

Agenda



Metro

600 NE Grand Ave.
Portland, OR 97232-2736

Workshop: **Joint TPAC/MTAC/RTP Work Groups Workshop on 2018 RTP**
Date: Friday, March. 17, 2017
Time: 1:00 to 4:00 p.m.
Place: Metro Regional Center, Council chamber
Purpose: Discuss RTP evaluation and refinement process and shape project evaluation measures
Outcome(s): Understanding of RTP evaluation and refinement process
Feedback on project evaluation measures and cost threshold for projects to be evaluated based on those measures

1:00 p.m.	Welcome, purpose & introductions	Tom Kloster
1:10 p.m.	2018 RTP Evaluation and Refinement Process Overview <i>Review of process and timeline for building, evaluating, and refining draft RTP investment strategy</i>	Kim Ellis
1:35 p.m.	System Evaluation Overview <i>Recap of process to identify measures recommended for testing and highlight key refinements</i>	John Mermin
1:45 p.m.	Transportation Equity Analysis Overview and Q&A <i>Recap of transportation equity measures recommended for testing with Q&A on definitions of historically marginalized communities and federal requirements</i>	Grace Cho
2:10 p.m.	Transportation Safety Measures Overview and Q&A <i>Recap of transportation safety measures recommended for testing with Q&A on methods</i>	Lake McTighe
2:30 p.m.	Break	
2:45 p.m.	Project Evaluation Overview <i>Overview of project evaluation purpose and process</i>	Kim Ellis and Tyler Frisbee
3:00 p.m.	Feedback on Draft Project Evaluation Measures <i>Participants provide feedback on cost threshold and draft measures for evaluating individual projects</i>	
3:45 p.m.	Next steps	Tom Kloster
4:00 p.m.	Adjourn	

Materials will be emailed 1 week in advance of the workshop.

Please note a **second workshop will be held on Friday, April 14, 2017 from 10 a.m. to noon** at Metro in the Council chamber to discuss the 2018 RTP Call for Projects Process, including draft application materials and on-line resources.



Metro

600 NE Grand Ave.
Portland, OR 97232-2736

Memo

Date: March 10, 2017
To: TPAC, MTAC and RTP Performance, Equity, Freight, Safety, and Transit Work Groups
From: Kim Ellis, RTP Project Manager
Subject: DRAFT 2018 RTP project criteria

PURPOSE

Attached are draft project criteria proposed for further discussion and refinement at the March 17 technical workshop of TPAC, MTAC and interested members of the RTP performance, equity, freight, safety, and transit work groups. **The workshop will be held on March 17 from 1 to 4 PM at Metro in the council chamber.**

ACTION REQUESTED

The March 17 workshop provides an opportunity for more in-depth discussion of the criteria and how they will be used in the 2018 RTP update:

1. What feedback do you have on the draft project 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 consider local and state priorities that have been identified through other evaluation processes/systems?
4. Do you have other comments or suggestions for staff on the process or criteria? What other outcomes should be addressed or considered?

BACKGROUND

Staff have prepared draft criteria to evaluate the relative performance of projects in the 2018 Regional Transportation Plan (RTP) Investment Strategy. 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.

A goal of the 2018 RTP update is to develop an investment strategy comprised of a pipeline of regional priority projects the region agrees to work together to advance and construct by 2040. Project-level evaluation is needed to provide information to policymakers and the public so they can understand how individual projects align with adopted regional policies and goals and increase transparency and accountability in the regional decision-making process. This will directly support regional coalition building efforts needed to help foster the broad public and political support necessary to implement the 2018 RTP Investment Strategy.

PRINCIPLES TO GUIDE DEVELOPMENT OF PROJECT CRITERIA

1. Reflect priority outcomes
2. Focus on criteria that differentiate between projects
3. Limit redundancy
4. Maximize simplicity

The project performance evaluation is not intended to be used to remove projects from the RTP, and projects that are anticipated to be 100 percent locally funded would be excluded from the project evaluation process.¹ The project evaluation will provide information about how projects perform

¹ See March 8 memo to TPAC, MTAC and interested parties "Introducing project performance criteria in the 2018 Regional Transportation Plan" for more information.

relative each other to complement the planned system-level modeling and transportation equity analysis of the draft 2018 RTP Investment Strategy.

PRINCIPLES GUIDING DEVELOPMENT OF DRAFT PROJECT CRITERIA

Staff prepared the draft criteria using these principles as a guide:

1. Reflect priority outcomes

Ensure the full set of criteria reflect priority outcomes expressed through 2018 RTP public engagement activities and the Regional Leadership Forums.

2. Focus on criteria that differentiate between projects

In recommending criteria strive to ensure that each criterion would have the potential to differentiate among projects and be based on objective, data-driven information.

3. Limit redundancy

Many criteria (and outcomes) are inter-related. For example, improving safety can improve mobility and improving mobility has an economic impact. To reduce redundancy in the scoring process, develop measures that focus as much as possible on the specific criterion, with the understanding that any overlapping benefits (synergies) would be captured collectively by the full set of criteria.

4. Maximize simplicity

Making the project selection process more understandable and transparent is one of the most important reasons for use of project evaluation criteria. Given the variety of project types, operating entities, system needs, and project purposes, developing a system that is easy to understand is a very challenging task. The proposed scoring process should be easily applied and understood by as broad an audience as possible to foster the greatest participation and level of acceptance.

In addition, the draft criteria were informed by similar approaches used by other metropolitan regions, states, federal and state competitive grant programs (e.g., TIGER, FASTLANE, *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.

NEXT STEPS

Metro staff will update the DRAFT 2018 RTP project criteria based on input from this workshop and include with materials for further discussion by TPAC on March 31 and MTAC on April 3 prior to presenting a project evaluation proposal and draft criteria to the Metro Council and regional policy committees for discussion and consideration in April and May.

/Attachment

1. DISCUSSION DRAFT 2018 RTP Project Criteria (3/10/17)



Figure 1. Priority outcomes reflected in updated RTP performance measures and draft project criteria



