

Agenda



Metro

600 NE Grand Ave.
Portland, OR 97232-2736

Meeting: Metro Technical Advisory Committee
 Date: Wednesday, November 2, 2016
 Time: 10:00 a.m. to Noon
 Place: Council Chamber

Time	Agenda Item	Action Requested	Presenter(s)	Materials
10:00 a.m.	CALL TO ORDER Updates from the Chair		John Williams, Chair	
	Citizen Communications to MTAC		All	
15 min.	2018 RTP: Background for Regional Leadership Forum #3 <i>Purpose: Report back on Regional Leadership Forum #2 and update MTAC on the third forum</i>	Informational	Kim Ellis, Metro	
45 min.	2018 RTP: Regional Transit Vision and Needs <i>Purpose: Discuss the regional transit vision, emerging strategies for capital transit investments</i>	Informational	Jamie Snook, Metro	
45 min.	2018 RTP: System Evaluation Measures <i>Purpose: Review and explain system evaluation measures</i>	Informational	John Mermin, Metro	
Noon	Adjourn			

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2016 MTAC Tentative Agendas

January 6 – Cancelled	January 20 · Housing Equity
February 3 – Cancelled	February 17 – Cancelled
March 2 · Urban Growth Management Update · 2018 RTP Update: 2016 Activities & Milestones · 2018 RTP Update: Background for Regional Leadership Forum #1 · Metro Equity Strategy · Title 13 Progress Report	March 16 · Growth Distribution · Sherwood West Concept Planning work
April 6 - Cancelled	April 20 · Metro Equity Strategy Final Report
May 4 – Cancelled	May 18 – Cancelled
June 1 · 2018 RTP Update · Metro Equity Strategy · Urban Growth Management Update · Affordable Housing Grants Update	June 15 - Cancelled
July 6 · Happy Valley CPDG Project Update · Revised Growth Forecast Distribution · Urban Growth Management Readiness Task Force update	July 13 – Special Meeting · Recommendation on Urban Growth Management Readiness Task Force work plan to MPAC
July 20 – Cancelled	August 3 · Recommendations to the Urban Growth Management Readiness Task Force
August 17 – Cancelled	September 7 · 2018 RTP: Background for Regional Leadership Forum #2 · 2018 RTP: Transportation Equity Priority Outcomes · Urban Growth Management Readiness Task Force Update
September 21 – Cancelled	October 5 – Cancelled
October 19 · City of Vancouver Westside Mobility Strategy presentation · City of Vancouver Fourth Plain Forward & Business District presentation · Urban Growth Readiness Task Force update and discussion of Metro Code amendments	November 2 · 2018 RTP: Background for Regional Leadership Forum #3 · 2018 RTP: Regional Transit Vision and Needs · 2018 RTP: System Evaluation Measures
November 16 · 2018 RTP: Revenue Forecast & Call for Projects Approach	December 7 · 2018 RTP: Regional Freight Needs (Challenges and Opportunities)
December 21	***

Parking Lot – Future Agenda Items

- Bonny Slope and North Bethany update
- ODOT Highway Performance Measures Project
- EVA
- City of Vancouver Affordable Housing Initiative presentation
- City of Vancouver Columbia River Waterfront presentation
- Lessons learned from completed CPDG projects
- 2018 RTP: Regional Safety Crash Data Analysis (Jan. 2017)
- RTP Priorities, Evaluation Framework & Call for Projects (Feb. 2017)

Parking Lot – Future Events

- Dec. 2, 2016 – RTP Regional Leadership Forum #3; Transforming our Vision into Regional Priorities

2017 MTAC Dates

January 4 and 18

February 1 and 15

March 1 and 15

April 5 and 19

May 3 and 17

June 7 and 21

July 5 and 19

August 2 and 16

September 6 and 20

October 4 and 18

November 1 and 15

December 6 and 20

Getting there with a connected region



2018 REGIONAL TRANSPORTATION PLAN UPDATE Regional Leadership Forum 2 summary

Building the Future We Want

The region is looking ahead to how our transportation system will accommodate future growth and change – and what investments we should make over the next 25 years to build a transportation system that provides every person and business with access to safe, reliable, affordable and healthy ways to get around.

What did leaders say?

Technology is a tool, not a solution.

There are people who are not in rooms like this who depend on the conversation.

People will support what they help create.

On Sept. 23, 2016, the Metro Council convened more than 70 leaders and 80 stakeholders from across the Portland metropolitan region to discuss the role of technology in our transportation system and to learn about successful transportation funding campaigns in Los Angeles, the Bay Area and Seattle.

City, county, regional and state policymakers and business and community leaders came together to explore what the future of transportation might look like from local and national leaders actively engaged in envisioning the future with their communities. Forum participants came from established and emerging businesses, business alliances, workforce partnerships, skilled trades organizations, and community-based organizations working on transportation advocacy, environmental justice, housing, community design, workforce equity, environmental protection and issues impacting youth and older adults.

Bringing these diverse perspectives to the conversation prompted a call for greater representation from communities whose quality of life and economic prosperity are most often impacted by our region’s transportation system.



“For folks from different walks of life, from different income levels, and different parts of the region, if there isn’t a way for them to remain connected and a way for the transportation system to be efficient, they really fear for their future.”

–Cyreena Boston Ashby, COO, Oregon Public Health Institute



Five key takeaways

1. Technology and data are tools, not solutions.

Innovative technologies, ranging from car sharing and ridesharing services to electric cars and self-driving vehicles, are fundamentally changing how we travel. We need to enact thoughtful policies that deliver helpful technology, while ensuring these new tools and services benefit all residents and businesses and support our vision for the future.

2. We need to keep people and goods connected and moving with smart investments and measurable results.

Transportation investments support our region's economic prosperity and quality of life. Investments should safely and reliably connect people work, school, services and other opportunities; maximize use of existing infrastructure; and promote greater use of efficient travel modes for both people and goods. This includes keeping our existing transportation system in good repair and using technology and other tools to achieve greater efficiencies. An essential step is providing more and better travel options and greater access to transportation services for everyone.

3. We must take steps to strengthen public confidence and demonstrate the benefits of transportation investments.

Building the future we want means prioritizing transportation investments that support our vision and holding ourselves accountable by measuring how investments support the desired outcomes identified in our vision. It's important that we demonstrate to the public that taxpayer dollars are being spent wisely.

4. Coalitions need strong leadership and leaders need strong coalitions.

The region's government, business and community leaders need to work together to agree on a bold vision for the future that reflects what people and businesses value and want in the region's transportation system. We need to welcome new voices and leaders to the table to help identify solutions to address the challenges we face. This can build broad support for the solutions and help make the case more funding to build the future we want for our region.

5. People will support what they help create.

It will take more than having diverse perspectives at the table to get us to the future we want. Building deeper relationships with community and business coupled with meaningful engagement opportunities will help shape policy and investment decisions. The degree to which we invest in these relationships reflects our level of commitment to providing a transportation system that meets the needs of all communities and businesses.

More information

News coverage of the forum is available at oregonmetro.gov/forum2recap.

Materials and presentations from the forum are available at oregonmetro.gov/event/building-future-we-want.

Find out more about the 2018 RTP update at oregonmetro.gov/rtp.

Building the future we want

REGIONAL LEADERSHIP FORUM 2

Metro
September 23, 2016

WELCOME

INCLUSIVE

LET'S GET IN A

CYRENA

GRESHAM

TECH IS GOOD, BUT REMEMBER

HEART!

BIG AND BOLD

COLLECTIVE MENTALITY

IT'S ABOUT CONNECTIVITY...

AND MULTIPLE MODES

SAFE, RELIABLE, AFFORDABLE AND HEALTHY FOR ALL!

WE LIVE OUR LIVES IN A LARGER COMMUNITY

BEAVERTON

PLAN

CHANGE

KEEP THE GHOST OF THE FUTURE IN MIND...

REMAINING CONNECTED IS ESSENTIAL

Regional Leadership Forum 2 | Building the Future We Want | Oregon Convention Center, Portland OR | Sept. 23, 2016

The Metro Council convened MPAC, JPACT and community and business leaders to foster leadership and collaboration to address regional transportation challenges through the 2018 Regional Transportation Plan. Working together across interests and communities can help ensure every person and business in the Portland metropolitan region has access to safe, reliable, affordable and healthy ways to get around. Find out more at oregonmetro.gov/rtp.



Graphic recording of presentations and conversations heard at the Regional Leadership Forum 2, "Building the future we want," held on Sept. 23, 2016, at the Oregon Convention Center, Portland, OR. These illustrations were created by Darren Cools for Metro to support the 2018 Regional Transportation Plan. Find out more at oregonmetro.gov/rtp.



Graphic recording created by Darren Cools for Metro to support the 2018 Regional Transportation Plan. Find out more at oregonmetro.gov/rtp.



Getting there with a connected region



Safe • Reliable • Affordable • Healthy

2018 REGIONAL TRANSPORTATION PLAN

Regional Leadership Forums

The Metro Council will convene MPAC, JPACT, state legislators and invited community and business leaders in a series of discussions to foster regional leadership and collaboration to address regional transportation challenges.

Working together across interests and communities can help ensure every person and business in the Portland metropolitan region has access to safe, reliable, affordable and healthy ways to get around.

Find out more at oregonmetro.gov/rtp.

1

Exploring Big Ideas for Our Transportation Future

Explore challenges, trends and solutions for the future of transportation

Outcome: Identify possible Big Solutions to consider through the 2018 RTP

April 22,
2016
8-11 a.m.

2

Building the Future We Want

Explore the role we want technology to play and successful campaigns that secured new transportation funding to build their Big Vision for the future

Outcome: Identify what we can do together to secure the funding that is needed

Sept. 23
2016
8-11:30 a.m.

3

Connecting Our Vision and Values to Our Transportation Priorities

Define our regional priorities and what we will do together to fund them

Outcome: Direction on the region's transportation priorities given current funding reality to guide updating policies, projects and strategies

Dec. 2,
2016
8-noon

4

Drafting Our Shared Plan for the Region

Refine our regional transportation plan for public review

Outcome: Direction on refinements to policies, projects and strategies to prepare draft 2018 RTP for public review

Nov./Dec.
2017

5

Finalizing Our Shared Plan for the Region

Finalize 2018 Regional Transportation Plan for approval

Outcome: Preliminary recommendation on 2018 RTP for consideration by JPACT and the Metro Council

June/July
2018

Memo

Date: Tuesday, October 25, 2016
To: Metro Technical Advisory Committee (MTAC) and interested parties
From: Jamie Snook, Principal Planner
Subject: Regional Transit Strategy; Regional Transit Vision and Typologies

Purpose

The purpose of this memorandum is to provide information to MTAC on the development of the Regional Transit Vision and emerging strategies for prioritizing and implementing major capital investments in transit. It also describes how these elements fit within the Regional Transit Strategy, the goal of which is ***to make transit more frequent, convenient, accessible and affordable***. Investments in the transit system should help achieve the following outcomes:

- **Frequent:** Align frequency and type of transit service to meet existing and projected demand and in support of local and regional land use and transportation visions.
- **Convenient:** Make transit more convenient and competitive with driving by improving transit speed and reliability through priority treatments (e.g., signal priority, bus lanes, queue jumps, etc.) and other strategies. Improve customer experience by ensuring seamless connections between various transit providers, including transfers, information and payment.
- **Accessible:** Provide safe and direct biking and walking routes and crossings that connect to stops to make transit more accessible. Expand the system to improve access to jobs and essential destinations/daily needs.
- **Affordable:** Ensure transit remains affordable, especially for those dependent upon it.

This is an important time to update the Regional Transit Vision. With continued regional growth come challenges such as more congestion, higher housing prices, and strained access to employment. Residents, elected officials, and community organizations view increased transit service as a critical part of the overall solution to these challenges. If we want to become the region we envisioned in our 2040 Growth Concept, we must continue improving transit's accessibility, service, reliability, and reach.

Action Requested

Staff is seeking feedback from MTAC members regarding the following issues:

- key elements that should be included in the regional transit vision,
- approach to updating the High Capacity Transit (HCT) Plan, and
- integrating the Enhanced Transit Corridors concept into the Regional Transit Strategy (RTS).

Regional Transit Vision

Through the Regional Transit Strategy (RTS), we are engaging community leaders and regional transit providers, to develop a shared vision and investment strategy. The Regional Transit Vision will be comprised of three components:

1. **Transit service improvements:** local and regional transit service improvements designed to meet current and projected demand in line with local and regional visions.
2. **Capital investments:** new enhanced transit strategies such as signal priority, queue jumps, etc or high capacity transit options such as bus rapid transit or light rail.
3. **Transit supportive elements:** including policies such as Travel Demand Management and physical improvements such as sidewalks, crossings and complementary land uses.

