

Agenda



Metro

600 NE Grand Ave.
Portland, OR 97232-2736

Meeting: Metro Technical Advisory Committee
Date: Wednesday, March 15, 2017
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			
	Citizen Communications to MTAC		All	
45 min.	2018 RTP: Building the RTP Investment Strategy: Call for Projects and Project Evaluation <i>Purpose: Provide an update on the RTP Call for Projects and seek feedback on proposed project evaluation process</i>	Informational / Discussion	Kim Ellis, Metro Tyler Frisbee, Metro	In packet
45 min.	2018 RTP: Regional Transit Strategy Draft Policy Framework and Vision <i>Purpose: To provide MTAC an update on the development of the Regional Transit Strategy policy framework, vision and emerging transit strategies</i>	Informational / Discussion	Jamie Snook, Metro	In packet
30 min.	2018 RTP: Regional Freight Strategy (Regional Freight Plan Update) <i>Purpose: Provide an update to MTAC on the development of the Regional Freight Strategy. The Regional Freight Strategy will provide a coordinated vision and approach for enhancing freight and goods movement and prioritizing freight investments based on clear priorities</i>	Informational / Discussion	Tim Collins, Metro	
Noon	Adjourn			

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2017 MTAC Tentative Agendas

January 4 – Cancelled	January 18 – Cancelled
February 1 <ul style="list-style-type: none"> 2018 RTP: Vision Zero and Safety Plan Update (McTighe) Urban Growth Readiness Task Force Recommended Code Updates Update 	February 15 <ul style="list-style-type: none"> Powell-Division Update RTP Evaluation Framework (Mermin) <ul style="list-style-type: none"> System Measures Transportation equity analysis
March 1 – Cancelled	March 15 <ul style="list-style-type: none"> Regional Transit Strategy Regional Freight Plan Building the RTP Investment Strategy* (Ellis)
April 5 <ul style="list-style-type: none"> CPDG Lessons Learned: Gresham Vista Business Park Eco-Industrial Strategies Evaluation Framework (Frisbee, Ellis) <ul style="list-style-type: none"> Project Measures 	April 19 <ul style="list-style-type: none"> Building the RTP Investment Strategy* (Recommendation to MPAC) (Ellis)
May 3	May 17
June 7 <ul style="list-style-type: none"> 2018 Call for Projects update (Ellis) Designing Livable Streets (McTighe) 	June 21
July 5	July 19 <ul style="list-style-type: none"> Work plan for digital mobility policy (Frisbee)
August 2	August 16
September 6	September 20 <ul style="list-style-type: none"> Update on RTP Investment Strategy analysis (Ellis)
October 4	October 18 <ul style="list-style-type: none"> Technical drafts of modal/topical plans
November 1 <ul style="list-style-type: none"> RTP Investment Strategy Finding (Ellis) Background on RTP Regional Leadership Forum #4 (Ellis) 	November 15
December 6	December 20

Updated 1/31/17; 3/9/17

Parking Lot – Future Agenda Items

- Bonny Slope and North Bethany update
- ODOT Highway Performance Measures Project
- Economic Value Atlas
- City of Vancouver Columbia River Waterfront presentation
- Lessons learned from completed CPDG projects
- CPDG Pre-Meeting before MTAC – tentatively scheduled for April 5

**RTP Revenue Forecast, Priorities, Evaluation Framework and Call for Projects*

Memo



Metro

600 NE Grand Ave.
Portland, OR 97232-2736

Date: March 8, 2017
To: MTAC and interested parties
From: Kim Ellis, RTP Project Manager
Subject: Update on 2018 Regional Transportation Plan Call for Projects and draft Vision Statement

PURPOSE

This memo provides an update on the process and timeline for building the 2018 Regional Transportation Plan (RTP) Investment Strategy and seeks feedback on an updated draft vision statement for the future of transportation.

Pending direction from the Joint Policy Advisory Committee on Transportation (JPACT) and the Metro Council, on June 1, 2017 Metro will issue a “call for projects” to update the region’s near- and long-term transportation investment priorities to support regional policies and goals for safety, congestion relief, community livability, the economy, equity, and the environment. More detailed instructions for submissions, supporting forms, and on-line resources are in development for agencies to use. The deadline for submitting all required forms will be July 21, 2017.

ACTION REQUESTED

No action is requested at this meeting. At the March 15 meeting, MTAC is requested to discuss the following questions to help staff prepare guidance and other materials to support the Call for Projects:

1. Do you have comments or suggestions for staff on the process for updating the region’s near- and long-term investment priorities as shown in **Attachment 1**?
2. Do you have comments or suggestions for staff on the draft vision statement?

In addition, MTAC is invited to participate in a technical workshop with the Metro Technical Advisory Committee (MTAC). The workshop will be held on April 14 from 10 AM to Noon at Metro in the council chamber. The workshop provides an opportunity for more in-depth discussion of the 2018 RTP Call for Projects process, including draft application materials and on-line resources.

The upcoming discussions will help shape recommendations for the Metro Council, the Metro Policy Advisory Committee (MPAC), and the Joint Policy Advisory Committee on Transportation (JPACT) to consider in April and May as part of their broader direction on building the 2018 RTP Investment Strategy.

THE OPPORTUNITY

Regional context

Much has changed in the region since the adoption of the Regional Transportation Plan (RTP) and Regional Active Transportation Plan (ATP) in 2014. Since the adoption of the 2014 RTP and ATP, several projects have been completed (e.g., Sellwood Bridge, Portland-Milwaukie Light Rail, Sunrise Project (Phase 1, Unit 1). In addition, TriMet completed plans for expanding local and regional transit service, and the Metro Council and JPACT adopted an ambitious strategy – called the Climate Smart Strategy - for reducing greenhouse gas emissions that necessitates a significant expansion of transit service.

The upcoming RTP Call for Projects (which will result in updates to the projects and programs in the RTP) is an opportunity to follow through on those plans and actions and more recent regional policy commitments adopted by JPACT and the Metro Council. These commitments include the more recent Regional Flexible Funds allocation decision to advance three priority bottleneck projects (I-5/Rose Quarter, OR 217, and I-205/Abernethy Bridge), two priority transit projects (the Southwest Corridor and Division Transit projects), and active transportation project development work to accelerate construction of active transportation projects in the region. These priorities were reaffirmed by JPACT and the Metro Council through adoption of the region's 2017 Regional Policy and Funding Priorities for State Transportation Legislation on February 16 and March 2, respectively.

In addition, staff have compiled a 2018 RTP Policy Framework in **Attachment 2** that will further guide the Call for Projects. Key elements of the policy framework are:

- An updated vision for the region's transportation system that reflects community values, regional challenges, and desired land use, economic, equity and environmental outcomes;
- eleven supporting goals and objectives; and
- a network vision and supporting policies that guide investment in each part of the regional transportation system.

The draft vision statement reviewed at Regional Leadership Forum 3 has been updated to guide the call for projects. On December 2, Regional Leadership Forum 3 participants reviewed and provided feedback on a draft vision statement for the region's transportation future. The draft statement was developed reflecting values expressed during Regional Leadership Forums 1 and 2 discussions and additional engagement activities in 2015. The goals, objectives and network visions and supporting policies are from the adopted 2014 Regional Transportation Plan.

Together these policy key elements will define the outcomes the 2018 RTP (and investment strategy) is trying to achieve by 2040.

Our shared vision for the future of transportation

The statement below reflects an updated vision for the region's transportation system:

In the 21st century, all residents and businesses of the Portland metropolitan region share in a prosperous and equitable economy and exceptional quality of life built on a foundation of safe, reliable, healthy, and affordable travel options.

Together our investments support local and regional land use plans and build a transportation system that is well-maintained, designed to be accessible for all ages, abilities and modes of travel, employs the best technologies, and manages both demand and capacity to safeguard our climate and the environment, efficiently move our products to market, and connect everyone to the education, services and work opportunities of the future. The system is fiscally sustainable, prepared for natural disasters, and joins rail, highway, street, bus, air, water, biking, and walking facilities into a seamless and fully interconnected system.



Graphic recording of Regional Leadership Forum 3 feedback.

Collectively, the JPACT and Metro Council actions and the 2018 RTP policy framework (including this updated vision statement and existing RTP goals and policies) and public input on near-term investment priorities will serve as a starting point for identifying investment priorities to be included in the draft 2018 RTP Investment Strategy.

Federal and State context

Additionally, the federal government completed rulemaking to implement two federal transportation bills with a new emphasis on outcomes, system performance, and transparency and accountability in the transportation decision-making process. In 2016, a Governor-appointed task force work conducted a series of forums to identify statewide transportation priorities. In 2017, the State of Oregon is likely to unveil a new transportation funding bill that would set state investment priorities for the next several years.

Nonetheless, federal and state funding is on the decline while the need for transportation investments in the Portland region continues to grow. The adopted 2014 RTP includes more than 1,250 projects, with a total estimated cost of \$36 billion, including maintenance and operations of the transportation system. That cost is significantly more than our region's current spending on transportation investments, the majority of which is being spent on maintenance and operations.

In the past, a generous federal match, significant state funding, and more flexibility at the local level meant that the financing for previous projects was more straightforward. Conditions have

changed and future investments will likely require voter approval. This requires the region to take a different approach to identifying investment priorities, communicating about them, and bringing them forward in a transparent manner focused on explaining to stakeholders and the public the benefits they can expect from a project as well as the overall 2018 RTP Investment Strategy, whether it will individually benefit from them or not.

Building the 2018 RTP Investment Strategy – Call for Projects

The changing landscape of transportation funding and policy highlights the need for the region to review its priorities, be strategic, and make refinements to near and long-term investments identified to address regional transportation challenges. To this end, the 2018 RTP Call for Projects provides an opportunity to develop an updated strategy for how the region will leverage local, regional, state, federal funds to advance regional priorities as part of an existing public process – and, in effect, build a pipeline of regional transportation priorities.

Consistent with the adopted work plan, two levels of investment will be assumed for the 2018 RTP Investment Strategy. The first level, the *Constrained Priorities* (also known as the Financially Constrained project list under federal law), will represent the highest priority transportation investments for the plan period. In order for projects to be eligible to receive federal and state funding, they must be on the *Constrained Priorities* project list. The second level, the *Additional Priorities*, will represent other priority investments that the region agrees to work together to fund and construct. The 2018 RTP Investment Strategy will be comprised of the *Constrained Priorities* project list and the *Additional Priorities* project list.

The purpose of the upcoming “call for projects” is three-fold:

1. **Develop a pipeline of priority projects on the regional transportation system** that are desired to support the 2040 Growth Concept vision and regional transportation goals, and will need some combination of local, regional, state, and/or federal funding to be constructed.
2. Provide an opportunity for regional partners to identify priorities for the regional transportation system and refinements needed to **update current Constrained priorities (adopted as the 2014 RTP Financially Constrained System in 2014)** to respond to local, regional and state planning efforts completed since July 2014 and more recent JPACT and Council policy direction.
3. Provide an opportunity for regional partners to **identify additional priorities to include in the 2018 RTP Investment Strategy** that the region agrees to work together to fund and construct.

Draft information on the 2018 Call for Projects is provided in **Attachment 3**. The information will continue to be refined and is provided to assist project sponsors as they prepare for the 2018 RTP Call For Projects. Pending direction from JPACT and the Metro Council, the Call for Projects will occur from June 1 to July 21, 2017.

NEXT STEPS

Metro staff will complete technical work to support the solicitation process and continue working with TPAC and MTAC on policy-related elements of the update that will inform the project solicitation process.

Remaining technical work to support building the RTP Investment Strategy include:

1. **Updated financially constrained revenue forecast** to reflect a realistic outlook of the amount of local, state and federal transportation funding that is expected to be available from 2018 to 2040. The forecast will help illustrate the region's transportation current funding outlook and support regional discussions to identify potential funding tools and build broad support for more funding and the region's investment priorities;
2. **Development of on-line application system** that includes resources and tools to support project sponsors; and
3. **Updated the 2014 RTP project and program database** to remove projects completed or constructed since 2014.

Policy-related elements being developed for review and discussion by the Metro Council, MPAC and JPACT in April and May to support the Call for Projects:

1. **Update Vision.** An updated vision statement for the RTP that reflects feedback from the Dec. 2 Regional Leadership Forum is presented in this memo for review.
2. **Updated Outcomes-based Evaluation Framework.** New and updated system performance and transportation equity analysis measures have been identified for testing during modeling and analysis of the draft 2018 RTP Investment Strategy. The measures will evaluate performance of the strategy as a whole. Staff will continue working with TPAC and MTAC to define project evaluation criteria to complement the planned system performance evaluation and transportation equity analysis.
3. **Updates on the Regional Transit Strategy and the regional safety and freight plans.**
4. **2018 RTP Investment Strategy Funding Level.** Possible approaches for setting the overall funding level for 2018 RTP Investment Strategy and identifying regional priorities to be recommended in the draft "Additional Priorities" list.

The schedule of next steps follows.

Schedule for regional discussion of Building the RTP Investment Strategy	
March 2017	<ul style="list-style-type: none"> • Technical Workshop #1 with RTP work groups, TPAC and MTAC on system evaluation and project evaluation criteria (<i>3/17/17; 1 to 4 PM at Metro in the council chamber</i>) • TPAC and MTAC discussions on vision, project evaluation criteria and process for building the 2018 RTP Investment Strategy • Coordinating Committee briefings (TACs)
April 2017	<ul style="list-style-type: none"> • Technical Workshop #2 with RTP work groups, TPAC and MTAC on Call for Projects (<i>4/14/17; 10 AM to Noon at Metro in the council chamber</i>) • Coordinating Committee briefings (Policy and TACs) • JPACT, MPAC and Metro Council discussions • MTAC and TPAC recommendations to MPAC and JPACT, respectively
May 2017	<ul style="list-style-type: none"> • MPAC and JPACT recommendations to Council • Metro Council action
June 1, 2017	<ul style="list-style-type: none"> • RTP Call for Projects issued
July 21, 2017	<ul style="list-style-type: none"> • 2018 RTP Investment Strategy submittals due to Metro

Schedule for regional discussion of Building the RTP Investment Strategy	
August 2017	<ul style="list-style-type: none"> • Metro convenes regional work group to review submittals for completeness and discuss project evaluation scoring
July to Oct. 2017	<ul style="list-style-type: none"> • RTP technical evaluation process
Nov. 2017	<ul style="list-style-type: none"> • Release draft RTP Findings & Recommendations Report for review and discussion by TPAC, MTAC, RTP work groups and coordinating committee TACs in preparation for policy committee and Regional Leadership Forum 4 discussions • Release technical review drafts of Safety, Freight and Transit plans for TPAC and MTAC review
Jan. to April 2018	<ul style="list-style-type: none"> • On-line public comment opportunity on draft projects and key findings • Regional Leadership Forum 4 (<i>Feb.</i>) <ul style="list-style-type: none"> – discuss key findings, public input, and funding – provide direction on investment strategy refinements • Regional policy discussion to finalize refinements to 2018 RTP Investment Strategy based on technical evaluation, public input, and funding
June 2018	<ul style="list-style-type: none"> • Convene Regional Leadership Forum #5, if needed to support decision-making
June 29 to Aug. 13, 2018	<ul style="list-style-type: none"> • Release public review draft RTP, needed Regional Framework Plan and Functional Plan amendments, and public review draft modal/topic plans for 45-day comment period & hearings
Sept. 2018	<ul style="list-style-type: none"> • MTAC and TPAC consider public comment and make recommendations to MPAC and JPACT on 2018 RTP and modal/topical plans
Oct. 2018	<ul style="list-style-type: none"> • MPAC and JPACT consider public comment and make recommendations to Council on 2018 RTP and modal/topical plans
Dec. 2018	<ul style="list-style-type: none"> • Council action on 2018 RTP and Regional Transit Strategy, updated Regional Freight Plan, and updated Regional Safety Plan
Early 2019	<ul style="list-style-type: none"> • Submit 2018 RTP to US DOT and LCDC for federal and state review

/Attachments

1. 2018 RTP Evaluation and Refinement Process (3/8/17)
2. 2018 RTP Policy Framework (3/8/17)
3. Draft Information on 2018 Call for Projects and Programs (3/8/17)

Building the 2018 RTP Investment Strategy | Process and Timeline Overview

- Update the pipeline of regional investment priorities – including a 10-year investment strategy – to address regional challenges, reflect public priorities and maximize progress toward the region’s shared vision and goals for the future of transportation.
- Ensure that the project and program lists adopted in the 2018 RTP have undergone an outcomes-based evaluation that includes the opportunity for policymakers to adjust priorities based on the outcomes of the evaluation, public input, and funding.

2017

2018

1 Call For Projects

Spring/Summer 2017

- On-line public comment opportunity on priorities (*March*)
- Metro issues Call for Projects with funding levels and policy direction from JPACT and Council (*June 1*)
- Counties and cities work through coordinating committees (TACs and PACs) with Metro, ODOT, TriMet and SMART to identify draft priorities to submit to Metro
- Agencies seek endorsement of priorities from governing bodies (*prior to July 21, but no later than Aug. 3*)
- Agencies submit project priorities on-line to Metro (*by July 21*)

2 Evaluate Strategy

Summer/Fall 2017

- Metro compiles draft lists and evaluates performance (*July – Oct.*)
- Metro convenes regional work group to review submittals for completeness and discuss project evaluation scoring (*August*)
- Metro prepares draft key findings for technical review (*Oct. – Nov.*)
- TPAC, MTAC, RTP work groups and county coordinating committee TACs review and discuss draft findings in preparation for policy committee and Regional Leadership Forum 4 discussions (*Nov. – Dec.*)

3 Refine Strategy

Winter/Spring 2018

- On-line public comment opportunity on draft projects and key findings (*Jan.*)
- Regional Leadership Forum 4 (*Feb.*)
 - discuss key findings, public input, and funding
 - provide direction on investment strategy refinements
- Counties and cities work through coordinating committees (TACs and PACs) with Metro, ODOT, TriMet and SMART to identify investment strategy refinements to submit to Metro (*Feb. – April*)
- Agencies submit project updates (*by April 29*)
- Metro evaluates updated priorities (*May*)

4 Adoption Process

Summer/Fall 2018

- Metro reflects updated priorities and analysis in discussion draft RTP (*June*)
- JPACT and Council release discussion draft 2018 RTP and components for public review and direct staff to prepare findings and adoption legislation (*June*)
- 45-day public comment period (*June 29 to Aug. 13*)
 - 2018 RTP, including investment strategy
 - Regional Transportation Safety Strategy
 - Regional Transit Strategy
 - Regional Freight Strategy
- Metro Council and regional committees consider public comment prior to action (*Sept. – Dec.*)

See reverse for summary of key dates and milestones

Building the 2018 RTP Investment Strategy | Key Dates and Milestones (subject to refinement)

2017

June 1	Initial RTP Call for Projects requests updated investment priorities subject to further evaluation and refinement
June - July	Cities and counties work through coordinating committees (TACs and PACs) with ODOT, TriMet and SMART to discuss findings, public input, and funding to identify investment strategy refinements to submit to Metro
July 21	Agencies submit draft priorities to Metro with endorsements (note: endorsements must be submitted no later than Aug. 4)
July 24 – Oct. 16	RTP evaluation - system evaluation, transportation equity analysis (including a draft Title VI disparate impact analysis), and project evaluation
Nov.	Draft RTP evaluation key findings, draft RTP and draft topical/modal plans* released for technical review
Nov. – Dec.	Technical review of draft key findings, draft RTP and draft topical/modal plans by TPAC, MTAC, RTP work groups and coordinating committee TACs

2018

Jan.	On-line comment opportunity on key findings, draft investment strategy and draft topical/modal plans
Feb.	Regional Leadership Forum 4 to discuss key findings, public input, and updated funding information
Feb. to April	Cities and counties work through coordinating committees (TACs and PACs) with ODOT, TriMet and SMART to discuss findings, public input, and funding to identify investment strategy refinements to submit to Metro
April 29	Agencies submit final project list updates to Metro for analysis (including a final Title VI disparate impact analysis and system evaluation)
May - June	Metro evaluates updated priorities and compiles final draft plan for public review
June	JPACT and the Metro Council release draft plan and components for public review and direct staff to prepare findings and adoption legislation
June 28 – Aug. 13	45-day public comment period and hearing (July 19)
Sept. 19	MTAC recommendation to MPAC
Sept. 28	TPAC recommendation to JPACT
Oct. 9	Council work session on technical committee recommendations
Oct. 10	MPAC recommendation to Council
Oct. 18	JPACT recommendation to Council
Nov. 13	Council work session on policy committee recommendations
Dec. 6	Council holds final hearing and considers final action on MPAC and JPACT recommendations



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Summary of 2018 Regional Transportation Plan Policy Framework

Overview and purpose

The Regional Transportation Plan establishes a policy framework that guides transportation planning and investment decisions in the region, including identifying, evaluating and prioritizing project and program investments to be included in the plan.

This document summarizes the adopted Regional Transportation Plan policy framework (last amended in December 2014). Key elements of the policy framework are:

- a vision for the region's transportation system that reflects community values, regional challenges, and desired land use, economic, equity and environmental outcomes;
- eleven supporting goals and objectives; and
- a vision and supporting policies that guide investment in each part of the regional transportation system, including the regional mobility corridor framework.

Together these key elements define the outcomes the plan is trying to achieve by 2040.

Our shared vision for the future of transportation

This statement reflects an updated vision for the region's transportation system:

In the 21st century, all residents and businesses of the Portland metropolitan region share in a prosperous and equitable economy and exceptional quality of life built on a foundation of safe, reliable, healthy, and affordable travel options.

Together our investments support local and regional land use plans and build a transportation system that is well-maintained, designed to be accessible for all ages, abilities and modes of travel, employs the best technologies, and manages both demand and capacity to safeguard our climate and the environment, efficiently move our products to market, and connect everyone to the education, services and work opportunities of the future. The system is fiscally sustainable, prepared for natural disasters, and joins rail, highway, street, bus, air, water, biking, and walking facilities into a seamless and fully interconnected system.

The vision statement was updated to reflect the values and desired outcomes expressed by the public, electeds and community and business leaders engaged in the 2018 Regional Transportation Plan update in 2015 and 2016.

Regional goals and objectives for transportation¹

Our shared vision for the future of transportation is further described through eleven goals and related objectives. The goals are broad statements that describe a desired outcome or end result toward which efforts are focused. The goals and supporting objectives provide a basis for evaluating investments to inform priorities and track progress toward achieving the outcomes expressed in the RTP vision.

GOAL 1: Foster Vibrant Communities and Efficient Urban Form

Land use and transportation decisions are linked to optimize public investments, reduce greenhouse gas emissions and support active transportation options and jobs, schools, shopping, services, recreational opportunities and housing proximity.

- **Objective 1.1 Compact Urban Form and Design** - Use transportation investments to focus growth in and provide multi-modal access to 2040 Target Areas and ensure that development in 2040 Target Areas is consistent with and supports the transportation investments.
- **Objective 1.2 Parking Management** – Minimize the amount and promote the efficient use of land dedicated to vehicle parking.
- **Objective 1.3 Affordable Housing** – Support the preservation and production of affordable housing in the region.

GOAL 2: Sustain Economic Competitiveness and Prosperity

Multi-modal transportation infrastructure and services support the region's well-being and a diverse, innovative, sustainable and growing regional and state economy.

- **Objective 2.1 Reliable and Efficient Travel and Market Area Access** - Provide for reliable and efficient multi-modal local, regional, interstate and intrastate travel and market area access through a seamless and well-connected system of throughways, arterial streets, freight services, transit services and bicycle and pedestrian facilities.
- **Objective 2.2 Regional Passenger Connectivity** – Ensure reliable and efficient connections between passenger intermodal facilities and destinations in and beyond the region to improve non-auto access to and from the region and promote the region's function as a gateway for tourism.
- **Objective 2.3 Metropolitan Mobility** - Maintain sufficient total person-trip and freight capacity among the various modes operating in the Regional Mobility Corridors to allow reasonable and reliable travel times through those corridors.
- **Objective 2.4 Freight Reliability** – Maintain reasonable and reliable travel times and access through the region, as well as between freight intermodal facilities and destinations within and beyond the region, to promote the region's function as a gateway for commerce.
- **Objective 2.5 Job Retention and Creation** – Attract new businesses and family-wage jobs and retain those that are already located in the region.

GOAL 3: Expand Transportation Choices

Multi-modal transportation infrastructure and services provide all residents of the region with affordable and equitable options for accessing housing, jobs, services, shopping, educational, cultural and recreational opportunities, and facilitate competitive choices for goods movement for all businesses in the region.

- **Objective 3.1 Travel Choices** - Achieve modal targets for increased walking, bicycling, use of transit and shared ride and reduced reliance on the automobile and drive alone trips.
- **Objective 3.2 Vehicle Miles of Travel** - Reduce vehicle miles traveled per capita.
- **Objective 3.3 Equitable Access and Barrier Free Transportation** - Provide affordable and equitable access to travel choices and serve the needs of all people and businesses, including people with low income, youth, older adults and people with disabilities, to connect with jobs, education, services, recreation, social and cultural activities.

¹ First adopted in 2010 and amended in 2014 to reflect the Regional Active Transportation Plan and Climate Smart Strategy.

Summary of 2018 Regional Transportation Plan Policy Framework

- **Objective 3.4 Shipping Choices** – Support multi-modal freight transportation system that includes air cargo, pipeline, trucking, rail, and marine services to facilitate competitive choices for goods movement for businesses in the region.

GOAL 4: Emphasize Effective and Efficient Management of the Transportation System

Existing and future multi-modal transportation infrastructure and services are well-managed to optimize capacity, improve travel conditions for all users and address air quality and greenhouse gas emissions reduction goals.

- **Objective 4.1 Traffic Management** – Apply technology solutions to actively manage the transportation system.
- **Objective 4.2 Traveler Information** – Provide comprehensive real-time traveler information to people and businesses in the region.
- **Objective 4.3 Incident Management** – Improve traffic incident detection and clearance times on the region's transit, arterial and throughways networks.
- **Objective 4.4 Demand Management** – Implement services, incentives and supportive infrastructure to increase telecommuting, walking, biking, taking transit, and carpooling, and shift travel to off-peak periods.
- **Objective 4.5 Value Pricing** – Consider a wide range of value pricing strategies and techniques as a management tool, including but not limited to parking management to encourage walking, biking and transit ridership and selectively promote short-term and long-term strategies as appropriate.

GOAL 5: Enhance Safety and Security

Multi-modal transportation infrastructure and services are safe and secure for the public and goods movement.

- **Objective 5.1 Operational and Public Safety** - Reduce fatal and severe injuries and crashes for all modes of travel.
- **Objective 5.2 Crime** - Reduce vulnerability of the public, goods movement and critical transportation infrastructure to crime.
- **Objective 5.3 Terrorism, Natural Disasters and Hazardous Material Incidents** - Reduce vulnerability of the public, goods movement and critical transportation infrastructure to acts of terrorism, natural disasters, climate change, hazardous material spills or other hazardous incidents.

GOAL 6: Promote Environmental Stewardship

Promote responsible stewardship of the region's natural, community, and cultural resources.

- **Objective 6.1 Natural Environment** – Avoid or minimize undesirable impacts on fish and wildlife habitat conservation areas, wildlife corridors, significant flora and open spaces.
- **Objective 6.2 Clean Air** – Reduce transportation-related vehicle emissions to improve air quality so that as growth occurs, the view of the Cascades and the Coast Range from within the region are maintained.
- **Objective 6.3 Water Quality and Quantity** – Protect the region's water quality and natural stream flows.
- **Objective 6.4 Energy and Land Consumption** - Reduce transportation-related energy and land consumption and the region's dependence on unstable energy sources.
- **Objective 6.5 Climate Change** – Reduce transportation-related greenhouse gas emissions and meet adopted targets for reducing greenhouse gas emissions from light vehicle travel.

GOAL 7: Enhance Human Health

Multi-modal transportation infrastructure and services provide safe, comfortable and convenient options that support active living and physical activity, and minimize transportation-related pollution that negatively impacts human health.

Summary of 2018 Regional Transportation Plan Policy Framework

- **Objective 7.1 Active Living** – Provide safe, comfortable and convenient transportation options that support active living and physical activity to meet daily needs and access services.
- **Objective 7.2 Pollution Impacts** – Minimize noise, impervious surface and other transportation-related pollution impacts on residents in the region to reduce negative health effects.

Goal 8: Demonstrate Leadership on Reducing Greenhouse Gas Emissions

It is the policy of the Metro Council to implement the regional strategy to meet adopted targets for reducing greenhouse gas emissions from light-duty vehicle travel while creating healthy and equitable communities and a strong economy.