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Metro

2018 Regional Transportation Plan **RTP Evaluation and Refinement Process**

Technical Workshop

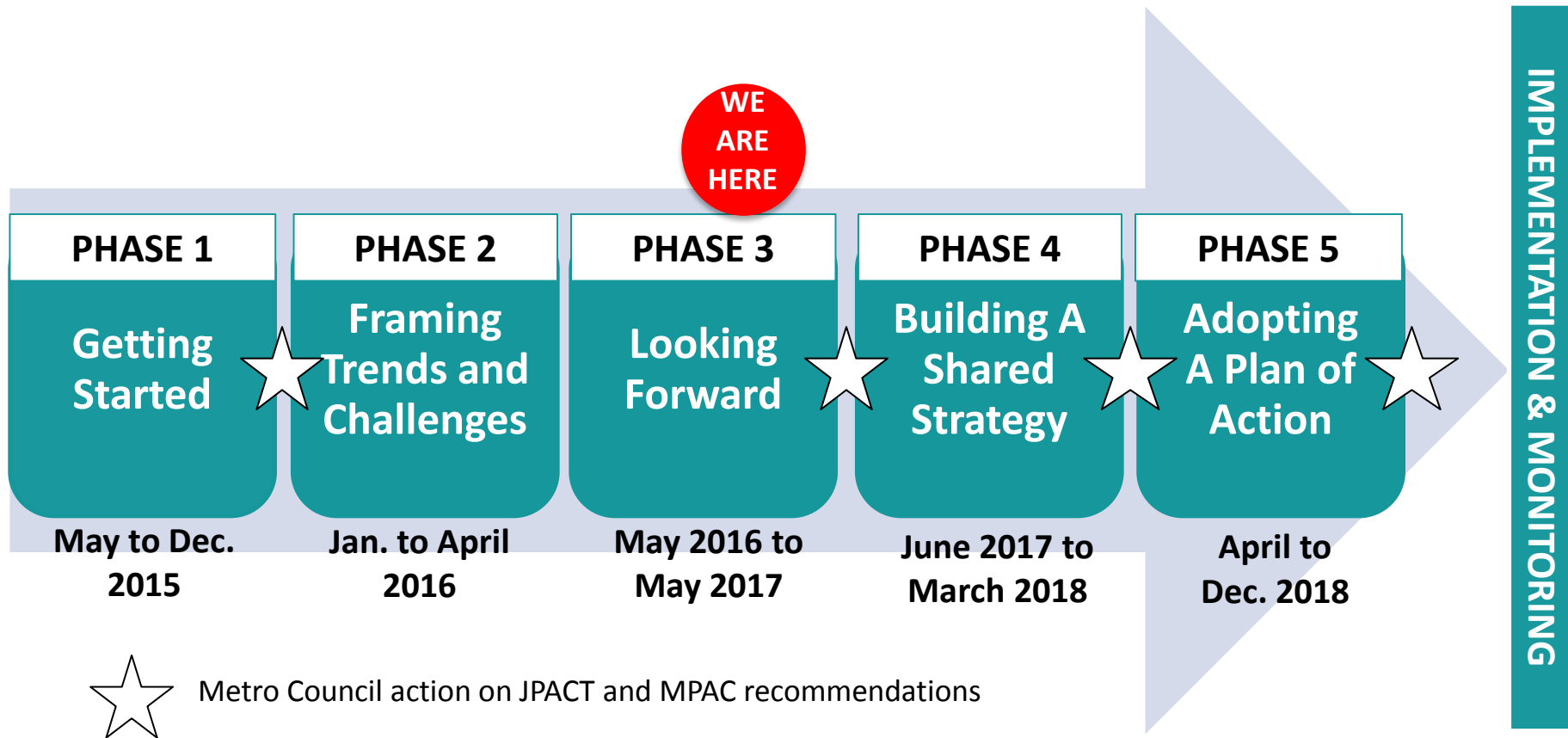
March 17, 2017

Key outcomes for today

- Understand RTP evaluation and refinement process
- Q&A on safety and equity measures recommended for testing
- Feedback on use of project evaluation and draft criteria



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



Call for Projects to update region's priorities

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

Updating region's investment priorities – our starting point



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

Changing times call for changing approaches

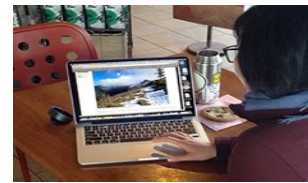
Put equity at the forefront of work

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



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.

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.*)



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2018 Regional Transportation Plan

Project Evaluation Proposal

Technical Workshop

March 17, 2017

Using project evaluation to inform strategy refinements

- Communication and decision-support tool
- Qualitative assessment – scoring across 12 categories
- 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 generates score for each factor
- Informs building and refining RTP investment strategy

How will project evaluation be used?

- Complements system and equity evaluation of performance of the 2018 RTP as a whole
- Helps policymakers and the public understand how well individual projects meet regional goals relative to each other
- Leads to transparent, value informed decision-making during the refinement process
- *Scoring results inform but do not dictate decisions*

Who's doing it?



Puget Sound Regional Council

PBOT



SMART SCALE | DASHBOARD

Draft project criteria categories and scoring

1. Air quality and climate change
2. Congestion relief
3. Environmental protection
4. Equity and access to opportunity
5. Freight and goods movement
6. Jobs and the economy
7. Leverage and accountability
8. Placemaking and 2040 centers support
9. Public engagement and community support
10. Safety
11. Resilience
12. Travel options

10 points for each category

Discussion questions

Comments or suggestions on:

1. Cost threshold?
2. Accounting for local and state priorities?
3. Other factors that should be addressed or considered?
4. Draft criteria and scoring approach?



THANK YOU!

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Memo



Date: March 17, 2017
To: Joint TPAC/MTAC/RTP Work Groups Workshop on 2018 RTP
From: John Mermin, Senior Regional Planner
Subject: Comments Received on Draft 2018 RTP System Evaluation measures

Metro staff provided TPAC, MTAC and Performance work group members an opportunity to provide comments on the methodologies for the Draft 2018 RTP System Evaluation measures. The measures will be tested in Summer 2017 and will be refined in Fall 2017. The comments (attached) will be addressed during the refinement phase this Fall.

From: [Flatt, Abbot](#)
To: [John Mermin](#)
Cc: [Buehrig, Karen](#); [Williams, Stephen](#)
Subject: RE: RTP Performance work group request for comments
Date: Thursday, February 16, 2017 5:00:03 PM

Hi John,

I appreciate the opportunity for the Performance Work Group to review the Evaluation Measures Methodologies document. I know we're planning to discuss this document in person March 1st but I thought it'd be helpful for us to send you some of our comments through this opportunity. We will certainly clarify / discuss March 1st. Thanks again and see below for our comments.

- An introduction would be nice. It could perhaps define when and what the "Functions of Performance Measures" are and give an overall purpose for the System Evaluation Measures. Define geographic analysis areas like "sub-regions", "mobility corridors".
- Speaking of the functions... Is there only one measure that is used for project evaluation? Why?
- Clear explanation of the difference between "Historically Marginalized Communities" and "Focused Historically Marginalized Communities" and why each are used at different times. Be consistent with using these terms. Given the very limited difference we are not convinced that both measures are necessary.
- There is concern that the methodology for Focused Historically Marginalized Communities and Historically Marginalized Communities. From our perspective, there are two key issues for understanding discriminatory practices related to transportation. 1) discrimination in the decision-making process and 2) disadvantages experienced by users in their daily trip making. Discrimination in the decision making process, usually referred to as "environmental justice," is related to race, income, English proficiency, ability, income and age (<18 or over 65) focuses on equal sharing of the benefits and burdens of the transportation system. The second is related to income, and disability and focuses on the ability of those with lower income or disability to meet daily transportation needs. It appears to us that the currently proposed methodology will not help members of Metropolitan Council, JPACT or the Clackamas County Board of County Commissioners to better understand how proposed transportation investments will help meet the needs of Clackamas County residents with limited means or disabilities. We think that the evaluation tool should be revised to provide better information for local and regional decision makers on that critical issues. We suggest that rather than conducting the analysis for the entire region, that it should be conducted for each of the four sub-regions and then summed to produce an overall measure. This approach would clarify for decision makers the specific needs in each sub-region. It is clear to us from our experience in Clackamas County that there are underserved and transportation disadvantaged communities in the county. However, the analysis as presented in the map of Focused Historically Marginalized Communities does not convey those needs.
- Is Exposure to Crash Risk for non-vehicular trips? Not sure why US 26 in the east is excluded from analysis but Oregon 213 from Redland Rd to Beavercreek is not. Not sure how you are defining "freeway".
- Access to Travel Options should be analyzed at sub-region as well. I've attached an example of an alternative methodology used by another MPO for a similar measure, which easier to understand and apply. If you have questions on this, please contact Steve Williams.
- Access to Community Services – are government buildings included in the NAICS dataset? There are a number of state and local government facilities in Clackamas County that are being used to offer a great deal of service to the community. This measure as structured would not capture the important services at these facilities.