Limited funding is a challenge faced by regions and transit providers throughout the country. Many jurisdictions have taken to raising funds at the local level as a means to leverage the limited federal funds available. While our region is potentially preparing for a funding measure to support specific transit capital improvements, this will not address additional needs identified by stakeholders in the regional transit vision, nor will it support increased operations or service investments.

Regional Transit Vision – Transit service improvements

These include the planned local and regional transit service improvements being developed by transit providers throughout the region. Examples include: TriMet’s Service Enhancement Plans, SMART Master Plan, and future Portland Streetcar service lines. These service improvements will be incorporated into a regional transit service typology that reflects the varying needs for different types of transit service throughout the region based on demand and geography, and aligns them with existing and proposed local and regional land use and transportation visions.

Regional Transit Vision – Capital investments

The capital investment component of the regional transit vision includes two types of investments: High Capacity Transit (HCT) and Enhanced Transit Corridors (ETC). These investments are intended to connect regional centers, town centers, and to improve the speed and reliability of major transit lines. Transit providers throughout the region are collaborating on a coordinated transit vision which includes transit service improvements and capital investments

High Capacity Transit (HCT)

In 2009, the region concluded a process to create the first high capacity transit system plan since the 1980s. This plan defined a tiered list of HCT corridors for prioritization, which was adopted into the RTP in 2010. Since the HCT plan adoption, the region has moved forward with the top two priorities: Southwest Corridor and Powell-Division Corridor. *See the HCT System map in Attachment 1.*

Since 2009, a number of changes have occurred that necessitate updating the HCT plan. For example in 2009:

- The Lake Oswego Transit and I-5 Bridge Replacement projects were identified as moving forward toward project development at the time of approval. However, these projects are currently on hold;
- An HCT line was identified that connected the regional center of Damascus, which recently voted to disincorporate; and
- The Division bus rapid transit project is moving forward and will meet some critical near term needs in one part of the Powell-Division corridor; the Powell corridor HCT needs remain unmet.

These changes, as well as other regional developments, should be reflected in the updated HCT plan.

Enhanced Transit Corridors

The Enhanced Transit Corridors (ETC) concept was developed as a way to increase speed, capacity and reliability in congested and heavy used transit corridors, which have been consistently eroding as the region continues to grow and congestion worsens in these key corridors. These improvements tend to be relatively low cost, context sensitive, and quickly deployed when compared to HCT projects. This concept is not necessarily new, but helps provide a framework for advancing a toolkit of improvements to transit corridors where they would provide the greatest benefit. These tools include technological improvements, such as next-generation, connected vehicle-based Transit Signal Improvement, and off-board payment to infrastructural improvements, such as queue jumps and transit-only rights of way.

While there are numerous possible packages of investment that could be implemented, Enhanced Transit Corridors could be grouped into two major categories (Levels 1 & 2), based on the type, intensity, and extent of the toolbox elements deployed and requested by the partner jurisdiction. The key distinctions between the two typologies are the intensity of improvements and potential funding mechanisms.

The ETC concept builds off of the Service Enhancement Plan (SEP) to restore and expand transit service. The ETC is an opportunity to improve travel speed and reliability to corridors that need it most.

ETC Level 1 consists of smaller scale enhanced transit improvements, most likely ranging from \$10-\$50 million. These are lower intensity investments that could include spot improvements on more than one line, modest improvements throughout a corridor or focused investments on key segments of a corridor. Typical ETC Level 1 improvements could include:

- More frequent service
- Wider stop spacing
- Improved stops with shelter amenities, bike racks, real-time arrival information, and improved lighting
- Next-generation transit signal priority
- Right-turn-except-bus lanes or Business Access and Transit (BAT) lanes where feasible/needed

ETC Level 2 consists of medium to large scale enhanced transit improvements, likely to include FTA as a funding partner and range from \$50 - \$300 million (FTA Capital Investment Grant, Small Starts maximum funding levels). These are higher intensity levels of investments in infrastructure treatments to meet corridor-wide transit needs. Projects identified here would need to meet the System Expansion Policy criteria and FTA Capital Investment Grant Small Starts requirements. Typical ETC Level 2 are inclusive of the Level 1 improvements, but also may include:

- Longer articulated buses and in some cases streetcar
- Level or near-level boarding platforms
- Exclusive transit lanes/grade separation crossings where feasible/needed

See Attachments 2 and 3 for a more detailed description of Enhanced Transit Corridors.

Transit vision – transit supportive elements

The regional transit vision also includes transit supportive elements. These are infrastructural improvements, programs, policies, and strategies that bolster demand for and improve access to transit in the region. These supportive elements include efforts such as Travel Demand Management (TDM) strategies such as individualized and employer-based travel training, mixed use and higher intensity development with managed parking, improved pedestrian and bicycle safety and connections, integrated trip planning and payment systems, and transit signal priority.

Transit vision - implementation

There are different ways in which the transit vision will be implemented. First, prioritizing and implementing transit service improvements are the responsibility of the transit provider, though they also rely on regional policies and regional/local partnerships that demonstrate support for increased transit demand and improved performance. Transit service improvements are programmed on an annual basis through the Annual Service Plan process, which is tied to the service providers' annual budget processes, though service improvements may themselves be implemented at multiple times during the year.

Through the Regional Transit Strategy, the Transit System Expansion Policy will be updated to provide a clear and transparent framework for prioritizing and implementing capital investments related transit capital improvements. The updated System Expansion Policy will provide the framework and guidance to help answer the question “What are the region’s next priorities?”. The update will include an analysis of how funding and policies have changed locally, regionally, and federally. This, in turn, will allow for an update to the process to prioritize projects on readiness and merit. This would apply to any project seeking regional support to pursue FTA Capital Investment Grants such as Small Starts, New Starts or Core Capacity funding.

Next Steps

We are continuing to work with regional partners through the Transit Work Group to help define the Regional Transit Vision in more detail as well as develop a clear and transparent Regional Transit Strategy implementation process. Below is a short list of next steps:

- Develop a Regional Transit Vision, including service improvements and transit-supportive elements (Fall 2016/Winter/Spring 2017)
- Update High Capacity Transit plan (Fall 2016/Winter 2017)
- Refine Enhanced Transit Corridors concept and incorporate into Vision if supported (Winter/Spring 2017)
- Update Transit System Expansion Policy and implementation process (Winter/Spring 2017)
- Provide coordination between RTS and RTP working groups and products (ongoing)

Attachments:

Attachment 1 – High Capacity Transit System Map (2009)

Attachment 2 – Enhanced Transit Corridors Concept Summary (10/4/16)

Attachment 3 – Enhanced Transit Corridors Typologies (10/4/16)

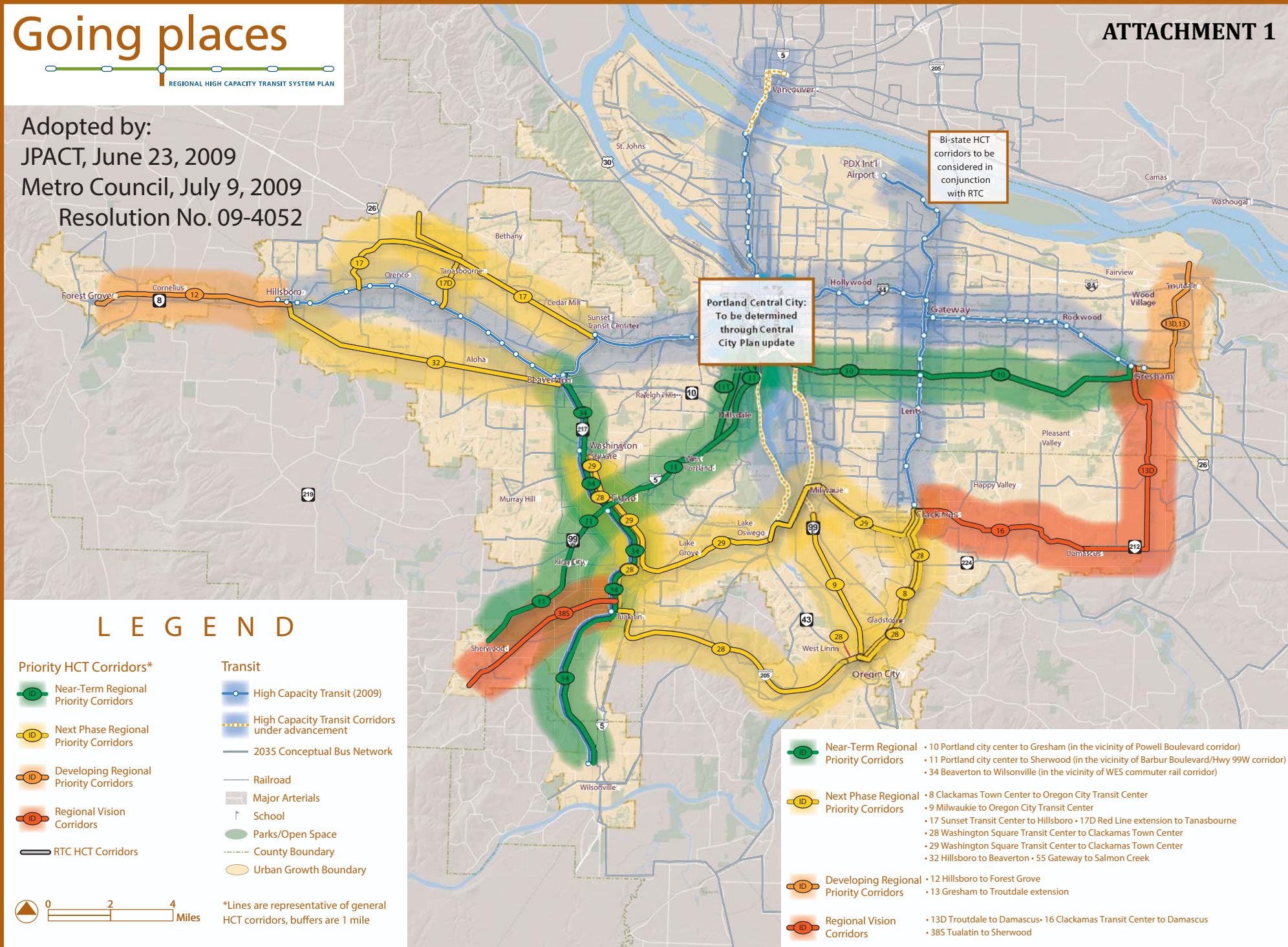
Going places



REGIONAL HIGH CAPACITY TRANSIT SYSTEM PLAN

ATTACHMENT 1

Adopted by:
 JPACT, June 23, 2009
 Metro Council, July 9, 2009
 Resolution No. 09-4052



Portland Central City:
 To be determined
 through Central
 City Plan update

Bi-state HCT
 corridors to be
 considered in
 conjunction
 with RTC

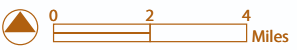
LEGEND

Priority HCT Corridors*

- Near-Term Regional Priority Corridors
- Next Phase Regional Priority Corridors
- Developing Regional Priority Corridors
- Regional Vision Corridors
- RTC HCT Corridors

Transit

- High Capacity Transit (2009)
- High Capacity Transit Corridors under advancement
- 2035 Conceptual Bus Network
- Railroad
- Major Arterials
- School
- Parks/Open Space
- County Boundary
- Urban Growth Boundary



*Lines are representative of general HCT corridors, buffers are 1 mile

- Near-Term Regional Priority Corridors
 - 10 Portland city center to Gresham (in the vicinity of Powell Boulevard corridor)
 - 11 Portland city center to Sherwood (in the vicinity of Barbur Boulevard/Hwy 99W corridor)
 - 34 Beaverton to Wilsonville (in the vicinity of WES commuter rail corridor)
- Next Phase Regional Priority Corridors
 - 8 Clackamas Town Center to Oregon City Transit Center
 - 9 Milwaukie to Oregon City Transit Center
 - 17 Sunset Transit Center to Hillsboro • 17D Red Line extension to Tanasbourne
 - 28 Washington Square Transit Center to Clackamas Town Center
 - 29 Washington Square Transit Center to Clackamas Town Center
 - 32 Hillsboro to Beaverton • 55 Gateway to Salmon Creek
- Developing Regional Priority Corridors
 - 12 Hillsboro to Forest Grove
 - 13 Gresham to Troutdale extension
- Regional Vision Corridors
 - 13D Troutdale to Damascus • 16 Clackamas Transit Center to Damascus
 - 385 Tualatin to Sherwood

Enhanced Transit Corridors

Concept: In order to meet the Portland Metro region’s environmental, economic, livability and equity goals as we grow over the next several decades, we need new partnerships to produce transit service that provides increased capacity and reliability yet is relatively low-cost to construct, context-sensitive, and able to be deployed more quickly throughout the region where needed. Producing this “Enhanced Transit,” through the co-investment of multiple partners could be a major improvement over existing service, including our region’s best Frequent Service bus lines, but less capital-intensive and more quickly implemented than larger scale high capacity transit projects the region has built to date. Investments would serve our many rapidly growing mixed-use centers and corridors and employment areas that demand a higher level of transit service but are not seen as good candidates for light rail, or larger bus rapid transit with fully dedicated lanes.