- **Objective 8.1 Land Use and Transportation Integration** - Continue to implement the 2040 Growth Concept to support a compact urban form to reduce vehicle miles traveled and increase the use of transit and zero or low carbon emission travel options, such as bicycling, walking, and electric vehicles.
- **Objective 8.2 Clean Fuels and Clean Vehicles** - Support state efforts to transition Oregon to cleaner, low carbon fuels and increase the use of more fuel-efficient vehicles, including electric and alternative fuel vehicles.
- **Objective 8.3 Regional and Community Transit Network and Access** - Make transit convenient, frequent, accessible and affordable by investing in new community and regional transit connections, expanding and improving existing transit services, improving bicycle and pedestrian access to transit, and implementing reduced fare programs for transit-dependent communities, such as youth, older adults, people with disabilities and people with low income.
- **Objective 8.4 Active Transportation Network** - Make biking and walking the safest, most convenient and enjoyable transportation choices for short trips for all ages and abilities by completing gaps and addressing deficiencies in the region's bicycle and pedestrian networks.
- **Objective 8.5 Transportation Systems Management and Operations** - Enhance fuel efficiency and system investments and reduce emissions by using technology to actively manage and fully optimize the transportation system.
- **Objective 8.6 Transportation Demand Management** - Implement programs, services and other tools that provide commuters and households with information and incentives to expand the use of travel options, including carsharing, and reduce drive alone trips.
- **Objective 8.7 Parking Management** - Implement locally-defined approaches to parking management in Centers, Corridors, Station Communities and Main Streets served by frequent transit service and active transportation options to make efficient use of vehicle parking and land dedicated to parking.
- **Objective 8.8 Streets and Highways Network** - Invest strategically in streets and highways to make them safe, reliable and connected to support the movement of people and goods.
- **Objective 8.9 Metro Actions** - Take actions to implement the regional strategy to meet adopted targets for reducing greenhouse gas emissions from light-duty vehicle travel.
- **Objective 8.10 Partner Actions** - Encourage local, state and federal governments and special districts to consider implementing actions in the Toolbox of Possible Actions in locally tailored ways to help the region meet adopted targets for reducing greenhouse gas emissions from light-duty vehicle travel

GOAL 9: Ensure Equity

The benefits and adverse impacts of regional transportation planning, programs and investment decisions are equitably distributed among population demographics and geography, considering different parts of the region and census block groups with different incomes, races and ethnicities.

- **Objective 8.1 Environmental Justice** – *Ensure benefits and impacts of investments are equitably distributed by population demographics and geography.*
- **Objective 8.2 Coordinated Human Services Transportation Needs** - *Ensure investments in the transportation system provide a full range of affordable options for people with low income, elders and people with disabilities consistent with the Tri-County Coordinated Human Services Transportation Plan (CHSTP).*
- **Objective 8.3 Housing Diversity** - *Use transportation investments to achieve greater diversity of housing opportunities by linking investments to measures taken by the local governments to increase housing diversity.*
- **Objective 8.4 Transportation and Housing Costs**– *Reduce the share of households in the region spending more than 50 percent of household income on housing and transportation combined.*

GOAL 10: Ensure Fiscal Stewardship

Regional transportation planning and investment decisions ensure the best return on public investments in infrastructure and programs and are guided by data and analyses.

- **Objective 9.1 Asset Management**– *Adequately update, repair and maintain transportation facilities and services to preserve their function, maintain their useful life and eliminate maintenance backlogs.*
- **Objective 9.2 Maximize Return on Public Investment** - *Make transportation investment decisions that use public resources effectively and efficiently, using a performance-based planning approach supported by data and analyses that include all transportation modes.*
- **Objective 9.3 Stable and Innovative Funding** – *Stabilize existing transportation revenue while securing new and innovative long-term sources of funding adequate to build, operate and maintain the regional transportation system for all modes of travel at the federal, state, regional and local level.*

GOAL 11: Deliver Accountability

The region's government, business, institutional and community leaders work together in an open and transparent manner so the public has meaningful opportunities for input on transportation decisions and experiences an integrated, comprehensive system of transportation facilities and services that bridge governance, institutional and fiscal barriers.

- **Objective 10.1 Meaningful Input Opportunities** - *Provide meaningful input opportunities for interested and affected stakeholders, including people who have traditionally been underrepresented, resource agencies, business, institutional and community stakeholders, and local, regional and state jurisdictions that own and operate the region's transportation system in plan development and review.*
- **Objective 10.2 Coordination and Cooperation** - *Ensure representation in regional transportation decision-making is equitable from among all affected jurisdictions and stakeholders and improve coordination and cooperation among the public and private owners and operators of the region's transportation system so the system can function in a coordinated manner and better provide for state and regional transportation needs.*

Summary of 2018 Regional Transportation Plan Policy Framework

Vision for each part of the regional transportation system

The RTP also defines a vision (as reflected in the network map) and supporting policies to guide investments in each part of the regional transportation system.

Arterial and Throughway Network Map Vision	<ul style="list-style-type: none"> • Build a well-connected network of complete streets that prioritize safe and convenient pedestrian and bicycle access. • Improve local and collector street connectivity. • Maximize system operations by implementing management strategies prior to building new motor vehicle capacity, where appropriate.
Regional Transit Network Map Vision²	<ul style="list-style-type: none"> • Build the total network and transit-supportive land uses to leverage investments. • Expand high capacity transit. • Expand regional and local frequent service transit. • Improve local service transit. • Support expanded commuter rail and intercity transit service to neighboring communities • Improve pedestrian and bicycle access to transit.
Regional Freight Network Map Vision³	<ul style="list-style-type: none"> • Use a systems approach to plan for and manage the freight network. • Reduce delay and increase reliability. • Protect industrial lands and freight transportation investments. • Look beyond the roadway network to address critical marine and rail needs. • Pursue clean, green and smart technologies and practices.
Regional Bicycle Network Map Vision	<ul style="list-style-type: none"> • Make walking and bicycling the most convenient, safe and enjoyable transportation choices for short trips less than three miles. • Build an interconnected regional network of bicycle routes and districts integrated with transit and nature that prioritizes seamless, safe, convenient and comfortable access to urban centers and essential daily needs, including schools and jobs, for all ages and abilities. • Build a green ribbon of bicycle parkways as part of the region's integrated mobility strategy. • Improve bike-transit connections. • Ensure that the regional bicycle and pedestrian network equitably serves all people.
Regional Pedestrian Network Map Vision	<ul style="list-style-type: none"> • Make walking and bicycling the most convenient, safe and enjoyable transportation choices for short trips less than three miles. • Build a well-connected network of pedestrian routes, including safe street crossings, integrated with transit and nature that prioritize seamless, safe, convenient and comfortable access to urban centers and essential daily needs, including schools and jobs, for all ages and abilities. • Create walkable downtowns, centers, main streets and station communities that prioritize safe, convenient and comfortable pedestrian access for all ages and abilities. • Improve pedestrian access to transit. • Ensure that the regional pedestrian network equitably serves all people.
Transportation System Management and Operations Map Vision	<ul style="list-style-type: none"> • Use advanced technologies, pricing strategies and other tools to actively manage the transportation system. • Provide comprehensive real-time traveler information to people and businesses. • Improve incident detection and clearance times on the region's transit, arterial and throughway networks. • Implement incentives and programs to increase awareness of travel options and incent change.

Source: 2014 Regional Transportation Plan (Adopted July 2014)

² The Regional Transit Network Vision and policies are in the process of being updated as part of development of Regional Transit Strategy. This table reflects policies in the 2014 RTP.

³ The Regional Freight Network Vision is in the process of being updated as part of updating the Regional Freight Strategy.

Summary of 2018 Regional Transportation Plan Policy Framework

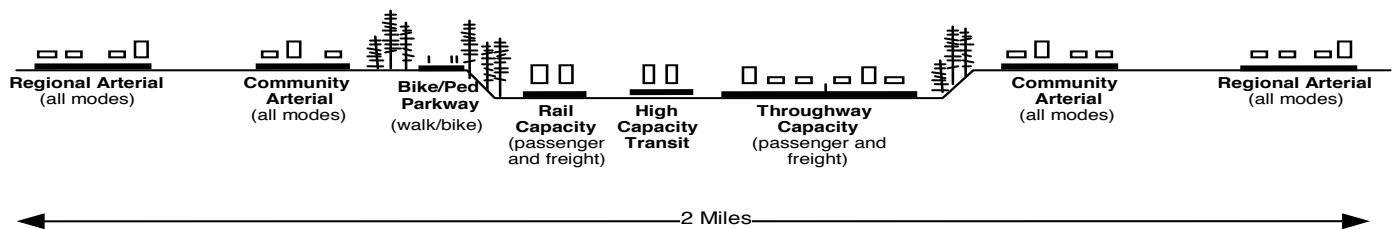
Regional Mobility Corridor Framework

The regional mobility corridor policy concept in Chapter 2 of the 2014 RTP calls for consideration of multiple facilities, modes and land use when identifying needs and most effective mix of land use and transportation solutions to improve mobility within a specific corridor area. More information from the 2014 RTP is provided below.

Regional Mobility Corridor Concept

Mobility corridors represent sub-areas of the region and include all regional transportation facilities within the subarea as well as the land uses served by the regional transportation system. This includes freeways and highways and parallel networks of arterial streets, regional bicycle and pedestrian parkways, high capacity transit, and frequent bus routes. The function of this network of integrated transportation corridors is metropolitan mobility – moving people and goods between different parts of the region and, in some corridors, connecting the region with the rest of the state and beyond. This framework emphasizes the integration of land use and transportation in determining regional system needs, functions, desired outcomes, performance measures, and investment strategies. The concept of a regional mobility corridor is illustrated in **Figure 1**.

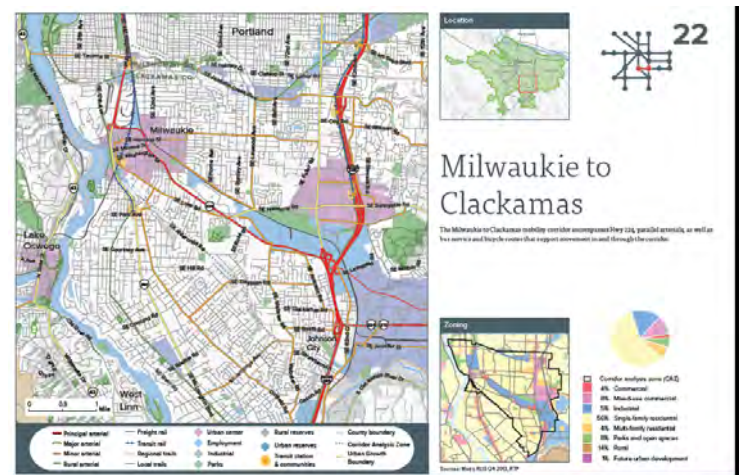
Figure 1. Regional Mobility Corridor Concept (transportation element)



Note: Idealized concept for illustrative purposes showing recommended range of system analysis for the evaluation, monitoring, management and phasing of investments to throughways, arterial streets and transit service in the broader corridor. The illustration is modeled after I-84 between 12th and 60th avenues in Northeast Portland.

Since the 1980s, regional mobility corridors have had throughway travel supplemented by high capacity transit service that provides an important passenger alternative. Parallel arterial streets, heavy rail, bus service, bicycle parkways and pedestrian/bicycle connections to transit also provide additional capacity in the regional mobility corridors.

The full array of regional mobility corridor facilities should be considered in conjunction with the parallel throughways for system evaluation and monitoring, system and demand management and phasing of physical investments in the individual facilities. Bicycle and pedestrian travel and access to transit are also important as we plan and invest in regional throughways and arterial streets. New throughway and arterial facilities, such as freeway interchanges or widened arterial streets, should be designed and constructed in such a manner as to support bicycling, walking and access to transit.

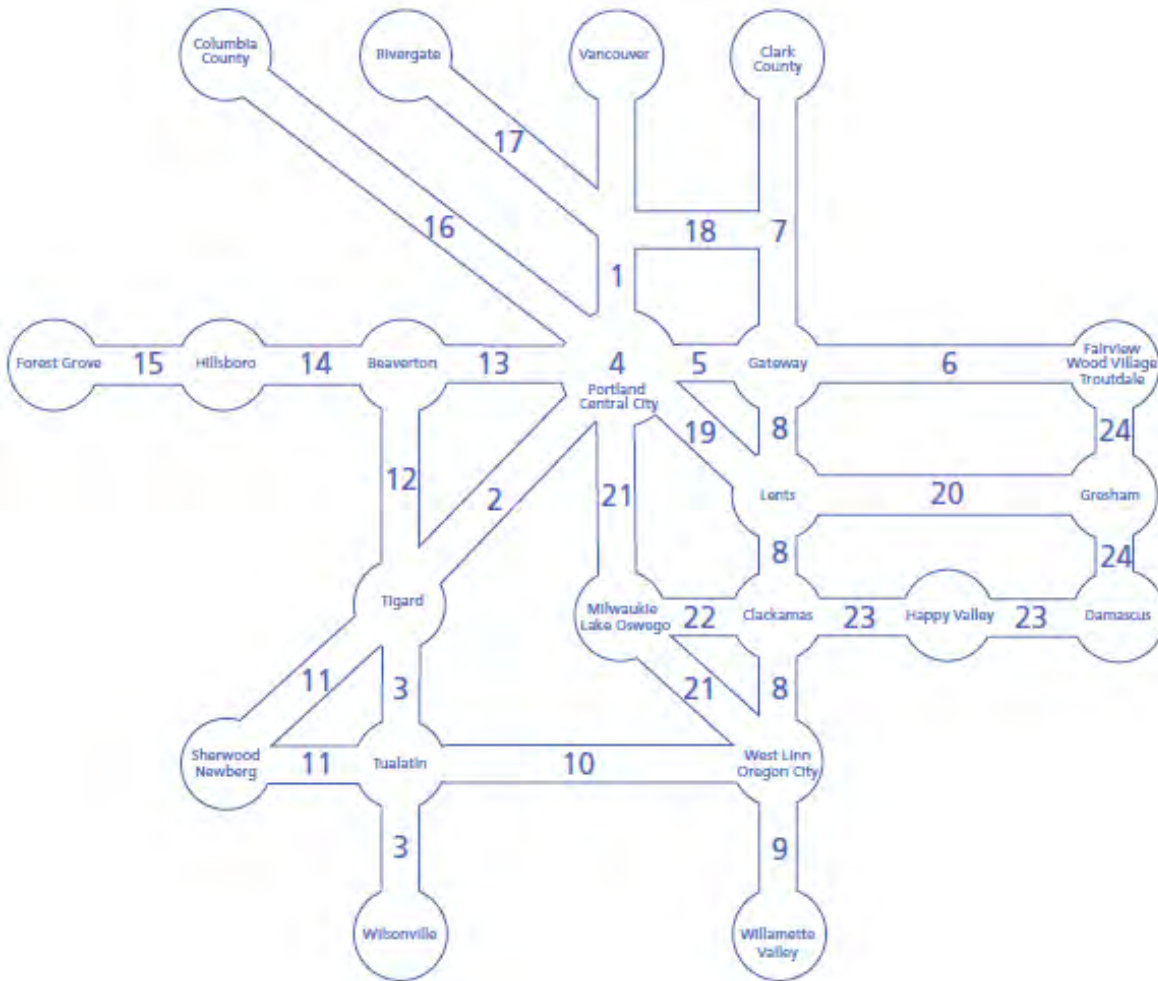


Excerpt from Regional Mobility Corridor Atlas to show the land use and geographic context.

Summary of 2018 Regional Transportation Plan Policy Framework

Figure 2 shows the general location of mobility corridors in the region.

Figure 2. General Location of Mobility Corridors in the Portland Metropolitan Region



The Mobility Corridor Strategies provided in Section 3.1 of the 2014 RTP Technical Appendix serve as a scoping tool to document land use and transportation needs, function and potential solutions for each of the region's 24 mobility corridors. A strategy has been identified in the 2014 RTP Technical Appendix for each corridor that includes:

- Integrated statement of mobility corridor function and purpose defined at a corridor-area level
- Proposed land use and transportation solutions after consideration of land use, local aspirations, pedestrian, bike, management and operations, freight, highway, road and transit solutions.

The 2014 RTP Technical Appendix and can be downloaded at: www.oregonmetro.gov/regional-transportation-plan. The document is located at the bottom of the web page.

2.4 REGIONAL SYSTEM DEFINITION

Multi-modal regional transportation facilities and services are defined both by the function they serve and by where they are located. Facilities and services are included in the regional transportation system based on their function within the regional transportation system rather than their geometric design, ownership or physical characteristics.

A facility or service is part of the regional transportation system if it provides access to any activities crucial to the social or economic health of the Portland metropolitan region, including connecting the region to other parts of the state and Pacific Northwest or provides access to and within 2040 Target areas, as described below.

Facilities that connect different parts of the region together are crucial to the regional transportation system. Any link that provides access to or within a major regional activity center such as an airport or 2040 target area is also a crucial element of the regional transportation system. These facilities are shown on the network maps in this chapter.

As a result, the regional transportation system is defined as:

1. All state transportation facilities (including interstate, statewide, regional and district highways and their bridges, overcrossings and ramps).
2. All arterial facilities and their bridges.
3. Transportation facilities, including bicycle and pedestrian facilities, within designated 2040 centers, corridors, industrial areas, employment areas, main streets and station communities.
4. All high capacity transit and regional transit networks and their bridges.
5. All regional bicycle and pedestrian facilities and their bridges, including regional trails shown on the regional pedestrian and bicycle networks.
6. All bridges that cross the Willamette, Columbia, Clackamas, Tualatin or Sandy rivers.
7. All freight and passenger intermodal facilities, airports, rail facilities and marine transportation facilities and their bridges.

Regional Transportation System Components

Regional multi-modal transportation facilities and services include the following components:

1. Regional System Design
2. Regional Arterial and Throughway Network, which includes the National Highway System (NHS) and State highways
3. Regional Transit Network
4. Regional Freight Network
5. Regional Bicycle Network
6. Regional Pedestrian Network
7. Regional System Management & Operations which includes Demand Management

8. Any other transportation facility, service or strategy that is determined by JPACT and the Metro Council to be of regional interest because it has a regional need or impact (e.g. transit-oriented development, transportation system management and demand management strategies, local street connectivity, and culverts that serve as barriers to fish passage).

Together, these facilities and services constitute an integrated and interconnected system that supports desired land use and provides transportation options to achieve the goals of the RTP.

Visions, concepts and supporting policies are described for each component in the next section.

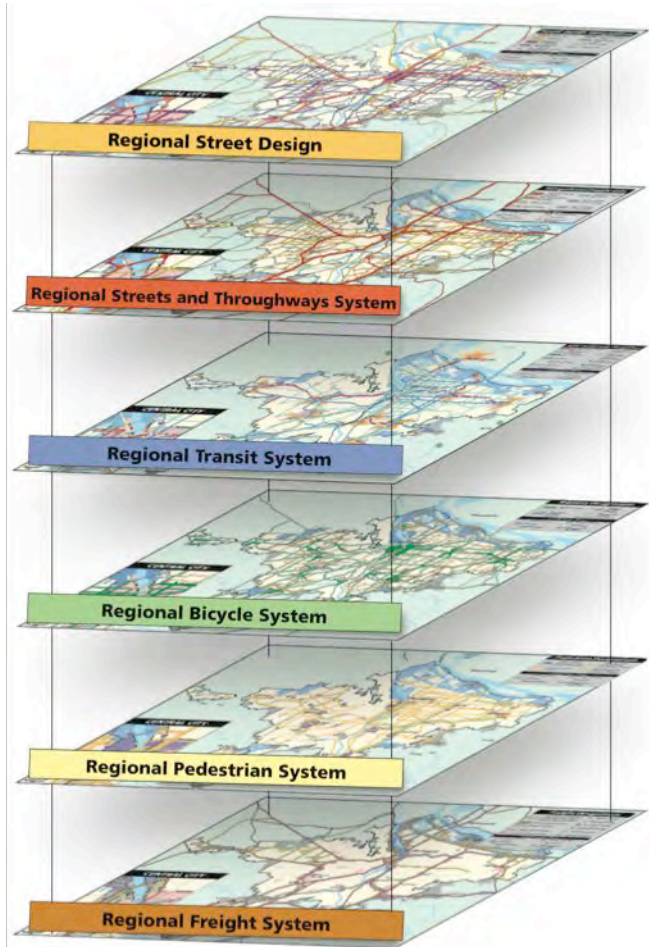
2.5 REGIONAL NETWORK VISIONS, CONCEPTS AND POLICIES

This section establishes a network vision,

concept and supporting policies for each component of the regional transportation system. The network vision, concepts and policies represent a complete urban transportation system that meets the plan goals and supports local aspirations for growth.

The network visions, concepts and policies provide for travel through a seamless and well-connected system of regional thoroughways and streets, local streets, freight networks, transit services and bicycle and pedestrian facilities. The concepts and policies emphasize safety, access, mobility and reliability for people and goods and the community-building and placemaking role of transportation.

The network visions, concepts and policies guide the development, design and management of different components of the regional transportation system.

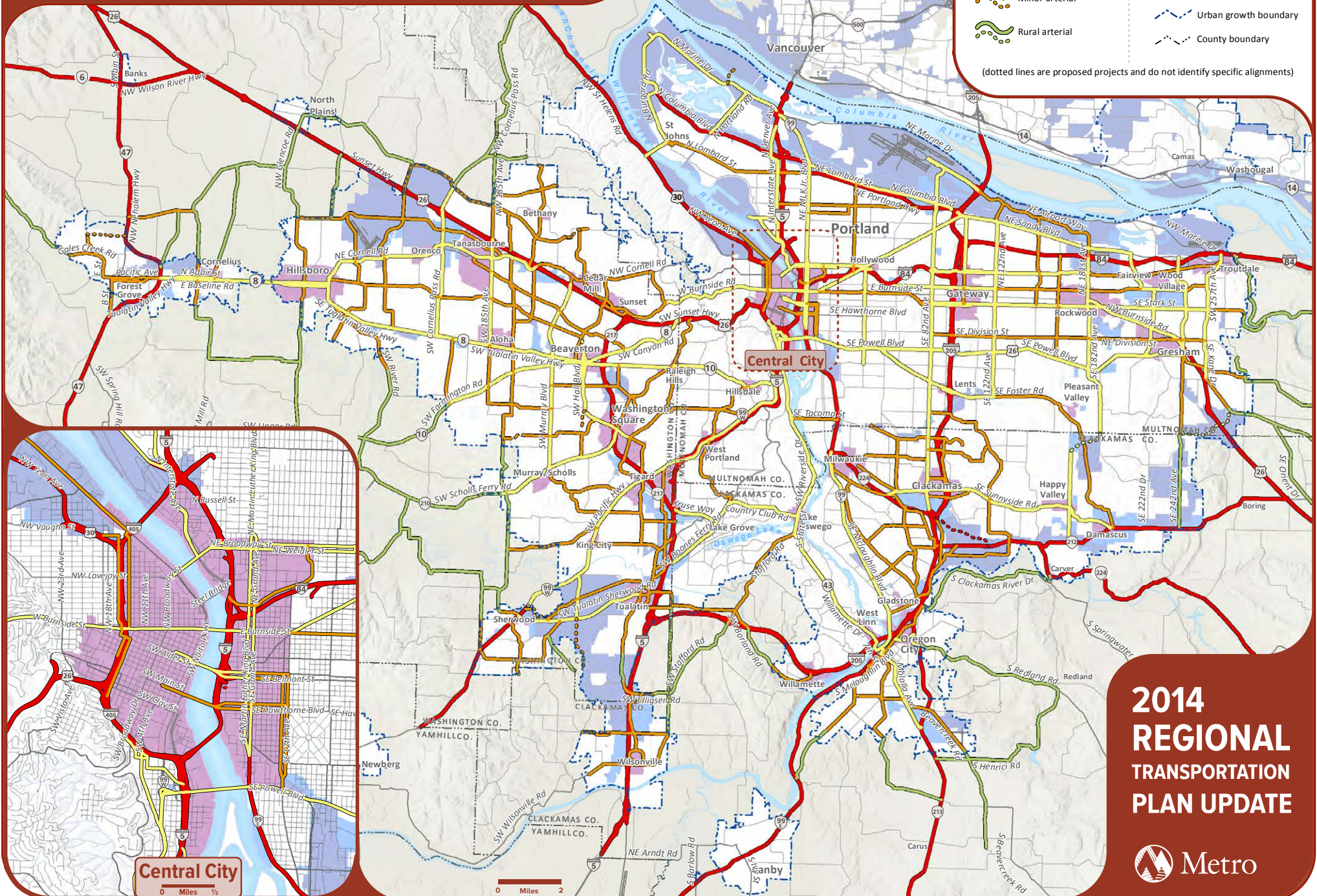
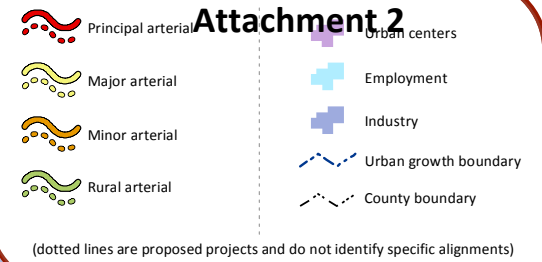


Regional Transportation Network Components

Arterial and Throughway Network

Excerpt from 2014 Regional Transportation Plan

Figure 2.7



**2014
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PLAN UPDATE**



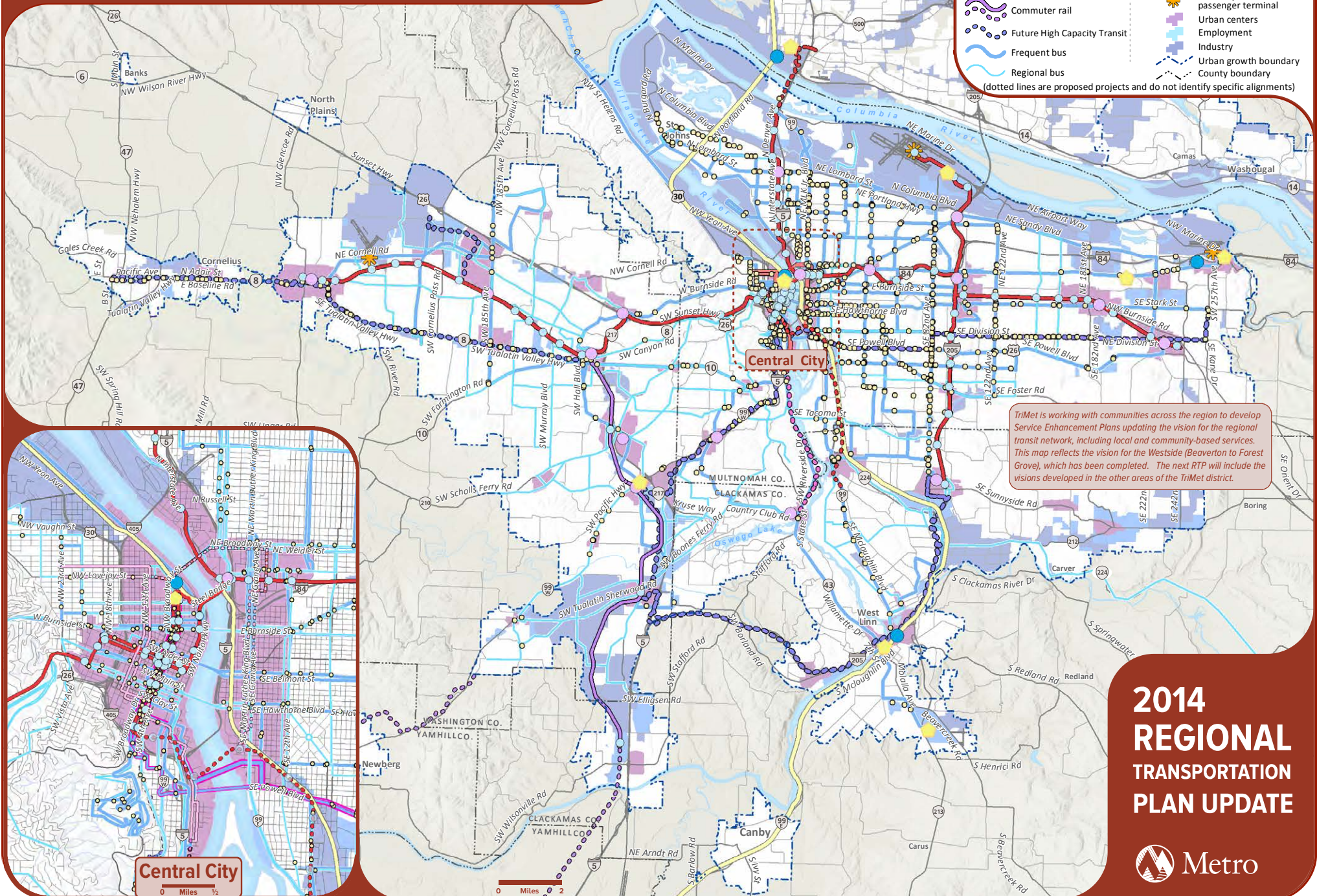
Regional Transit Network

Figure 2.10

Excerpt from 2014 Regional Transportation Plan

Attachment 2

- Light rail
 - Streetcar
 - Rapid streetcar
 - Inter-city high-speed rail
 - Commuter rail
 - Future High Capacity Transit
 - Frequent bus
 - Regional bus
 - Regional intercity transit facility
 - Inter-city bus passenger terminal
 - Inter-city rail passenger terminal
 - Transit centers / HCT stations / Major bus stops
 - Inter-city air passenger terminal
 - Urban centers
 - Employment
 - Industry
 - Urban growth boundary
 - County boundary
- (dotted lines are proposed projects and do not identify specific alignments)



TriMet is working with communities across the region to develop Service Enhancement Plans updating the vision for the regional transit network, including local and community-based services. This map reflects the vision for the Westside (Beaverton to Forest Grove), which has been completed. The next RTP will include the visions developed in the other areas of the TriMet district.