Best,
Abbot

Abbot Flatt, Senior Transportation Planner
Office Hours: M - TH: 7 AM - 5:30 PM

[Clackamas County](#) Department of Transportation and Development | 150 Beaver Creek Rd. | Oregon City, OR 97045 | (503) 742-4533

The Clackamas County Department of Transportation and Development is dedicated to providing excellent customer service. Please help us to serve you better by giving us your [feedback](#). We appreciate your comments and will use them to evaluate and improve the quality of our public service.

From: [Chris Rall](#)
To: [John Mermin](#)
Cc: [Marie Miller](#); [Eric Hesse](#); [Hurley, Peter T. \(PDOT\)](#); [Karla Kingsley](#); [Heidi Guenin](#); [Kim Ellis](#)
Subject: Re: RTP Performance work group request for comments, deadline February 28
Date: Tuesday, February 28, 2017 12:30:45 PM

Thank you for the opportunity to comment on the draft RTP system evaluation performance measures.

Linking Performance Measures to Goals

I remain concerned that this body of work has lost touch with the overall goal of finding ways to invest that maximize the region's progress toward its goals. Instead, it has succumbed to the temptation to measure things for the sake of measurement. We shouldn't be measuring aspects of performance because they are interesting, or because the data is easily available, or because we are accustomed to measuring things a certain way. We should measure aspects of performance that indicate how effective scenarios are at achieving the region's goals.

Here are some proposed changes that could move the work back in the direction of measuring progress toward goals:

1) The document needs to communicate the degree-to-which each performance measure relates to / supports each goal. This has been requested several times by different stakeholders and would enable us to evaluate how well each goal is addressed, and which in this rather large number of measures are redundant. When developing a matrix that shows these relationships, I would suggest using symbol shapes to indicate the strength of the relationship. For example, the space could be left blank, be a hollow circle, a half filled circle or a solid circle indicating whether the measure relates not-at-all to the goal, or is integral to measuring progress toward a goal, or somewhere in between. For example, Active Transportation and Transit Mode Share is absolutely centrally related to the goal "Expand transportation choices," and perhaps one of the best ways to measure progress to that goal. In this cell in the matrix I would expect to see a filled in circle. It plays a contributing role to other goals it relates to. I might expect to see half-filled circles or hollow circles in these cells.

2) Staff should add an introduction to the document that includes a complete chart showing how this entire set of performance measures effectively measures progress toward the RTP goals. This would allow the decision-makers to see which goals have ample coverage and start to whittle down the number of measures to a reasonable number that they could actually use to drive decision-making.

The overarching criticism is that this piece of work needs to do better on connecting a parsimonious number of measures to goals.

Enhancing Human Health

Metro participated in a project with Transportation for America and four other MPOs to identify performance measures that could be used to measure transportation decision-making impact on public health. Metro should use that report, [Planning for a Healthier Future](#) since Metro put in the work to help develop it. Here's how that report would inform the list of measures focusing on enhancing human health:

1) Strip the multimodal travel measure of bicycle miles, transit miles and walking miles. These are not as useful measures of health impact (compared with other ways of measuring physical activity), are redundant with the active transportation and transit mode share measure, and not particularly useful information vis-à-vis Metro's goals. VMT is the measure we care about here, and reducing VMT correlates with progress toward most of Metro's goals.

2) Add a physical activity measure. Transportation's impact on physical activity rivals crashes as the most important impact on health. When Metro is able to put its activity-based traffic model into use, this measure would ideally be the percentage of people getting minimum recommended levels of physical activity. Until that model is up and running, average time spent walking and biking per capita for transportation would be the measure to be used for now. If possible, impacts on disadvantaged populations should be disaggregated to determine health equity impacts.

3) The crash exposure measure is a good measure, in part because we have limited ways to predict crash risk, but also because it is consistent with Metro's concern with reducing overall VMT.

Opportunities for Parsimony

Parsimony's second definition is "economy in the use of means to an end." While I've discussed above how the report could provide better information on the relationship between goals and measures to inform a discussion on how to reduce the number of measures, here are some suggestions for where we could focus our efforts on particular groups of measures, because 17 is far too many.

There are opportunities to reduce the number of measures, especially in the arena of congestion and multimodal travel times, which are redundant with access (to jobs and community places) measures vis-à-vis the region's goals. All of these measures are related to residents getting where they need to go in a timely fashion. Rather than measure this 3 different ways we should decide what approach is most consistent with our region's goals and pursue that one. I contend that access to jobs and community places are the measures that hew most closely to the region's goals and make sense in the context of a growing urban region.

On Mon, Feb 13, 2017 at 11:41 AM, Marie Miller <Marie.Miller@oregonmetro.gov> wrote:

Greetings RTP Performance work group,

As promised at our last workgroup meeting, John Mermin wanted to offer you an opportunity to provide any comments on the methodologies for the RTP system evaluation measures. See attached. If you have any comments, please send them to john.mermin@oregonmetro.gov by February 28.

Thank you!

Marie

Marie Miller

Administrative Specialist II

Planning and Development

600 NE Grand Ave

Portland, OR 97232-2736

[\(503\) 797-1766](tel:(503)797-1766)

www.oregonmetro.gov



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CHRIS RALL

Program Manager, Pacific Northwest

Transportation for America

133 SW 2nd Ave., Suite 201

Portland, OR 97204

971.230.4745

www.t4america.org



From: [MAKLER Jon](#)
To: [Tom Kloster](#); [John Mermin](#); [Lake McTighe](#); [Kim Ellis](#); [Tyler Frisbee](#)
Cc: [RAHMAN Lidwien](#); [BROOKS Kelly S](#)
Subject: RTP System Performance Measure Comments
Date: Tuesday, February 28, 2017 2:55:57 PM

Team RTP:

Thank you for the opportunity to provide feedback on the system performance measures. I appreciate that Lake has engaged with (re: tolerated) my interest in the safety measures.

I want to underscore, as I have in conversation with Lake, that ODOT has two motives for this level of interest. First, we need a strong application of safety policy in the RTP development to continue pushing all of the agencies in the region to address fatal and severe injury crashes. Second, this is very relevant to our larger effort to shift “the conversation” toward safety, especially in arenas such as development review.

With respect to the safety measure, I have come to learn from Lake that there is a lot more than what I could read about in the distributed materials. I’m optimistic that seeking a connection between locales of VMT growth and HURC’s will bring our collective attention to the intended outcome.

However – and this is the main point – I am very concerned about Metro’s approach to implementing this. Without some kind of feedback loop, there’s no way to use these measures to influence the project composition of the RTP. My ideal would be that Metro would be able to compare several project package scenarios with the system performance measures but I understand and appreciate why this is not possible. As a best available alternative, I’d like to suggest that the lists that come through the coordinating committees (including Portland) as well as ODOT and TriMet, apply the performance measures and iterate their lists based on the outcome PRIOR to submitting them to Metro in July.

I think Lake made a very reasonable point that Washington County might place a different emphasis in one performance area than Multnomah. Nevertheless, an approach of this kind will ensure that the lists you combine into the RTP have undergone a performance-based evaluation that includes the opportunity to make choices – a policy-based decision – to adjust priorities based on outcomes.