Enhanced Transit partnerships could also create quicker, higher quality transit connections to connect low-income and transit-dependent riders to jobs, school and services. It would allow for a more fine-grained network of higher-quality transit service to complement our high capacity transit investments, relieve congestion and grow ridership throughout the region in response to the region’s rapid growth.

Enhanced Transit Toolbox: Enhanced Transit service could include elements such as:

- More frequent service
- Longer articulated buses, and in some corridors, streetcar
- Wider stop spacing
- Improved stops with shelter amenities, weather protection, real-time arrival information, bike racks, improved lighting
- Level or near-level boarding platforms
- Off-board electronic fare payment with all-door boarding
- Next-generation transit signal priority
- Intersection treatments such as queue jumps
- Intersection treatments such bus-only signals, and bypass lanes
- Right-turn-except-bus lanes or Business Access and Transit (BAT) lanes
- Exclusive transit lanes where feasible
- Access to Transit investments including sidewalks and pedestrian crossings
- Policy commitments to support transit ridership (TDM Programs, adopted policies to prioritize transit reliability)

Enhanced Transit Corridor “Levels:” While there are numerous possible packages of investment using the toolbox listed above, projects could be grouped into two major categories or Levels, based on the type, intensity and extent of the toolbox elements deployed. See attached table for potential descriptions.

Level 1: Smaller Scale Enhanced Transit (\$10-50 Million)

Level 2: Medium to Large Scale Enhanced Transit with FTA funding partnerships (\$50-300 Million)

Implementation: Implementation of this new program would need to occur region-wide to identify co-investment opportunities for TriMet service increases and develop a comprehensive, prioritized investment pipeline of Enhanced Transit Corridors ready to be included in regional plans and upcoming funding requests. Timing is perfect as TriMet has recently begun implementing its Service Enhancement Plan service improvements and should be leveraging partnerships with local jurisdictions in that investment. Development of the higher level corridors now is also crucial to ensure that Enhanced

Transit is able to receive funding in upcoming regional and state funding opportunities and to establish eligibility for federal funding where appropriate.

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Enhanced Transit Corridors Typologies

Draft: 10/4/2016

	Level	Potential Improvements	Potential Funding	Rough Cost Range
Foundation	TriMet Service Enhancement Plan Partnerships with Local Jurisdictions Projects prioritized through TriMet's Service Enhancement Plan process in coordination with jurisdiction(s).	<ul style="list-style-type: none"> • More frequent service, increased span, route restructuring or new service coverage • Intersection treatments such as queue jumps • Improved stops with basic amenities • Access to Transit investments including sidewalks and pedestrian crossings • Policy commitments to support transit ridership (TDM Programs, adopted policies to prioritize transit reliability) 	TriMet Service Local Jurisdiction(s) Institutional or Private Partner(s)	\$2-10 Million
	<p>1 Level 1 Enhanced Transit</p> <p>Lower intensity of investment, infrastructure treatments may be focused as follows:</p> <ul style="list-style-type: none"> - Modest investments throughout a corridor - Focused investments on key segments of a corridor - Spot improvements on more than one line. <p>Cost range driven primarily by number and type of investments.</p> <p>Projects prioritized through TriMet's Service Enhancement Plan process in coordination with jurisdiction(s) proposing project. Projects identified as Enhanced Transit Corridors in RTP, with RTP project description and cost defined by project partners.</p>	<ul style="list-style-type: none"> • More frequent service • Wider stop spacing • Improved stops with shelter amenities, bike racks, real-time arrival information, and improved lighting • Next-generation transit signal priority • Intersection treatments such as queue jumps where feasible • Intersection treatments such bus-only signals, and bypass lanes where feasible • Right-turn-except-bus lanes or Business Access and Transit (BAT) lanes where feasible • Potentially longer articulated buses in some corridors • Access to Transit investments including sidewalks and pedestrian crossings, ADA treatments • Policy commitments to support transit ridership (TDM Programs, adopted policies to prioritize transit reliability) 	TriMet Service Local Jurisdiction(s) Institutional or Private Partner(s) State (Connect Oregon, STIP, Transportation Package, ODOT Region 1) Regional Funding Measure TriMet Capital TIGER	\$10-50 Million
	<p>2 Level 2 Enhanced Transit</p> <p>Higher intensity of investment, infrastructure treatments within a corridor and includes new vehicles.</p> <p>Projects likely to seek and qualify for FTA Small Starts program grants. Projects prioritized through Regional Transit System Expansion Policy criteria.</p> <p>Level 2 projects will likely fall within Sub-levels, based on type, extent and intensity of investments.</p> <p>The proposed sub-levels A-C correspond to the FTA Project Justification Warrants, which are based on total project capital cost and existing weekday transit trips in the corridor. These Warrants represent corridor performance at levels that would receive sufficient ratings under the Small Starts program for the project to qualify for the program.</p>	<ul style="list-style-type: none"> • More frequent service, at least meeting Federally required minimums • Longer articulated buses, and in some corridors, streetcar, including unique branding • Wider stop spacing • Improved stops with shelter amenities, bike racks, real-time arrival information, improved lighting • Level or near-level boarding platforms • Off-board electronic fare payment with all-door boarding • Next-generation transit signal priority • Intersection treatments such as queue jumps where feasible • Intersection treatments such as bus-only signals, and bypass lanes where feasible • Right-turn-except-bus lanes or Business Access and Transit (BAT) lanes where feasible • Exclusive transit lanes where feasible • Grade separated crossings where needed • Access to Transit investments including sidewalks and pedestrian crossings, ADA treatments • Policy commitments to support transit ridership (TDM Programs, adopted policies to prioritize transit reliability) 	<p>FTA Small Starts</p> <p>TriMet Service TriMet Capital Local Jurisdiction(s) Institutional or Private Partner(s) State (Connect Oregon, Transportation Package, STIP, ODOT Region 1) Regional Funding Measure</p>	<p>A) \$50-100 Million*</p> <p>B) \$100-175 Million*</p> <p>C) \$175 Million-\$300 (maximum allowed under Small Starts grant program;* requires significant local funds to overmatch, given FTA funding structure)</p>

*Use Small Starts Warrants to help inform project evaluation and prioritization

Memo



Date: October 26, 2016
To: Metro Technical Advisory Committee (MTAC) and interested parties
From: John Mermin, Performance Measures Work Group Lead
Subject: 2018 RTP: Recommended Refinements to RTP System Evaluation Measures

Action Requested

MTAC review and comment on proposed refinements to the RTP System evaluation measures and provide suggestions for effectively summarizing the recommended measures to policymakers.

Background

The Performance Measures Work Group is one of eight technical work groups identified to provide input and technical expertise to support development of the 2018 Regional Transportation Plan (RTP). The main charge of the work group is to provide technical input and make recommendations to Metro staff on updating the RTP performance measures. Additionally, work group members have been asked to:

- Provide information to their organization's leadership and/or staff about the progress of the work (in addition to technical and policy committee representatives).
- Integrate input from partners, the public and other RTP work groups (safety, transit, equity and freight) to develop recommendations to Metro staff.
- Identify issues that need to be resolved by Metro Council, MPAC and JPACT.

The Performance Measures work group met five times in 2016 to review and recommend updates to the *RTP system evaluation measures*, with an emphasis on simplifying and decreasing the number of measures. Performance measures were pulled from and based upon industry best practices, the 2014 RTP, the 2014 Climate Smart Strategy and the performance measures identified by other RTP work groups. The system evaluation measures will be used to evaluate performance of the 2018 RTP as a whole. The evaluation will help policymakers understand the degree to which projects and programs advance the region towards the RTP goals, and identify where additional efforts may be needed.

Recommended changes to RTP System Evaluation Measures

Attachment 1 summarizes recommended changes to the existing RTP system evaluation measures based on discussion at the Performance work group meetings as well as the meetings of the Transit, Equity, Safety and Freight work groups. The proposed refinements include changes to methods, geographies, and the addition of new measures. Further refinements to the measures may be recommended pending the RTP system evaluation in 2017.

Next Steps

Recommendations for some measures are still under development by staff and other work groups related to measuring congestion, freight, and equity. Staff will document the data and methodology to be used for calculating each measure. *Attachment 2* provides a sample template of the information to be included in the methodology documentation.

In addition, staff will continue to refine presentation of the measures and will bring input from MTAC, TPAC (Transportation Policy Alternatives Committee, and the December 2 RTP Regional Leadership Forum to a December 12 meeting of the Performance work group.

In 2017, the work group will focus on setting performance targets and establishing monitoring measures for the RTP. Target setting will address recent federal rulemaking in response to the Moving Ahead for Progress in the 21st Century Act (MAP-21) and the Fixing America's Surface Transportation Act (FAST Act), as appropriate. As noted previously, further refinements to the measures may be recommended pending the RTP system evaluation.

Attachment 1. Summary of Recommended changes to RTP System Evaluation Measures. October 20, 2016

ID #	System Evaluation Measure	Staff Recommendation	Rationale / Notes	Work Group(s) Recommendation
Travel Characteristics				
1.	Vehicle travel – VMT per person (total and per capita)	Refine and rename – “Auto travel” and expand to report VMT per employee in addition to reporting total VMT per person along with bicycle miles traveled, pedestrian miles traveled, freight miles traveled and person miles traveled per VMT.	This measure provides information on the amount of driving in the region. VMT per employee may better factor in fluctuation in VMT due to economic swings.	Performance work group supports the staff recommendation and reporting by # of miles and % of overall miles traveled by sub-region (urban Washington Co, urban Clackamas County, Portland, East Multnomah County) to better show variations across the region.
2.	Bicycle travel - Bicycle miles traveled (total and per capita)	No change.	This measure will provide information on the amount of bicycling occurring in the region.	
3.	Mode Share - System wide for walking, bicycling and transit, Non-SOV% targets by 2040 design type, by mobility corridor and for central city and individual regional centers	Refine and rename. Active transportation and transit mode share	Narrow this measure to evaluate mode share for the Central City and Regional Centers (as well as region-wide and by mobility corridor) as done in past RTP updates. This formally acknowledges that Metro cannot accurately measure mode share at geographies as small as town centers, industrial and employment areas. Chapter 2 of the RTP (p.2-22) and table 2.5 will need to be updated to reflect this recommended change. These refinements are consistent with the state’s Transportation Planning Rule (TPR) - the original impetus for creating these targets. Regional-level mode share targets will be addressed in 2017 as part of the broader RTP target-setting discussions.	Performance and transit work groups support the staff recommendation and requested the analysis be reported by sub-region (urban Washington Co, urban Clackamas County, Portland, East Multnomah County) to better show variations across the region.
4.	Transit ridership - System wide for each transit service type	Add as new measure.	This measure will provide information about the amount transit use in the region.	Performance and transit work groups support the staff recommendation.
Affordability				
5.	Affordability* - Combined cost of housing and transportation	Refine methodology.	Staff will continue to develop a methodology. This measure is a major priority of the equity work group.	The Equity work group supports the staff recommendation with the recognition that there are a number of methodological components that need further work in order to be useful. Transit Work Group has expressed concerns that current tools and methods won’t capture the transit cost component very well.
Safety				
6.	Safety - Fatal & severe crashes for pedestrian, bicyclists, motorists	Move to RTP monitoring measures.	This measure cannot be used as a system evaluation measure due to the inability of the regional travel model to directly predict crashes.	The Performance and Safety workgroups support the staff recommendation.
7.	Safety - Percent of number and cost of safety projects in the RTP investment packages region-wide and in areas with historically underrepresented communities.	Add as new measure.	Safety is a key concern of the RTP and has not been part of past system evaluations. This measure will assess whether safety investments are being made disproportionately. Safety projects are defined as: “Infrastructure projects with the primary intent to address a safety issue, and allocate a majority of the project cost to a documented safety countermeasure(s) to address a specific documented risk, or improve safety for vulnerable users, including people walking and bicycling, older adults and youth.” In response to feedback from the performance and safety work groups, references to high-injury corridors and safe routes to school projects were removed from an earlier draft safety project definition.	The Safety, Equity and Performance work groups support the staff recommendation.
8.	Safety* - Exposure to crash risk through the sum of all non-	Add as new measure.	Safety is a key concern of the RTP and has not been part of past system evaluations. This is an interim measure until a safety and crash predictive model is developed involving other factors.	The Safety, Equity and Performance work groups support the general approach of the staff

Attachment 1. Summary of Recommended changes to RTP System Evaluation Measures. October 20, 2016