2014
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TRANSPORTATION
PLAN UPDATE



Excerpt from 2014 Regional Transportation Plan

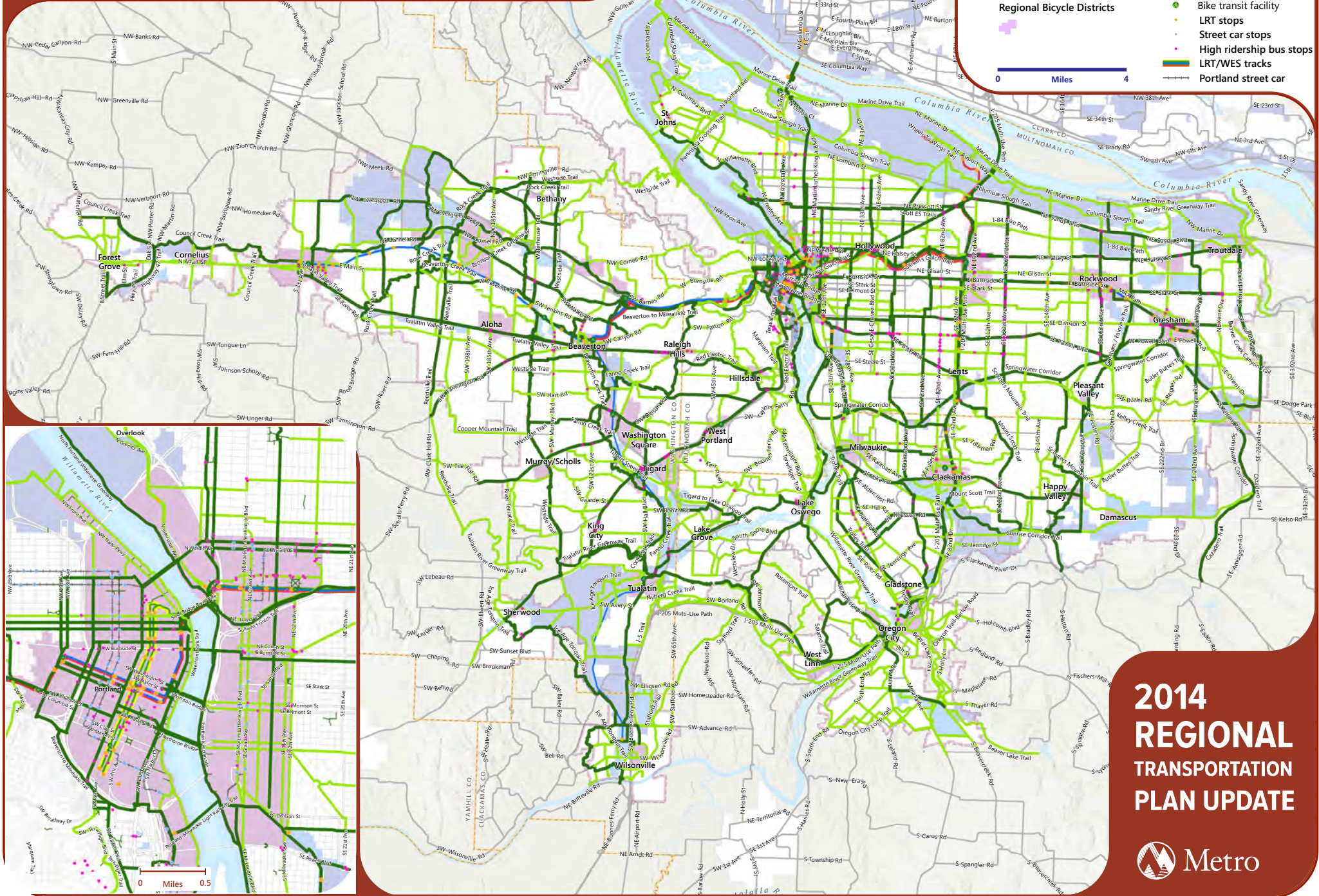
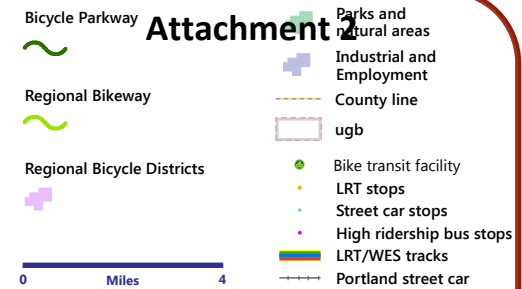
Attachment 2



Regional Bike Network

Figure 2.18

Excerpt from 2014 Regional Transportation Plan

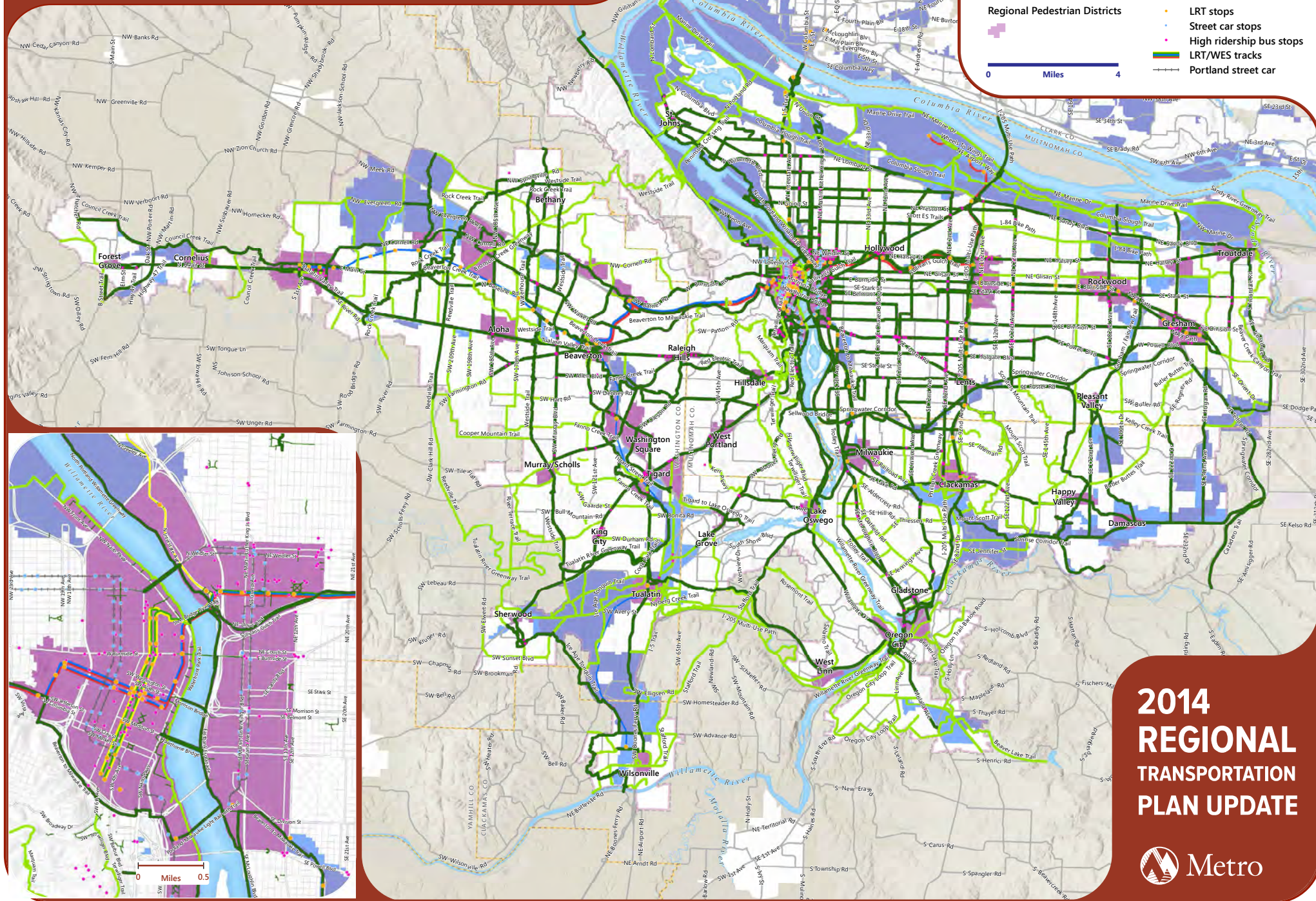


**2014
REGIONAL
TRANSPORTATION
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Regional Pedestrian Network

Figure 2.20



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INFORMATION ON 2018 RTP CALL FOR PROJECTS & PROGRAMS

The following information is being provided to assist project sponsors as they prepare for the 2018 RTP Call For Projects. Pending direction from JPACT and the Metro Council, the Call for Projects will occur from June 1 to July 21, 2017.

By July 21, 2017, project sponsors must submit all required forms for all projects electronically via Metro’s on-line system to Rebecca Hamilton rebecca.hamilton@oregonmetro.gov. All agencies must adhere to this deadline.

All forms and resources are linked in this document and will be available from Metro’s website at www.oregonmetro.gov/2018PROJECTS NOTE THIS WEB PAGE IS UNDER DEVELOPMENT

Table of Contents

Schedule and timeline 2

Agency contacts and Metro staff liaison 2

Staff level county coordination meetings 2

Metro staff contacts 3

Who is eligible to submit project or programs to the RTP?..... 4

How will project and program submittals be coordinated?..... 4

What endorsements are required for project and program submittals? 5

What projects and programs can be submitted?..... 5

How do agencies certify public involvement and non-discrimination requirements have been or will be met?..... 6

How many projects can be submitted? 7

Guidance on project and program parameters 7

List of Programmatic Categories 8

What information will project sponsors need to provide? 8

What information and forms must be submitted for each proposed project and program?..... 9

What resources will be available?..... 10

Other general guidance..... 11

Schedule and timeline

To be added

Agency contacts and Metro staff liaison

Agency	Agency contact	Metro liaison
City of Portland	Courtney Duke (503) 823-7265 courtney.duke@pdxtrans.org	Lake McTighe (503) 797-1747 lake.mctighe@oregonmetro.gov
Clackamas County and cities	Karen Buehrig (503) 742-4683 karenb@co.clackamas.or.us	TBD
Multnomah County and cities (excluding City of Portland)	Joanna Valencia (503) 988-3043 x29637 Joanna.valencia@multco.us	Jamie Snook (503) 797-1751 jamie.snook@oregonmetro.gov
Washington County and cities	Chris Deffebach (503) 846-3406 Christina.Deffebach@co.washington.or.us	Kim Ellis (503) 797-1617 kim.ellis@oregonmetro.gov
TriMet	Eric Hesse (503) 962-4977 hessee@trimet.org	Jamie Snook (503) 797-1751 jamie.snook@oregonmetro.gov
ODOT	Lidwien Rahman (503) 731-8229 lidwien.rahman@odot.state.or.us	John Mermin (503) 797-1747 john.mermin@oregonmetro.gov

Staff level county coordination meetings

Clackamas County Coordinating Committee Transportation Advisory Committee	<ul style="list-style-type: none"> • TBD • TBD <p><i>Meetings are normally held at the Sunnybrook Service Center, room 406 at 9101 SE Sunnybrook Boulevard in Clackamas, OR.</i></p>
East Multnomah County Transportation Committee	<ul style="list-style-type: none"> • TBD • TBD <p><i>Meetings are normally held at the Multnomah County Yeon annex, Willamette Conference room at 1600 SE 190th Avenue in Portland, OR.</i></p>
Washington County Coordinating Committee Transportation Advisory Committee	<ul style="list-style-type: none"> • TBD • TBD <p><i>Meetings are normally held at the Beaverton Library conference room at 12375 SW 5th Street in Beaverton, OR.</i></p>

Note: Additional meetings may be held as needed. Confirm meeting dates, times and locations with local agency contacts. Metro staff have been assigned to provide technical support throughout the RTP solicitation process and will participate in these meetings.

Metro staff contacts

Metro staff have been assigned to provide technical support throughout the RTP solicitation process.

2018 RTP Update Process	Kim Ellis
Public involvement and Title VI non-discrimination documentation	Cliff Higgins
RTP finance and Agency revenues	Ted Leybold and Ken Lobeck
Safety projects	Lake McTighe
Pedestrian, bicycle and trail projects	Lake McTighe and John Mermin
Freight projects and Regional Freight Plan	Tim Collins
Mobility corridors, road and bridge capacity or reconstruction projects	John Mermin or Tim Collins
Demand management projects and programs	Dan Kaempff
System management and operations projects and programs	Caleb Winter
Centers or transit-oriented development projects	TBD
Transit projects and programs	Jamie Snook
Cost estimate methodology	Anthony Buczek
Travel demand model assumptions	Cindy Pederson
Geographic information system data	Matthew Hampton
On-line project application and evaluation database	TBD

Who is eligible to submit project or programs to the RTP?

Eligible entities are referred to as project sponsors and include:

- Clackamas County and its cities
- Multnomah County and its cities
- Washington County and its cities
- Metro
- South Metro Area Regional Transit (SMART) district
- TriMet
- Oregon Department of Transportation (ODOT)
- Port of Portland (in coordination with transportation agencies and county coordinating committees)
- Portland Streetcar, Inc. (in coordination with the City of Portland and TriMet)
- Transportation management associations (in coordination with transportation agencies, county coordinating committees and transit providers)
- Special districts (e.g., Tualatin Hills Parks and Recreation, Clackamas Parks and Recreation, Portland Bureau of Environmental services) and railroad operators in coordination with transportation agencies and county coordinating committees

How will project and program submittals be coordinated?

1. Coordination of submittals will occur through ongoing public meetings of county coordinating committees, the city of Portland and the Transportation Policy Alternatives Committee (TPAC).
2. Metro staff liaisons for each county, the City of Portland, ODOT, TriMet and SMART have been identified to assist in this effort.
3. County coordinating committee lead staff will manage project submittals for the county and its cities.
4. City of Portland transportation staff will manage project submittals for the city.
5. Portland Streetcar, Inc. staff will participate in meetings held by the City of Portland and TriMet to coordinate their respective project submittals.
6. The Port of Portland, park districts, and city and county trails, environmental services, railroad operators and land use staff will participate in meetings held by their respective county coordinating committee or the City of Portland to coordinate their respective project submittals.
7. TriMet, the Oregon Department of Transportation, and the South Metro Area Regional Transit (SMART) will submit required project information directly to Metro.¹
8. ODOT will submit required project information directly to Metro.²
9. Metro will submit regional projects and programs in coordination with project sponsors.

¹ TriMet and SMART manage transit capital and service expansion investments to submit within their respective funding forecast in coordination with the county coordinating committees, the City of Portland and Metro. Local agencies may include transit projects within their respective funding forecast with the support of the appropriate transit provider. Federally-required local match for transit capital projects must be accounted for in the submittals.

² ODOT manages state highway investments to submit within the ODOT funding forecast in coordination with the Region 1 ACT, county coordinating committees, the City of Portland and Metro. Local agencies may submit projects on State facilities within their respective funding forecast with ODOT support.

10. While each project sponsor is responsible for submitting required project information, the City of Portland and county coordinating committees will each submit a list of all projects and programs proposed for the sub-region (including projects and programs proposed by special districts, TriMet, SMART and ODOT). The list must be organized by Constrained Priorities and Additional Priorities in order of priority within three groupings (e.g., highest priority, medium priority, and lowest priority) by the RTP time periods (e.g., 2018-2027 and 2028-2040).

What endorsements are required for project and program submittals?

1. Each county coordinating committee, the City of Portland, TriMet, SMART, the Port of Portland and ODOT must endorse their *Constrained Priorities* and *Additional Priorities* project lists submitted to Metro.
2. The policy-level county coordinating committee should be the endorsing body for the county coordinating committees (C-4, EMCTC, & WCCC).
3. For the City of Portland, TriMet, SMART, ODOT and the Port of Portland, an elected or appointed body should serve as the endorsement body (Portland City Council, TriMet Board, SMART Board, Oregon Transportation Commission, & Port Commission).
4. Endorsements must happen prior to the July 21, 2017 project submittal deadline.

What projects and programs can be submitted?

1. Projects and programs submitted must align with regional policies and goals. The 2014 RTP goals, policies, system map designations and performance targets provide the policy framework for which projects must be consistent. If a project is not on a RTP system map, an RTP System Map Changes Worksheet (Form H) must be submitted.
2. Projects must demonstrate that appropriate requirements for public involvement and analysis of community need for the project has been met. This means projects must have:
 - 1) emerged from a planning process that identified the project to address a transportation need on the regional transportation system; and
 - 2) the project was identified as a priority for funding through that process. The planning process must have provided opportunities for public comment and made efforts to engage historically marginalized communities.³ (Form D)
3. Planning processes from which projects are eligible for submission include:

Local Transportation System Plans	TriMet Transit Improvement Program
Regional Travel Options Strategic Plan	TriMet Service Enhancement Plans
Regional Active Transportation Plan	Portland Streetcar System Plan
Regional Transportation System Management and Operations Plan	Portland Bicycle Plan for 2030
Regional Freight and Goods Movement Action Plan	Other adopted City, County ODOT, TriMet and SMART plans and studies, including concept and safety plans
Regional High Capacity Transit Plan	SMART Master Plan

³ Historically marginalized communities are defined as persons of color, persons with low income, and people with limited English proficiency.

Regional Active Transportation 10-year Investment Strategy list of projects	Park district plans
Southwest Corridor Shared Investment Strategy	Division Transit Project Corridor-wide Strategy
Regional Safe Routes to School Framework or other adopted Safe Routes to Schools plans and studies	

How do agencies certify public involvement and non-discrimination requirements have been or will be met?

Metro relies on agencies to conduct the local public engagement needed for all projects to come into the RTP. The public involvement checklist and non-discrimination certification is a pass/fail requirement for continuing the evaluation process and can be found in Form D and E.

1. Projects that have been adopted in a transportation system plan, subarea plan, topical (e.g. safety) plan, modal (e.g. freight) plan, or transit service plan through a public process. Form D provides an outline of the expected public involvement and non-discrimination efforts required when identifying and recommending projects to submit for the 2018 RTP.⁴ As part of the 2018 RTP project solicitation, each project sponsor will need to submit a completed Form D. Form D does not have to be completed for each individual project; a project sponsor may submit a single checklist that covers all of the projects that have met the requirements.
2. Projects that are undergoing a public process and have not yet been incorporated into a locally adopted plan. There may be cases where a project or multiple projects are being recommended for inclusion in the RTP, but the local adoption process has not been completed. Projects emerging from local planning processes that have not yet been incorporated into locally adopted plans may be submitted if the agency certifies it has or intends to complete the necessary public involvement requirements outlined in Appendix G of Metro's Public Engagement Guide and has written support from the appropriate governing body recommending the project be included in the RTP. The certification is made by completing and submitting Form D. Form D does not have to be completed for each individual project; a project sponsor may submit a single checklist (Form D) for all relevant projects (both those from an adopted plan and those currently in development) to certify all the public involvement requirements will be met for each project in the near future.
3. Projects that are being submitted to be included in the 10-year regional transportation investment strategy (2018-2027 implementation). Form E provides an outline of the expected public involvement and non-discrimination efforts required when identifying and recommending projects to submit for the 2018 RTP 10-year investment strategy (2018-2027 implementation) and expected to seek state or federal funding to be implemented. The certification is made by completing and submitting Form E. Form E does not have to be completed for each individual project; a project sponsor may submit a single checklist (Form E) for all relevant projects to certify all the public involvement and non-discrimination requirements have been or will be met for each project during project development.

⁴ These requirements are also listed in Appendix G. of Metro's Public Engagement Guide at: www.oregonmetro.gov/public-engagement-guide

How many projects can be submitted?

- The table below lists *Constrained Priorities* funding levels for each county and the City of Portland that reflect locally identified revenues that are reasonably expected to be available for two time periods: 2018-2027 and 2028-2040.
- Similarly, the *Constrained Priorities* funding levels for ODOT, TriMet and SMART reflect identified revenues that are reasonably expected to be available from revenue sources that directly fund these agencies for both time periods.
- The funding levels are shown in millions of 2016 dollars. All project sponsors are requested to submit a project list in which the total project costs (in 2016 dollars) are no greater than their respective funding level.
- The *Additional Priorities* funding level will be set by JPACT and the Metro Council in advance of the Call of Projects.
- A process is being developed for identifying local and regional investment priorities that would be eligible for some portion of the region's share of CMAQ/STBG funding and future state and federal competitive grant program funding opportunities (e.g., *ConnectOregon*, STIP Enhance, TIGER, FAST Lane, etc.) and the Additional Priorities funding level to be set by JPACT and the Metro Council.
- For all projects anticipated to seek state or federal funding, a minimum 20% local match must be assumed from the agency revenues. Local match is defined as funds under the control of the project sponsor (e.g., Washington County MSTIP3e, locally collected SDCs or urban renewal fees, etc.). Funds previously awarded by Metro in prior Regional Flexible Funds Allocation processes do not count towards the local match. The local match cannot be counted towards more than one project

ADD FUNDING LEVELS TABLE

More information on the funding assumptions will be available upon request.

Guidance on project and program parameters

1. Projects or programs must cost at least \$1 million to be listed as a discrete project or program. Projects and programs that cost less than \$1 million must be bundled with other similar projects or programs (e.g., sidewalk projects on multiple streets in a downtown area) to be consistent with this requirement. Specific details, including location and extent, must still be provided for bundled projects.
2. Projects or programs with costs greater than \$1 million ideas may either be listed out separately or bundled into a broad programmatic category (e.g., seismic retrofits, transit service enhancements, bridge replacements). A list of programmatic categories will be developed along with further guidance. Specific details, including location and extent, must still be provided for bundled projects.
3. Highway, road, bicycle and transit capital expansion (e.g., High Capacity Transit, Bus Rapid Transit, Street Car) projects need to be modeled for air quality and greenhouse gas emissions and therefore must be specifically identified as individual projects. Transit service expansion can be listed separately or bundled into a programmatic category.
4. Project development costs must be incorporated into overall project costs.

5. Projects that cost more than \$25 million must be submitted as discrete phases of project development (e.g., preliminary design, final design and engineering, right-of-way acquisition, and construction) and/or smaller, logical segments.
6. Project development costs for large capital projects that are in the *Additional Priorities* list can be included in the *Constrained Priorities* list as a discrete project.

List of Programmatic Categories

To be added

What information will project sponsors need to provide?

For new projects and programs

1. **General project information:** project location, need, and purpose, investment category, project design elements/cross-section and project sponsor contact information. See Form A.
2. **Cost estimate:** Total project cost in 2016\$, anticipated funding source(s) and confidence level in project cost estimate. For projects with an anticipated completion date in 2027 or earlier, project sponsors must complete Metro's cost estimate worksheet or use a comparable cost estimate methodology to update project costs for all capital projects. Submission of cost estimate worksheets is optional. If choosing alternate methodology – please send description of methodology to Anthony.Buczek@oregonmetro.gov for review.
See Form _.
3. **Time period:** Anticipated time period for project or program completion as either 2018-2027 or 2028-2040 to match revenue forecast years and transportation equity analysis years. Projects and programs in the 2018-2027 time period must be on the *Constrained Priorities* list of projects. See Form A.
4. **Project modeling assumptions:** Documentation of modeling assumptions for all highway, road, bike and transit capacity projects. See Form B.
5. **GIS shapefile:** Electronic GIS shapefile of all location specific projects and programs submitted. See Form C.
6. **Public involvement checklist and non-discrimination certification:** Documentation of public involvement certifying that public involvement efforts were made or will be made and documented. See Forms D and E.
7. **RTP System Map Changes:** Identify relevant changes to RTP system maps to reflect new projects. See Form H.
8. **Project evaluation information:** Answer project evaluation related questions for each applicable project(s).

For revisions to existing 2014 RTP projects and programs

1. **General project information:** Revisions to existing project information, including revisions to project location, purpose, project design elements/cross-section, and project sponsor contact information. See Form A.
2. **Cost estimate:** Revisions to total project cost in 2016\$, anticipated funding source(s) and confidence level in project cost estimate. For projects with an anticipated completion date in 2027 or earlier, project sponsors must complete Metro's cost estimate worksheet or use a comparable cost estimate methodology to update project costs for all capital projects.

Submission of cost estimate worksheets is optional. If choosing alternate methodology – please send description of methodology to Anthony.Buczek@oregonmetro.gov for review. See Form ____.

3. **Time period:** Anticipated time period for project or program completion as either 2018-2027 or 2028-2040 to match revenue forecast years and transportation equity analysis years. Projects and programs in the 2018-2027 time period must be on the Constrained Priorities list of projects. See Form A.
4. **Project modeling assumptions:** Documentation of needed revisions to modeling assumptions for all highway, road, bike and transit capacity projects. See Form B.
5. **GIS shapefile:** Electronic GIS shapefile reflecting updates to the location of projects and programs in existing 2014 RTP. See Form C.
6. **Public involvement checklist and non-discrimination certification:** Documentation of public involvement certifying that public involvement efforts were made or will be made and documented. See Forms D and E.
7. **RTP System Map Changes:** Identify relevant changes to RTP system maps to reflect updates to existing projects.⁵ See Form H.
8. **Project evaluation information:** Answer project evaluation related questions for each applicable project(s).

What information and forms must be submitted for each proposed project and program?

Each of the following forms⁶ must be completed and submitted by the project sponsor or county coordinating committee lead staff as indicated below by **July 21, 2017** to rebecca.hamilton@oregonmetro.gov:

- Form A. Project Overview for each project and program, key information for each project or program to be included in the 2018 RTP Investment Strategy; for applicable projects responses to project evaluation questions must also be provided (one form for each project submitted by project sponsor) NOTE THIS IS IN THE PROCESS OF BEING UPDATED
- Form B. Modeling Assumptions Worksheet for each highway, road, bicycle and transit capital expansion (e.g., High Capacity Transit, light rail transit, bus rapid transit, street car) project; (one worksheet for each project submitted by project sponsor) NOTE THIS IS IN THE PROCESS OF BEING UPDATED
- Form C. GIS Shapefile submission via the online geodatabase or direct submission to Metro staff GIS liaison for new projects or updates to existing RTP projects (one shapefile per project submitted by project sponsor) NOTE THIS IS IN THE PROCESS OF BEING UPDATED

⁵ All requested system map changes must be accompanied with an explanation for the proposed change that demonstrates how the requested change is consistent with RTP policy. Project sponsor staff must consult with RTP staff on the proposed changes in advance of submitting the changes through the Call for Projects.

⁶ Staff are developing an on-line application system available for project sponsors to submit Forms A through E and Form H electronically. Forms F and G will be submitted electronically by the designated county coordinating committee lead staff.

- Form D. Public Engagement and Non-Discrimination Certification for transportation system plan, subarea plan, topical or modal plan, or transit service plan development (one certification per project sponsor) NOTE THIS IS IN THE PROCESS OF BEING UPDATED
- Form E. Public Engagement and Non-Discrimination Certification for 10-year regional transportation investment strategy (2018-27 implementation) project submission (one per project sponsor) NOTE THIS IS IN THE PROCESS OF BEING UPDATED
- Form F. Constrained Regional Priorities Worksheet lists projects recommended to be included in the 2018 RTP Constrained Priorities list (one worksheet submitted by county coordinating committees, ODOT, TriMet, SMART, Metro and the City Portland) NOTE THIS IS IN THE PROCESS OF BEING UPDATED
- Form G. Additional Regional Priorities Worksheet listing projects recommended to be included in the 2018 RTP Additional Priorities list (one worksheet submitted by county coordinating committees, ODOT, TriMet, SMART, Metro and the city of Portland) NOTE THIS IS IN THE PROCESS OF BEING UPDATED
- Form H. RTP System Map Changes Worksheet listing recommended system map changes (one worksheet per project by project sponsor) NOTE THIS IS IN THE PROCESS OF BEING UPDATED

What resources will be available?

- Along with your local transportation system plan (TSP), subarea plan, modal and topical plans, transit service plans, several additional resources will be available.
- Metro has transportation staff liaisons for each county and the City of Portland to participate in meetings and assist in this effort.
- Metro also has contacts for topical questions.
- Available maps, documents and related-materials include:
 - 2014 RTP Project Maps by Subarea (in PDF and zoomable format)
 - 2014 RTP Modal System Maps (in zoomable format)
 - Regional Bike Network
 - Regional Pedestrian Network
 - Regional Transit Network (includes regional transit stops and stations)
 - Arterials and Throughways Network
 - Regional Freight Network (includes freight intermodal facilities)
 - Regional Active Transportation 10-Year Investment Strategy list of projects (projects on the list will be pre-populated in the on-line application for review by project sponsors)
 - Map of gaps in Regional bike and pedestrian networks (in zoomable or PDF format)
 - Regional Safe Routes To School Framework (in zoomable or PDF format)
 - Oregon Freight Bottlenecks (in PDF format)
 - Regional High Injury Corridors (in zoomable format)
 - Regional Crash Map (in zoomable format)
 - Draft 2015 Atlas of Mobility Corridors (in PDF format)
 - Historically marginalized communities data by census boundary:
 - Low-income

- Persons of color
- Low English proficiency
- 2016 Coordination Transportation Plan for Seniors and People with Disabilities needs and priorities (format TBD)
- Regional emergency transportation routes (ETRs) (format TBD)
- Seismic Lifeline Routes (format TBD)
- Title 4 Industrial and Employment areas designations (Title 4, Industrial and Other Employment areas Map, dated Oct. 2014) (in zoomable format)
- 2040 Centers (central city, regional centers, town centers and HCT station areas/station communities) (in zoomable format)
- Regional zoning classifications (in zoomable format)
- Resource habitat (in zoomable format)
- Designated Urban and Rural Reserves (in zoomable format)

Other general guidance

- All sponsors should look for opportunities to leverage local, regional, state, and federal resources.
- Other guidance to be added.