Finally, I want to acknowledge that there could be other ways to get at this. What’s important to me – and I hope I’m conveying it clearly – is that the process must include a feedback loop. I’m open to discussing how I can use my resources to assist making this a reality.

Thanks for your consideration,

Jon

Jon Makler, AICP
Region 1 Planning Manager

Oregon Dept of Transportation
jon.makler@odot.state.or.us
Direct: (503) 731 – 4753
Mobile: (971) 322 – 5633

From: [Karen Perl Fox](#)
To: [John Mermin](#)
Cc: [Aquilla Hurd-Ravich](#)
Subject: FW: Re: Comments and Questions on 2108 Regional Transportation System Evaluation Measures Methodologies - January 2017
Date: Tuesday, February 28, 2017 4:11:17 PM

John:

Thank you for the opportunity to comments/questions on the 2018 Regional Transportation Update DRAFT Evaluation Measures Methodologies. Below are Tualatin's staff comments:

1. **Multimodal travel:** Increasing modes of transportation like bicycle and pedestrian throughout the region would likely inherently improve equity, therefore it seems reasonable to mark the "Ensure Equity" goal on the Attachment 2: RTP Goals matrix and on the Attachment 3: System Evaluation Measures Methodologies document (or at least mark as contributing to the "Ensure Equity" goal).
2. **Active transportation and transit mode share:** Increasing active transportation modes and transit mode share throughout the region would likely inherently improve equity, therefore it seems reasonable to mark the "Ensure Equity goal" on the Attachment 2: RTP Goals matrix and on the Attachment 3: System Evaluation Measures Methodologies document (or at least mark as contributing to the "Ensure Equity" goal).
3. **Affordability*:** Updating this method of measuring cost burdened households is very important. The typical standard used historically for cost burdened households are those that spend over 30% of income on housing costs; This commonly used standard by the Housing and Urban Development Department (HUD) has not changed in decades despite significant increases in housing and transportation costs and stagnant wages in this region and throughout much of the country. Using this outmoded standard skews down the number of households identified as cost burdened, essentially masking the extent of the cost burdened problem. We understand that Metro staff is working through the methodology development to update this standard. Recommend that the methodology work be completed this cycle, if possible, so that it can be utilized for the 2018 RTP.
4. **Share of safety project*:** This is an important initial data collection step for safety that has not been part of the RTP in the past. Once the share of safety projects is measured, what will be the process to address inequities in marginalized communities?
5. **Exposure to crash risk*:** This is an important initial data collection step for safety that has not been part of the RTP in the past. Once crash risk is measured, what will be the process to address inequities in marginalized communities?
6. **Access to travel options-system connectivity & completeness*:** Support expanding this measure to add street connectivity to sidewalks, bikeways and trails as recommended by the Equity work group.
7. **Access to jobs*:** This measure is extremely important. Support comments from Equity, Transit and Performance Work Groups, TPAC and MTAC.
8. **Access to community places*:** This measure is extremely important. Support comments

from Equity, Transit and Performance Work Groups, TPAC and MTAC.

9. **Access to bicycle and pedestrian parkways:** No additional comment.
10. **Access to transit:** This measure is very important. Noted that this measure will eventually be replaced by access measures.
11. **Access to industry and freight intermodal facilities:** Preliminarily support direction. This measure is under development.
12. **Multi-modal travel times:** No additional comment.
13. **Congestion:** Preliminarily support. This measure is under development.
14. **Transit efficiency:** No additional comment.
15. **Climate change:** Methodology states: The 2014 RTP Performance Target - Reduce per capita transportation-related greenhouse gas emissions below 2010 levels. Recommend that the performance target be more specific as to gas emission level that would be considered 'making slight, fair, good or excellent progress or losing ground (i.e. a numerical or percentage of improvement rating system). Also, consider sub-regional analysis in addition to regional analysis similar to #16 Clean air.
16. **Clean air:** Consider sub-regional analysis in addition to regional analysis.
17. **Habitat impact*:** This is a very complex issue and proposed to be undertaken with newly refined methodology. More information is needed on how conflicts and inequities identified will be resolved.

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

Karen Perl Fox

Senior Long-Range Planner

City of Tualatin | Community Development Department

503.691.3027 | www.tualatinoregon.gov.



MEMORANDUM

DATE: March 6, 2017

TO: John Mermin, Project Manager, Metro

FROM: Steve Kelley, Senior Planner

SUBJECT: Comments on Draft System Evaluation Measures Methodologies

Below are Washington County Department of Land Use & Transportation staff comments on the Draft System Evaluation Measures Methodologies. We appreciate the hard work that has gone into updating the system evaluation measures and already incorporating of a number of comments and concerns raised by the various work groups. We still have a number of concerns and/or suggestions to improve the evaluation measures. These are detailed in the table below. Thank you for the opportunity to review and provide comments.

Section/ Page	Comment
Historically Underrepresented Communities	<ul style="list-style-type: none">• We should be careful of relying too much on Census data for equity locations, because it is too large a geography to pick up on actual locations of population.• Metrics based on proximity of transportation projects to certain communities miss out on the benefits and burdens to a community of using a facility that may not be located next to their community.• It is unclear how future communities of color, lower-income communities, limited English proficiency populations, older adults, and youth are being identified/defined? And if existing population/demographic data is to be used it should be clearly stated.
Multimodal Travel, Page 3-4	<ul style="list-style-type: none">• Why only evaluate the urban areas of Washington County– excluding rural Washington County misses much of the travel patterns. This measure should include the whole MPA area.• Region-wide Freight Miles are a subset of Vehicle Miles Traveled (VMT) and should be reported as such. Region-wide Freight Miles should not be added to the other categories. The table is missing Region-wide Transit Person Miles (TPMT) traveled, which are a component of PMT.
Share of Safety projects, Page 10	<ul style="list-style-type: none">• Improving a road to an urban standard does not appear to be an approved safety counter measure. This should be added as this is one of the ways we improve safety.• Standardize target across time on a per capita basis or some other measure.• Limiting the benefit of safety projects to the immediate location of marginalized communities precludes the benefit such community may get from using the facility from one neighborhood to another. The definition should be broader.• Don't see the value of calculating cost of safety projects per person – what if a really good safety project is inexpensive. More \$\$ doesn't mean more effectiveness.