ID #	System Evaluation Measure	Staff Recommendation	Rationale / Notes	Work Group(s) Recommendation
	interstate vehicle miles traveled (VMT) in Transportation Area Zones (TAZ) for RTP investment packages region-wide, and in historically underrepresented communities.		Measuring transportation safety is a priority topic area for historically underrepresented communities and there is some interest in looking at forecastable indicators to flag potential transportation safety issues. Staff has found a statistical correlation between VMT and crashes. Staff will further test the measure to determine if using per capita is the right approach and refine which limited-access facilities are excluded from the analysis.	recommendation. Additionally, the Performance work group provided general support to continue to explore this measure and use it for an initial assessment, and asked staff to use “non-throughway” or “non-freeway” instead of “non-interstate” to ensure that limited access facilities such as US 26 and Hwy 217 are accounted for. The safety work group recommends further testing the measure, including whether per capita is the right approach.
Access, Connectivity and Completeness				
9.	Basic infrastructure* - Miles of (regional networks) of sidewalk, bikeways, and trails	Refine, continue to develop methodology and rename -“Access to Travel Options – system connectivity.”	A methodology to measure street connectivity will need to be developed to implement this recommendation. Developing this measure will have resource impacts for both Metro and local governments.	The Equity work group’s preliminary recommendation is to expand this measure to add street connectivity to sidewalks, bikeways and trails with an emphasis on looking at the timing of basic infrastructure investments in historically underrepresented communities. The Performance work group recommends packaging all of the “access” measures as a suite, being sure to address completeness, route directness/connectivity, origins & destinations.
10.	Access to Jobs* - Number of jobs (classified by wage groups – low, middle, and high) accessible within 30 minutes by auto; 45 minutes by transit; 30 minutes by bike, and 20 minutes by walking.	Add as a new measure.	Access to jobs is a significant transportation priority identified by historically underrepresented communities. The Access to jobs and access to daily needs measures have been recognized by work groups and staff as extremely important. Metro Planning and Research Center staff will work to further develop these accessibility-related measures.	Equity, Transit and Performance work groups support the staff recommendation.
11.	Access to Daily Needs* - Number of essential destinations accessible within 30 minutes by bicycling & public transit for low-income, minority, senior and disabled populations	Refine and rename - “Access to Places.”	Metro staff recommends this measure be renamed and refined to: 1) measure access by bicycling, walking, transit, driving; 2) adjust the time sheds for each mode; and 3) define existing “daily needs” consistent with other similar efforts, including the TriMet Equity Index. The Access to jobs and Access to daily needs measures have been recognized by workgroups and staff as extremely important. Metro Planning and Research Center staff will work to further develop these accessibility-related measures.	Equity, Transit and Performance work groups support the staff recommendation.
12.	Trail Accessibility - Number and percent of households within ½-mile of a regional trail	Refine and rename – “Access to Bicycle and Pedestrian Parkways - Number and percent of households within ½ mile of a regional trail <u>bicycle or pedestrian parkway.</u> ”	This change would better reflect access to the major regional off-street and on-street bicycling and walking routes throughout the region.	The Performance work group supports the staff recommendation.
13.	Access to transit – percent of bike or pedestrian network gaps completed within ½-mile of transit	Add as a new measure.	This is seen as a subset to the Access to system connectivity measure. This also supports the transit supportive elements part of the regional transit vision.	The Transit and Performance work groups support the staff recommendation.
14.	Transit coverage – number and share of households, low-income households and employment within ¼- mile of high capacity transit or frequent service transit	Add as a new measure.	This measure was recommended through the Climate Smart Strategy and by the Transit Work Group. This measure provides information on how much of the region’s households and jobs are served by transit.	The Transit work group supports the staff recommendation. The Performance work group noted that this measure will eventually be replaced by the access measures.

Attachment 1. Summary of Recommended changes to RTP System Evaluation Measures. October 20, 2016

ID #	System Evaluation Measure	Staff Recommendation	Rationale / Notes	Work Group(s) Recommendation
15.	Freight Accessibility	Under development.	<i>Under development by RTP Freight workgroup</i>	TBD
Travel Time and Efficiency				
16.	Motor vehicle and transit travel times - Between key origin-destinations for mid-day and 2-hr PM peak	Refine and rename – “Multimodal travel times”	Metro staff recommends renaming and refining this measure to evaluate bicycling and freight travel times in addition to auto and transit for each regional mobility corridor. <i>Note: the regional travel model is not currently able to forecast walking travel times.</i> Metro staff will bring back a list/map of proposed origins/destination that match up with each mobility corridor. It is possible that some important Origin/Destination pairs for biking, freight or transit don't match up within the mobility corridors.	The Performance and Transit work groups support the staff recommendation.
17.	Congestion - Vehicle hours of delay per person <i>*defined in RTP as time accrued in congested conditions (V/C > 0.9)</i>	Under development.	Metro staff will develop options for discussion by TPAC and the performance work group this winter. Discussions are underway with ODOT regarding updates to regional and state congestion measures and the Interim Regional Mobility Policy. Developing a recommendation for this measure is especially challenging since the new federal regulations relating to congestion measurement are not yet finalized.	TBD
18.	Interim Regional Mobility Policy - Locations of throughways, arterials, and regional freight network facilities that that exceed LOS threshold	Under development.	Metro staff will develop options for discussion by TPAC and the performance work group this winter. Discussions are underway with ODOT regarding updates to regional and state congestion measures and the Interim Regional Mobility Policy. Developing a recommendation for this measure is especially challenging since the new federal regulations relating to congestion measurement are not yet finalized.	TBD
19.	Freight reliability - Hours of delay per truck trip	Refine and rename – “Freight truck delay”	The Freight work group recommends evaluating delay per truck trip exclusively on <u>regional freight network</u> rather than entire roadway system. Also, the measure should be called “Freight truck delay” since it does not measure reliability. A reliability measure for current conditions has been developed to include in RTP Monitoring Measures.	The Freight and Performance work groups support the staff recommendation. The performance work group noted that the freight travel time measure within #14 “Multimodal travel times” may end up covering this, making this measure unnecessary.
20.	Cost of freight delay - Total cost of delay on freight network	Under development.	<i>Under development by RTP Freight work group</i>	TBD
21.	Freight Congestion – Map locations and calculate number miles on throughways, arterials, and the regional freight network that exceed RTP defined congested conditions.	Under development.	Metro staff will develop options for discussion by TPAC and the performance workgroup this winter. Discussions are underway with ODOT regarding updates to regional and state congestion measures and the Interim Regional Mobility Policy. Developing a recommendation for this measure is especially challenging since the new federal regulations relating to congestion measurement are not yet finalized.	TBD
22.	Transit productivity - Boarding rides per revenue hour for HCT & bus	No change.	The measure provides information on the productivity and efficiency of transit service provided.	The Transit work group supports the staff recommendation. The Performance work group recommends collapsing it with the transit revenue hours measure under the “transit productivity” heading and to add in transit ridership in as well.
23.	Transit revenue hours –revenue hours by transit mode	Report as part of the transit productivity measure.	This measure was recommended through Climate Smart Strategy and by the Transit Work Group. The measure provides information on the amount of transit service provided.	The Transit and Performance work groups support the staff recommendation. The Performance work group recommends adding in transit ridership as well (see measure #5).
Environment				
24.	Climate Change – Tons of transportation-related	No change.	The region is required to measure greenhouse gas emissions to help demonstrate whether the RTP is meeting state-required per capita greenhouse gas emissions reductions. During 2017 target setting	The Performance work group supports the staff recommendation.

Attachment 1. Summary of Recommended changes to RTP System Evaluation Measures. October 20, 2016

ID #	System Evaluation Measure	Staff Recommendation	Rationale / Notes	Work Group(s) Recommendation
	greenhouse gas emissions (total and per capita)		discussion, ensure that the new target is consistent with statewide target and Climate Smart Strategy.	
25.	Clean air - Tons of transportation related air pollutants (e.g. CO, ozone, PM-10)	Refine air pollutants reported.	Metro staff recommends this measure be refined. This is an important measure for evaluating transportation impact on air quality and human health. Pollutants reported may change pending further consultation with DEQ.	The Performance work group supports the staff recommendation. The work group member requested staff to provide mapping at the sub-regional level if possible since the Tualatin Valley has unique air quality compared to the east side of the region.
26.	Habitat impact* - Number and percent of projects that intersect high value habitat	Refine methodology.	The Equity work group recommends assessing whether there are disparities between historically underrepresented communities and transportation projects that may impact habitat conservation/preservation, primarily focusing the assessment on roadway projects.	The Equity and Performance work groups support the staff recommendation. The Performance work group recommends adding contextual language to describe the purpose of this measure, better define high value habitat, and note that it is tied to federal requirements to consult with resource agencies as part of an RTP update. The Performance work group also supports continuing to use this measure to identify projects in the RTP for informational purposes for the public and project sponsors.

** Reflects the transportation priorities identified by historically underrepresented communities and will serve as the basis for the federally-required Title VI Benefits and Burdens analysis.*

Attachment 2. Sample template to document methodology for RTP System Evaluation Measures
10/20/16

Evaluation Measure: Access to Jobs

Purpose: To identify whether the package of future transportation investments will increase the ability of region’s residents to get to low and middle-wage jobs and to look at the difference in job accessibility in areas with high concentrations of historically underrepresented communities and the region.

RTP Goals

• Foster vibrant communities and compact urban form	• Promote environmental stewardship
• Sustain economic competitiveness and prosperity	• Enhance human health
• Expand transportation choices	Demonstrate leadership at reducing greenhouse gas emissions
Effective and efficient management of system	• Ensure equity
Enhance safety and security	Ensure fiscal stewardship
• Deliver accountability	

Function of Measure

• System Evaluation	Project Evaluation	System Monitoring	Performance Target
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Related RTP Performance Measure(s): None to date

Methodology Description:

The **Access to Jobs** measure looks to assess the following questions for the region’s transportation system:

- 1) How many low and middle-wage jobs can be reached in a given time window by different travel modes?
- 2) What are differences in low and middle-wage job access for the region and specifically for historically underrepresented communities?
- 3) Is there a difference in low and middle-wage job access between automobile and transit?
- 4) Is there a difference which extends beyond a reasonable threshold and creating a “transit access disadvantage” to low and middle-wage jobs in certain areas? If so, do those “transit access disadvantage” areas overlap with historically underrepresented communities?

The **Access to Jobs** measure is calculated by using forecasted data from MetroScope to identify the low-wage and middle-wage jobs (defined in assumptions) throughout the region. The analysis will first determine the number of low and middle-wage jobs reached using the existing transportation system and looking at the differences in low and middle-wage jobs accessed by travel mode (automobile, transit, bicycle, and walking) in a given travel time window for the entire region and in areas with high concentrations of historically underrepresented communities to determine base year conditions. The next step is to conduct the same assessment, but use the proposed package of transportation investments in the long-range regional transportation plan as the input to determine the future year accessibility to forecasted low and middle-wage jobs by mode for the entire region and in areas with high concentrations of historically underrepresented communities. Look at the change in the accessibility to these low and middle-wage jobs between the base year and future year, with an emphasis on the change in historically underrepresented communities with added transportation investments.

Attachment 2. Sample template to document methodology for RTP System Evaluation Measures
10/20/16

Furthermore, the number of low and middle-wage jobs accessible by transit and by automobile will also be compared. A threshold will be applied to determine whether there is a “transit access disadvantage” to low and middle-wage jobs. (Meaning there is significantly less access to low and middle-wage jobs by transit compared to automobile access.) The areas which are identified as “transit access disadvantaged” will be compared to areas where there are higher concentrations of historically underrepresented communities.

Output Units: Number of low and middle-wage jobs accessed by mode (# - Auto; # - Transit; # - Bike; # - Walk)

Potential Output of Assessment:

Job Access – Low-Wage:

	Base Year				Interim Year				Future Year – Financially Constrained				Future Year – Strategic			
	A	T	B	W	A	T	B	W	A	T	B	W	A	T	B	W
Region-wide																
Historically Underrepresented Communities																

A – Automobile; T – Transit; B – Bicycle; W - Walk

Job Access – Middle-Wage:

	Base Year				Interim Year				Future Year – Financially Constrained				Future Year – Strategic			
	A	T	B	W	A	T	B	W	A	T	B	W	A	T	B	W
Region-wide																
Historically Underrepresented Communities																

A – Automobile; T – Transit; B – Bicycle; W - Walk

Job Access – Transit Access Disadvantage

	Base Year		Interim Year		Future Year – Financially Constrained		Future Year – Strategic	
	Jobs Inaccessible By Transit		Jobs Inaccessible By Transit		Jobs Inaccessible By Transit		Jobs Inaccessible By Transit	
	LW	MW	LW	MW	LW	MW	LW	MW
Region-wide								
Historically Underrepresented Communities								

LW – Lower-wage; MW – Middle-wage

Attachment 2. Sample template to document methodology for RTP System Evaluation Measures
10/20/16

Key Assumptions to Methodology:

Dataset Used:

Dataset	Type of Data
Geospatial project information for proposed transportation projects	Observed
Employment/jobs outputs from MetroScope ¹	Forecasted

Tools Used for Analysis: Metro’s Travel Demand Model, Metro’s MetroScope Model

Populations to Apply In this Measure:

- People of Color
- Persons with Limited English Proficiency
- Low-Income Households

Young people and older adults are not being proposed for assessment in this system evaluation as it considered that traveling to and from employment is less likely a priority.