The forms, attachments and resources will be available to download from Metro's website at www.oregonmetro.gov/2018Projects NOTE THIS WEB PAGE IS UNDER DEVELOPMENT

Memo



Metro

600 NE Grand Ave.
Portland, OR 97232-2736

Date: March 8, 2017
To: MTAC, TPAC and interested parties
From: Tyler Frisbee, Policy Innovation Manager and Kim Ellis, RTP Project Manager
Subject: Introducing project performance criteria in the 2018 Regional Transportation Plan

PURPOSE

This memo outlines a proposed process for applying outcomes-based criteria to evaluate the relative performance of projects in the 2018 Regional Transportation Plan (RTP) Investment Strategy. At this time, staff recommends the process be limited to larger-scale, multi-jurisdictional projects that are anticipated to seek federal, state or regional funding. Projects that are anticipated to be 100 percent locally funded would be excluded from the project evaluation process.

This process is proposed to provide information so policymakers and the public can better understand how individual projects align with adopted regional policies and goals to improve transparency and accountability in the regional decision-making process, with the goal of developing a regional pipeline of capital projects to prioritize. The project performance evaluation is not intended to be used to remove projects from the RTP, but rather provide information about how projects perform relative each other to complement the planned system-level modeling and transportation equity analysis of the draft 2018 RTP Investment Strategy.

ACTION REQUESTED

Staff introduced the project evaluation concept to the Transportation Policy Alternatives Committee (TPAC) on February 24 and will introduce the concept to MTAC at their March 15 meeting. MTAC is invited to participate in a technical workshop with TPAC and members of the RTP Transit, Equity, Freight, Safety and Performance work groups. **The workshop will be held on March 17 from 1 to 4 PM at Metro in the council chamber.** *(Note: this time of the workshop has change from a previous announcement)*

The workshop provides an opportunity for more in-depth discussion of the process and criteria:

1. What feedback do you have on the draft project evaluation criteria?
2. What feedback do you have on the proposed cost threshold? Should this process apply to more than larger-scale, multi-jurisdictional projects, e.g., all projects that are anticipated to seek federal, state or regional funding; projects that cost greater than \$10 million)?
3. How should the process or criteria be designed to account for local and state priorities, regardless of how they score under the project criteria?
4. Do you have other comments or suggestions for staff on the process or criteria? What other factors should be addressed or considered?

Discussion materials will be sent out one week in advance of the workshop. This and upcoming discussions will help shape recommendations for the Metro Council, the Metro Policy Advisory Committee (MPAC), and the Joint Policy Advisory Committee on Transportation (JPACT) to consider in April and May as part of their broader direction on building the 2018 RTP Investment Strategy.

BACKGROUND

Our region's economic prosperity and quality of life depend on a transportation system that provides every person and business in the Portland metropolitan region with access to safe, reliable, affordable and healthy transportation options. Through the 2018 RTP update, the Metro Council is working with communities throughout the region to plan the transportation system of the future by updating the region's shared transportation vision and investment strategy for the next 25 years. The adopted 2014 RTP includes more than 1,250 projects, with a total estimated cost of \$36 billion, including maintenance and operations of the transportation system. That cost is significantly more than our region's current spending on transportation investments.

Over the past year, the work groups and TPAC and MTAC have been working to update how projects and programs will be evaluated in the RTP. The work has focused on system evaluation measures and measures to assess how well the overall package of projects address transportation equity for historically marginalized communities, youth and older adults. A roll-up of the key factors reflected in the measures are shown in **Figure 1**. Through this work and regional leadership forum discussions, staff heard a desire to better understand how individual projects contribute to achieving regional goals.

The upcoming RTP Call for Projects (which will result in updates the projects and programs in the RTP) is an opportunity to follow through on more recent regional policy commitments adopted by JPACT and the Metro Council. These commitments include adoption of the Regional Active Transportation Plan and Climate Smart Strategy in 2014, and the more recent Regional Flexible Funds allocation decision to advance three priority bottleneck projects (I-5/Rose Quarter, OR 217, and I-205/Abernethy Bridge), active transportation project development work, and the Southwest Corridor and Division Transit projects. These priorities were reaffirmed by JPACT and the Metro Council through adoption of the region's 2017 Regional Policy and Funding Priorities for State Transportation Legislation on February 16 and March 2, respectively.

In addition, in December 2016, the Metro Council reaffirmed direction to staff, based on feedback from the regional forums and previous RTP work sessions, to use development of the 2018 RTP to clearly and realistically communicate our transportation funding outlook and support partner jurisdictions' efforts to plan and build the region's future transportation system. This direction included developing an investment strategy comprised of a pipeline of regional priority projects the region agrees to work together to advance and construct. The Council further directed that the investment strategy be developed in an efficient and transparent way that advances adopted regional goals and supports regional coalition building efforts.



Figure 1. Key factors reflected in updated RTP performance measures

In response to this Council direction and prior feedback from technical work groups and regional leadership forum discussions, staff began defining a process for applying outcomes-based criteria to evaluate the performance of projects proposed for the 2018 RTP Investment Strategy. Projects that are anticipated to be 100 percent locally funded would be excluded from the project evaluation.

GOAL AND OBJECTIVES OF PROJECT EVALUATION PROCESS

The goal of the project evaluation is to apply outcomes-based criteria to evaluate individual projects proposed for the 2018 RTP to inform priorities for investing federal, state and regional funds the region.

This process supports multiple objectives, including:

- explore a consistent way to compare projects across jurisdictions, modes and scale to develop an understanding of a project's relative impact in supporting regional outcomes (e.g., 2040 Growth Concept implementation, RTP policies and goals)
- improve the communication of project benefits to the public and decision-makers so they better understand how individual projects align with adopted regional policies and goals relative to each other
- improve transparency and accountability in the regional decision-making process
- inform future regional planning and investment decisions (e.g. 2022-24 Regional Flexible Funds Allocation process, next RTP update)
- inform development of a pipeline of regional priority projects to better position the region to successfully compete for state and federal grants and attract and leverage new funding opportunities
- advance the region's efforts to implement performance-based planning and programming as required under federal law by showing how projects will advance achievement of regional outcomes

DEVELOPMENT OF THE PROJECT EVALUATION PROCESS

Other states and MPOs have begun using project evaluation criteria and locally Washington County and City of Portland have started to use project level evaluation to inform their respective decision-making processes. Staff proposes using a more qualitative approach that relies on project sponsors to answer questions about the project. This proposal was informed by similar approaches used by other metropolitan regions, states, federal and state competitive grant programs (e.g., TIGER, *ConnectOregon*), and project criteria used in the City of Portland's transportation system plan update, Washington County's MSTIP3e program, the 2010 RTP update, and the 2019-21 Regional Flexible Funds Allocation (RFFA) process. As noted previously, the proposal was also informed by:

- 2018 RTP engagement activities, including the three Regional Leadership Forums convened by the Metro Council in 2016;

- technical committee discussions related to limitations of the system performance measures and transportation equity measures¹ in providing information on how well individual projects contribute to regional goals;
- previous adopted RTP policy goals and priority outcomes identified through 2018 RTP engagement activities; and
- data and methods recommended by the RTP technical work groups to support the system-level evaluation and transportation equity analysis of the overall 2018 RTP Investment Strategy.

RELATIONSHIP OF PROJECT EVALUATION TO OTHER EVALUATION WORK

As currently proposed, the project evaluation would identify expected outcomes of the most expensive projects in the 2018 RTP and report that information to policymakers, complementing the planned system performance evaluation and transportation equity analysis of the overall 2018 RTP Investment Strategy.

PROPOSED APPROACH TO PROJECT EVALUATION IN 2018 RTP

As currently proposed, project sponsors would be required to complete a web-based project sponsor form that includes questions associated with eleven outcome-based criteria. Responses to the questions would be required of all projects submitted for inclusion in the 2018 RTP that meet agreed upon funding source and cost thresholds, whether in the “Constrained” or the “Strategic” portion of the plan. Projects that are anticipated to be 100 percent locally funded would not be required to go through a project evaluation.

Table 1 summarizes the project types proposed for and excluded from project evaluation. *The thresholds and applicable project types have been identified as a starting point for further discussion and refinement prior initiating the RTP Call for Projects.*

Table 1. DRAFT Project Performance Evaluation Applicability

Project types proposed for project evaluation	Project types excluded from project evaluation
<ul style="list-style-type: none"> • Capacity and operational projects and programs² that are: <ul style="list-style-type: none"> • anticipated to seek federal, state or regional funding <u>and</u> • \$10 million, \$25 million or \$50 million³ or greater in cost⁴ 	<ul style="list-style-type: none"> • Projects and programs that are anticipated to be 100 percent locally funded • Projects and programs with a cost less than the threshold selected • Transit and road/bridge maintenance (transit vehicle replacements, pavement repair, etc.)

¹ This concern was consistently raised in discussions of the performance, transportation equity, freight work group, MTAC and TPAC related to updating the RTP outcomes-based system evaluation measures.

² Capacity and operational investments include: highway and arterial projects (e.g., widening, technology and geometric operational improvements such as addition of auxiliary lanes, access management, intelligent transportation systems), transit and rail capacity expansion, bike and pedestrian connections, freight projects (rail and track upgrades, grade separation of road and rail line in addition to highway and arterial projects listed above), transportation demand management (e.g., park-and-ride, transit-oriented development (TOD), Safe Routes to School programs, etc.)

³ The 2014 Regional Transportation Plan includes 1,256 projects. Nearly 900 projects cost less than \$10 million, 238 projects cost between \$10-25 million, and 138 projects cost \$25 million or more, of which nearly 40 projects cost more than \$50 million. **See Attachments 1 and 2.**

Based on the system performance measures, eleven project evaluation criteria have been identified as a starting point for further discussion and refinement prior to initiating the 2018 RTP Call for Projects on June 1, 2017. The proposed criteria reflect adopted RTP goals and priority outcomes identified through 2018 RTP engagement activities in 2015 and 2016, including the three Regional Leadership Forums convened by the Metro Council in 2016. The proposed criteria, listed alphabetically, follow.

- Air quality and climate change
- Congestion relief and freight mobility
- Environmental protection
- Freight and goods movement and access
- Jobs and economic development
- Leverage and accountability
- Placemaking and 2040 centers support
- Public engagement and community support
- Safety and system resilience
- Social equity and access to opportunity
- Travel options

In addition, the final project evaluation process must account for local and state priorities. This could be accomplished through the “public engagement and community support” or “leverage and accountability” criteria. Alternatively, the process could request each county-level policy coordinating committee and the Portland City Council to submit a list of a specified number of projects that will each receive additional points. Similarly, Port of Portland staff (with the support of the Port Commission), ODOT Region 1 staff (with the support of the Oregon Transportation Commission), and TriMet staff (with support of the TriMet Board) could each submit a list of a specified number of projects that also receive additional points.

This process relies on project sponsors to answer questions about each project. Web-based maps and relevant data will be made available to project sponsors to provide geographic context for relevant questions. The answers to each yes/no question will generate a score for each project, assessing how well each proposed investment meets each criteria. The project evaluation score will automatically be calculated upon submittal of the on-line project application.

HOW THE PROJECT EVALUATION INFORMATION WILL BE USED

Project evaluation is one of several tools to support decision-making in 2017 and 2018 – including public input, system performance analysis, transportation equity analysis, and regional policy discussion. For the 2018 RTP update, the scoring from the project evaluation could assist the Metro Council and JPACT in comparing proposed investments and making policy recommendations on near- and longer-term investment priorities for limited federal, state and regional funding. The project evaluation process will also provide better clarity on our regional transportation needs overall.

The project evaluation would identify expected outcomes of the projects and be reported to policymakers along with the planned system performance and transportation equity analysis of the overall 2018 RTP Investment Strategy. JPACT and the Metro Council will be asked for direction on how the information is presented. Possible ways to use the information include:

⁴ The cost threshold applies to all phases (PE, ROW and Construction) and segments of an individual project.

- relative ranking or tiering (e.g., top third, middle third, lower third) of projects by total evaluation score by infrastructure type
- relative ranking or tiering (e.g., top third, middle third, lower third) of projects by total evaluation score by measure

A Findings Report will be prepared to support a regional policy discussion on whether refinements to the draft investment strategy and near-term and long-term priorities are needed prior to releasing a recommended investment strategy for public review in Spring 2018.

NEXT STEPS

The project team will continue working with TPAC and MTAC to define the project evaluation process and outcomes-based project criteria for further policy discussion and direction by the Metro Council, MPAC and JPACT in April and May. The schedule of next steps and upcoming discussions follows.

Schedule for regional discussion of project performance evaluation

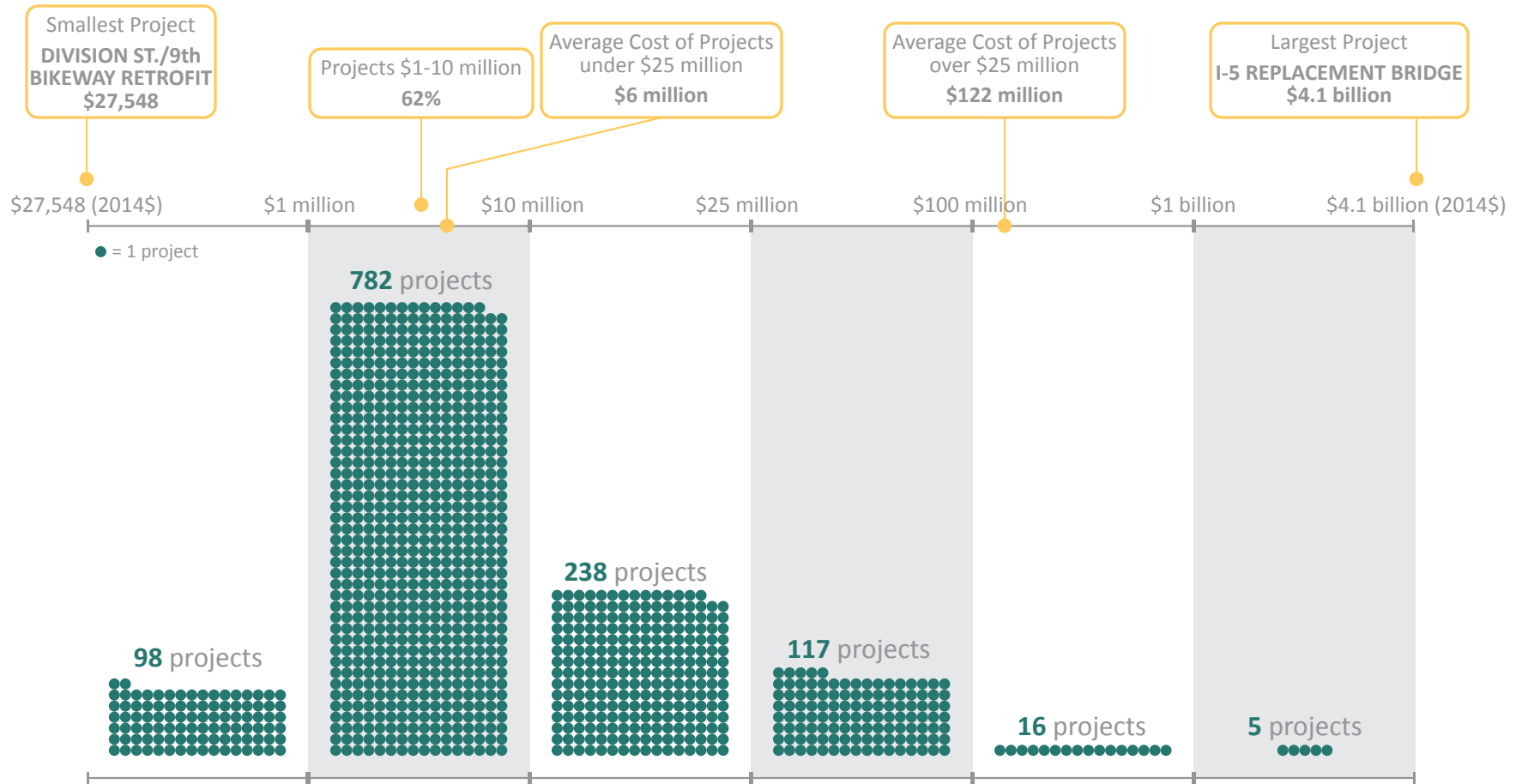
February 2017	<ul style="list-style-type: none">• Council discussion• MPAC discussion (<i>note the initial JPACT discussion was delayed to their April meeting</i>)• TPAC discussion
March 2017	<ul style="list-style-type: none">• Technical Workshop #1 with RTP work groups, TPAC and MTAC (<i>3/17/17 from 1 to 4 PM at Metro in the council chamber</i>)• TPAC and MTAC discussions• Coordinating Committee briefings (TACs)
April 2017	<ul style="list-style-type: none">• Technical Workshop #2 with RTP work groups, TPAC and MTAC (<i>4/14/17 from 10-noon at Metro in the council chamber</i>)• Coordinating Committee briefings (Policy and TACs)• JPACT, MPAC and Metro Council discussions• MTAC and TPAC recommendations to MPAC and JPACT, respectively
May 2017	<ul style="list-style-type: none">• MPAC and JPACT recommendations to Council• Metro Council action
June 1, 2017	<ul style="list-style-type: none">• RTP Call for Projects issued

/Attachments

1. 2014 RTP Project Cost Breakdown (*2/17/17*)
2. 2014 RTP Projects by Cost Thresholds (*3/8/17*)

How much do projects cost?

Source: 2014 RTP



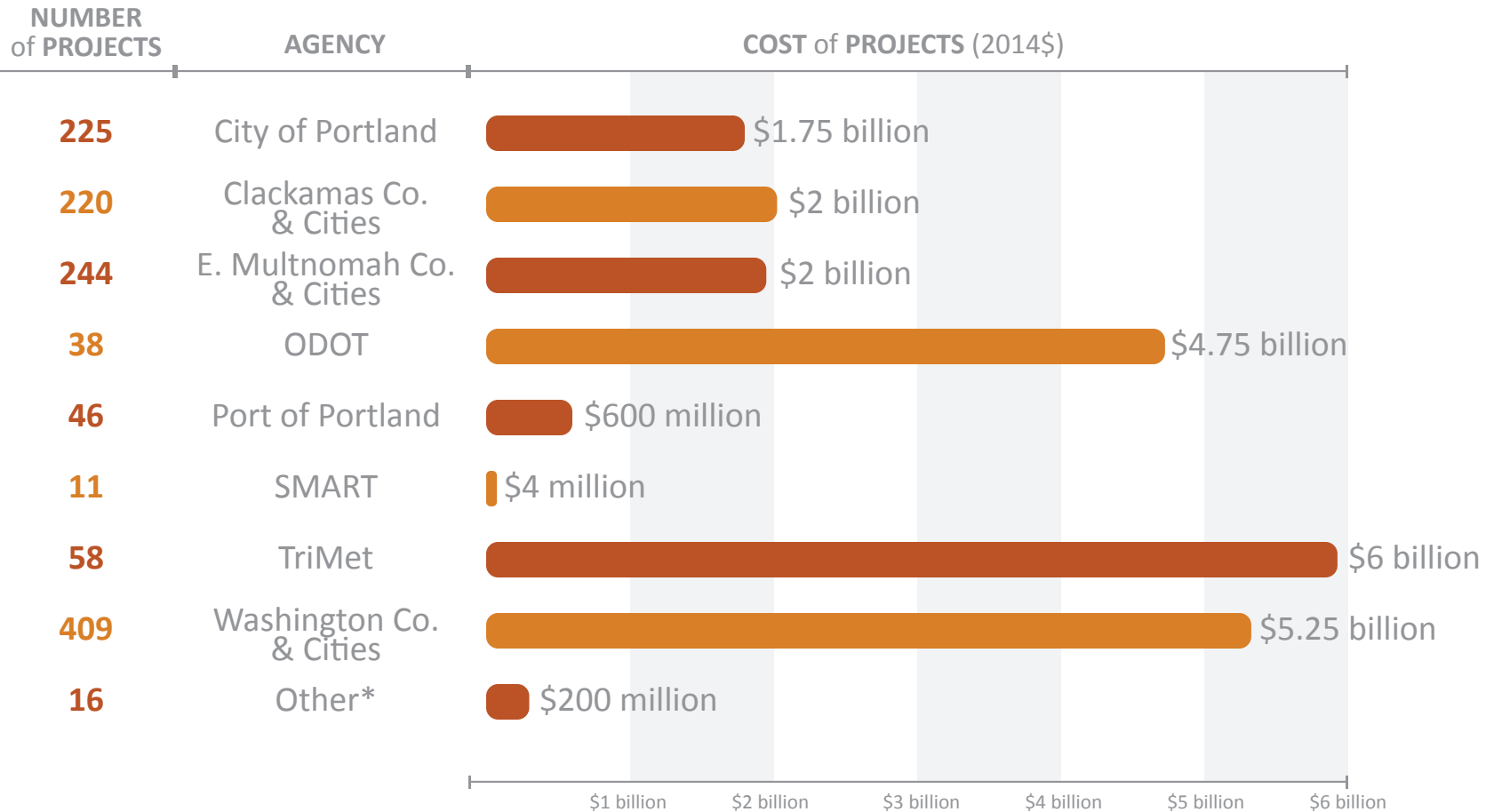
COST of ALL PROJECTS: **\$23 billion** (2014\$)

February 17, 2017

Does not include an estimated \$12 billion to maintain roads and bridges)

Number and Cost of Projects by Agency

Source: 2014 RTP



*Metro, North Clackamas Parks & Recreation District,
Tualatin Hills Parks & Recreation District

February 17, 2017

Does not include an estimated \$12 billion to maintain roads and bridges)

**2014 RTP Projects By Different Cost Thresholds**

The tables below summarize the number of 2014 RTP projects by nominating agency by three different cost thresholds. This information is provided for discussion purposes to give a sense of the number of projects that would be subject to project evaluation based on three different cost thresholds discussed by the Transportation Policy Alternatives Committee (TPAC) on February 24. In some cases the nominating agency is not the same as the facility owner and/or multiple nominating agencies may have been listed. In addition, this information does not fully account for projects that may have been listed in the RTP as discrete phases.

Total number of 2014 RTP projects

\$50 million or greater

Nominating Agency	Total
Clackamas County	1
Damascus	1
Hillsboro	1
Lake Oswego	1
Metro	3
Multnomah Co.	4
ODOT	12
Port of Portland	2
Portland	9
TriMet	18
Washington Co.	7
Total	59

Total number of 2014 RTP projects

\$25 million or greater

Nominating Agency	Total
Clackamas County	3
Damascus	5
Gresham	14
Happy Valley	2
Hillsboro	8
Lake Oswego	3
Metro	4
Milwaukie	1
Multnomah Co.	7
ODOT	18
Port of Portland	6
Portland	14
Tigard	2
TriMet	21
Washington Co.	29
Wilsonville	1
Total	138

Total number of 2014 RTP projects

\$10 million or greater

Nominating Agency	Total
Beaverton	10
Clackamas County	24
Damascus	7
Forest Grove	3
Gresham	40
Happy Valley	8
Hillsboro	17
Lake Oswego	5
Metro	4
Milwaukie	3
Multnomah Co.	19
North Clackamas PRD	1
ODOT	31
Oregon City	7
Port of Portland	15
Portland	36
Sherwood	2
Tigard	10
TriMet	36
Troutdale	2
Tualatin	8
Washington Co.	79
West Linn	2
Wilsonville	7
Total	376

Lists of the projects are available upon request.

Memo

Date: Thursday, March 9, 2017
To: Metro Technical Advisory Committee (MTAC) and interested parties
From: Jamie Snook, Principal Planner
Subject: Regional Transit Strategy draft policy framework and vision

Purpose

The purpose of this memorandum is to provide an update to MTAC and TPAC on the development of the Regional Transit Strategy policy framework, vision and emerging transit strategies. The Regional Transit Strategy is a collaborative effort to create a single coordinated transit vision and implementation strategy. The objectives of the Regional Transit Strategy are to:

- Implement the 2040 Growth Concept and Climate Smart Strategy
- Update RTP transit-related policies and performance measures
- Update the current Regional Transit Network Map and High Capacity Transit Map
- Update the Transit System Expansion Policy
- Recommend a coordinated strategy for future transit investments and identify potential partnerships, strategies and funding sources for implementation.

Action Requested

There is no formal action requested. Staff is seeking feedback from MTAC and TPAC members regarding the following issues:

- Changes to the transit policies in the 2018 RTP
- Key elements to include in the long term transit vision,
- Approach to updating the High Capacity Transit (HCT) Plan and System Expansion Policy

Policy Framework

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 laid out in our 2040 Growth Concept, we must continue improving transit's accessibility, service, reliability, and reach.

We are building a strong Regional Transit Vision and Strategy towards implementation. As a group, we have come together around a future vision to make transit more frequent, convenient, accessible and affordable for everyone. In addition, we have started to identify strategies to bring this vision to life. The attached table (see attachment 1) identifies the specific goals and associated strategies.

To make transit more frequent:

- Align frequency and type of transit service to meet existing and projected demand and transit needs.
- Support the implementation of adopted local and regional land use and transportation visions

To make transit more convenient:

- Make transit more convenient for everyone 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, route and schedule information and payment options.

To make transit more accessible:

- Provide safe and direct biking and walking routes and crossings that connect to transit stops to ensure transit services are fully accessible to people of all ages and abilities.
- Expand community and regional transit service across the region to improve access to jobs and Community places for everyone.

To make transit more affordable:





- Ensure that transit remains affordable, particularly for those who rely on it the most

The goals and strategies are comparable to our existing transit policies. Updating our existing transit policies with our regional transit vision and goals provides a framework for what we are trying to achieve as we implement our transit vision. The transit work group is working towards developing updated policies that marrying our existing policies with these goals and strategies. These goals do not include the existing policy: **Support expanded commuter rail and intercity transit service to neighboring communities.** This is still an important part of our transit system and is proposed to remain as a policy.

Additionally, the work group discussed at its last meeting the need to maintain our existing aging system and address existing transit bottlenecks. While our current policies do identify this as a need, it is not specifically called out as a policy. A recommendation could be to add a new policy such as: **Maintain, replace and improve critical elements to the system to maintain safe and reliable operations.**

The following table compares the existing 2014 RTP policies with new or refined policies identified by the Transit Work Group.

Table 1: Existing and Potential Transit Policies

Existing policies		Potential new policies
Build the total transit network and transit –supportive land uses to leverage investments		<ul style="list-style-type: none"> Align frequency and type of transit service to meet existing and projected demand and transit needs. Support the implementation of local and regional land use and transportation visions.
Improve local transit service		
Expand high capacity transit		<ul style="list-style-type: none"> Make transit more convenient for everyone 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.
Expand regional and local frequent transit service		
Improve pedestrian and bicycle access to transit		<ul style="list-style-type: none"> Provide safe and direct biking and walking routes and crossings and other visibility amenities that connect to stops to make transit more accessible. Expand the system to improve access to jobs and essential destinations/daily needs for everyone.
Support expanded commuter rail and intercity transit service to neighboring communities		<ul style="list-style-type: none"> Support expanded commuter rail and intercity transit service to neighboring communities
		<ul style="list-style-type: none"> Maintain, replace and improve critical elements to the system to maintain safe and reliable operations
		<ul style="list-style-type: none"> Ensure that transit remains affordable, particularly for those who rely on it the most

The Transit Work Group and Transit Providers will be working towards updating the existing transit policies to reflect the Regional Transit vision, goals and strategies.

Draft transit network vision

As part of the 2018 RTP update, the Transit Work Group and Transit Providers are charged with updating the Regional Transit Vision and Regional Transit Network Map from the 2014 RTP. The Regional Transit Network Map presents the long term vision for transit in the region. This includes future transit service improvements and major capital investments. The Regional Transit Strategy will identify the transit needs and solutions based on the planning efforts conducted by regional partners. The Transit Strategy will identify strategies and solutions for addressing unmet transit needs.

Together we can coordinate all of these efforts into one unified transit vision and network map. We are working with the Transit Work Group and Transit Provider to help in identifying changes and additions to make transit more frequent, convenient, accessible and affordable. We need help from our partners around the region to help identify where there are needs not being met and where there should be changes to the vision.

Typically, the RTP only includes projects and plans that have been adopted in a TSP, subarea plan, topical or modal plan, or transit service plan through a public process that provided opportunities for the public and stakeholders. We rely on agencies to conduct the local public engagement needed for all projects to come into the RTP. This is still true; however, the Regional Transit Strategy provides an opportunity to identify transit related needs not being met and new improvements or investments that can meet those needs as well as implement the emerging Enhanced Transit Corridors concept. Any new projects submitted to the RTP will still need to have an agency's governing body approval to be submitted to the RTP, through the call for projects.