Section/ Page	Comment
<p>Exposure to Crash Risk, Page 12 – 14</p>	<ul style="list-style-type: none"> This is too complicated on a system basis. The methodology should be modified for the different crash risk per facility type, including freeways. Suggest keeping VMT as an exposure coupled with VMT at different speeds, by facility classification. The Washington County Transportation Futures Study used a similar methodology.
<p>Access to Travel Options – System Connectivity and Completeness, Page 15 – 18</p>	<ul style="list-style-type: none"> This measure does not capture new connections established in developing or redeveloping areas. This measure does not address future street configurations. Local streets and most neighborhood routes are constructed by development. Washington County has strong street connectivity standards that development is required to comply with. These are NOT public projects and will NOT be in the project list. This measure is not constructed to address the connections required through the development process. <u>Recommend a different measure:</u> % of regional system completed to include pedestrian and bicycle facilities. This measure can be calculated both in existing condition and, by utilizing the RTP project list, and the future planned network. How will street segments with less than 50% percent of sidewalks complete be defined? Description of trail connectivity and density is missing in item 3 under the methodology section. Definition of what constitutes an active transportation/bikeway/sidewalk project is too narrowly defined and needs to be broadened to include completing a gap and/or adding bike/ped facilities where they are missing.
<p>Access to Jobs, Page 19 – 23</p>	<ul style="list-style-type: none"> Why is the annual salary based on a household size of 3? I think HUD uses a household size of four. Why does the methodology vary the travel time window by mode? Perhaps for willingness to utilize a mode different travel times are appropriate but for access to jobs the measure should pick an appropriate travel time to use consistently. This measure does not address how many people can access a job. Rather it measures how many jobs low and middle wages households can access. For economic development it should be flipped to consider the travel time to the appropriate wage jobs. <u>Consider a different measure</u> that assesses if low and middle wages jobs have populations that can access them. Washington County Transportation Futures Study evaluated the average travel time from the low income areas to the employment areas, as well as the number of jobs within a 30 min car/60 min transit commute from low income and all areas.
<p>Access to Community Places, Page 24 – 28</p>	<ul style="list-style-type: none"> Page 25: Suggested reword last sentence from: "Lastly, the measure will look at the change in the accessibility to these existing community places between the base year and future year with added transportation investments, with an emphasis in looking at the change in communities of color, lower-income communities, limited English proficiency populations, older adults, and youth." change to:

Section/ Page	Comment
	<p>"Lastly, the measure will look at the change in Access to Community Places between the base year and future year with RTP transportation investments, including looking at the change for communities of color, lower-income communities, limited English proficiency populations, older adults, and youth."</p> <ul style="list-style-type: none"> • The transit work group suggested adding parks to the list of community places. • Consider using a tool like Place Palette to reflect future land use typologies in areas not currently developed (South Hillsboro, South Cooper Mountain, West Sherwood, etc.)
<p>Access to Bicycle and Pedestrian Parkways, Page 29 – 31</p>	<p>Suggest some method for determining allocation within the TAZ for this measure. A methodology was developed for the Washington County Transportation Futures Study using the Place Palette for allocating households.</p>
<p>Freight - Access to industrial land and intermodal facilities, Page 33 – 34</p>	<ul style="list-style-type: none"> • The methodology appears to be a select zone for truck delay, not facility. • One concern is that the regional model is not calibrated to truck volumes. The results may not be indicative of actual freight travel or patterns. Recommend not using this for project level evaluation and limiting output to system level.
<p>Multimodal Travel Times, Page 35 – 36</p>	<p>The description is unclear, average travel time should include all modes weighted by utilization.</p>
<p>Congestion, Page 37 – 39</p>	<p>The description should explain how VHD is mapped versus how VHD per person is calculated.</p>
<p>Congestion – Freight truck delay and cost of delay on freight network, Page 40 – 41</p>	<p>The regional model is not calibrated to truck volumes. The results may not be indicative of actual freight travel or patterns.</p>
<p>Clean Air, Page 46</p>	<p>Unclear how vehicle hours of delay fits into this. It should since delay affects emissions.</p>
<p>Habitat Impact, Page 49 – 51</p>	<ul style="list-style-type: none"> • Given required mitigation the impacts are likely to benefit habitat, consider a different name for this measure (perhaps "Habitat Investment"). The term "roadways" is used several times in this section, I think the assessment is intended to cover all types of transportation facilities not just roadways. • Why not use the Title 13 inventory, which is recognized and adopted by jurisdictions for protection.

2018 RTP System Evaluation Measures to be tested in Summer 2017

ID	Name of RTP System Evaluation Measure
How much do people and goods travel in our region?	
1.	<p>Multimodal travel System-wide # of miles traveled (total and share of overall travel), sub-region # of miles (total and share of overall travel)</p> <p>A) Vehicle Miles Traveled (VMT) <i>(total, per capita, and per employee)</i></p> <p>B) Bicycle miles traveled <i>(total and per capita)</i></p> <p>C) Freight miles traveled</p> <p>D) Pedestrian miles traveled <i>(total and per capita)</i></p> <p>E) Person miles traveled</p>
2.	<p>Active transportation and transit mode share System-wide <i>(total and share):</i></p> <p>A) walking</p> <p>B) bicycling</p> <p>C) transit</p> <p>Non-driving travel <i>(total and share):</i></p> <p>A) Central City</p> <p>B) Regional Centers</p> <p>C) Mobility corridors</p> <p>D) Sub-regions.</p>
How much do households spend on housing and transportation in our region?	
3.	<p>Affordability* Combined cost of housing and transportation – <i>methodology TBD.</i></p>
How safe is travel in our region?	
4.	<p>Share of safety projects* Percent of number and cost of safety projects in the RTP investment packages regionwide, in areas with historically marginalized communities, in areas with focused historically marginalized communities and per person in each area.</p>
5.	<p>Exposure to crash risk* The sum of all non-freeway vehicle miles traveled (VMT) in Transportation Area Zones (TAZ) for RTP investment packages region-wide, in historically marginalized communities, and in focused historically marginalized communities.</p>
How easily, comfortably and directly can we access jobs and destinations in our region?	
6.	<p>Access to travel options – system connectivity & completeness * Miles, network percent complete, connectivity, density and timing of sidewalk, bikeway, trail and new street investments region wide, in historically marginalized communities, in focused historically marginalized communities and within 1/2mile of transit.</p>

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

2018 RTP System Evaluation Measures to be tested in Summer 2017

7.	<p>Access to jobs* Number of jobs (<i>classified by wage groups – low, middle, and high</i>) accessible within</p> <p>A) 30 minutes by auto B) 45 minutes by transit C) 30 minutes by bike D) 20 minutes by walking.</p>
8.	<p>Access to community places*</p> <p>1) Measure access by bicycling, walking, transit, driving 2) Adjust the time sheds for each mode 3) Define existing “daily needs” consistent with other similar efforts, including the TriMet Equity Index.</p>
9.	<p>Access to bicycle and pedestrian parkways Number and percent of households within ½ mile of a bicycle or pedestrian parkway.</p>
10.	<p>Access to transit Number and share of households, low-income households and employment within ¼- mile of high capacity transit or frequent service transit</p>
11.	<p>Access to industry and freight intermodal facilities Extent that industrial land and freight intermodal facilities are transportation constrained</p>
How efficient is travel in our region?	
12.	<p>Multi-modal travel times Between key origin-destinations for mid-day and 2-hr PM peak</p>
13.	<p>Congestion</p> <p>A) Vehicle hours of delay per person B) Interim Regional Mobility Policy - Locations of throughways, arterials, and regional freight network facilities that that exceed LOS threshold C) Freight Truck delay D) Total cost of delay on freight network</p>
14.	<p>Transit efficiency</p> <p>A) Boarding rides per revenue hour for HCT & bus B) Revenue hours by transit mode C) Transit ridership system-wide by each transit service type</p>
How will transportation impact climate change, air quality and the environment?	
15.	<p>Climate change Tons of transportation-related greenhouse gas emissions (<i>total and per capita</i>)</p>
16.	<p>Clean air Tons of transportation related air pollutants (<i>e.g. CO, ozone, PM-10</i>)</p>
17.	<p>Habitat impact* Number and percent of projects that intersect high value habitat</p>

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

March 10, 2017

3/17/17 TPAC/MTAC Workshop
Discussion Draft 2018 RTP Project Criteria

This document describes the proposed project evaluation criteria along with their purpose statement, clarifications on the intent of each measure, scoring methodology and additional definitions as necessary.