Definition of Low-Wage Jobs: Jobs which pay an annual salary between \$0 - \$39,999.²

Definitions of Middle-Wage Jobs: Jobs which pay an annual salary between \$40,000 – \$65,000.³

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, UW self-sufficiency index, federal poverty level, and uniform relocation assistance and real property acquisition act) The definition of low and middle-wage jobs is not taking into consideration 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.

Definition of Transit Access Disadvantage: TBD

¹ Forecasted estimates are based on MetroScope assumptions on employment industries and based off U.S. Bureau of Labor Statistics data. Documentation can be found at: <http://www.oregonmetro.gov/forecasting-models-and-model-documentation>

² Wages are set as static for the purposes of the analysis and are not indexed to inflation. Therefore, the wage bands for low-wage and middle wage will not adjust between the based-year and future year.

³ See Footnote 4.

Attachment 2. Sample template to document methodology for RTP System Evaluation Measures
10/20/16

Travel Time Windows by Mode:

- Automobile – 30 minutes*
- Transit – 45 minutes*
- Bicycle – 30 minutes
- Walk – 20 minutes

*Includes access and egress times.

Travel Time Assumptions:

Travel time windows by mode were developed by gathering information from the Oregon Household Activity Survey (OHAS) and gathering research from around the country on travel time by different modes for different types of trips. Additionally, internal Metro staff consultation was conducted.

Transit Service Networks Used:⁴

- Peak – Transit service running from 6am – 9am & 3pm – 6pm
- Off-Peak – Transit service running at any other time

DRAFT

⁴ Metro is currently transitioning how it will be developing its transit service networks in the demand model to better reflect transit service within the model. This transition is looking at service typology. If this method is used for the system evaluation, information will be updated in the assumptions and available to the work group.

Memo



Metro

600 NE Grand Ave.
Portland, OR 97232-2736

Date: October 26, 2016
To: Metro Technical Advisory Committee (MTAC) and interested parties
From: Kim Ellis, RTP Project Manager
Subject: 2018 Regional Transportation Plan Update – Technical Work Group Meetings

PURPOSE

Provide electronic copies of meeting notes from technical work group meetings. No action requested.

BACKGROUND

At the January meeting, members of the Transportation Policy Alternatives Committee (TPAC) requested meeting notes from work group meetings be provided to TPAC and the Metro Technical Advisory Committee (MTAC) to help TPAC and MTAC members stay informed of the work group discussions and progress.

The current schedule of work group meetings and copies of recently completed meeting notes are attached.

FOR MORE INFORMATION

All work group meeting materials and other project related information are posted online at: www.oregonmetro.gov/rtp.

Attachments

- Schedule of technical work group meetings (*October 2 , 2016*)
- Equity Work Group Meeting #5 (*Sept. 29, 2016*)
- Finance Work Group Meeting #3 (*June 14, 2016*)
- Performance Work Group Meeting (*Sept. 12, 2016*)
- Safety Work Group Meeting #2 (*July 26, 2016*)
- Transit Work Group Meeting #6 (*Sept. 13, 2016*)

2018 RTP UPDATE | Technical Work Group Meetings

2016	Equity	Finance	Transit	Freight	Performance	Safety
January	Jan. 8 9-11 a.m. Room 401, MRC		Jan. 7 10 a.m.-noon Room 401, MRC	Jan. 20 8-9:30 a.m. Room 370, MRC		
February	Feb. 18 1-3 p.m. Room 401, MRC	Feb. 29 2:30-4:30 p.m., Room 501, MRC	Feb. 24 1 - 3 p.m., Room 401, MRC		Feb. 22 2-4 p.m. Room 501, MRC	
March						
April					April 25 2-4 p.m. Room 501, MRC	
May	May 12 1-3 p.m. Room 401, MRC	May 12 9-11 a.m., Council Chamber, MRC		May 23 10 a.m.-noon, Council chamber		May 20 9 a.m.-noon Room 270, MRC
June	June 30 1-3 p.m., Council chamber, MRC	June 14 9-11 a.m., Room 401, MRC	June 9 1-3 p.m., Room 370A/B, MRC		June 27 2-4 p.m. Room 401, MRC	
July			July 19 9-11 a.m., Room 370A/B, MRC			July 26 8:30-10:30 a.m., Room 401, MRC
August			Aug. 10 1-3 p.m., Room 370A/B, MRC			
September	Sept. 29 9-11 a.m., Room 370AB, MRC	Sept. 22 9-11 a.m., Council chamber, MRC	Sept. 13 2-4 p.m., Room 370A/B, MRC	Sept. 27 8-10 a.m., Council chamber, MRC	Sept. 12 2-4 p.m. Room 401, MRC	
October		Oct. 13 1:30-3:30 p.m., Room 501, MRC	Oct. 5 1-3 p.m., Room 370A/B, MRC		Oct. 14 9 a.m.-noon Room 401, MRC	Oct. 20 9-11 a.m. Room 501, MRC
November	Nov. 17 1-3 p.m. Room 401, MRC	Nov. 10 1:30-3:30 p.m., Room 401, MRC	Nov. 2 1-3 p.m., Room 370A/B, MRC	Nov. 8 8-10 a.m., Council chamber, MRC		
December			Dec. 7 1-3 p.m., Room 370A/B, MRC		Dec. 12 10 a.m.-noon, Room 401, MRC	

Meetings of the Design and Policy Actions work groups begin in 2017. Meeting materials will be posted at oregonmetro.gov/rtp and oregonmetro.gov/calendar



2018 RTP Transportation Equity Work Group – Meeting #5
Thursday, September 29, 2016
9:00 – 10:00 a.m.
Metro Regional Center, 370 A/B

Committee Members	Affiliation	Attendance
Dan Rutzick	City of Hillsboro	Present
April Bertelsen	City of Portland – Transportation	Present
Aaron Golub	Portland State University	Present
Jon Holan	City of Forest Grove	Present
Jake Warr	TriMet	Present
Cora Potter	Ride Connection	Present
Steve Williams	Clackamas County	Present
Kari Schlosshauer	Oregon Walks/National Safe Routes to School Partnership	Present
Karen Savage	Washington County	Present
Jared Franz	ATU	Present
Brendon Haggerty	Multnomah County Public Health	Present
Terra Lingley	ODOT	Present
Nicole Phillips	Bus Riders Unite	Present
Noel Mickelberry	Oregon Walks	Present
Interested Parties		
Katie Selin	Portland State University	Present
Metro Staff		
Grace Cho	Metro	Present
Lake McTighe	Metro	Present
Cliff Higgins	Metro	Present
Jamie Snook	Metro	Present
John Mermin	Metro	Present
Maribeth Todd	Metro	Present
Cindy Pederson	Metro	Present
Ted Leybold	Metro	Present

I. WELCOME AND INTRODUCTIONS

Cliff Higgins welcomed meeting attendees and walked through the agenda for the work group meeting. He mentioned the change in the order of the agenda in order to accommodate work

group members who may need to leave early. Following the notification about the agenda changes, he asked for a quick round of introductions.

II. 2018 RTP TRANSPORTATION EQUITY SYSTEM EVALUATION MEASURES – RECOMMENDED METHODS

Ms. Cho provided a brief recap of where the work group had left off at its last meeting from June 30th. She discussed how the work group had given Metro staff the green light to move forward with developing the methods for the individual system evaluation measures for the transportation equity analysis.

Following the recap of where the work group left off in June, Ms. Cho briefly reviewed the transportation equity system measures and also the key assumptions to the evaluation. She then moved into a recap of the main assumptions being made to help ground the entire transportation equity analysis. She noted there were three main areas of assumptions: 1) the geography and definition of historically underrepresented communities; 2) the transportation and land use inputs for the system evaluation; and 3) how certain communities will be treated as part of analysis and forecasting. Ms. Cho provided some additional information and detail regarding the definitions and the identification of census tracts which would be considered historically underrepresented communities for the purposes of transportation equity system evaluation.

At the end of the assumptions presentation, Ms. Cho paused to take any questions.

Questions and Discussion Regarding Definitions of Historically Underrepresented Communities

Mr. Warr asked why age was treated differently in the process for identifying historically underrepresented communities. Ms. Cho responded that early research work identified when looking at older adults and young people at concentrations above the regional rate, in combination with other historically underrepresented communities, the entire region would then be considered a historically underrepresented community.

Mr. Williams asked how Eastern European immigrant communities may be accounted for in the historically underrepresented communities. Ms. Cho clarified that the definition used for people of color would not capture people Eastern European immigrants, but two other historically underrepresented communities: limited English proficiency populations and/or low-income households would be places in which Eastern European immigrants would likely get captured in the analysis.

Mr. Warr also mentioned the U.S. Census office has released a number of new statistical tools which can look more closely at statistical validity with surveyed populations. He stated these tools may provide for greater finesse to the selection of the census tracts which will define the historically underrepresented communities for the transportation equity analysis.

Another work group member also mentioned the U.S. Census recently released a different demographic data package which looks at the ratio of working age vs. not working age. The work group member suggested this may be a better approach in identifying historically underrepresented communities.

Mr. Holan commented that several areas on the westside which have been identified as historically underrepresented communities, but in knowing the landscape of the westside of the region, he commented these areas happen to be more affluent. He asked staff if there was consideration of undergoing a secondary screening to look at the areas where there are intersections of poverty with the other historically underrepresented communities.

As a follow on to Mr. Holan's comment, Mr. Rutzick asked where population maps had been created which look at census tracts which might have higher concentrations than the region rate for historically underrepresented communities and how that might help better define and focus the system evaluation for historically underrepresented communities. Ms. Cho responded that Metro staff is deliberating the potential of doing a secondary analysis of the transportation equity assessment focusing on census tracts which are seeing above the regional rate for all five historically underrepresented communities. However, the concept as proposed by Mr. Rutzick could be something to consider as an approach.

Ms. Bertelsen mentioned she desired to see population density get accounted for in the identification of historically underrepresented communities.

Ms. Cho committed to working with any interested work group members on revisiting how to approach an additional screening of historically underrepresented communities or potentially looking at different threshold definitions for the historically underrepresented communities. She said she would bring the information back to the work group.

Questions and Discussion of System Evaluation Measures

Following the discussion of the historically underrepresented communities, Ms. Cho then discussed the development of the methods of the individual measures. She addressed the question about system evaluation vs. project evaluation, as she noted there have been a number of work group members who have wanted to know why the work will focus at a system scale. She discussed the general benefits and drawbacks of each and also mentioned the current discussion happening around the topic of conducting project evaluation for the 2018 RTP. Ms. Cho encouraged that members of the work group interested in project evaluation speak to TPAC and MTAC members to have them express their interest since the discussion is currently happening at the technical committees.

A work group member asked whether the project evaluation would include running the travel model for each individual project. Ms. Cho responded that the details and criteria for conducting a project evaluation are yet to be determined, but if policymakers decide that is the direction to go, then the topic would likely return to the work group to discuss and recommend some form of transportation equity criteria to include.

Following the brief discussion of system evaluation vs. project evaluation, Ms. Cho then discussed the areas where staff seeks direction regarding the five individual system evaluation measures in which a method has been developed. She walked through the methodology question for each individual system evaluation measure prior to opening the floor for discussion.

Questions and Discussion of Individual System Measures – Access to Travel Options

Ms. Cho provided a brief overview of the Access to Travel Options system evaluation measure and she explained the main questions staff seeks input are:

1. Should this measure primarily focus on looking at system connectivity for active transportation projects proposed in the 2018 RTP? Or should street connectivity (i.e. roadway projects) be included in this analysis?
2. How should active transportation investments be defined? Should only those transportation investments on the regional bikeway and pedestrian pathway network considered or are all local active transportation investments acceptable?

Mr. Haggerty was in support of expanding the system measure to include local street connectivity. He explained public health literature has illustrated greater local street connectivity has been supportive of more physical activity and active forms of transport, which is significant to health outcomes. He suggested using intersection density as a means of measuring local connectivity for environmental health outcomes.

Work group members expressed support for potentially expanding the Access to Travel Option system evaluation measure to include local street connectivity. Local jurisdiction partners were generally supportive of the additional work which would be needed as part of this measure.

Ms. Schlosshauer asked a clarifying question as to how the Access to Travel Options system measure is considering transit connectivity. Ms. Cho clarified that the measure would not be addressing transit connectivity as the measure is more focused on physical, basic infrastructure. She mentioned that the other accessibility measures will inherently be addressing the questions around transit connectivity as they will be looking at where transit can get a person within a certain time frame.