At our February Transit Work Group Meeting and our March Regional Transit Provider Meeting, we looked at potential changes to the regional transit network. The regional transit network map will continue to evolve as we continue to have more conversations about the transit needs and potential solutions. Some changes discussed at transit work group include:

- Removal of an HCT line to Damascus and replaced with a future HCT connection from Gresham to Happy Valley and connecting Pleasant Valley.
- Added new potential "Enhanced Transit Corridors"
- Updated the Portland Streetcar projects
- Changed the Lake Oswego to Portland Transit Project and HCT connection to Vancouver, Washington as future projects and not planned projects
- Identified bottleneck areas for improvement
- Identified areas for first/last mile connections
- Identified potential express bus locations
- Ensure connections to regional transit providers around the region

Transit System Expansion Policy framework

The Regional High Capacity Transit (HCT) System Plan and transit System Expansion Policy were adopted in 2009. The HCT Plan identified a HCT network and prioritized transit investments into tiers. Tier 1 of the network included the Southwest and Powell-Division corridors, which are moving forward into project development and environmental review under the National Environmental Policy Act (NEPA). The System Expansion Policy is designed to help jurisdictions move projects towards implementation. The purpose of the System Expansion Policy is to:

1. Clearly articulate the decision-making process by which future HCT corridors will be advanced for regional investment
2. Establish minimum requirements for HCT corridor working groups to inform local jurisdictions as they work to advance their priorities for future HCT
3. Define quantitative and qualitative performance measures to guide local land use and transportation planning and investment decisions
4. Outlines the process for updating the 2035 RTP, including Potential future RTP amendments, for future HCT investment decisions

The HCT Plan, and System Expansion Policy support the region's vision defined by the 2040 Growth Concept. Since the adoption of the HCT Plan and the System Expansion Policy, the region adopted the Six Desired Outcomes and completed the Climate Smart Strategy, while TriMet completed their

Service Enhancement Plans and SMART embarked upon their Transit Master Plan. Other jurisdictions have continued to develop localized plans and policies that support transit improvements and investments in the region. Additionally, the Federal Transit Administration (FTA) Capital Investment Grant (CIG) program, which provides federal funding support for high capacity transit projects, has evolved as part of the Fixing America's Surface Transportation (FAST) Act. Based on these events, it makes sense to evaluate if there are any changes needed to the system expansion policy to support the most current plans and policies.

The Transit Work Group and Transit Providers are working towards simplifying the evaluation framework identified in the HCT System Plan.

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:

- Continue to update the Transit System Expansion Policy
- Continue to build a compelling transit vision
- Coordinate transit related efforts in support of the "Call for Projects" phase of the 2018 RTP Update
- Regional Transit Strategy updates to MTAC and TPAC in March
- Regional Transit Strategy updates to MPAC, JPACT, Metro Council and TriMet Board in April

Regional transit strategy vision and strategies for achieving vision

To make transit more frequent, convenient, accessible and affordable for everyone

FREQUENT	CONVENIENT	ACCESSIBLE	AFFORDABLE
<p>GOAL:</p> <ol style="list-style-type: none"> Align frequency and type of transit service to meet existing and projected demand in support of adopted local and regional land use and transportation plans. 	<p>GOALS:</p> <ol style="list-style-type: none"> 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, route and schedule information and payment options. 	<p>GOALS:</p> <ol style="list-style-type: none"> Provide safe and direct biking and walking routes and crossings that connect to transit stops to ensure transit services are fully accessible to people of all ages and abilities. Expand community and regional transit service across the region to improve access to jobs and Community places. 	<p>GOAL:</p> <ol style="list-style-type: none"> Ensure transit remains affordable, especially for those dependent upon it.
<p>STRATEGIES:</p> <ul style="list-style-type: none"> Implement TriMet's Future of Transit Service Enhancement Plans. Implement the SMART Master Plan. Implement the Portland Streetcar Strategic Plan and expansion. Implement and coordinate with C-TRAN's Transit Development Plan. Implement and coordinate with state, regional, neighboring cities and rural transit providers future service plans. Invest in Enhanced Transit Corridor improvements. Invest in High Capacity Transit corridors. Implement TriMet's Coordinated Transportation Plan for Seniors and Persons with Disabilities, in conjunction with Special Transportation Fund Advisory Committee (STFAC) and service providers. Coordinate transit investments with local and regional land use and transportation visions as service improvements are prioritized 	<p>STRATEGIES:</p> <ul style="list-style-type: none"> Implement TriMet's Future of Transit Service Enhancement Plans. Implement the SMART Master Plan. Implement the Portland Streetcar Strategic Plan and expansion. Implement and coordinate with C-TRAN's Transit Development Plan. Implement and coordinate with state, regional, neighboring cities and rural transit providers future service plans. Invest in Enhanced Transit Corridor improvements. Invest in High Capacity Transit corridors. Invest in repair and maintenance and critical transit bottleneck improvements to ensure the existing system functions effectively and efficiently. Facilitate service connections between transit modes and transit providers at transit hubs. Implement and coordinate the HOP Fastpass program across multiple service providers. Invest in next-generation transit signal priority and targeted right of way improvements, 	<p>STRATEGIES:</p> <ul style="list-style-type: none"> Coordinate transit investments with improvements to pedestrian and bicycling infrastructure that provide access to transit as service improvements are prioritized, in line with Regional Active Transportation Plan and TriMet's Coordinated Transportation Plan for Seniors and Persons with Disabilities. Provide new community and regional transit connections to improve access to jobs and community services and make it easier to complete some trips without multiple transfers. Enhance transit access to jobs and other daily needs, especially for historically marginalized communities¹, youth, older adults and persons living with disabilities. Provide biking, walking, shared ride and park-and-ride facilities that help people access the transit system. Coordinate efforts with shared mobility and ride-sourcing providers to support better first and last mile connections. Coordinate and link transit-oriented development strategies with transit investments. 	<p>STRATEGIES:</p> <ul style="list-style-type: none"> Expand existing reduced fare program to low-income families and individuals in line with Metro/TriMet Low Income Fare Task Force recommendations. Expand transit payment options (e.g., electronic e-fare cards) to increase affordability and convenience. Expand student pass program

¹ Historically marginalized communities areas with high concentrations (compared to regional average) of people of color, people with low-incomes, people with limited English proficiency, older adults and/or young people.

FREQUENT	CONVENIENT	ACCESSIBLE	AFFORDABLE
	<p>especially in congested corridors to improve on-time performance and reliability.</p> <ul style="list-style-type: none">• Provide programs and adopt policies that help increase transit usage and reduce drive alone trips, such as travel options information and support tools (e.g., trip planning services, wayfinding signage, bike racks at transit stops), individualized marketing, commuter programs (e.g., transit pass programs), and actively managing in downtowns and other mixed-use areas.• Improve the availability of transit route and schedule information.• Coordinate efforts between transportation providers to increase information sharing and ease of use (e.g., transfers and payment integration).	<ul style="list-style-type: none">• Coordinate transit investments with the regional Equitable Housing Initiative.• Coordinate and link transit investments with local and regional land use and transportation visions as service improvements are prioritized.	

Memo



Metro

600 NE Grand Ave.
Portland, OR 97232-2736

Date: Friday, March 13, 2017
To: Metro Technical Advisory Committee (MTAC) and interested parties
From: Tim Collins, Senior Transportation Planner
Subject: Regional Freight Strategy Update

PURPOSE

The purpose of this memorandum is to provide an update to MTAC on the development of the 2018 Regional Freight Strategy, including the policy framework and emerging freight strategies that will update the current Regional Freight Plan (June 2010).

ACTION REQUESTED

There is no formal action requested. Staff will provide an update and seek MTAC feedback on several freight strategy work plan items:

- **Regional freight challenges and opportunities** by mode, including freight highway bottlenecks identified through the Oregon Freight Plan update. The Regional Freight Work Group identified constraints and challenges affecting freight and goods movement by mode (see **Attachment 1**), and ODOT's Freight Highway Bottlenecks List identified freight highway bottlenecks in the region (see **Attachment 2**).
- **New freight measures recommended for testing** during the RTP system evaluation this summer to inform priorities recommended in the 2018 RTP Investment Strategy
 1. Freight access to industry and freight intermodal facilities (see **Attachment 3**)
 2. Congestion – Freight truck delay and cost of delay on the freight network (see **Attachment 4**)
 3. Truck travel times to/from key intermodal facilities and industrial area (*in development*)
- **Regional Freight Network Concept and Map updates** to include the new National Multimodal Freight Network and Freight Intermodal Connector System designations (*in development*)
- **Other Regional Freight Strategy updates**, include:
 - new section describing freight roadway bottlenecks in the region as defined through an update to the Oregon Freight Plan (*to be developed in coordination with ODOT*)
 - new section on the federal FAST Act and freight-related funding opportunities, including FASTLANE grant program (*in development*)
 - updated strategies and freight-related investment priorities (*to be developed*)

BACKGROUND

The Portland metropolitan region is the trade and transportation gateway and economic engine for the state of Oregon. Metro is working with the Port of Portland, Oregon Department of Transportation (ODOT), local government partners, and representatives of the freight community to develop a 2018 Regional Freight Strategy that updates and replaces the 2010 Regional Freight Plan. The strategy will serve as the freight component of the 2018 Regional Transportation Plan (RTP).

The regional freight strategy will define a coordinated vision for moving commodities and enhancing freight and goods movement in the region, including enhancing access to global, national

and regional markets, connections to and between marine and airport terminals, industrial areas, intermodal facilities, rail yards and other key freight destinations in the region. The strategy will recommend investment priorities and strategies needed to achieve the vision. The outcome of the regional freight strategy will be a set of recommendations that recognize the importance of freight and also recognize and reinforce the region's commitment to safety, healthy, equitable communities, compact urban form, clean air and reduced greenhouse gas emissions.

REGIONAL FREIGHT POLICY FRAMEWORK

An overview of the current adopted goals, vision and policies guiding investments in the regional freight network follows.

Regional Freight Plan (Strategy) Goals

The current goals of the Regional Freight Plan are to:

- Use a systems approach to plan and manage our multimodal freight transportation infrastructure, coordinating both regional and local decisions to maintain flow and access for freight movement.
- Adequately fund and sustain investment in our multimodal freight transportation system to ensure that the region and its businesses stay economically competitive.
- Create first-rate multimodal freight networks that reduce delay, increase reliability, improve safety and provide choices.
- Integrate freight mobility and access needs in land use decisions to ensure the efficient use of prime industrial lands, protection of critical freight corridors and access for commercial delivery activities.
- Ensure that our multimodal freight transportation system supports the health of the economy and the environment.
- Educate our region's citizens and decision makers about the importance of freight movement on economic well-being.

These goals were developed by a 33-member Regional Goods Movement Task Force appointed in 2008 by the Metro Council to elaborate a policy framework that would protect and improve the cost-effective functioning of the region's multimodal freight network.

RTP Regional Freight Network Vision and Policies

The Regional Transportation Plan defines a vision and supporting policies to guide investment in each part of the regional transportation system, including the multimodal regional freight network.

Last updated in 2014, the RTP vision for a multimodal freight network is defined through the Regional Freight Network Concept and designations applied to regional transportation facilities that serve our regional and state freight mobility needs (see attached Regional Freight Network map, Figure 2.15 from the 2014 RTP). Recognizing this multimodal regional freight network is a foundation for the region's economic activities; the RTP includes policies, investments and strategies to strategically maintain, operate and expand it in a timely manner to ensure a vital and healthy economy.

The **Regional Freight Network Concept** illustrates the components of the regional freight network for developing and implementing a coordinated, integrated freight network that helps the region's businesses attract new jobs and remain competitive in the global economy. It addresses the need for freight through-traffic and well as regional freight movements, and access to employment and industrial areas, and to commercial districts.

Shown in **Figure 1**, the network concept reflects that the transport and distribution of freight occurs via a combination of interconnected publicly- and privately-owned networks and terminal facilities. Rivers, mainline rail, pipeline, air routes, and arterial streets and throughways connect our region to international and domestic markets and suppliers beyond our boundaries. Inside our region, throughways and arterial streets distribute freight moved by truck to air, marine, and pipeline terminal facilities, rail yards, industrial areas, and commercial centers. Rail branch lines connect industrial areas, marine terminals, and pipeline terminals to rail yards. Pipelines transport petroleum products to and from terminal facilities.

The Regional Freight Network Map

designates specific regional facilities based on their associated function(s) that are the focus of the region's freight-related investments to help ensure a coordinated and integrated multimodal freight network that helps the region's businesses attract new jobs and remain competitive in the global economy.

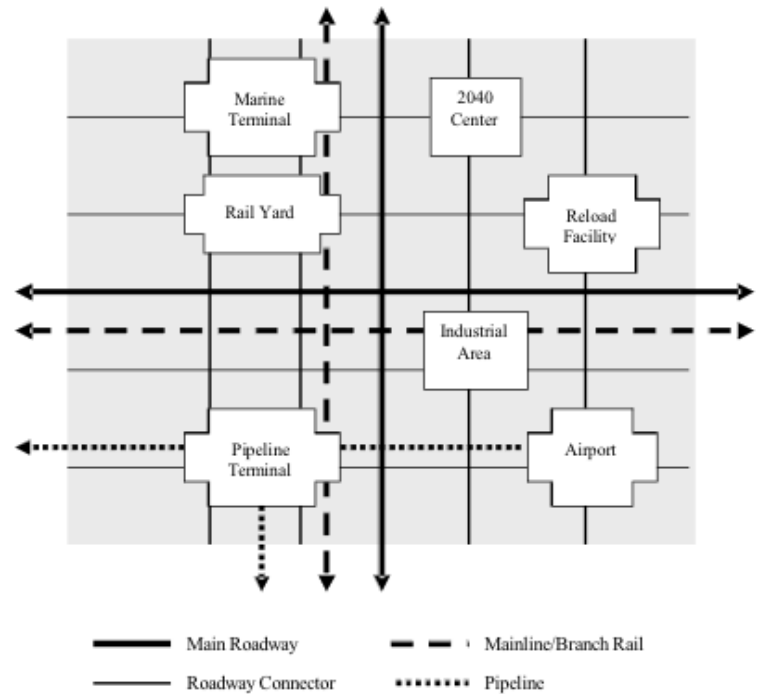


Figure 1. Regional Freight Network Concept

Source: 2014 Regional Transportation Plan

Implementation of the regional freight network concept and related map are further guided by five **freight policies**:

1. Use a systems approach to plan for and manage the freight network
2. Reduce delay and increase reliability
3. Protect industrial lands and freight transportation investments
4. Look beyond the roadway network to address critical marine and rail needs
5. Pursue clean, green and smart technologies and practices

Together, network concept, vision and these policies support the current adopted Regional Freight Plan goals and will continue to guide investments in the regional freight network. While the regional freight network concept and map will be updated to reflect new federal freight network and intermodal facilities designations, no changes are proposed to the current adopted policies at this time.

ADDRESSING REGIONAL FREIGHT NEEDS - CHALLENGES AND OPPORTUNITIES

Current constraints and challenges to improving freight and goods movement for each of the freight modes of travel (trucks, rail, air freight, and ships/barges) are outlined in the memo "Summary of Regional Freight Challenges and Opportunities (Attachment 1). Some of the freight strategies and investments that could address these constraints are as follows:

- Intelligent Transportation Systems (ITS) that inform drivers and truckers of accidents, delays, and other changing roadway conditions up ahead.
- ITS improvements at key signals that detect vehicle queuing and adjust the signal timing for more efficient flows of traffic through the signals.

- Ramp meters that detect vehicle queuing at freeway on-ramps and travel speeds on the freeway mainline up ahead, and adjust the ramp meter timing accordingly.
- Targeted capacity enhancements at key bottleneck locations and congested intermodal connector roadways (includes interchange reconfiguration and targeted truck queue jumps at signals).
- Grade separating rail crossings to address truck and auto congestion in industrial areas and to enhance safety.
- Projects that address rail track capacity at targeted locations (especially places that have both passenger trains and freight trains sharing the capacity).
- Providing increased access to airports and air freight facilities that address growing demand.
- Enhancements to river barge travel that expand the freight uses of the river and enhance barge safety.
- Expansion and access improvements at marine terminals.

These freight strategies and investments are intended to address the identified constraints and challenges of the various freight modes. These types of freight investments also provide examples for the RTP Call for Projects process.

NEXT STEPS

Staff will continue to work with state and regional partners through the Oregon Freight Advisory Committee (OFAC) and the Regional Freight Work Group to update the Regional Freight Strategy. A draft strategy will be prepared for MTAC and TPAC review in the fall, 2017. A short list of next steps and work underway follows:

- Regional Freight Strategy updates to TPAC in March and the Metro Council and regional policy committees in April
- Update Regional Freight Network Concept and Map to reflect new federal freight designations
- Coordinate documentation of regional freight bottlenecks and multi-modal freight needs in support of the 2018 RTP Call for Projects
- Continue to update the Regional Freight Strategy

/Attachments

1. Summary of Regional Freight Challenges and Opportunities (dated March 13,2017)
2. ODOT Freight Highway Bottleneck List and Freight Highway Delay Areas map
3. Freight access to industry and freight intermodal facilities
4. Congestion – Freight truck delay and cost of delay on the freight network
5. 2014 RTP Regional Freight Network map (dated July 2014)

Memo

Attachment 1

Date: March 13, 2017
To: Metro Technical Advisory Committee (MTAC)
From: Tim Collins, RTP Freight Work Group Lead
Subject: Summary of Regional Freight Challenges and Opportunities

The 2018 RTP Freight Work Group is one of eight technical work groups identified to provide input and technical expertise to support updating the Regional Freight Plan and development of the 2018 Regional Transportation Plan (RTP). In this role, the work groups are convening to advise Metro staff on implementing policy direction from the Metro Council, the Metro Policy Advisory Committee (MPAC) and the Joint Policy Advisory Committee on Transportation (JPACT).

Work group charge

The main charge of the freight work group is to provide technical input and make recommendations to Metro staff on updating the Regional Freight Plan and related investment priorities and actions to respond to new issues and changing conditions that have emerged since the 2010 Freight Plan was adopted.

Work Group Roster

The work group consists of local jurisdictions, topical experts and representatives from MTAC and TPAC, or their designees.

	Name	Affiliation
1.	Tim Collins	Metro lead
2.	Robert Hillier (PBOT)	City of Portland
3.	Phil Healy	Port of Portland
4.	Tony Coleman	Oregon Department of Transportation
5.	Steve Williams	Clackamas County
6.	Kate McQuillan Joanna Valencia (alternate)	Multnomah County - Planning
7.	Erin Wardell Karen Savage (alternate)	Washington County
8.	Kate Dreyfus	City of Gresham
9.	Zoe Monahan	City of Tualatin
10.	Sandra Towne Patrick Sweeney (alternate)	City of Vancouver
11.	Steve Kountz (PBPS)	City of Portland
12.	Don Odermott Gregg Snyder (alternate)	City of Hillsboro
13.	Nick Fortey	Federal Highway Administration
14.	Jana Jarvis	Oregon Trucking Association; Portland Freight Committee (Trucking)
15.	William Burgel	Burgel Rail Group; Portland Freight Committee (Railroads)
16.	Pia Welch	FedEx Express; Portland Freight Committee (Air)
17.	Jerry Grossnickle	Bernert Barge Lines; Portland Freight Committee (Marine/River)

	Name	Affiliation
18.	Lynda David	Regional Transportation Council
19.	Jim Hagar	Port of Vancouver
20.	Raihana Ansary	Portland Business Alliance
21.	Brendon Haggerty	Multnomah County - Public Health
22.	Kathleen Lee	Greater Portland Inc., Business Development Manager
23.	Carly Riter	Intel, NW Region Government Affairs Manager
24.	Gary Cardwell	NW Container Service, Divisional Vice President
25.	Todd Juhasz	City of Beaverton
26.	Joel Much	Sunlight Supply (in Vancouver, WA)

The work group discussions served as the basis for identifying challenges affecting freight and goods movement on the designated Regional Freight Network. A summary of current constraints, challenges and opportunities to improve freight and goods movement (by mode) follows.

Constraints and challenges on roadways and highways

- Increased congestion and congestion spreading over more hours per day on I-5 north of the Freemont Bridge (I-405).
- Capacity constraints exist at the Columbia River Bridge on I-5 that should be addressed.
- Constraints on roadway connections and intermodal connectors to I-5 are causing goods movement delays.
- I-5 at the Rose Quarter has been identified as a major traffic constraint.
- Highway 217 south of Beaverton-Hillsdale Highway has been identified as a major traffic constraint.
- Intra-county freight movements; such as high value commodities from Washington County that need to get to the air freight facility near PDX in Multnomah County, present a major challenge.
- Increased congestion and congestion spreading over more hours per day on US 26 (west of downtown Portland) create traffic constraints that cause trucks to avoid the freeway and travel out of direction on NW Cornelius Pass Road (north of US 26) and Highway 30 as an alternative route to avoid delays and unreliable travel times.
- For truck trips, NW Cornelius Pass Road has curvature and other design issues that need to be addressed.
- Increased demand for trucking on the region's freeway systems presents a major challenge to moving freight during congested hours.

Constraints and challenges on and around rail lines

- Rail speed is slow, with some industrial trains that are a mile long (100+ cars), and at-grade railroad crossings cause major traffic impacts on the roadway system.
- Grade separating rail crossings at many more locations in the region presents a challenge. An example that was mentioned is the need for grade separation of the Union Pacific line as it crosses SE 8th Ave., SE Milwaukie Ave., and SE 12th Ave. (south of SE Division St.). The current at-grade crossings cause major delays to cars and trucks on the street network around these crossings in an active industrial area. This delay is amplified when freight trains and scheduled Light Rail Transit occur within a short time of one another.
- Freight rail demand on shared rail tracks at North Portland and Peninsula Junction is causing long delays to other freight trains and passenger trains (Amtrak). This year the Oregon Transportation Commission approved an \$8.2 million Connect Oregon VI project for

rail improvements at North Portland Junction. However, improvements at Peninsula Junction are not included in this project and that constraint will be addressed later .

- The Union Pacific Kenton Line that runs adjacent to Sandy Boulevard needs some double-tracking to address rail capacity constraints.
- There is an opportunity to address the issue of double-tracking with the Kenton Rail Line Study.
- Short term need for speed improvements to the Union Pacific Railroad line just north of the Steel Bridge river crossing. The current train speeds are 6 mph in the curves and would require a realignment of the tracks to improve speed.
- Capacity constraints on major rail lines in the region to may require consideration of more double-tracking to: 1) improve freight train reliability; and 2) provide staging locations for freight trains off-line of the Seattle/Portland/Eugene passenger train corridor.

Constraints and challenges around Air freight

- Providing increased access to the Portland Airport (PDX) and consolidation facilities is challenging. Air freight demand will grow as the area's population grows.
- The US Post Office has moved onto Air Trans Way near PDX. Increased truck demand, construction project impacts and overall traffic in the airport area will be challenging.
- There is an opportunity for Port of Portland to study Hillsboro Airport needs and the possibility for an air freight facility (Port of Portland will conduct the study).
- The Westside Logistics Study showed computer and electronics shipments face constraints get to the air freight facility on Air Trans Way, with congestion and reliability issues on US 26 (Sunset Highway) causing delays and other freight routing to get to east Portland.

Constraints and challenges around energy pipelines

- Pipelines that supply fuels and other energy sources to the region are clustered along the Willamette River in the NW Portland Industrial area face the costs and challenges of retrofits for seismic resiliency.

There are also challenges with providing seismic retrofits for resiliency on the major freight system.

Constraints and challenges for Marine/River (for ships and barges)

- Providing more marine terminal space could be challenging.
- Deepen the Willamette River Channel for shipping has high costs and environmental challenges.
- There is a need to restore full container service at Terminal 6. The impacts and short term challenges for commodity movement and freight modal changes have been addressed by ODOT and the Port of Portland.
- The barges on the Columbia River cause the lift span on the I-5 Bridge to open when the river rises over six feet. There have been some years with nine months of high water.
- The location of the narrow opening of the railroad bridge (adjacent to the I-5 Bridge) makes for a difficult s-curve maneuver of barge traffic on the Columbia River that comes under these two bridges without lifting the I-5 Bridge. Barge safety is a major concern at this location. Barge traffic must avoid causing I-5 bridge lifts during peak traffic periods. During high water bridge lifts on I-5 cause major traffic delays even during off-peak hours.
- There is a need to restore operations of the Willamette Falls Locks to expand freight traffic on the Willamette River and reduce demand for trucks on the highways coming into the region. The historic Willamette Falls Locks in West Linn "were built in the early 1870s to move river traffic around the 40-foot horseshoe-shaped basalt ridge between Oregon City

and West Linn” (US Army Corps of Engineers website). Since December 2011, the Willamette Falls Locks have been in a “non-operational status”.

Next Steps

The Regional Freight Work Group has worked on developing and reviewing system evaluation measures for freight.

In 2017, the freight work group will be reviewing RTP investments that address freight needs/challenges, updating the regional freight network map, and development of criteria to help inform identification of near-term and longer-term freight investment priorities.

FREIGHT HIGHWAY BOTTLENECKS LIST



Attachment 2

PROJECT DESCRIPTION

The Project is directed by the Agency's Freight Planning Unit, as an implementation initiative from the *Oregon Freight Plan* (2011) ("OFP"), and is important for ODOT to direct funding to projects that alleviate critical freight bottlenecks. The primary outcome of this effort is a "Freight Highway Bottlenecks List" (FHBL) that encompasses analysis and background research with locations presented in tiered order, with an accompanying location map of all listed bottleneck delay areas. The final list was endorsed by the Oregon Freight Advisory Committee in January 2017. The FHBL will play a major role in freight project selection for FAST monies as well as state level project selection processes.

General Background Information

A freight bottleneck is a part of the transportation system that causes disproportionately high costs to the freight industry in terms of delay and reliability. Identifying locations on the highway where truck delay is significant is critical for planning and prioritizing projects that impact freight movement. This project originated from the OFP strategy 2.3 which directs ODOT to identify and rank bottlenecks on the state strategic freight system.

A consultant team was selected to collect and analyze data, apply stakeholder input and set thresholds to reveal a list of data driven locations that experience high amounts of truck delay. This approach relied on compiling and analyzing a wide variety of data about the operations and characteristics of different segments on the designed network. Indicators confirmed delay areas and provided details about the nature of freight delay and reliability.

Objectives

The project scope outlined three key objectives:

- Identify Oregon data and analytical tools available to provide information relevant to freight movement;
- Develop data-driven freight metrics designed to reveal bottleneck locations on state highway system;
- Develop an approach to prioritize freight bottleneck locations using an identified set of criteria.

Methodology

Data from several sources was assembled and converted to a uniform coordinate system. Key thresholds were then applied to reveal areas of delay and unreliability. Additional thresholds regarding incidents, geometry and grade were applied to confirm areas experiencing significant delay. A series of tiering criteria such as transportation cost, highway designation and bidirectionality were then applied to delay areas.

Stakeholder Engagement

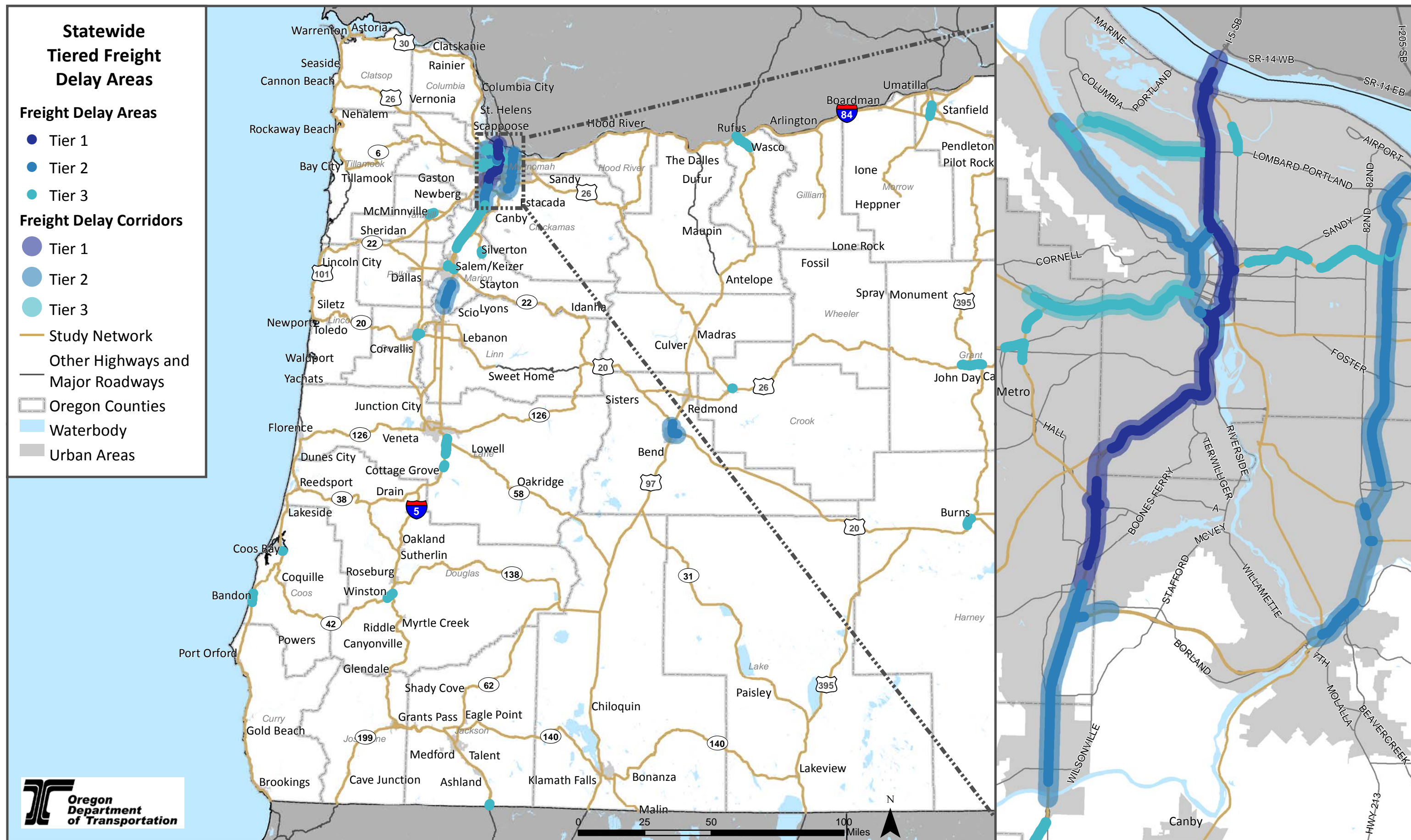
Feedback and responses/contributions from freight stakeholders were essential for the successful identification and tiering of freight highway bottlenecks. A technical advisory committee (TAC), made up of local and regional freight practitioners, an OFAC representative, ODOT Motor Carrier Division representative, Oregon Trucking Associations and other stakeholders was convened to review data, assess indicators and review bottlenecks list.