DISCUSSION DRAFT 2018 RTP PROJECT CRITERIA

The criteria are listed alphabetically.

	<u>See Page</u>
AIR QUALITY AND CLIMATE CHANGE	2
CONGESTION RELIEF	3
ENVIRONMENTAL PROTECTION	4
EQUITY AND ACCESS TO OPPORTUNITY	5
FREIGHT AND GOODS MOVEMENT	7
JOBS AND ECONOMIC DEVELOPMENT	8
LEVERAGE AND ACCOUNTABILITY	10
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PUBLIC ENGAGEMENT AND COMMUNITY SUPPORT	12
TRANSPORTATION SAFETY	13
TRANSPORTATION RESILIENCE	13
TRAVEL OPTIONS	14

AIR QUALITY AND CLIMATE CHANGE

This measure addresses vehicle emissions impacts to health, the environment, and climate, as well as potential shifts towards cleaner fuels as directed by the 2014 Climate Smart Strategy¹.

Points	Purpose: Reduce air quality and greenhouse gas emissions related impacts to people and the environment. How well does the project reduce air pollutants including air toxics, criteria pollutants and greenhouse gas emissions ² ? How well does the project avoid impacts to sensitive populations?		
	Choose one	3	The project will reduce vehicle miles of travel and eliminate vehicle trips by providing an alternative to single occupancy vehicles.
		2	The project will reduce vehicle miles of travel, but does not eliminate vehicle trips—e.g. shortening auto trips through the use of a park and ride facility or creating a more direct route (e.g., street connectivity).
		0	The project does not reduce vehicle miles of travel.
	Choose one	3	The project will improve traffic flow on a designated regional freight facility ³ , and will reduce idling by trucks (e.g., through signal coordination, by removing a bottleneck, or provision of facilities to separate bicycles from the vehicle lanes).
		2	The project will improve traffic flow (e.g., through signal coordination, by removing a bottleneck, or provision of facilities to separate bicycles from the vehicle lanes).
		0	The project does not improve traffic flow.
	2	The project will avoid or mitigate emissions within ¼-mile of sensitive land uses (e.g., daycare facilities, hospitals, social services facilities, schools, and retirement homes). ⁴	
	Purpose: Increase use of clean technology. How well does the project use alternative energy, cleaner fuels, or less energy?		
	2	The project explicitly relies on a proven alternative energy technology. ⁵	
10 points maximum score			

¹ 2014 Climate Smart Strategy (Dec. 2014)

² Criteria air pollutants refer to the six pollutants (carbon monoxide, lead, nitrogen oxides, ozone, particulate matter, and sulfur dioxide) for which the Environmental Protection Agency has established National Ambient Air Quality Standards under the Clean Air Act. Air toxics refer to the nine pollutants Metro and the Oregon Department of Environmental Quality have identified and have agreed to report when a RTP air quality analysis is conducted because they pose national and regional-scale public health risk.

³ 2014 Regional Freight Network Map (July 2014)

⁴ These reflect populations of people who are most prone to respiratory issues that may be aggravated by air pollution. The question is designed for sponsors to be able to answer yes if either they are not located within ¼-mile of these sensitive populations, or if they are located within such an area but they include elements to mitigate potential air emissions.

⁵ Proven alternative energy technology refers to an approach or technology that has already been demonstrated to reduce reliance on traditional fuels. For example, electric vehicle charging stations, new transit service using electric or other alternative technologies or fuels other than diesel or gasoline could fit under this category.

CONGESTION RELIEF

This measure addresses the extent to which projects reduce congestion and delay, and improve flow.

Points	Purpose: Reduction of existing congestion. How well does the project address existing congestion? How large is the scale of the congestion the project addresses?		
	3	The project is located in a corridor identified as an existing bottleneck, chokepoint, or otherwise having a congestion issue through the Regional Congestion Management Process, Regional Freight Plan, ODOT’s Freight Bottleneck Locations, ODOT Freight Plan, or other adopted agency plan.	
	Choose 1	2	The project provides a demonstrable reduction in delay ⁶ for an identified problem that occurs during the off-peak hours of travel (from noon to 1 PM). <i>This should be documented in an adopted plan.</i>
		1	The project provides a demonstrable reduction in delay ⁷ for an identified problem that occurs during the morning or evening peak hours of travel (from 7-9 AM or 4-6 PM). <i>This should be documented in an adopted plan.</i>
	Purpose: Reduction of potential future congestion. How well does the project address forecasted future congestion?		
	2	The project provides a demonstrable travel improvement ⁸ on a facility anticipated to have a future congestion issue. <i>This should be documented in an adopted plan.</i>	
	Purpose: Improves system efficiency. How does the project improve person throughput on the regional transportation system?		
	3	The project employs transportation system management, intelligent transportation systems, tolling, high occupancy vehicle, and/or is supportive of transit, biking or walking ⁹ .	
	10 points maximum score		

⁶ This would be demonstrated in analysis conducted for a corridor plan, area plan or transportation system plan update.

⁷ Same as above footnote.

⁸ Same as above footnote.

⁹ “Supportive of transit” includes those projects that provide new facilities, including dedicated rights-of-way for transit, improved transit service, new bicycle or pedestrian connections, park-and-rides, transit centers, and transit oriented development.

ENVIRONMENTAL PROTECTION

This measure broadly addresses land and water related environmental issues, including stormwater, fish passage, hydrological function, high value and resource habitat, and the construction practices and materials in projects.

Points	Purpose: Protect critical areas.		
	How well does the project minimize habitat loss, alteration and fragmentation in designated lands?		
	Choose one	3	The project does not affect or improves high value habitat areas ¹⁰ or resource habitat on designated lands. ¹¹
		2	If the project affects high value habitat areas or resource habitat on designated lands, it helps to restore the high value areas or resource habitats.
		1	If the project affects high value habitat areas or resource habitat on designated lands, it effectively mitigates impacts to designated high value areas and habitats.
	Purpose: Protect resource lands.		
	How well does the project minimize impact to designated agricultural or forest lands?		
	2	The project does not impact designated agricultural lands.	
	2	The project does not impact designated forest lands.	
	Purpose: Improve fish passage and water quality.		
How well does the project support fish passage by removing barriers or improve water quality by improving hydrological functions or reducing stormwater runoff?			
Choose one	3	The project removes barriers to fish passage <u>or</u> uses practices for improving hydrological functions in the area, such as reducing stormwater runoff.	
	2	The project is designed to reduce stormwater runoff.	
10 points maximum score			

¹⁰ The Regional Conservation Strategy designates lands as high value resource habitat. High value habitat areas ranked in the top one-third of all habitat areas because of the type, location and size of their habitat. Resource habitats are those areas with the top 25% modeled score of high value habitat or riparian quality. Habitat quality took into account factors such as habitat interior, influence of roads, total patch area, relative patch area, habitat friction, wetlands, and hydric soils. The riparian areas took into account criteria of floodplains, distance from streams, and distance from wetlands. The analysis and modeled scoring was conducted for the entire Portland-Vancouver region and conducted through a collaborative effort with partners across the region and topic area experts through the development in the Resource Conservation Strategy process. More detail about the high value habitats can be found at www.regionalconservationstrategy.org.

¹¹ Designated lands include those areas designated for protection through zoning or another mechanism by a government agency. The designated lands include: high value habitat areas designated in the Regional Conservation Strategy, areas designated in Title 13 of the Urban Growth Management Functional Plan, and local agency designated resource habitat areas.

