rest
2128	70	58	40	404	469	567	Vancouver Rest
2129	24	23	21	363	469	627	Vancouver Rest
2130	72	56	33	267	311	377	Vancouver Rest
2131	30	30	30	221	466	834	Vancouver Rest
2132	82	103	134	415	653	1,011	Vancouver Rest
2133	297	248	175	632	722	858	Vancouver Rest
2134	35	32	28	272	325	405	Vancouver Rest
2135	334	238	95	312	354	418	Vancouver Rest
2136	61	91	136	218	264	333	Vancouver Rest
2137	88	125	180	161	200	258	Vancouver Rest
2138	168	143	105	352	445	584	Vancouver Rest
2139	71	96	133	156	179	214	Vancouver Rest

Attachment 3. 2023 RTP Transportation Analysis Zone Assumptions

Adopted by the Metro Council in 2021 (Ordinance No. 21-1457) after extensive consultation with and review by local governments. An asterisk (*) means data is suppressed for confidentiality.

TAZ	2020 Employment*	2030 Employment*	2045 Employment*	2020 Households	2030 Households	2045 Households	2040 Design Type
2140	61	47	27	210	249	307	Vancouver Rest
2141	270	340	444	523	563	622	Vancouver Rest
2142	6	167	408	110	156	226	Vancouver Rest
2143	310	417	578	358	443	572	Vancouver Rest
2144	38	41	46	257	320	415	Vancouver Rest
2145	46	47	48	201	261	351	Vancouver Rest
2146	30	27	22	58	92	142	Vancouver Rest
2147	26	19	8	225	289	384	Vancouver Rest

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

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.

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600 NE Grand Ave.
Portland, OR 97232-2736
503-797-1700
503-797-1804 TDD
503-797-1795 fax

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