After a series of workshops, OFAC endorsed the tiered list of delay areas, underscoring the important role of stakeholder engagement. Professional facilitation was utilized throughout stakeholder involvement process.

Freight Highway Delay Areas

Attachment 2

Endorsed by OFAC, January 2017



Attachment 3

Evaluation Measure Title: Freight – Access to industrial land and intermodal facilities

Purpose and Goals

Overall Purpose: To identify whether the package of future transportation investments will change the accessibility to designated industrial land and freight intermodal facilities. This will be measured by determining the number of forecasted truck trips that are coming from or going to areas of industrial land and freight intermodal facilities; and evaluating any improvements in congested locations or freight bottlenecks that these truck trips encounter. Maps will display the locations for industrial land and intermodal facilities and the corresponding number of truck trips along with locations where major truck delay occurs.

2014 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 Evaluation Measure

•	System Evaluation	•	Project Evaluation		System Monitoring		Performance Target
---	-------------------	---	--------------------	--	-------------------	--	--------------------

Methodology Description:

This analysis uses truck volumes from the regional travel demand model at various times of the day. The hours during the day for calculating truck volumes from the model would be from 7:00 – 9:00 AM (AM peak), 1:00 – 3:00 PM (off-peak) and from 5:00 - 7:00 PM (PM peak). The congested locations or freight bottlenecks will be determined by evaluating regional freight network facilities with the highest levels of truck hours of delay. General truck trip routing will be determined by the regional travel demand model (select zone).

Freight – Access to industrial land and intermodal facilities system evaluation performance measure is calculated by:

1. Determine the locations of industrial land and freight intermodal facilities (based on groups of TAZs), and determine the number of truck trips from the travel demand model for each of the time periods (AM peak, off-peak and PM peak).
2. Determine the locations for major truck delay from maps of the freight truck delay and the magnitude of that truck delay (see measure: Congestion – Freight truck delay and Cost of delay on the freight network).

3. Evaluate the general truck trip routes used (using select zone results) for each of the industrial land and freight intermodal facilities locations truck trips.
4. Evaluate all of the industrial land and freight intermodal facilities locations region-wide for improvements to accessibility (more access points and reductions in truck delay at major truck delay locations), by comparing the 2015 base year, the 2040 financially constrained, and 2040 strategic. Also evaluate each of the industrial land and freight intermodal facilities locations separately to help determine which facilities, with high levels of truck delay, are impacting truck access and could provide better accessibility with an improvement project.

Output Units:

Potential Output of Assessment:

	Base Year	Interim Year	Future Year – Financially Constrained	Future Year – Strategic
Region-wide	Truck volumes and delay locations		Truck volumes and delay locations	Truck volumes and delay locations
Separate clusters of TAZs for intermodal facilities	Truck volumes and delay locations		Truck volumes and delay locations	Truck volumes and delay locations
Separate clusters of TAZs for industrial land	Truck volumes and delay locations		Truck volumes and delay locations	Truck volumes and delay locations

Key Assumptions to Method

Dataset Used:

Dataset	Type of Data
Truck volumes from Travel Demand Model	Forecasted
Truck Vehicle hours of delay at major truck delay locations	Forecasted

Tools Used for Analysis:

Metro Travel Demand Model

Attachment 4

Evaluation Measure Title: **Congestion – Freight truck delay and Cost of delay on freight network**

Purpose and Goals

Overall Purpose: To identify whether the package of future transportation investments will change the overall truck delay on the region-wide system and the regional freight network. This will be measured by truck vehicle hours of delay on these networks. Maps of the regional freight network will display locations where truck delay occurs and the magnitude of that truck delay. The cost of delay will be determined by multiplying the hours of truck delay on the regional freight network by the hourly value of time for truck trips.

2014 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 Evaluation Measure

•	System Evaluation	•	Project Evaluation	System Monitoring	Performance Target
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Methodology Description:

This analysis uses truck vehicle hours of delay (VHD) from the regional travel demand model (see Definitions). The selected hours during the day for calculated truck delay from the model would be from 7:00 AM to 7:00 PM. After looking at the results of these hours, the reported hours for the RTP would be determined for a morning peak hour, multiple mid-day hours and an evening peak hour. The hourly value of freight truck travel will be determined by using the value assumed in ODOT's truck model or the value in USDOT's 2015 update of "The Value of Travel Time Savings" (departmental guidance).

Congestion – Truck Vehicle Hours of Delay (VHD) system evaluation performance measure is calculated by:

1. Determining the number of hours of truck delay during each of the selected hours (both peak period and off-peak hours) on the regional freight network.
2. Comparing the regional freight network hours of truck delay for each of the selected hours between the 2015 base year, the 2040 (future year) financially constrained, and the 2040 (future year) strategic.

3. Determining the hourly value of freight truck travel to use for the cost of truck delay on the regional freight network.
4. Comparing the regional freight network cost of truck delay for each hour between the 2015 base year, the 2040 (future year) financially constrained, and the 2040 (future year) strategic.

Output Units:

Potential Output of Assessment:

	Base Year	Interim Year	Future Year – Financially Constrained	Future Year – Strategic
Region-wide	Truck VHD		Truck VHD	Truck VHD
Regional Freight Network	Truck VHD and cost of truck VHD		Truck VHD and cost of truck VHD	Truck VHD and cost of truck VHD
Highway and roadway segments within the Regional Freight Network	Truck VHD and cost of truck VHD		Truck VHD and cost of truck VHD	Truck VHD and cost of truck VHD

Key Assumptions to Method

Dataset Used:

Dataset	Type of Data
Value of time for truck trips	Sourced data
Truck Vehicle hours of delay on Regional Freight Network	Forecasted

Tools Used for Analysis:

Metro Travel Demand Model

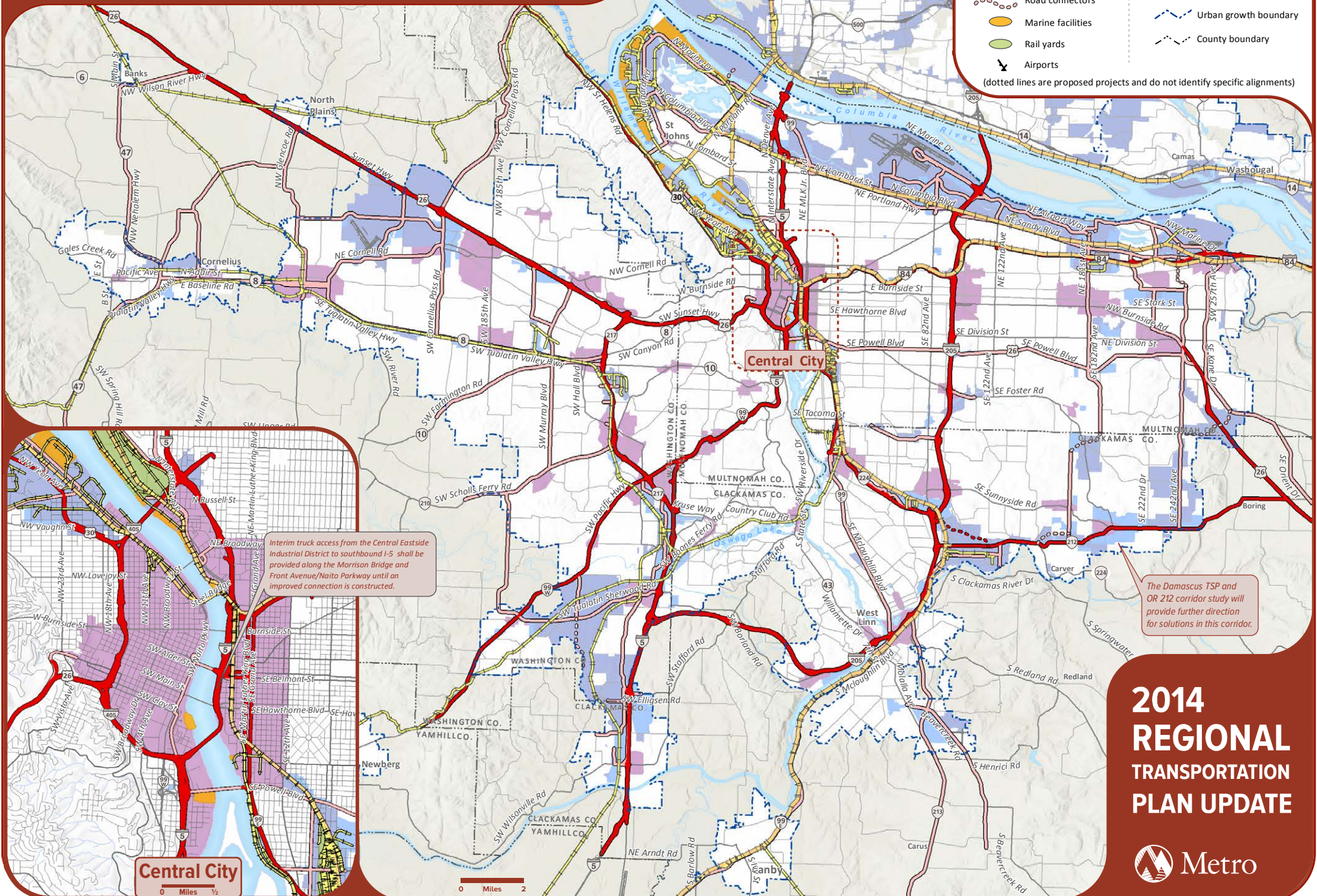
Definitions

Truck Vehicle Hours of Delay is the total truck travel time on each of the roadway segments in the travel demand model that exceed the threshold for congestion.

Regional Freight Network

Figure 2.15

Attachment 5



Materials following this page were distributed at the meeting.



oregonmetro.gov/rtp



2018 Regional Transportation Plan

Building the RTP Investment Strategy

MTAC briefing

March 15, 2017

Key outcomes for today

- Provide update on building RTP Investment Strategy
- Feedback on updated draft vision statement
- Feedback on use of project evaluation



Regional Transportation Plan

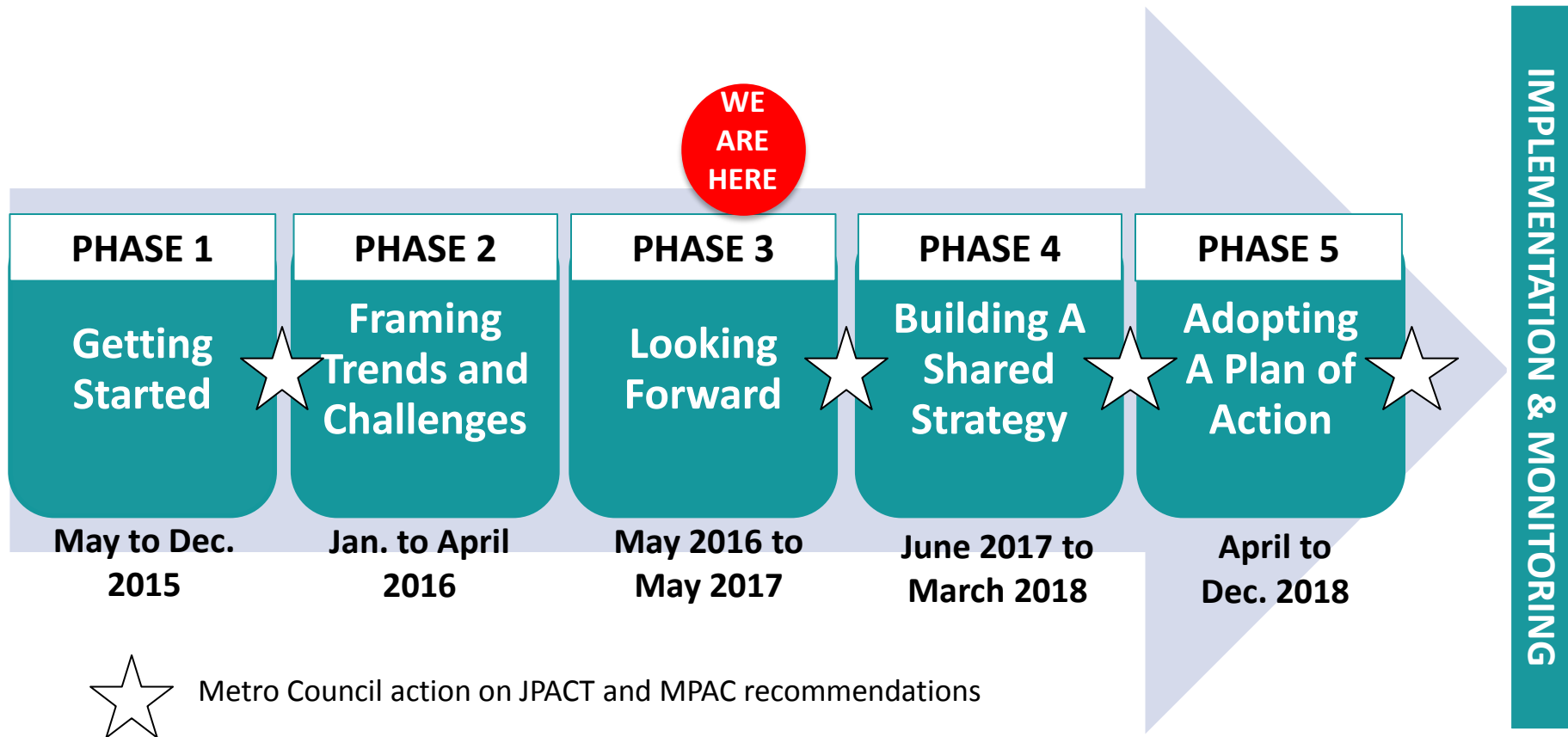
Sets the course for moving the region safely, efficiently and affordably for decades to come

Establishes priorities for federal, state and regional funding

Required at least every 4 years



Project timeline



2018 Regional Transportation Plan update

Inclusive, collaborative

Engage new voices & partners

Build on past efforts & actions

Expand focus on outcomes

Align investment with regional
policy

Support regional efforts for new
funding



Council direction on building a compelling strategy

1. Align investment with regional policy and funding outlook as we address regional transportation challenges and public priorities
2. Develop a regional pipeline - the RTP Investment Strategy - that builds on policies and strategies adopted by JPACT and the Council
 - implement the Active Transportation Plan, Climate Smart Strategy and Regional Flexible Funds policy direction
3. Build a regional coalition and broad support for a compelling plan that can be funded and built
 - positions region to successfully compete for state and federal grants
 - attracts and leverages future funding opportunities
 - advances state, regional, and local priorities



Our approach reflects what we've heard from partners and the public

Changing times call for changing approaches

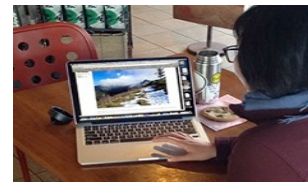
Put equity at the forefront of work

Show how individual projects advance regional goals

Increase transparency around defining and selecting priorities

Build a coalition committed to funding projects in the RTP

Address seismic and technology needs



2040 Growth Concept and community plans are our foundation



2014 REGIONAL
ACTIVE
TRANSPORTATION PLAN



Regional
Transportation Plan

Adopted July 17, 2014
www.oregonmetro.gov/rtp

2014



Climate Smart Strategy
for the Portland metropolitan region

oregonmetro.gov/climatestrategy

2014

**Adopted
State and
local plans**

**2040 Growth Concept
Adopted in 1995**

Adopted policy goals

RTP Goals (first adopted in 2010 and amended in 2014)

WHAT WE WANT TO ACHIEVE

Vibrant communities

Economic competitiveness

Transportation choices

Travel efficiency

Safety and security

Environmental stewardship

Public health

Reduced greenhouse gas emissions

HOW WE GET THERE

Equity

Sustainability

Accountability

DRAFT updated vision for the future of transportation

In the 21st century, all residents and businesses of the Portland metropolitan region share in a prosperous and equitable economy and exceptional quality of life built on a foundation of safe, reliable, healthy, and affordable travel options.

Together our investments support local and regional land use plans and build a transportation system that is well-maintained, designed to be accessible for all ages, abilities and modes of travel, employs the best technologies, and manages both demand and capacity to safeguard our climate and the environment, efficiently move our products to market, and connect everyone to the education, services and work opportunities of the future. The system is fiscally sustainable, prepared for natural disasters, and joins rail, highway, street, bus, air, water, biking, and walking facilities into a seamless and fully interconnected system.

Draft RTP Investment Strategy evaluation and refinement process

2017

2018

1 Call For Projects

Spring/Summer 2017

- On-line public comment opportunity on priorities (*March*)
- Metro issues Call for Projects with funding levels and policy direction from JPACT and Council (*June 1*)
- Counties and cities work through coordinating committees (TACs and PACs) with Metro, ODOT, TriMet and SMART to identify draft priorities to submit to Metro
- Agencies seek endorsement of priorities from governing bodies (*prior to July 21, but no later than Aug. 3*)
- Agencies submit project priorities on-line to Metro (*by July 21*)

2 Evaluate Strategy

Summer/Fall 2017

- Metro compiles draft lists and evaluates performance (*July – Oct.*)
- Metro convenes regional work group to review submittals for completeness and discuss project evaluation scoring (*August*)
- Metro prepares draft key findings for technical review (*Oct. – Nov.*)
- TPAC, MTAC, RTP work groups and county coordinating committee TACs review and discuss draft findings in preparation for policy committee and Regional Leadership Forum 4 discussions (*Nov. – Dec.*)

3 Refine Strategy

Winter/Spring 2018

- On-line public comment opportunity on draft projects and key findings (*Jan.*)
- Regional Leadership Forum 4 (*Feb.*)
 - discuss key findings, public input, and funding
 - provide direction on investment strategy refinements
- Counties and cities work through coordinating committees (TACs and PACs) with Metro, ODOT, TriMet and SMART to identify investment strategy refinements to submit to Metro (*Feb. – April*)
- Agencies submit project updates (*by April 29*)
- Metro evaluates updated priorities (*May*)

4 Adoption Process

Summer/Fall 2018

- Metro reflects updated priorities and analysis in discussion draft RTP (*June*)
- JPACT and Council release discussion draft 2018 RTP and components for public review and direct staff to prepare findings and adoption legislation (*June*)
- 45-day public comment period (*June 29 to Aug. 13*)
 - 2018 RTP, including investment strategy
 - Regional Transportation Safety Strategy
 - Regional Transit Strategy
 - Regional Freight Strategy
- Metro Council and regional committees consider public comment prior to action (*Sept. – Dec.*)

Call for Projects

June 1 to July 21, 2017

- Builds draft RTP Investment Strategy for evaluation and refinement – 2 levels of investment:
 - Constrained priorities, reflecting a more realistic funding outlook
 - Additional priorities (*aka Strategic*) the region agrees to work together to fund and build
- Projects must be on regional system, come from adopted plans, and cost more than \$1 million (or be bundled into program categories)
- Submittals identified collaboratively and coordinated through county coordinating committees, City of Portland and TPAC

Defining region's investment priorities – our starting point

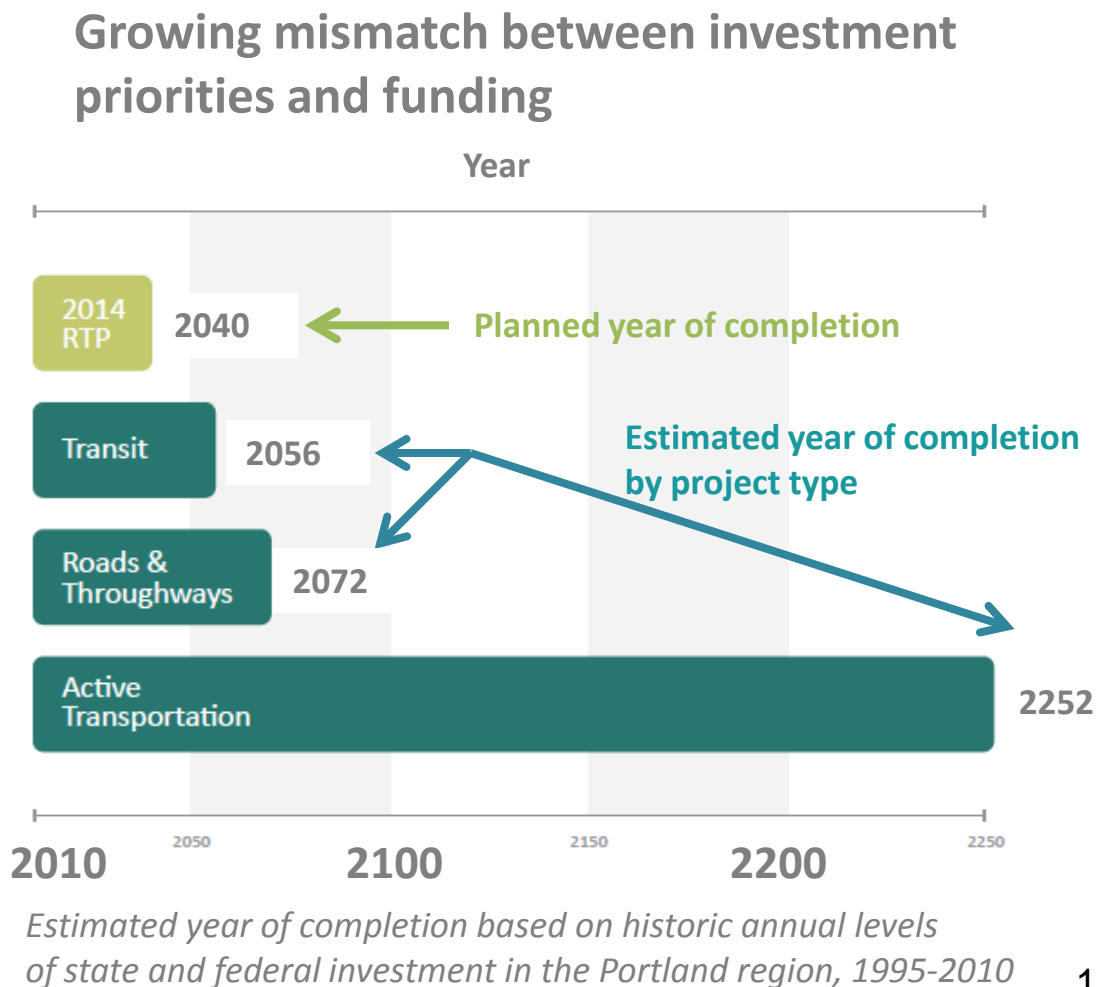


Updating our funding outlook and target for investment strategy

Unfunded gap is expected to grow in 2018 RTP

Constrained funding level requires Federal and State actions that haven't happened

Additional priorities funding level based on TBD per-capita regional commitment



Advancing how we measure outcomes to inform priorities

Investments will be evaluated to show how well they align with RTP goals:

- System-level evaluation
(all projects)
- Transportation equity analysis*
(all projects)
- Project-level evaluation
(TBD projects)



* Transportation equity to be measured across multiple outcomes to support federally-required Title VI and Environmental Justice Analysis.

Introducing project evaluation to inform strategy refinements

- Communication and decision-support tool
- Informs building the draft RTP investment strategy in 2017 and potential refinements in 2018 in response to the system performance and equity analysis and public input
- Limited to projects likely to seek federal, state or regional funding
- Cost threshold (>\$50M, >\$25M, >\$10M, all)
- Qualitative approach but scored
- Web-based form completed by project sponsors

Upcoming MTAC discussion and actions

- | | |
|----------|--|
| March 17 | TPAC/MTAC workshop on system performance, transportation equity, and draft project evaluation criteria (1 to 4 PM) |
| April 5 | Building RTP investment strategy (e.g., updated project evaluation approach and criteria) |
| April 14 | TPAC/MTAC workshop on Call for Projects (10 AM to noon) |
| April 19 | Recommendation to MPAC on building RTP investment strategy |

Questions for MTAC

1. Comments or suggestions for staff on the draft vision statement?
2. Comments or suggestions for staff on the process for updating the region's priorities?
3. Initial comments on use of project-level evaluation in the 2018 RTP to inform building draft investment strategy?



THANK YOU!

oregonmetro.gov



Supplemental slides

What's different?

Past approach

Overly aspirational “Constrained” and “Strategy” funding outlooks relied on new state and federal funding that region continues to fall behind on delivering as challenges grow

Outcomes-based approach relied on measuring system performance

Focused engagement, primarily with public agencies and providers

New approach

More realistic “Constrained” funding outlook used to better communicate need

“Strategy” funding level directly tied to pipeline of projects the region is committed to delivering

Project evaluation continues evolution

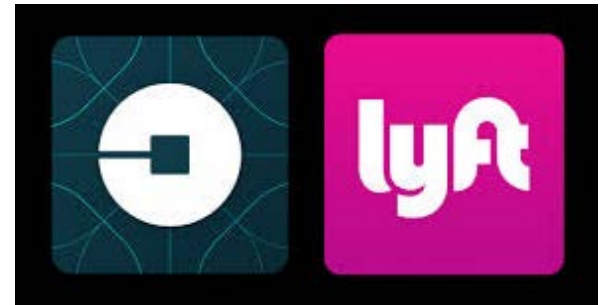
Increased transparency and expanded engagement to support regional coalition building efforts

Digital mobility

work to begin in spring 2017

Connected, shared and self-driving vehicles, freight prioritization, transit integration, and mobility services

1. Define vision for role in the region
2. Develop policy framework to guide the region's response



Resilience

work to begin in spring 2017

Resilience is the ability to prepare and plan for, absorb, recover from, and more successfully adapt to adverse events, such as earthquakes, landslides and extreme weather events.