EQUITY AND ACCESS TO OPPORTUNITY

This measure addresses the extent to which projects serve historically marginalized communities (defined as people living with a disability, persons of color, households with low-income, people with limited English proficiency, older adults, and young people), improve public health and/or reduce negative impact to these communities, and whether they improve access to opportunity – defined as low or middle-income wage jobs and priority community destinations for purposes of this measure.

Points	Purpose: Advance social equity. How well does this project serve historically marginalized communities ¹² ?	
	Choose one	3 The project serves 3 or more communities with higher than the regional rate. ¹³
		2 The project serves 1 or 2 communities with higher than the regional rate.
		1 The project serves 1 community with lower than regional rate.
	Purpose: Improve public health. How well does the project avoid creating new, mitigate existing or eliminate previous negative health impacts ¹⁴ to areas that have higher than the regional rate for historically marginalized communities?	
	Choose one	3 The project improves public health an area with three or more communities with higher than the regional rate.
		2 The project improves public health an area with two of these communities with higher than the regional rate.
		1 The project improves public health an area with one of these communities with higher than the regional rate.
	Purpose: Improve access to family-wage jobs. How well does this project improve access to family-wage jobs?	
	1	The project serves an area that has low- and/or middle-wage ¹⁵ related employment.
Purpose: Improve access to community places. How well does this project improve access to priority community destinations?		

¹² The Metro’s Transportation Equity Analysis and TriMet’s Coordinated Transportation Plan (2016) data and maps will be available on-line to help respond to this criteria. Recognizing limitations of this data, locally developed data may also be used by project sponsors if cited in the project information materials submitted by jurisdictions during the Call for Projects.

¹³ For each population, an area (defined by census tracts or block groups depending on data availability) would be considered to have a concentration of that population if the area has a concentration above the regional rate within its respective boundary. Recognizing limitations of the regional data, locally developed data may also be used by project sponsors if cited in the project information materials submitted by jurisdictions.

¹⁴ In general, an improvement to environmental health corresponds to an improvement in human health. Therefore, the intent of these questions is to identify projects providing opportunities for increased physical activity, encouraging healthy community design such as complete streets, improving air quality, reducing fatalities and serious injury crashes, etc.

¹⁵ Low-wage Jobs are defined as jobs which pay an annual salary between \$0 - \$39,999 and middle-wage jobs are defined as jobs which pay an annual salary between \$40,000 – \$65,000. The annual salary band was based on the average household size of three (3) and a combination of different income, program eligibility, and self-sufficiency definitions (HUD median income, UW self-sufficiency index, federal poverty level, and the Uniform Relocation Assistance and Real Property Acquisition Act).

		3	The project improves access ¹⁶ to 3 or more priority destinations ¹⁷ .
		2	The project improves access to 2 priority destinations.
		1	The project improves access to 1 priority destination.
10 points maximum score			

Related definitions:

Equity	Metro’s working definition of equity reads: “Our region is stronger when all individuals and communities benefit from quality jobs, living wages, a strong economy, stable and affordable housing, safe and reliable transportation, clean air and water, a healthy environment and sustainable resources that enhance our quality of life.”	Metro Equity Strategy Advisory Committee (2014)
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Historically Marginalized Communities & Geography

Community	Definition	Geography Threshold*	Date Source
People of Color	Persons who identify as non-white, includes Native Americans, African Americans, Asian Americans and Pacific Islanders, Latinos or Hispanics.	Census tracts above the regional rate (26.5%) for people of color.	2010 Decennial Census
Low-Income	Households with incomes equal to or less than 200% of the Federal Poverty Level (2016); adjusted for household size	Census tracts above the regional rate (31.8%) for Household with Lower-Income	American Community Survey, 2011-2015
Limited English Proficiency	Persons who identify as unable “to speak English very well.”	Census tracts above the regional rate (8.5%) for Limited English Proficiency all languages combined <u>OR</u> those census tracts which were identified as “safe harbor” tracts for individual language isolation. ¹⁸	
Older Adults	Persons 65 years of age and older	Census tracts above the regional rate for Older Adults (11%) AND Young People (22.8%)	2010 Decennial Census
Young People	Persons 17 years of age and younger		

¹⁶ Improving access refers to projects that are within ¼-mile of or connect to the specific area. A project can connect to an area by either 1) terminating or traveling through that area, or 2) being on a facility that ultimately terminates in or travels through that area.

¹⁷ Priority community destinations are defined as existing community destinations that provide key services and/or daily needs for people in the region, including health, essential retail, financial, food and medical destinations. Because the Quarterly Census of Economic and Wages data being used for the transportation equity analysis has confidentiality limitations at the project level, a community destinations checklist will be included in the on-line application for agencies to select from to calculate this score.

¹⁸ Safe Harbor is a provision within Title VI of the Civil Rights Act of 1964, which addresses for when and how agencies are to provide language assistance to limited English proficiency persons to ensure access to all public resources. The safe harbor provision mainly addresses translation of documents and language assistance, however for analysis purposes, it may help to identify areas where additional attention is warranted because of a concentration of language isolation. Safe harbor applies when a language isolated group constitutes 5 percent or 1,000 persons of the total population in the given area.

FREIGHT AND GOODS MOVEMENT

This measure addresses the extent to which projects provide benefits to freight users of the transportation system as well as reduce conflicts with other modes of travel, improve access to industrial areas and freight intermodal facilities and improve connectivity between freight modes or freight-related facilities.

Points	Purpose: Improve freight mobility. How well does the project provide benefits to freight-related system users by improving travel time, reliability, and efficiency for freight haulers (all freight modes), and how well does the project reduce conflicts?	
	Choose one	3 The project is located on a facility identified as a Tier 1 freight bottleneck location in ODOT’s Freight Bottleneck Locations. ¹⁹
		2 The project is located on a facility identified as a Tier 2 freight bottleneck location in ODOT’s Freight Bottleneck Locations.
		1 The project is located on a facility identified as a Tier 3 freight bottleneck location in ODOT’s Freight Bottleneck Locations or a facility identified as a freight bottleneck in the Regional Freight Plan or adopted local agency plan.
	2	The project reduces conflict between freight modes (truck and rail)—e.g. grade separation or bridge openings or between freight and one or more passenger modes—e.g. through a separation of modes such as a pedestrian overpass or separated parallel bicycle facility.
	Purpose: Access to industrial land and freight intermodal facilities. How well does the project support planned development in regionally designated industrial areas, ²⁰ other freight-related areas, including brownfield sites, and key freight generators? ²¹	
	Choose one	3 The project improves freight access within or to ²² more than one regionally designated industrial area, employment area, regional center or the Portland central city (or between a regional industrial area and a Regional Freight Route or a freight intermodal facility).
		1 The project improves freight access within or to one regional industrial area, regional employment area, regional center, the Portland central city or a freight intermodal facility.
	2	The project is located on a facility designated on the Regional Freight Network.
	10 points maximum score	

¹⁹ <https://www.oregon.gov/ODOT/TD/TP/Pages/FreightHighwayBottlenecks.aspx>

²⁰ Title 4 of the Urban Growth Management Functional Plan (Title 4, Industrial and Other Employment areas Map, dated October 2014)

²¹ Access to freight generators is intended to capture the first/last-mile connections related to freight activities. Access may also be able to capture important *Regional Freight Plan* network connections. This criteria could be based on new data on Greater Portland Inc. target industry concentrations and/or Washington County Freight Study identification of freight generating industries.