For the measure, Ms. Cho has committed to looking into the possibility of expanding the Access to Travel Option measure to further include local street connectivity. She will provide an update at the November meeting of the staff recommendation.

Questions and Discussion of Individual System Measures – Access to Jobs

Ms. Cho provided a brief overview of the Access to Jobs system evaluation measure and she explained the main question staff seeks input is:

1. What should be the threshold for determining when an area is “transit access disadvantaged?”

A work group member asked whether a baseline or sensitivity analysis has been conducted for the “transit access disadvantage” concept. Ms. Cho said the region has not conducted this work, but she referred to Mr. Golub who had developed the academic concept to the transit access disadvantage system measure. He explained in his testing in the Bay Area, a transit access disadvantage threshold of 33% was used. Meaning if transit could only access 33% of the jobs that automobiles can access, then there was a transit access disadvantage.

The work group discussed different threshold ideas, but did not feel ready to provide direction on a specific threshold for transit access disadvantage. Metro staff and the work group came to the agreement that a potential threshold definition should be determined after conducting some initial baseline analysis and return with a recommendation to the work group.

Following the discussion of the transit access disadvantage, Mr. Rutzick asked whether the transit travel time shed could be increased from 45 minute to one hour for the measure. Ms.

Cho responded in asking the work group whether there would be interest in changing the transit travel time shed. Ms. Snook, who is leading the Regional Transit Strategy, mentioned that the transit travel time is “all-inclusive” meaning it would include the walk time at both ends of the trip, wait time, and transfer wait time in addition to the in-vehicle time. Work group members were in general agreement 45 minutes is a more reasonable transit travel time shed especially since the analysis is focused on looking at access to low and middle-wage jobs.

Mr. Holan asked whether the transit travel time took into consideration the transit travel experience and how that is accounted for in the analysis. Ms. Cho looked to Ms. Pederson who works on the travel demand model and Ms. Pederson explained how the model accounts for transit travel perceptions and how it affects the travel behavior in the model. An example she provided was that there is a transfer penalty within the transit travel model.

Questions and Discussion of Individual System Measures – Access to Places

Ms. Cho provided a brief overview of the Access to Places system evaluation measure and she explained the main question staff seeks input is:

1. Should the automobile travel time shed (places reached by automobile within 30 minutes) threshold be shortened?

The work group came to general agreement that the automobile travel time shed (30 minutes) could be shortened. A work group member suggested shortening the automobile travel time shed to mirror the ratio difference between the travel time sheds proposed for automobile and transit in the Access to Jobs system measure. This ratio is 1:3. Therefore, the automobile travel time shed would be 20 minutes. Ms. Cho said she would adjust the measure to reflect an automobile travel shed to 20 minutes.

Ms. Potter made a comment that there has some discussions happening at the Regional Transit Strategy work group regarding the Access to Places system measure not accounting for hospitals and medical facilities as part of the list of places being measures. Ms. Potter noted the significance that accessing medical care, especially for the elderly, becomes and it begins to impact travel choices.

At the end of the discussion, Metro staff committed to looking further into adding other daily needs to the list of places for the system evaluation measure and would report back to the work group the staff recommendation.

Resource Habitats and Transportation Investments

Ms. Cho provided a brief overview of the Resource Habitats and Transportation Investments system evaluation measure and she explained the main question staff seeks input is:

1. Should only certain types of transportation investments (e.g. roadway) be considered for this analysis and not others (active transportation)? Or should all transportation investments proposed be assessed under this system measure?

The work group generally came to agreement that the Resource Habitat and Transportation Investments system evaluation should focus more a certain types of transportation projects, predominately roadway capacity increasing projects, which have the potential for more significant resource habitats impacts.

Transportation Equity System Evaluation Measures – Further Follow Up Needed

Following the discussion of the individual system evaluation measures and the direction requested from staff, Ms. Cho provide a brief update on the progress being made on the system evaluation measures which had not been discussed at the work group. Ms. Cho noted that staff has been conducting statistical analysis on the Non-Freeway Vehicle Miles Traveled Exposure measure to ensure the measure would be a valid approach in looking at transportation safety. She said that the statistical analysis indicated there was a statistically significant correlation between vehicle miles traveled and crashes. But she also noted that the statistical analysis also validated there are many factors which affect crashes. She also clarified that the measure is not intending to use vehicle miles traveled exposure as a means to predicting crashes, but rather can serve as a tool to help understand whether additional transportation safety considerations are needed. Ms. Cho said that Metro staff is still trying to determine whether the measure will move forward as part of the system evaluation, but she would report back by the November meeting on the staff recommendation.

Ms. Cho also noted there were two system evaluation measures recommended from the June work group meeting in which staff will need to continue to work on developing a system evaluation measure. These measures are the Combined Housing and Transportation Expenditure and Cost-Burden as well as the Vehicle Emissions Exposure and Air Quality. Ms. Cho mentioned that these two system measures still require further consultation to define the methods. She also noted that the Combined Housing and Transportation Expenditure and Cost-Burden measure will need significant staff capacity to update the model to run the analysis and therefore, if this measure remains of interest to the work group, then that interest should be expressed to Metro staff as well as to TPAC and MTAC members so they can continue to communicate that message to leadership.

IV. SPRING ENAGEMENT UPDATE

Mr. Higgins gave a recap of the spring engagement activities Metro had undertaken with historically underrepresented communities. He discussed the results from a focused survey effort and a set of focus groups. Mr. Higgins brought up the different lessons learned through the survey and focus group work and he was able to confirm the topic areas which the 2018 RTP Transportation Equity Analysis will be evaluation are reflective of the priorities of historically underrepresented communities. He also provided a summary of the key communications takeaways.

V. NEXT STEPS

Ms. Cho walked through a preview of the material to be covered at the November work group meeting. She also outlined the tentative first two meetings for 2017. Lastly, Ms. Cho walked through the homework assignments for the work group. She asked between the work group meetings, for members to complete the following “homework” assignments:

- Report back to your people what was discussed at the work group meeting and bring any feedback.
- Reach out with any questions or further input on the system evaluation measures.
- Lastly come prepared at the next work group meeting for discussion about the 2018 RTP performance targets and the potential monitoring measures.

VI. QUESTIONS AND ANSWERS

After providing the work group the next steps, Ms. Cho opened the meeting for any final questions.

Ms. Schlosshauer expressed her interest in Metro moving forward with conducting a combined housing and transportation expenditure and cost-burden evaluation.

Ms. Bertelsen asked when the system evaluation measures for the transportation equity analysis will be discussed again at TPAC. Ms. Cho mentioned that TPAC and MTAC would receive updates on the system evaluation measures for the transportation equity analysis at their upcoming October and November meetings.

VIII. ADJOURN

There being no further business or questions, Ms. Cho and Mr. Higgins adjourned the meeting at 11:00 a.m.

Meeting summary prepared by: Grace Cho, Transportation Equity Project Manager

Meeting materials:

Item	Topic	Document Date	Description
1	Agenda	09/29/16	Meeting Agenda
2	Memorandum Synthesizing Feedback, Findings, and Draft Measures	09/29/16	Overview of findings of community priorities and process for defining draft transportation equity measures.
3	Attachment A	09/29/16	
4	2018 RTP Assessing Directional Change – Overview and Methods	09/29/16	
5	Work Group Meeting 2 Summary	06/30/16	Summary of transportation equity work group meeting #4.
6	Presentation	05/12/16	TE Work Group Presentation
7	Mtg. Evaluation	05/12/16	TE Meeting #5 Meeting Evaluation



2018 RTP Finance Work Group - Meeting #3
June 14, 2016
9 - 11 AM
Metro Regional Center, 401

Work Group Members Present

Name	Affiliation
Tina Bailey	City of Hillsboro
Rich Blackburn	City of Forest Grove
Chris Deffebach	Washington County
Eric Hesse	TriMet
Ken Lee	City of Portland
Mark Lear	City of Portland
Ted Leybold	Metro
Ken Lobeck	Metro
John Lewis	City of Oregon City
John Lewis	City of Oregon City
Jaimie Lorenzini	City of Happy Valley
Steve Kelley	Washington County
Nancy Kraushaar	City of Wilsonville
Lake McTighe	Metro
Jamie Snook	Metro
Joanna Valencia	Multnomah County

Metro Staff Present: Ted Leybold, Ken Lobeck, Jamie Snook, Lake McTighe and Kim Ellis.

I. WELCOME

Ted Leybold welcomed members to the third meeting of the RTP Finance Work Group.

II. PARTNER UPDATES

- Jamie Lorenzini, City of Happy Valley, identified that the city of Happy Valley is examining a transportation maintenance fee based on several factors. She indicated the discussion currently is very preliminary and is really more in the feasibility stage.
- Jamie also identified that Clackamas County Commission may seek an eight cent gas tax in the fall, but the item has not been referred. Again, the discussion is more in

the feasibility stage. The advisory vote on the May ballot received 65% support. It was included on a Transportation summit recently that provided an opportunity for cities to describe their preferences including a VRF or gas tax. The County has identified the revenue stream in support of maintenance needs. Discussions among the cities for the possible measure will continue.

- Richard Blackmum, city of Forest Grove identified that the city Council will also be looking at road maintenance fee. People now recognize the impact of not having sufficient funding to maintain the system. Discussions are beginning.
- Ken Lee, city of Portland provided an update to their recently passed city gas tax. The city of Portland is working through the administration requirements of the new gas tax and demonstrating value to community. The business and truck fee details are still being worked out.

III. UPDATE ON IDENTIFICATION OF EXISTING LOCAL REVENUES

Ken Lobeck provided an update on the local revenue templates in development:

- Work continues but development of the templates has been delayed due to ongoing MTIP/STIP project delivery issues that are taking priority over the RTP revenue templates.
- Washington County's templates are nearly complete. Ken will continue working with Multnomah and Clackamas counties into July.
- The goal is to finish all revenue templates by the end of July.
- The TSPs and budget summaries are being used as the source for the local revenues, but many of the TSPs have revenue assumption shortcomings. As a result, Ken encouraged staff to review the template revenues closely for logic and accuracy.

IV. RTP OPERATIONS AND MAINTENANCE REVENUES AND COSTS

Ken Lobeck and Ted Leybold provided an update to the Operations and Maintenance (O&M) exercise also underway:

- Based feedback from the May RTP Finance Group meeting, Metro developed a summary worksheet to capture O&M costs to balance against the O&M revenues being identified on the local revenue templates.
- Ken reviewed the O&M cost worksheet with group members.
- The primary goal is to capture at a summary high level if the identified annual O&M revenues are sufficient to meet the transportation maintenance requirements, or if a maintenance gap exists.
- The second goal is to identify again only at a high summary level how agencies address the maintenance gap, and/or utilize deferred maintenance practices.
- Ted Leybold clarified that this intended to get at a view of the entire regional transportation network because it impacts the ability to invest in local and regional system capital needs. This information will help explain the depth of the

- deferred maintenance issue, and help policy makers better understand the associated opportunity costs when considering new funding commitments to capital or maintenance needs.
- Discussion then focused on specific O&M cost areas to ensure members understand how to complete the worksheet. Topic areas included:
 - The impact of Washington County's projected maintenance gap being on the collectors and arterials.
 - How to have a complete O&M cost picture at a high level for Fall Regional Leadership Forums when agencies may be defining their maintenance programs differently.
 - How the County Coordinating Committees can help collect the O&M costs data.
 - Defining if storm water maintenance should be included as a transportation O&M category.
 - Discussing if street light replacement to LEDs and other maintenance areas are maintenance or capital areas, and how to define the line between the two.
 - Discussing ADA guidelines, plus how this adds another serious wrinkle to the maintenance costs issue, and how ADA areas should be treated.
 - Considering for the Fall Regional Leadership Forums how to share agency maintenance program information.
 - Addressing a request to provide additional guidance on how deferred maintenance is defined, plus what is defined as an adequate level of maintenance. The definitions may vary across jurisdictions. Ted clarified that Metro is looking for a brief summary description of how each jurisdiction defines their deferred maintenance program. Providing extensive details are not required.
 - Washington County group members mentioned that they are updating their ADA plan now. One key finding emerging is the cost of the upgrades for ADA compliance. Others agreed that this should be highlighted as a significant need. Discussion continued as to whether ADA compliance projects are maintenance or capital improvements. Clarification is needed here.
 - Bridge replacements are another big cost and O&M topic area discussed. Ted Leybold confirmed that that ongoing annual maintenance to bridges fit into the O&M logic. However, bridge replacements even if not providing capacity improvements are considered capital improvements rather than O&M.
 - Due to the mixed opinions expressed as to what defines O&M costs, the group requested Metro research several areas and provide additional clarification on the final worksheet that will be released.