1. Map vulnerable locations and emergency routes on regional transportation system
2. Develop recommendations to guide the region's response





Metro

Getting there



by transit

Regional Transit Strategy

a component of the 2018 RTP

Metro Technical Advisory Committee
March 15, 2017

Today's discussion

Policy framework

Transit vision

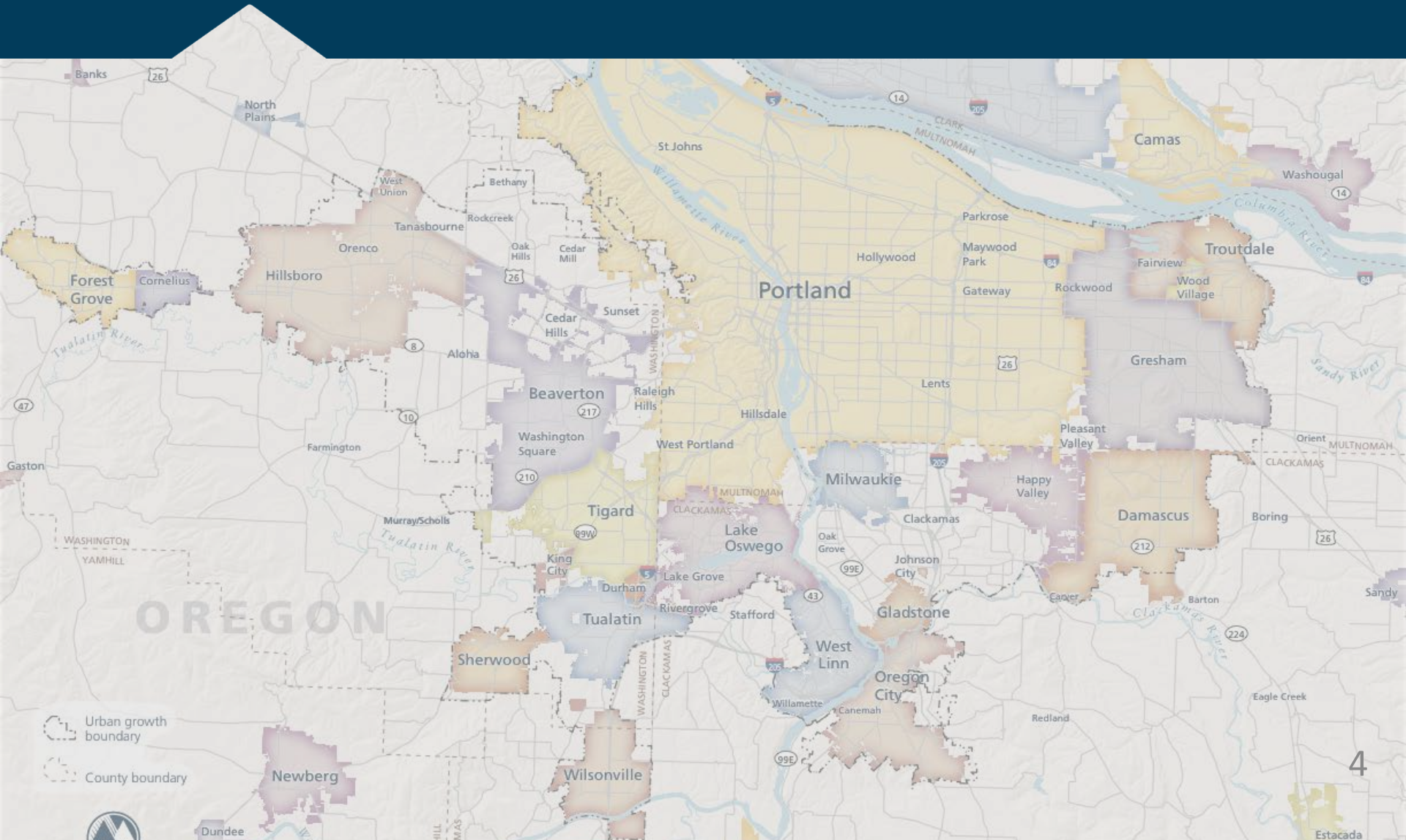
Transit System Expansion Policy

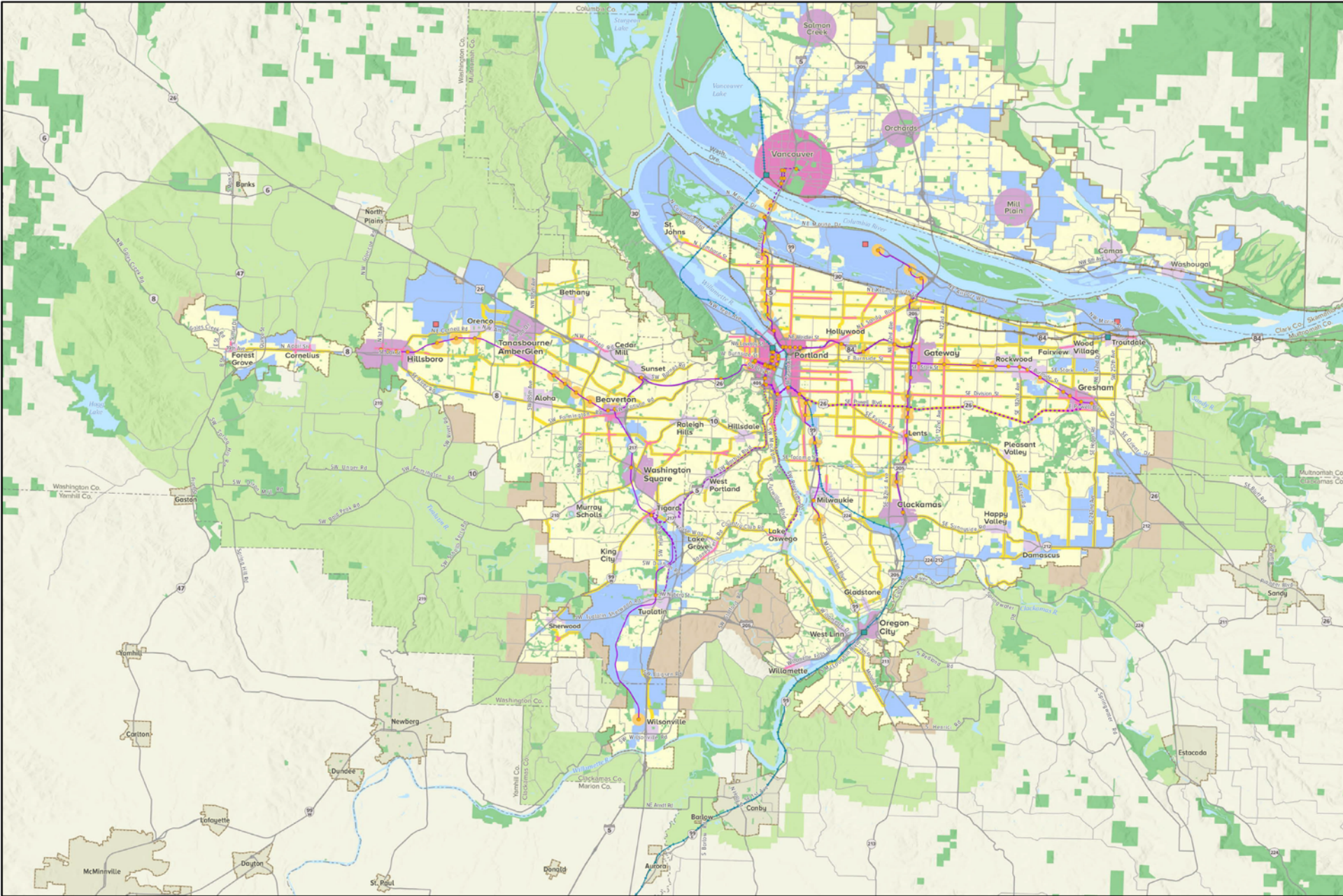


Regional Transit Strategy objectives

- Implement the 2040 Growth Concept and Climate Smart Strategy
- Update RTP transit-related policies and performance measures
- Update and consolidate the current Regional Transit Network Map and High Capacity Transit Map
- Update the Transit System Expansion Policy
- Recommend a coordinated strategy for future transit investments and identify potential partnerships, strategies and funding sources for implementation.

Policy framework





2040 Growth Concept Map

September 2014



The information on this map was derived from digital databases on Metro GIS. Care was taken in the creation of this map. Metro cannot accept any responsibility for errors, omissions, or positional accuracy. There are no warranties, expressed or implied, including the warranty of merchantability or fitness for a particular purpose, accompanying this product. However, notification of any errors are appreciated.

The Metro 2040 Growth Concept defines the form of regional growth and development for the Portland metropolitan region. The Growth Concept was adopted in December 1995 through the Region 2040 planning and public involvement process. This concept is intended to provide long term growth management of the region.

The map highlights elements of parallel planning efforts including: the 2035 Regional Transportation Plan that outlines investments in multiple modes of transportation, and a commitment to local policies and investments that will help the region better accommodate growth within its centers, corridors and employment areas.

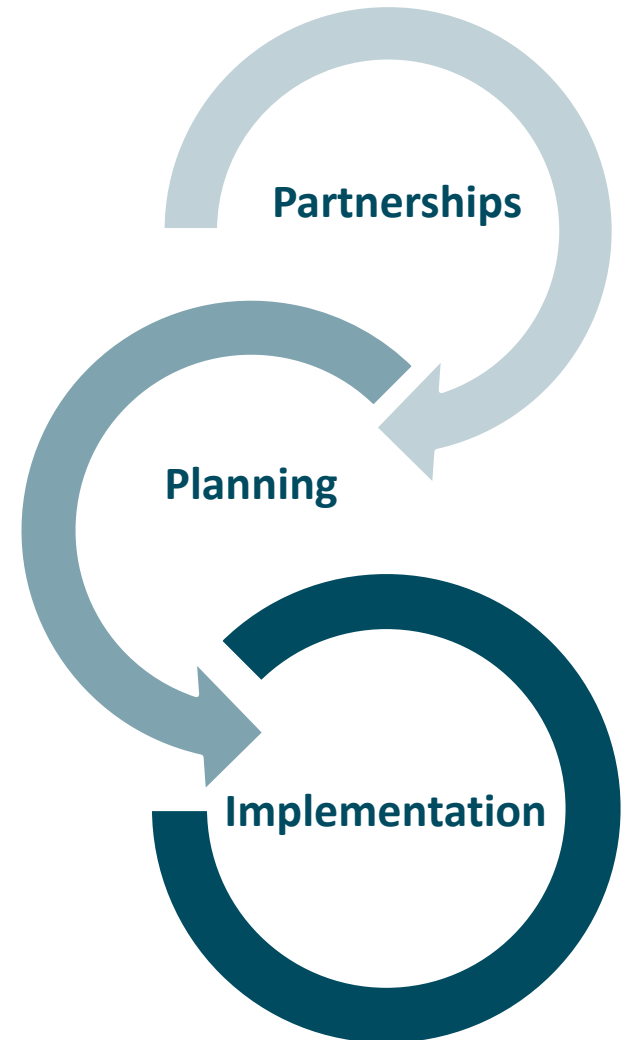
For more information on these initiatives, visit <http://www.oregonmetro.gov/2040>

- Central city
- Regional center
- Town center
- Station communities
- Main streets
- Corridors
- Employment land
- Parks and natural areas
- Neighborhood
- Rural reserve
- Urban reserve
- Urban growth boundaries
- Existing high capacity transit
- Planned high capacity transit
- Proposed high capacity transit tier 1
- Mainline freight
- High speed rail
- County boundaries
- Neighboring cities
- Airports
- Intercity rail terminal



Regional Transit Vision

To make transit more frequent, convenient, accessible and affordable for everyone



Goal: Make transit more 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.

Make transit more frequent by...

Implement transit providers future plans

Invest in capital improvements

Implement Coordinated Transportation Plan

Coordinate transit investments with local and regional land use and transportation visions



Goal: Make transit more 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.

Make transit more convenient by...

Implement transit providers future plans

Invest in State of Good Repair and Core Capacity needs

Invest in capital improvements

Facilitate service connections at transit hubs

Implement/coordinate the HOP Fastpass program

Invest in improvements to transit efficiencies

implement transportation demand strategies

Coordinate efforts between transit providers



Goal: Make transit more 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.

Make transit more accessible by...

- Coordinate access to transit investments
- Enhance transit access to jobs and other daily needs
- Coordinate efforts with shared mobility and ride-sourcing providers
- Coordinate with transit-oriented development strategies
- Coordinate with the regional Equitable Housing strategies
- Coordinate transit investments with local and regional land use and transportation visions



Goal: Make transit more affordable

Ensure transit remains affordable, especially for those dependent upon it.

Make transit more affordable by...

Implement a low-income fare program, in line with TriMet Task Force recommendation

Expand student pass program







Transit priorities?

- Expand and improve service
- Maintain our existing aging system
- Improve the capacity of our existing system (fix bottlenecks)
- Invest in capital improvements on our system
- Coordinate investments with other land use and transportation improvements

2014 RTP Transit Policies

1. Build the total transit network and transit – supportive land uses to leverage investments
2. Expand high capacity transit
3. Expand regional and local frequent transit service
4. Improve local transit service
5. Support expanded commuter rail and intercity transit service to neighboring communities
6. Improve pedestrian and bicycle access to transit

Existing policies		Potential new policies
Build the total transit network and transit – supportive land uses to leverage investments		<ul style="list-style-type: none"> • Align frequency and type of transit service to meet existing and projected demand and transit needs. • Support the implementation of local and regional land use and transportation visions.
Improve local transit service		
Expand high capacity transit		<ul style="list-style-type: none"> • Make transit more convenient for everyone 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.
Expand regional and local frequent transit service		
Improve pedestrian and bicycle access to transit		<ul style="list-style-type: none"> • Provide safe and direct biking and walking routes and crossings and other visibility amenities that connect to stops to make transit more accessible. • Expand the system to improve access to jobs and essential destinations/daily needs for everyone.
Support expanded commuter rail and intercity transit service to neighboring communities		<ul style="list-style-type: none"> • Support expanded commuter rail and intercity transit service to neighboring communities
		<ul style="list-style-type: none"> • Maintain, replace and improve critical elements to the system to maintain safe and reliable operations
		<ul style="list-style-type: none"> • Ensure that transit remains affordable, particularly for those who rely on it the most

Transit typologies

- Commuter rail
- Light rail
- Streetcar
 - Streetcar
 - Rapid streetcar
- Bus Rapid Transit
 - Corridor-based BRT
 - Exclusive BRT
- Regional Bus
 - Peak only service
 - Standard service
 - Express bus
 - Frequent service
- Local bus/Community job connectors
- Paratransit
- Tram

Commuter Rail

Shared
freight and
commuter
railroad
tracks

15 miles

5 stations



Light Rail

Exclusive
guideway/
shared
transitway

60 miles

97 stations



Streetcar

Mixed traffic
with some
exclusive
lanes

13 miles

76 stations



TWO BRT STREET CONFIGURATIONS



A rendering of the two street configurations: a 'dedicated-lane' proposal versus a 'mixed-flow curb lane.' Rendering by the city of Palo Alto.

Bus Rapid Transit (BRT)

Majority of
exclusive
guideway



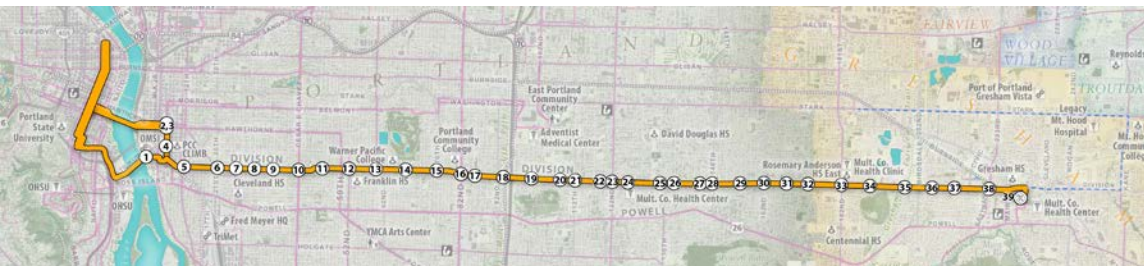
Source: The
Rockefeller
Foundation

Corridor based BRT

Mix of priority treatments and mixed traffic

Currently being planned for the Division Street Corridor

Planned: 14 miles
~ 40 stations



Bus

Mixed traffic with some priority treatments

- Peak only service
- Standard service
- Express bus
- Frequent service

822 miles

8,710 stops



Local bus/community and job connector



REGIONAL TRANSIT SPECTRUM

Mixed traffic

Priority treatments

Exclusive guideway

Local buses

Regional bus

Frequent Service bus

Streetcar

Corridor based Bus Rapid Transit

Bus Rapid Transit

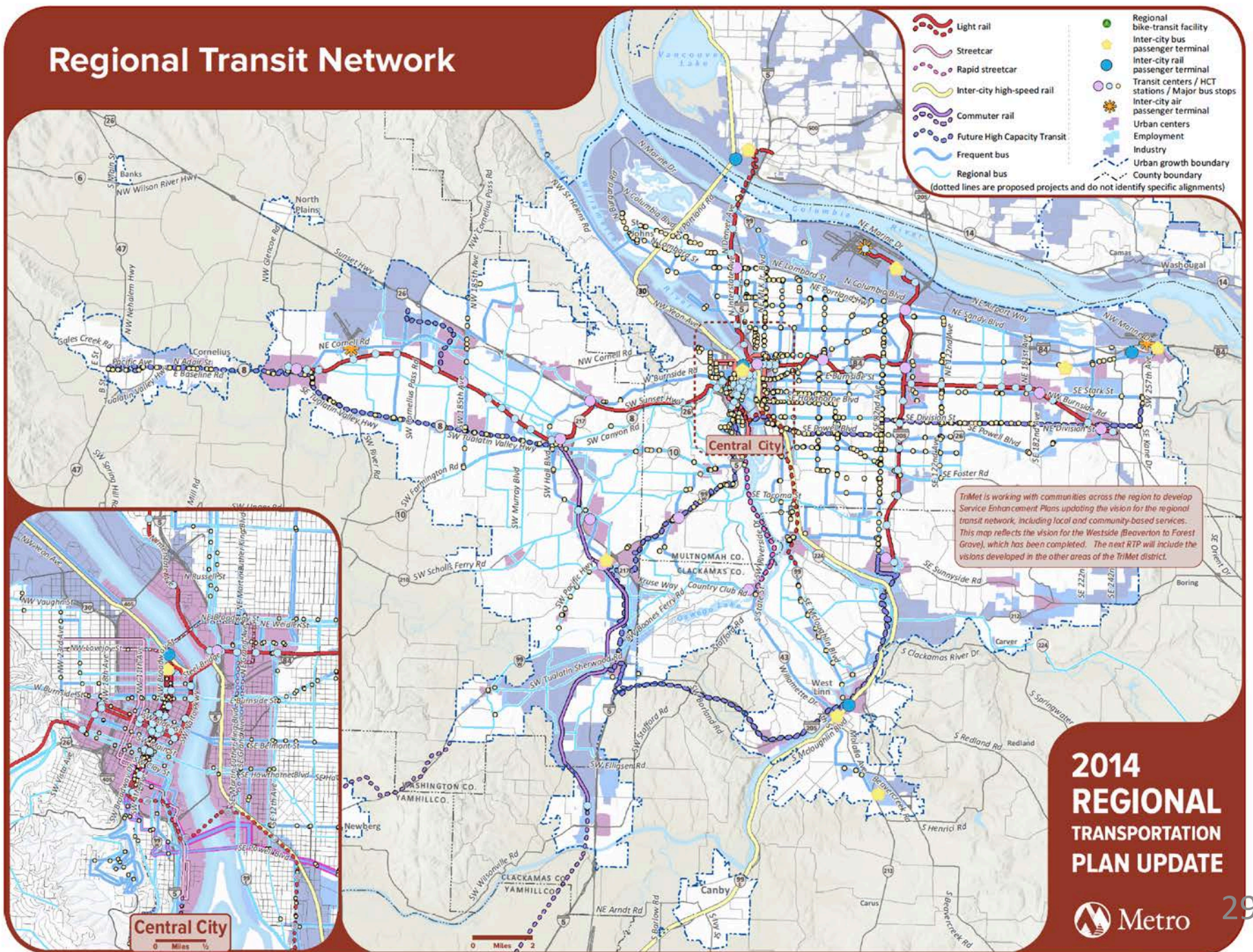
Rapid Streetcar

Light Rail

Commuter Rail

Tram

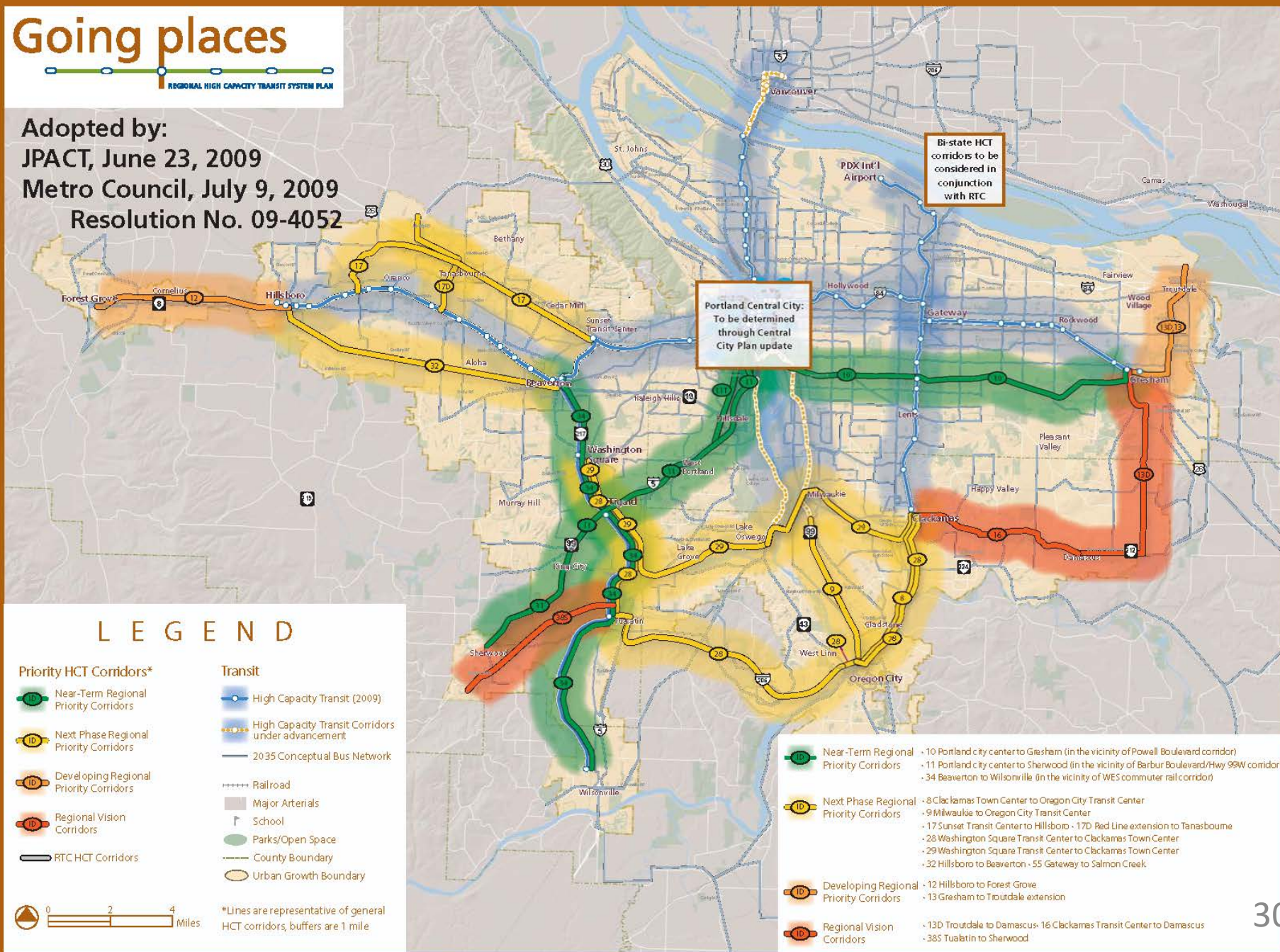
Regional Transit Network



Going places



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



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

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

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
 - 38S Tualatin to Sherwood

Enhanced Transit corridors

Transit capital and operating partnership that provides increased capacity and reliability where needed to ensure performance yet is relatively low-cost to construct, context-sensitive, and able to be deployed more quickly throughout the region where needed. It is intended to help fill a gap between current Frequent Service lines and High Capacity Transit.

Level 1: Service Enhancement Plan Partnerships with Local Jurisdictions \$2-10 Million

Level 2: Small Scale Enhanced Transit \$10-40 Million

Level 3: Medium Scale Enhanced Transit (Shorter Corridor Center to Center Connections) \$40-80 Million

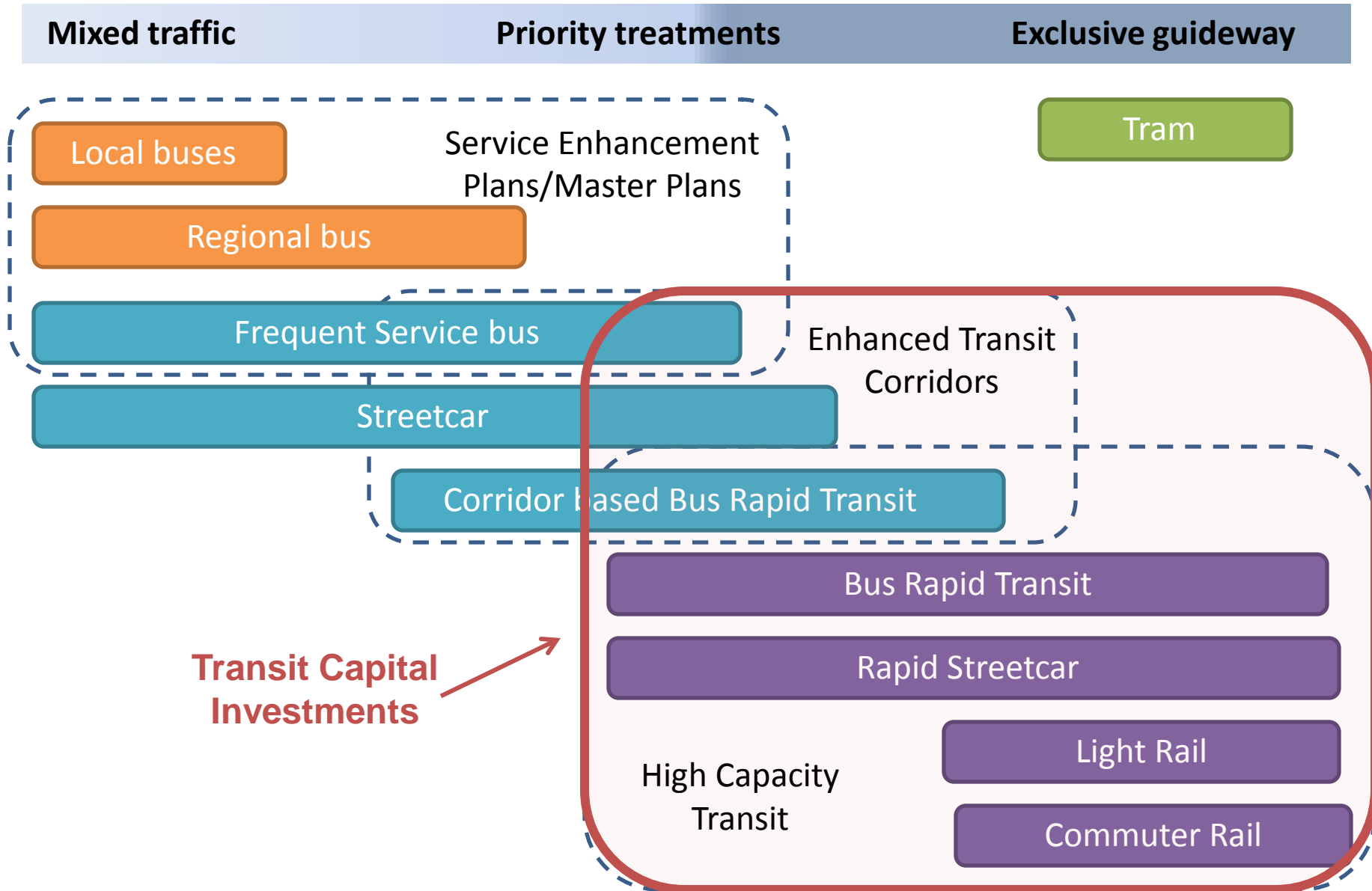
Level 4: Large Scale Enhanced Transit (Longer Corridors Connecting Multiple Centers) \$80-200 Million

High Capacity Transit

“To carry high volumes of passengers quickly and efficiently from one place to another. Other defining characteristics of HCT service include the ability to bypass traffic and avoid delay by operating in exclusive or semi-exclusive rights of way, faster overall travel speeds due to wide station spacing, frequent service, transit priority street and signal treatments, and premium station and passenger amenities.”

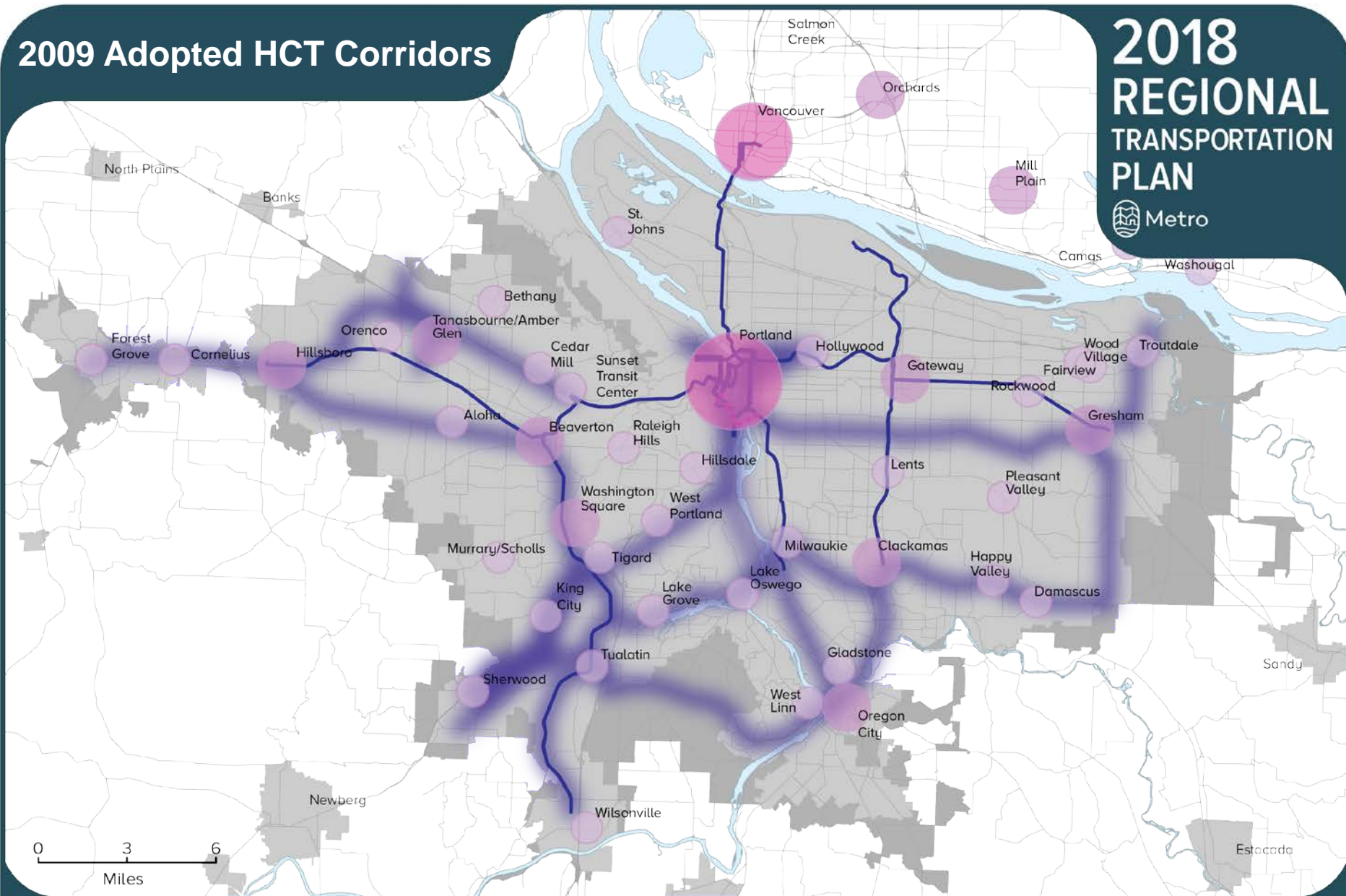
Metro, 2035 Regional High Capacity Transit System Plan, 2009.