V. UPDATE ON REGIONAL LEADERSHIP FORUMS AND NEXT STEPS:

- Kim Ellis provided an overview of the key takeaways of the first Regional Leadership Forum and the proposed schedule for the Fall Leadership Workshops.
- There were six primary takeaways Kim passed on to the group that included:
 - Our region is growing and changing and so is the world around us.
 - The region’s transportation system is a shared experience and a shared responsibility.
 - We need to define a bold vision for the future of transportation and the role it should play in our communities.
 - Our transportation system must be inclusive and benefit all families, communities, and economy.
 - Technology and data will be transformational and are key to a bold vision.
 - We need partnerships and leadership to create a great future.

VI. NEXT STEPS:

- Several members expressed concerns about the use of the revenue data at the Fall Leadership Forums. Ken reassured group members they would receive the draft revenue forecast for review prior to the Fall Leadership Workshops. He also cautioned that the initial revenue forecast will be extremely “soft” as many of the identified revenues will require follow-on review and possible adjustments. Once drafted, the financially constrained revenue forecast will be a living document undergoing constant minor updating until formal approval occurs.
- The next meeting will be Aug. 4. A meeting appointment will be sent out to group members.
- With no further business to discuss, the meeting was adjourned at approximately 3:40 pm.

Approved as written,

Ken Lobeck
Funding Programs Lead, Metro



600 NE Grand Ave.
Portland, OR 97232-2736
oregonmetro.gov

**2018 REGIONAL TRANSPORTATION PLAN UPDATE
RTP Performance Work Group - Meeting # 4**

Date: September 12, 2016
Time: 2-4 p.m.
Place: Metro Regional Center, Room 401
600 NE Grand Avenue, Portland, OR 97232

**Performance Work Group Meeting #4
September 12, 2016, 2:00 to 4:00 PM
Metro Regional Center, Room 401**

Committee Members Present:

Name	Affiliation
Jessica Berry	Multnomah County
Mike Coleman	Port of Portland
Christina Fera-Thomas	Hillsboro
Abbot Flatt	Clackamas County
Eric Hesse	TriMet
Bill Holstrom	Oregon Dept. of Land Conservation & Development
Steve Kelley	Washington County
Peter Hurley	Portland
Judith Gray	Portland
Lidwien Rahman	Oregon Department of Transportation
Chris Rall	Transportation 4 America
Dan Riordan	Forest Grove

Metro Staff Present

John Mermin
Kim Ellis
Cindy Pederson
Peter Bosa
Lake McTighe
Grace Cho
Tim Collins

Welcome, introductions and partner updates

Work Group members and other attendees introduced themselves. Work Group members shared partner updates.

- Dan Riordan - Forest Grove has a work group that he has been updating on the Work Group's progress.
- Chris Rall – there is interest among the different RTP work groups (equity, safety, transit, freight) on how the input of the different work groups will be incorporated into the Performance Measures Work Group discussions.
- Peter Hurley – lots of discussion around performance measures in Portland. City is looking at removing the V/C standard (based on the Interim Regional Mobility Policy) from its TSP, which is up for adoption this Fall.

- Eric Hesse –interested in how the work on performance measures, especially transit, being done by the other RTP work groups will be incorporated into the Performance Measures Work Group.
- Bill Holstrom – DLCD is updating GHG targets, working with an advisory committee. Also reviewing the TPR.

Review Agenda & Brief update on RTP

Kim Ellis previewed the agenda and also shared an update on the upcoming September 23 Regional Leadership Forum.

- Work Group members briefly discussed how autonomous vehicles would be addressed in the RTP. Metro modeling staff confirmed that they will not be included in the modeling. Kim Ellis stated that autonomous vehicles will be discussed in the RTP, and that more information is needed.
- A member noted that an upcoming peer exchange on best practices for autonomous vehicles with PSRC in Washington that should provide information. Kim Ellis said staff would share information from the peer exchange with the Work Group. It was also noted that a session at the recent TREC Summit was devoted to autonomous vehicles and that PSU and ODOT are working on the topic.

Continue discussion of potential refinements to measures for 2018 RTP

Review Context for RTP Measures

Assessment of RTP Measures

John Mermin reviewed the handout with a matrix with the results of an assessment of the measures for understandability, goals addressed, data availability, user experience, and usefulness for project prioritization. Work Group members discussed the matrix and its usefulness.

- John described that the handout was partially based on an assessment done by Washington County & Kittleson in 2014 (understandability, usefulness for project prioritization, user experience), but with a few additional criteria added in and assessed by Metro staff (# of goals addressed, observed data available and modeled data based on metro staff assessment.)
- Overall Work Group members liked the matrix and thought it was helpful.
- A few times Work Group had to re-orient that they were discussing system evaluation measures and not project prioritization or monitoring measures. The Work Group discussed the difference between the different types of measures and that some measures would not be useful for one purpose (e.g. region wide system evaluation) but could be for another (e.g. corridor plan)
- Surprised to see #15 (safety) was red (low) under goals addressed, safety is so important seems like it would address more goals. John reminded everyone that the assessment was subjective and number of goals met could be reviewed.
- Interesting to note that the Congestion measure has only one green (availability of data) – illustrates that not a very useful measure.
- Just because a measure only meets one or two goals, or only one green, does not mean it is not important.
- Matrix is useful as a tool for the Work Group, but not for general communication. Staff agreed.
- ODOT uses performance measures for plan amendments and development review. ODOT will not eliminate certain performance measures, such as V/C, which are used for development review if there is nothing to replace them.
- Concern that performance measures are adopted region wide but then applied on other scales (development review). Response: it may be the same performance measure (e.g. v/c, safety) but is applied differently at the site level scale.
- DKS conducted a system review for Clackamas County that might be helpful as a way to understand the various geographic scales at which performance measures can be applied. Abbott will share it with Metro staff.
- It was clarified that the matrix does not decide anything – it is a tool to better understand the

- performance measures and their relationship to goals, project evaluation, etc.
- Project prioritization column is useful, and there will need to be other tools to evaluate project prioritization criteria/measures.

Summary of RTP Goals addressed by each measure

John Mermin reviewed a table showing which RTP goals were addressed through each measure. He noted that the highlighted/underlined parts were new information that had been added to a table that was first included in the 2010 RTP.

- Members found the table useful.
- Each goal is addressed by at least one measure
- The assessment is subjective and open to discussion.
- Useful to use this tool for other work groups – such as for transit vision, goals and performance measures being explored.
- Odd that only transit performance measure hits Fiscal Stewardship goal- seems like others would.
- What is difference between fiscal stewardship and accountability goals? Seems odd that every performance measure hits accountability, but only one hits fiscal stewardship.
- Maybe fiscal stewardship is more of a project prioritization goal
- Would be interesting to review how goals are structured – is there a hierarchy to them?
- How do you measure security goal?
- Should we measure every goal?

Continued discussion of measure refinement from last meeting

John Mermin reviewed the measures recommended to be retained and /or refined (following up from the last Work Group meeting).

Motor vehicle travel times

- Distinguish between higher and lower value trips in motor vehicle travel times
- Transit is missing (it is covered by the transit work group)
- Include truck freight travel times.
- Clarify this is by mobility corridor, not facility (transit is on a separate facility than highway)
- Origins and destinations – travel times for all sorts of origins and destinations, all types of businesses
- We need accessibility measure to “round out” this measure; travel times not a useful measure

Number and percent of households w/in ½ mile of trail

- Most members ok with this recommendation with a change from “trail” to “Regional Bicycle or Pedestrian Parkway”. One workgroup member expressed hesitation with using Metro designations. This change could be problematic if local jurisdictions do not have same classifications. Staff responded that the classifications should be consistent with the RTP
- Helpful, good way to simplify and collapse

Mode share

- The group is not comfortable making a recommendation at this time. Need to take to TPAC. Seems like a policy issue for TPAC.
- Need to explain that we cannot currently measure mode share as described in RTP
- What about the trip not taken, will there be a mode share target for that? This at least should be included in monitoring measures discussion.
- Shouldn't we look at where the projected job growth is going to be when determining

geography for targets?

- The accessibility measures under development may get us to the smaller geographies desired.
- Bulk of growth is in corridors but we cannot measure them with our tools. There are not defined boundaries for corridors, but we need to consider the implications
- Need to think carefully about the implications of not having targets for town centers and corridors
- Could it impact project prioritization if there were no targets for town centers?
- Will activity based model (DASH) be able to measure at finer scale? No, it will still use TAZ, but will eventually be able to go to smaller scale – parcel.
- If this is a measure that is included specifically to meet state requirements. That's okay
- We need a system completeness measure for all modes, including highways and freeways, including crossings and curb ramps. Also need connectivity measure, # of lanes on arterials and freeways vs ideal, arterial connectivity (are there arterials spaced every mile as intended in regional policy?) These would really help ODOT let go of V/C measure. Lack of data is an issue.
- Bring options to October meeting.

Habitat impact

- Work Group ok with proposal to not use this as a system evaluation measure, but to continue to use it and informational item to inform project sponsors and the public (via flagging projects that intersect high value habitat on RTP project list).

Congestion and Delay

- Staff updated the group on ODOT/Metro discussions – The direction we're heading is to defer to the OHP on congestion standards. ODOT agreed we're trying to preserve mobility on the freeways. We don't see value in the RTP setting congestion standards for non-freeway facilities. If local jurisdictions want to set their own standards for these facilities they would be free to do so.
- The RTP would continue to monitor the peak periods and attempt to maintain the off-peak for freight movement
- Work group ok with this direction
- V/C Targets would still be in the Oregon Hwy Plan and used for development review
- System completeness should apply to TSPs
- Amending OHP not up to Region 1 ODOT, though they are supportive of it
- However, local jurisdictions can adopt other targets with OTC approval
- Steve – delay is still a good measure at corridor level if not regional
- Important to keep watching California moving away from LOS

Discuss potential refinements recommended by other workgroups

John Mermin gave a brief verbal update of transit performance measure development (since Jamie Snook had a conflict), referring to Transit memo. Jamie will attend the 10/14 meeting to provide a recommendation to the workgroup.

Safety

John introduced Lake McTighe, who is leading the update to the Regional Safety Plan and noted that her group is a bit ahead of our group (and the other workgroups working on performance measures – transit, freight, equity). We've been focusing on system evaluation measures and plan to discuss target setting for our system measures as well as monitoring measures/data collection in 2017.

Lake's group has recommendations for all system evaluation measures, targets and monitoring. The focus of today will be system evaluation measures for safety. Lake presented a summary of the recommendations from the Safety workgroup.

System evaluation measure #1: % of safety projects in RTP (and % within underserved communities)

- The % of costs of RTP projects (that address safety) may be more informative than % of # of projects - e.g. a really big project (large geographic scope) may have more impact than less expensive ones.
- A member took issue with high injury network map (mostly eastside locations). Lake replied that the map matches up with Wash Co's draft safety plan map
- Several members recommended that the Safe Routes to school projects be defined.
- A member noted that we're moving in the right direction compared to the past when every project was considered a "safety project"
- Should all safe routes projects be treated the same way?
- Are any of the safe routes projects not on the regional systems? With limited \$ don't expand definition of what's included on regional system
- Lake described that there is a meeting with local partners this week to delve into definition of a safety project. She'll put together an FAQ

System evaluation measure #2 – Exposure to crash risk: Non-freeway VMT by TAZ (and within underserved communities)

- VMT exposure is big contributor to severe crashes. Evaluating pass-through traffic at TAZ level.
- Metro staff is still verifying whether we can do it and analyzing what the level of correlation between VMT & severe crashes
- Lake: the long-term goal is to develop a safety model. FHWA is interested.
- VMT exposure is an interim/blunt approach
- How are local road VMT extracted from model? Modeling staff replied that Centroid connectors in model sends traffic to regional system from center of zone.
- Lake: An area analysis, not an individual facility analysis.
- Speed is more important than VMT, so factor it in.
- Follow up: explore data availability for posted speeds. That's been a roadblock in past.

Recommended refinements to the Clean Air measure

- This item was deferred to the October 14th meeting

Next Steps

- Informational briefing at 9/30 TPAC
- Continue workgroup discussion of measure refinements Friday October 14 10am-noon
- Discuss recommendations at 10/28 TPAC
- 2017 meetings to discuss target setting and monitoring

Follow up action items

- ✓ Share outcomes from autonomous vehicles best practices peer exchange in PSRC
- ✓ Update performance measures summary of goals addressed based on input during and after the meeting
- ✓ Further refine and bring back for discussion: mode share, travel times
- ✓ Share information on development of Regional High Injury Corridors with Work Group
- ✓ Define "Safe Routes to School project"
- ✓ Update definition of a safety project based on input
- ✓ Explore data availability of posted speeds



**Safety Work Group Meeting Summary
(Draft until approved by work group)
July 26, 2016, 8:30 to 10:30 AM | Metro Regional Center, Room 401**

ATTENDED (Work Group):

Becky Bodoyni, Multnomah County Health
Anthony Buczek, Metro
Tegan Enloe, Hillsboro
Nick Fortey, FHWA
Tom Kloster, Metro
Lake McTighe, Metro
Jeff Owen, TriMet
Amanda Owings, Lake Oswego
Lidwien Rahman, (alternate for ODOT/Oregon Walks)
Katherine Burns, ODOT
Kari Schlosshauer, SRTS National Partnership
Chris Strong, Gresham
Aszita Mansor, Multnomah County
Dyami Valentine, Washington County
Clay Veka, Portland
Stacy Revay, Beaverton
Noel Mickelberry, Oregon Walks

ATTENDED (Interested Persons/Metro Staff/ Invited Guests):

Robin Ness (ODOT, presenting on crash data)
Clint Chiavarini, Metro
Alexa Todd, Metro
Kim Ellis, Metro
Beth Wemple, Cambridge Systematics
Cindy Pederson, Metro

UNABLE TO ATTEND:

Joe Marek, Clackamas County
Stacy Shetler, Washington County
Mike Ward, Wilsonville

Follow-up actions

- ✓ Provide work group with Robin Ness' presentation (**included with Oct. 20 mtg materials**)
- ✓ Set up presentation on Regional High Injury Corridors (**held on August 23**)
- ✓ Refine regional safety target based on input, including revisiting how target dates are set (**to be reviewed at Oct 20 mtg**)

- ✓ Develop interim safety targets **(included in safety target for 2025)**
- ✓ Test crash exposure methods, bring results to work group **(tested, VMT and crash correlation determined)**
- ✓ Investigate whether posted speed data can be relatively easily available for regional model **(data is not mapped not easily accessible for the measure)**
- ✓ Add reference to 23 United States Code 409 (liability code) to Safety Policy Framework Report **(done)**
- ✓ Investigate metro developing a safety crash model **(Metro is pursuing this but it will not be available for the 2018 update)**
- ✓ Develop annual rolling targets for bikes and peds **(will be discussed at Mtg. #4)**

Welcome & Overview

Tom Kloster, meeting chair, welcomed the workgroup.

Lake McTighe, safety work group lead, recapped what was covered at the first meeting in May:

- Safety work group purpose
- Overview of safety trends
- Status of recommended actions in 2012 RTSP
- Policy context overview – what’s changed
- Vision Zero/Towards Zero Deaths discussion and activity

Lake went over the agenda, materials and desired outcomes.

- Answer 3 questions in “Safety Performance Measures and Targets” Memo
- Preview of development of Regional High Injury Network & Discussion
- Information on ODOT’s process for analyzing data & Discussion

Safety Performance Measures and Targets Discussion

Tom Kloster reviewed three questions for the work group to answer:

1. Does the Work Group support the proposed RTP Safety Performance Target for the 2018 RTP?
2. Does the Work Group support exploring potential RTP System Evaluation Measures for infrastructure disparities and exposure to crashes?
3. Does the Work Group have input or comments on the proposed method for setting annual targets for the Federal safety performance measures?

Lake provided an overview of the policy framework report and walked through the Safety Performance Measures and Targets Memo.

Members of the work group discussed each of the questions.

1. Does the Work Group support the proposed RTP Safety Performance Target for the 2018 RTP?

Proposed 2018 RTP safety target: “By 2040, eliminate fatal and severe crashes for all motor vehicle occupants, pedestrians, and bicycle riders.”

- Remove reference to specific modes. Referring to specific modes leaves out motorcyclists, etc. Change wording to “all users.”

- Discussion on 2040 date in the target; it matches the “plan year” of the RTP. Shouldn’t it match the ODOT state target of 2035? It is confusing to have different years (Portland has 2025). Also, it is a problem to have the target date change (pushed forward) each time the RTP is updated. The target date should not move. Also, 2040 is so far away it is easy to not take action; would prefer smaller target sooner (e.g. 25% reduction by 2025). On the other hand, a far out goal allows for flexibility for smaller jurisdictions. Safety goals/target year need to be consistent with other targets/goals. Metro needs to look at the target year for all targets, not just safety.
- Instead of “plan year” target, use interim target years (e.g. 2025, 2035) along with annual targets required by FHWA.
- What happens if the target is not reached? Is Metro, jurisdictions liable if targets are not reached? Title 23 United States Code 409 (<https://www.fhwa.dot.gov/map21/docs/title23usc.pdf>) protects agencies from liability for planning work, using data to set targets, etc. Setting targets does not make agencies liable. FHWA discussion on the topic: <http://safety.fhwa.dot.gov/rsa/legal.cfm>
- Support for target of zero deaths and serious injuries.

2. Does the Work Group support exploring potential RTP System Evaluation Measures for infrastructure disparities and exposure to crashes?

- Do not like language “investments being made evenly” – doesn’t identify where there are disparities, doesn’t identify whether that means dollars or number of projects
- Define “certain communities”
- Need to define “high injury facility” – need clearer definition, such as whether it includes drunk driving
- Issue with the VMT exposure as a safety evaluation measure; a project could increase VMT and increase safety; or, some projects may reduce VMT but may not be the most important safety project
- Support for exposure in some way or another, just not sure how
- Look at including speed in the measure; land use, population, etc are important
- Measuring exposure from a public health perspective is important
- Important that they focus safety projects on the number of fatal/severe injury crashes happening
- Like the “infrastructure disparity” measure – like being able to take credit for a “safety project”
- Not sure what the VMT number will tell us
- There are so many other factors besides VMT: population, land use, speed. Need to look at those to. Should include speed.
- From health perspective exposure to VMT is a helpful measure
- Huntsville MPO developed analysis using several factors, including speed, male population, intersection density

3. Does the Work Group have input or comments on the proposed method for setting annual targets for the Federal safety performance measures?

- Trend line of crashes is up for the region, state is down; mostly due to pedestrian severe crashes
- Would be good to know how many fatalities are happening in transit stops, as well as the role of age in fatal/severe injury crashes – how are we targeting different age groups?
- Set targets for bikes and peds
- Important to consider which group is bearing the brunt of these crashes, ie. Pedestrians
- Need for adaptive methodology for when/if Metro implements a policy that isn't as effective as they'd hoped
- All investments have a safety component – “need to hone in on that” – which is how Metro is creating a safer system. Focusing solely on safety projects is too narrow.
- Focus on number of people for targets

Overview of ODOT Crash Data Analysis Process

Robin Ness, Manager of ODOT's Crash Data Analysis Unit provided an overview of the how crash data is processed and analyzed. She also shared ways the department is trying to make crash data available sooner.

Next steps

There was not enough time to review the Regional High Crash Corridors. Metro staff will set up a time before the next Work Group meeting to go over this topic.

Lake outlined next steps:

- Share input on safety performance measures and target with
 - Equity Work Group (July 28)
 - RTP Performance Measures Work Group (Sept 12 & Oct14)
 - MTAC (Sept 21)
 - TPAC (Sept 30)
- Work Group members provide additional input by Aug 1
- Next meeting is Thursday, Oct 20



Regional Transit Work Group Meeting #6
Tuesday, September 13, 2016
2:00 to 4:00p.m.
Metro Regional Center, Room 370 A/B

Committee Members Present

April Bertelsen	City of Portland
Mike Coleman	Port of Portland
Karyn Criswell	Oregon Department of Transportation
Radcliffe Decanny	City of Portland
Roger Hanson	C-TRAN
Eric Hesse	TriMet
Nancy Kraushaar	City of Wilsonville
Stephan Lashbrook	City of Wilsonville
Mauricio Leclerc	City of Portland
Luke Pelz	City of Beaverton
Lidwien Rahman	Oregon Department of Transportation
Joanna Valencia	Multnomah County
Dyami Valentine	Washington County
Dayna Webb	City of Oregon City
Steve White	Oregon Health Authority

Metro Staff Present

Clint Chiavarini
Grace Cho
Tyler Frisbee
Cindy Pederson

I. INTRODUCTIONS

Members of the work group introduced themselves and described who they were talking to about the regional transit issues.

II. REGIONAL TRANSIT VISION DISCUSSION

Ms Snook reviewed the regional transit vision and the goals that the group has been discussing as a work group. Ms Snook reminded the group of list they came up with when asked about what was important to capture in the regional transit vision. We should keep this in mind when we start talking about the vision. Ms Snook then introduced the three different components of the transit vision: transit service, capital investments and transit supportive elements.

The group was reminded that the transit service component of the vision is developed through TriMet's Service Enhancement Plans (SEP), SMART's Master Plan and other processes being conducted by the transit providers.

The capital investments part of the vision is where a lot of the visioning discussions will happen. The enhanced transit corridor (ETC) is a new concept that this group will be working through. ETC includes strategies such as wider stop spacing, improved stop shelters and amenities, higher capacity vehicles, exclusive transit lanes where feasible, more frequent service, next generation transit signal priority, intersection treatments and off board electronic fare payment. The capital investment part of the vision also includes updating the High Capacity Transit (HCT) System Plan.

The transit supportive element part of the vision includes elements to the land use and transportation system that support transit, such as, bicycle and pedestrian access to transit, transit oriented development, equitable housing strategy, future land use plans, technology and ITS, and shared mobility services.

III. TRANSIT PERFORMANCE MEASURES FOR THE RTP

Ms Snook reminded the work group where they left off on the performance measures. Out of the performance measures there were only a few that needed further discussion:

- Number or percent of bike or pedestrian projects or mileage that improve access to transit or fill in identified gaps in the system to access transit. *(This is a subset of a broader performance measure that looks at closing bike and pedestrian gaps region wide.)*
- Access to daily needs
- Access to jobs
- Housing + transportation costs

Bike and pedestrian access to transit

Ms Snook provided some options for this measure:

- Option 1: Percent of bike and pedestrian network completed with ¼ mile of a transit stop or station.
- Option 2: Number of project within a ¼ mile of transit stop or station
- Option 3: Miles of new bike and pedestrian investments within a ¼ mile of transit

Ms Snook mentioned that option 1, was the preferred option, but that this would require the local jurisdictions that are nominating projects for the RTP to provide more detailed information about the pedestrian improvements and include line work or GIS shape files.

Work group discussion:

- The work group preferred option 1 as well.
- The work group recommended looking at difference distances, such as ½ mile from stops and stations.

The recommendation was to move forward with option 1 and revisit the distance from stops and stations.

Access to daily needs

Ms Snook reviewed the access to daily needs measure and described that the jobs portion of this measure was removed and became a separate measure. This measure was described as: **Daily needs accessible within 30 minutes by public transportation for the region and historically under-represented communities.**

Work group discussion:

- There was a question about how the daily needs correspond to the essential destinations listed in Metro's Regional Transportation Functional Plan (RTFP).
- There was discussion about 30 minutes vs 15 minutes and recommendation to include both in the measure. The group interested in a heat map that showed both time frames.

The recommendation was to move forward with this measure but reconcile the daily needs vs essential destinations and revisit the timeframe to which the destinations are accessible.

Access to jobs

Ms Snook reviewed the access to jobs measure: **Jobs, including middle-wage jobs, accessible within 45 minutes by public transportation for the region and historically under-represented communities.**

Work group discussion:

- The work group was concerned that we were only looking at all jobs and middle-wage jobs. They suggested that we also include low-wage jobs.
- The work group wants to make sure we look at peak and off-peak travel.

The recommendation was to move forward with this measure but include low-wage jobs and look at peak and off-peak times.

Housing + transportation costs

Ms Snook reviewed the housing + transportation measure: **Housing +Transportation cost relative to cost burdened designation.**

Work group discussion:

- The work group raised concern that this measure is not transit specific.
- The work group expressed interest in measuring the housing (rents) and the proposed investments and leaving the transportation out.

IV. C-TRAN FUTURE SERVICE IMPROVEMENTS

Discussions on the transit vision and the performance measures, there was not enough time to have this discussion.

V. PORTLAND STREETCAR FUTURE INVESTMENT STRATEGY

Discussions on the transit vision and the performance measures, there was not enough time to have this discussion.

VI. NEXT STEPS

Discussions on the transit vision and the performance measures, there was not enough time to have this discussion.

VI. ADJOURN

The meeting at was adjourned at 4:20 p.m.

Attachments to the Record:

Item	Topic	Document Date	Description
1	Agenda	9/13/16	September 13, 2016 Meeting Agenda
2	Meeting summary	8/10/16	August Regional Transit Work Group meeting Summary
3	Notes	8/10/16	Notes from brainstorm on RTS vision
4	Memo	8/17/16	Draft performance measure recommendation
5	Methodologies	9/8/16	Evaluation methodology write up – access to jobs
6	Methodologies	9/8/16	Evaluation methodology write up – access to places
7	Methodologies	9/8/16	Evaluation methodology write up – H+T