REGIONAL TRANSIT SPECTRUM



2009 Adopted HCT Corridors

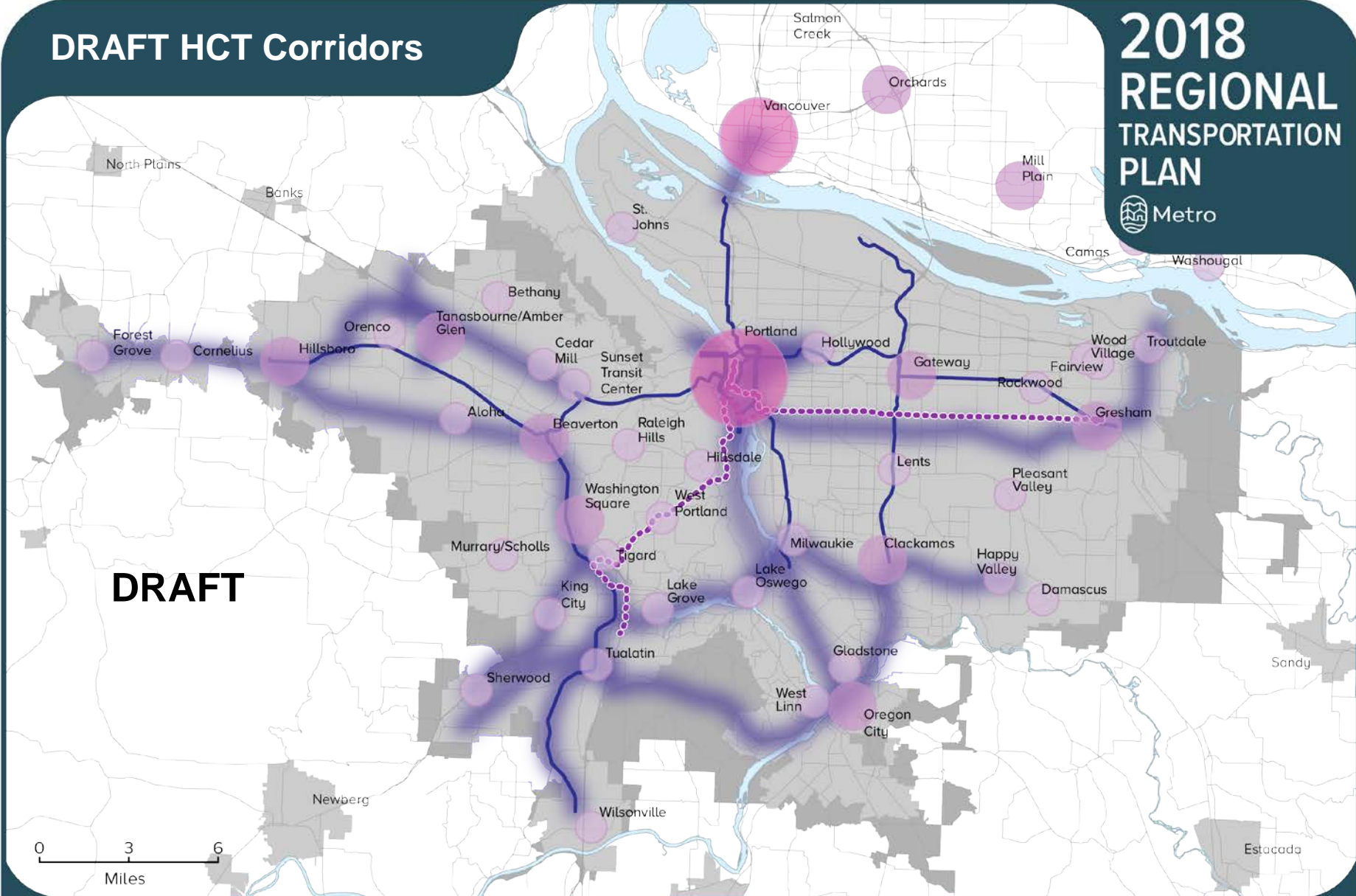
2018 REGIONAL TRANSPORTATION PLAN



- Metropolitan planning area
- Urban growth boundary
- City center
- Regional center
- Town center
- High capacity transit
- HCT corridor

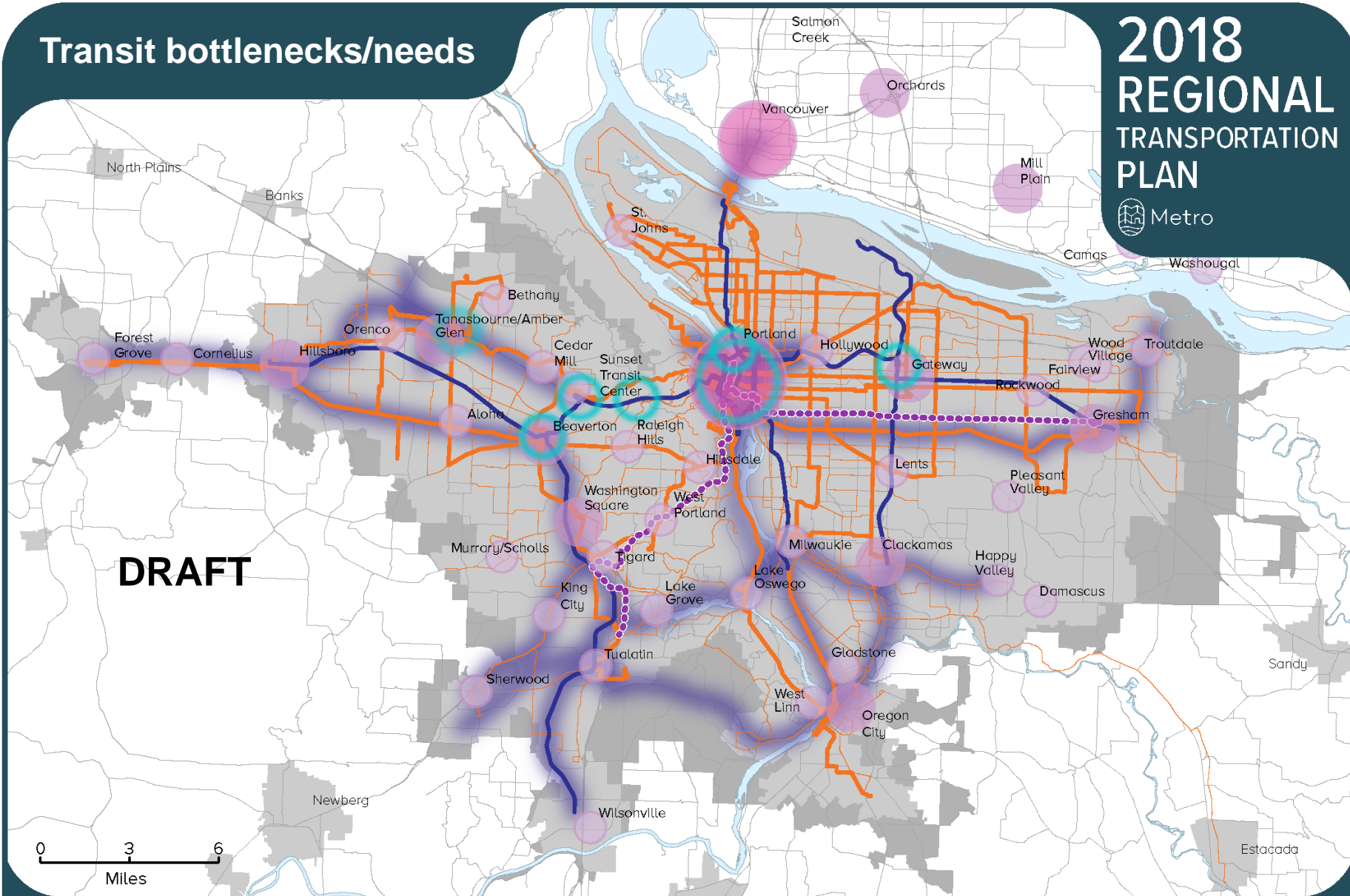
DRAFT HCT Corridors

2018 REGIONAL TRANSPORTATION PLAN

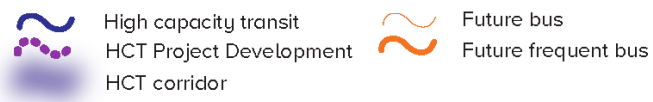
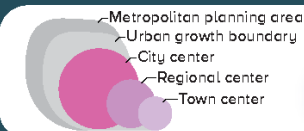


Transit bottlenecks/needs

2018 REGIONAL TRANSPORTATION PLAN



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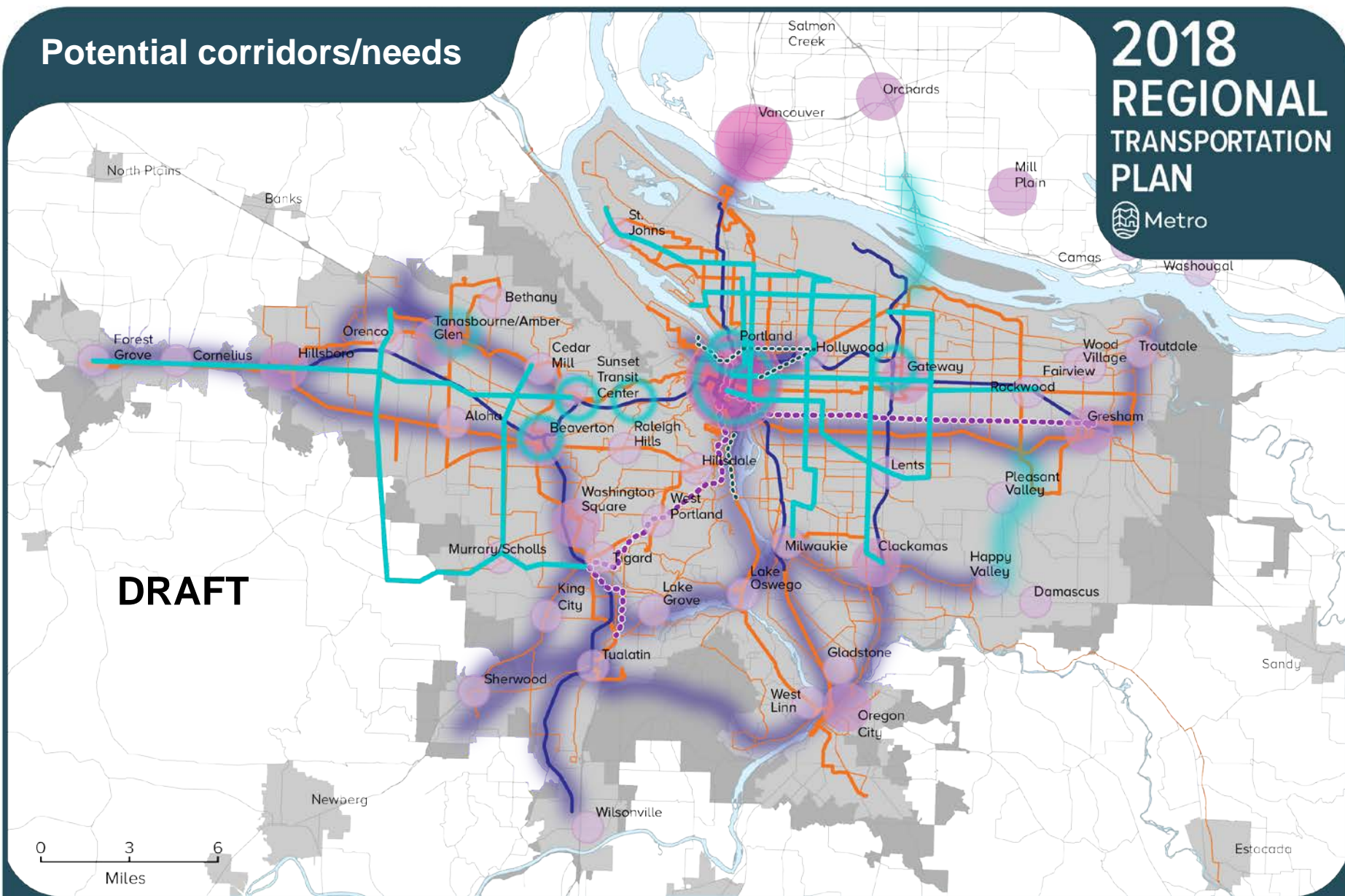


Transit Workgroup suggestions 2/23/17

Needs

Potential corridors/needs

2018 REGIONAL TRANSPORTATION PLAN



DRAFT



High capacity transit
HCT Project Development
HCT corridor



Future bus
Future frequent bus

Transit Workgroup suggestions 2/23/17



Future Portland Streetcar
Potential enhanced transit corridors
Future HCT corridors



Needs

Transit Work Group ideas

2018 REGIONAL TRANSPORTATION PLAN



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0 3 6
Miles



High capacity transit
HCT Project Development
HCT corridor

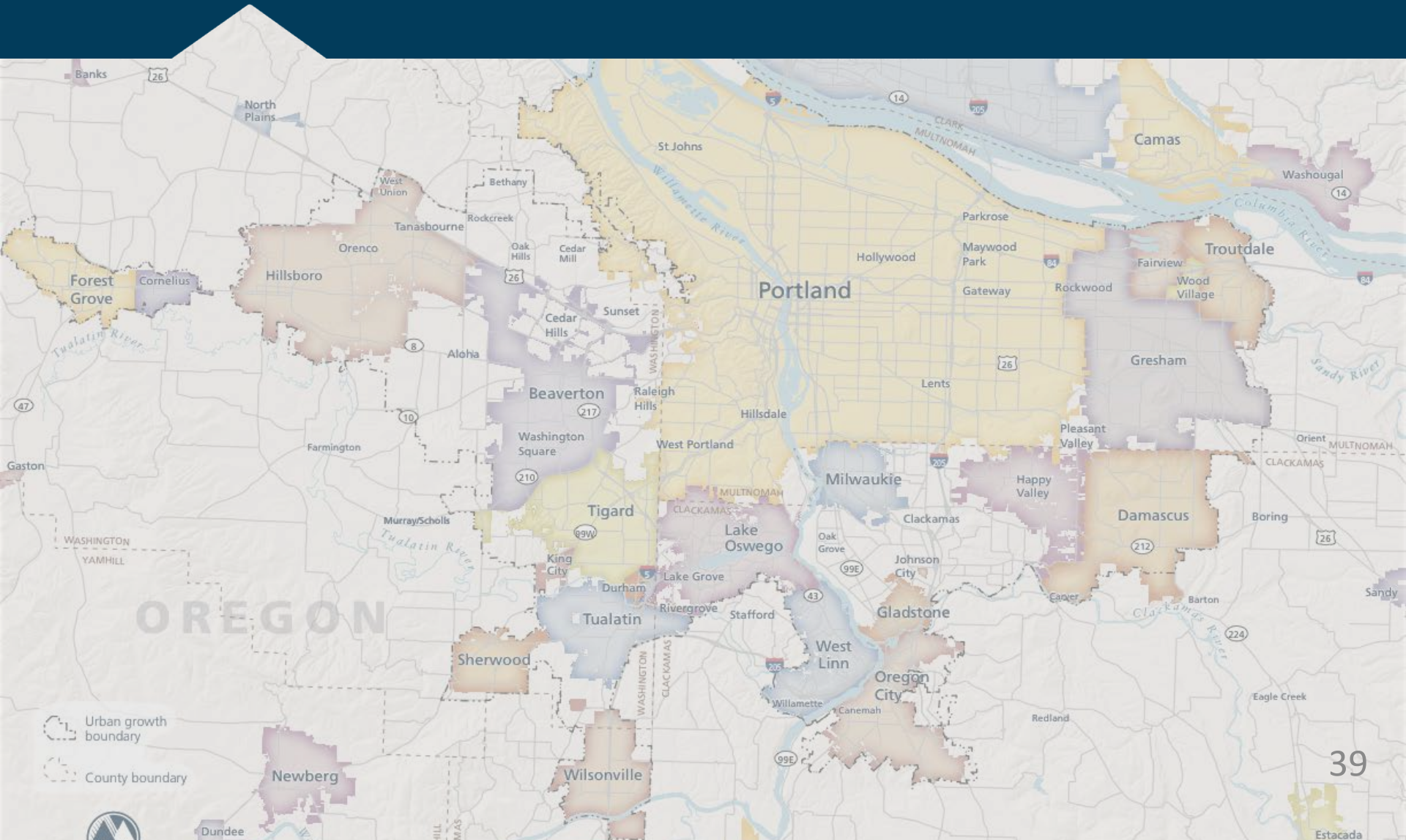
Future bus
Future frequent bus
Neighboring transit

Transit Workgroup suggestions 2/23/17

Future Portland Streetcar
Potential enhanced transit corridors
Future HCT corridors

Needs
Express service

Transit System Expansion Policy



Transit System Expansion Policy

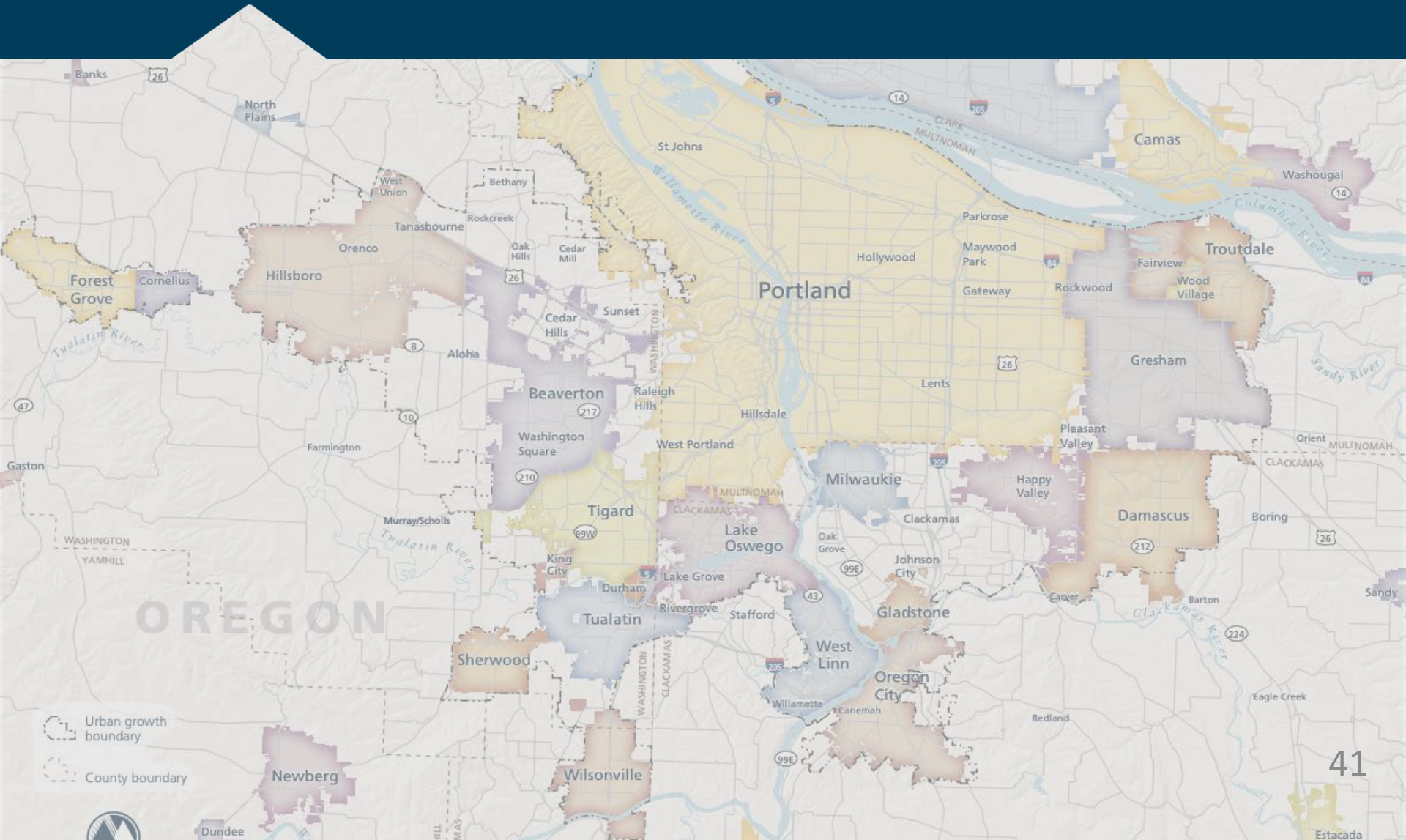
Updating the Transit System Expansion Policy:

Apply to projects seeking federal FTA Capital Investment Grant (CIG) funding (commuter rail, light rail, BRT, corridor-based BRT, streetcar...)

Simplify existing criteria

Guide the decision-making process for transit project prioritization

Discussion



Discussion/feedback

Looking for feedback on updating the:

1. RTP transit related policies
2. Transit network and long term vision
3. System expansion policy framework

Thank you



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2018 RTP Regional Freight Strategy

Presentation to MTAC, March 15, 2017

Tim Collins, Senior Transportation Planner

Meeting Purpose

- Update MTAC on development of 2018 Regional Freight Strategy
- Provide a regional freight policy framework
- Emerging freight strategies and investments to improve freight and goods movement

Background

- The region is the trade and transportation gateway for Oregon
- 2018 Regional Freight Strategy updates and replaces 2010 Regional Freight Plan
- Freight Strategy defines a vision for enhancing freight and goods movement

RTP Freight Work Group

- Provides technical input and makes recommendations to Metro staff on updating Regional Freight Plan
- Advises Metro staff on implementing policy direction from Metro Council, MPAC, and JPACT to update Regional Freight Plan
- Identified constraints and challenges affecting freight and goods movement for each freight mode (truck, rail, air, marine)

Freight Work Group roster

Tim Collins Metro (Work Group lead)

Todd Juhasz Beaverton, MTAC

Jerry Grossnickle Burnert Barge Lines

William Burgel Burgel Rail Group

Steve Williams Clackamas County

Pia Welch FedEx Express

Nick Fortey Federal Highway Administration

Kathleen Lee Greater Portland Inc.

Kate Dreyfus City of Gresham

Don Odermott Hillsboro TPAC

Carly Riter Intel

Kate McQuillan Multnomah County

Brendon Haggerty Multnomah County (PH)

Gary Cardwell NW Container Service

Tony Coleman ODOT

Jana Jarvis Oregon Trucking Assn.

Phil Healy Port of Portland, TPAC

Jim Hagar Port of Vancouver

Robert Hillier Portland (PBOT)

Steve Kountz Portland (PBPS)

Raihana Ansary Portland Business Alliance

Lynda David SW Wash RTC, TPAC

Joel Much Sunlight Supply

Zoe Monahan Tualatin

Erin Wardell Washington County

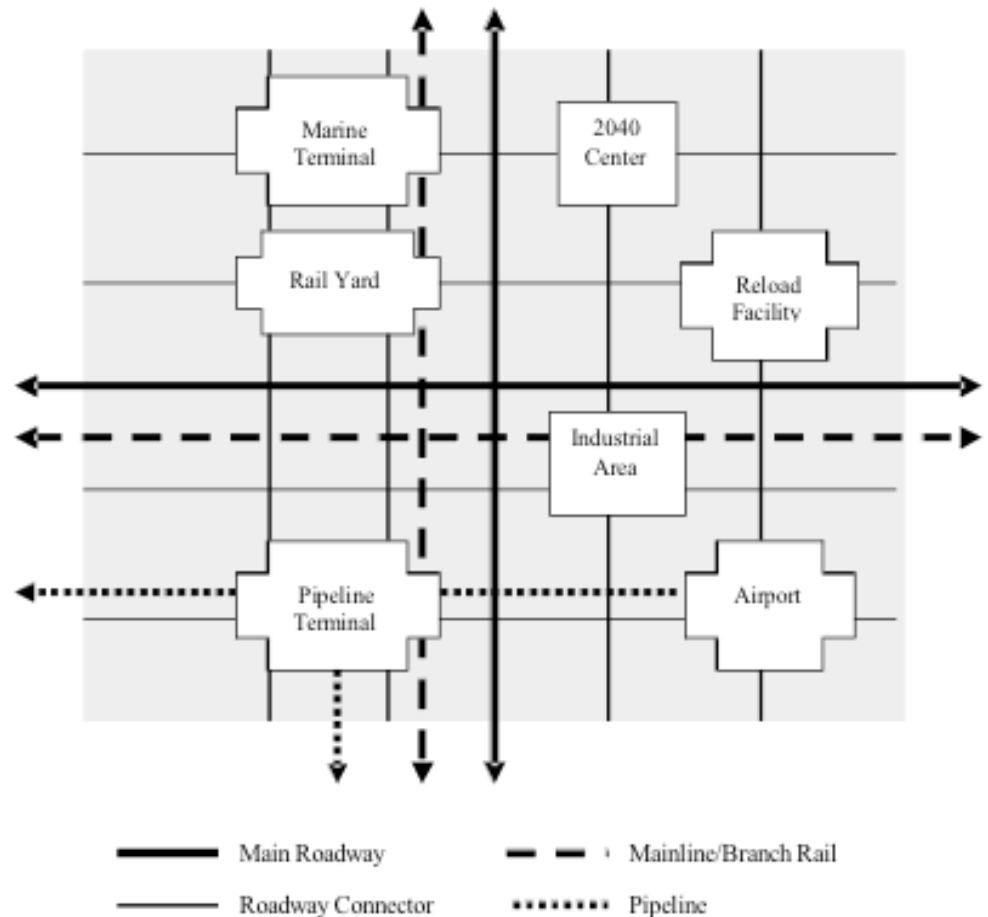
Sandra Towne Vancouver

Regional Freight Policy – Current Freight Plan Goals

- Use a systems approach to plan and manage freight infrastructure
- Adequately fund investment in our freight system
- Create freight networks that reduce delay, increase reliability and improve safety
- Integrate freight mobility and access needs in land use decisions
- Ensure that our freight system supports a healthy economy and environment
- Educate citizens and decision makers about importance of freight movement on the economy

Regional Freight Network Vision

RTP defines a vision and supporting policies to guide investments in the multimodal regional freight network.



Regional Freight Network Concept – Five policies to guide implementation

1. Use a systems approach to plan for and manage the freight network
2. Reduce delay and increase reliability
3. Protect industrial lands and freight investments
4. Look beyond the roadway network to address critical marine and rail needs
5. Pursue clean, green and smart technologies and practices

Work to date on freight strategy work plan items

- Constraints and challenges by mode (Attachment 1)
- ODOT's Freight Highway Bottleneck List (Attachment 2)
- Freight measures recommended for testing:
 1. Freight access to industry and freight intermodal facilities (Attachment 3)
 2. Congestion – Freight truck delay and cost of delay (Attachment 4)
 3. Truck travel times to/from key intermodal facilities and industrial areas (in development)

Addressing regional freight needs – Challenges and Opportunities

Freight strategies and investments that could address these constraints:

System Management and Technology

- ITS that inform drivers and truckers of accidents, delays, and other changing roadway conditions
- ITS improvements at key signals that detect vehicle queuing and adjust signal timing accordingly
- Ramp meters that detect vehicle queuing at freeway on-ramps and travel speeds on the freeway, and adjust meter timing accordingly

Capacity

- Targeted capacity enhancements at key bottleneck locations and congested intermodal connector roadways

Addressing regional freight needs – Challenges and Opportunities (continued)

Freight rail

- Grade separating rail crossings to address truck and auto congestion in industrial areas and to enhance safety
- Address rail track capacity at targeted locations
- **Air and Marine**
- Provide increased access to airports and air freight facilities to address growth
- Enhancements to river barge travel that expand freight uses and enhance safety
- Expansion and access improvements at marine terminals

Next Steps

- Updates to MPAC and JPACT (April 2017)
- Develop technical draft of Regional Freight Strategy with the Freight Work Group (Summer – Fall 2017)
- MTAC review of draft Regional Freight Strategy (October/November 2017)

Future updates to prepare for a draft Regional Freight Strategy

- Regional Freight Network map updates (Attachment 5)
- Other Regional Freight Strategy updates:
 1. New section describing freight roadway bottlenecks in the region (developed in coordination with ODOT)
 2. New section on the federal FAST Act and freight-related funding opportunities (in development)
 3. Updated strategies and freight-related investment priorities (to be developed)

Questions / Comments?

- Email tim.collins@oregonmetro.gov with any feedback