²² A project may be assumed to improve access to, within, or between industrial areas if it touches, passes through, or is completely contained within an industrial area.

JOBS AND ECONOMIC DEVELOPMENT

This measure addresses the extent to which projects support existing and new businesses, and job creation.

Points	Purpose: Improve access to areas of high job concentration.		
	How well does the project support access to jobs (e.g., census tracts with large job concentrations or 2040 centers, corridors, industrial and employment areas designated on the 2040 Growth Concept map)?		
	Choose one	3	The project serves an area that has an employment density of at least XX ²³ total jobs per acre, and is planned (has unused zoned capacity) to accommodate a density of at least XX jobs per acre. (Areas that currently exceed the higher threshold would receive points here as well).
		2	The project serves an area that has an employment density of at least XX total jobs per acre, and is planned (has unused zoned capacity) to accommodate a density of at least XX jobs per acre.
		1	The project serves an area that has an employment density of XX jobs per acre.
	Purpose: Improve access to targeted industries.		
	How well does the project support job retention, expansion or revitalization efforts by improving access to targeted industries (e.g., census tracts with large job concentrations of target industries)? ²⁴		
	Choose one	3	Project provides new or substantially improved access to an area with a high job concentration of target industries. ²⁵
		2	Project provides new or substantially improved access to an area with a moderate job concentration of target industries. ²⁶
1		Project provides new or substantially improved access to an area with a low job concentration of target industries.	

Jobs and economic development criteria are continued on the next page

²³ The job concentration measures could be based on a threshold for jobs per acre or a tiered threshold (e.g., top third job density, middle third, bottom third). A methodology would need to be developed.

²⁴ The greater Portland region features a wide range of businesses and industries with a concentration in seven key sectors identified by Greater Portland Inc. (e.g., clean technology, computers and electronics, software and media, metals and machinery, athletic and outdoor, science and technology and emerging industries).

²⁵ This could be defined as investments in a corridor that serves a census tract with high job concentrations among GPI's identified industries by NAICs code.

²⁶ This could be defined as investments in a corridor that serves a census tract with high job concentrations among GPI's identified industries by NAICs code.

JOBS AND ECONOMIC DEVELOPMENT (continued)

<p>Purpose: Improve access to priority industrial lands. How well does the project support job retention, expansion or revitalization efforts by improving access to priority industrial lands or improve market readiness and redevelopment potential of Tier 1, Tier 2 or Tier 3 regional industrial sites and areas with brownfield sites?</p>		
Choose one	3	Project improves access to priority industrial lands <u>and</u> serves an area with a high concentration of brownfield sites. ^{27, 28}
	2	Project improves access to priority industrial lands <u>or</u> serves an area with a high concentration of brownfield sites. ²⁹
	1	Project serves an area with brownfield site(s).
<p>Purpose: Improve access to economic opportunity. How well does the project provide access to job-related training or educational opportunities (vocational schools, community colleges, universities)?</p>		
1	The project is in an area with, or supports access to institutions that provide job-related training or educational opportunities.	
10 points maximum score		

²⁷ Prioritized lands are defined in Title 4 of the Urban Growth Management Functional Plan (Title 4, Industrial and Other Employment areas Map, dated October 2014), Regionally Significant Industrial areas and Oregon’s Certified Shovel Ready sites.

²⁸ Metro [2012 Brownfields Scoping Report](#)

²⁹ Portland area [2014 Site Readiness Report](#)

LEVERAGE AND ACCOUNTABILITY

This measure addresses the extent to which projects will leverage multiple sources of funding and support other projects, ensuring efficient use of limited tax dollars.

Points	Purpose:	
	How well does the project leverage federal, state, regional and local funding?	
	Choose one	3
		More than X% of project cost has committed funding from 3 or more sources
		2
		More than X% of project cost has committed funding from 2 or more sources
		1
		More than X% of project cost has committed funding.
	2	TBD
	2	TBD
Purpose: Supports other projects.		
How well does the project support other projects?		
	3	TBD
10 points maximum score		

Note: These criteria are still under development. An updated table will be provided at the March 17 workshop.

PLACEMAKING AND 2040 CENTERS SUPPORT

This measure addresses the extent to which projects support existing and new population and employment in centers. In addition, the measure addresses the extent to which projects support transit oriented development, development of housing in centers, accessibility to/from/within the center, and compatibility with the character of the community in which a project is located.

Points	Purpose: Improve access to 2040 centers. How well does the project provide increased mobility and accessibility for designated 2040 center(s) – Portland central city and regional centers, town centers, and stations communities?		
	3	The project provides increased mobility and accessibility within the Portland central city <u>OR</u> a regional center <u>OR</u> by connecting two or more regional centers. ^{30 31}	
	2	Provides increased mobility and accessibility by connecting into one regional center or connecting two or more town centers or station communities.	
	1	Provides increased mobility and accessibility by connecting into one town center or station community.	
	Purpose: Increase access to transit supportive land use. How well is the project supported by the following land use and planning characteristics?		
	Choose one	3	Existing development densities are transit supportive ²² (have housing densities greater than XX homes per gross acre). ³²
		2	Existing development densities are transit supportive (have housing densities greater than XX homes per gross acre).
		1	Existing development densities are transit supportive (have housing densities greater than XX homes per gross acre).
	1		Comprehensive plan or subarea plan specifically identifies the area as a location for additional transit supportive growth.
	1		Project is located in an area designated as a high capacity transit station area (includes light rail, commuter rail, bus rapid transit, intermodal stations).
1		Zoning in area encourages a mix of uses to provide for housing, jobs, and services.	
10 points maximum score			

Note: These criteria are still under development to better connect criteria to TOD cluster typologies, RTP HCT system expansion policy and a new Enhanced Transit Corridor concept that has been identified during development of the Regional Transit Strategy. An updated table will be provided at the March 17 workshop.

³⁰ A project can connect two centers by either 1) terminating or traveling through a center, or 2) being on a facility that ultimately terminates in a center or travels through a center.

³¹ A project may be assumed to improve access to, within, or between centers if it touches, passes through, or is completely contained within a center.

³² The housing density measure could be based on homes per acre thresholds or tiered thresholds

PUBLIC ENGAGEMENT AND COMMUNITY SUPPORT

This measure addresses the extent to which projects were identified through a transparent public process that meets federal Title VI engagement requirements and the level of community and/or political support.

Points	Purpose: Identified through public process that meets Title VI engagement requirements	
	How well does the project reflect community priorities identified through a public process?	
	Choose one	3
		Project is identified as a priority in an agency adopted plan or study developed through documented public engagement process that included specific engagement of historically marginalized communities.
	2	Project is identified in an agency adopted plan or study developed through a documented public engagement process.
Purpose: Community/political support		
Is the project a very high priority for the communities it serves and/or their elected representatives?		
7	Project is recommended by a county-level coordinating committee, city council, county board or other appointed/elected body as a top priority for the regional transportation system.	
10 points maximum score		

TRANSPORTATION SAFETY

This measure addresses the extent to which projects provide for safer travel, reduce fatalities or serious injury crashes.

Purpose: Reduce the number of fatal and serious injury crashes.			
How well does the project address existing documented safety problem to reduce fatal and serious injury crashes?			
Points	Choose one	10	The project addresses a documented safety problem with one or more proven safety countermeasure(s), ³³ or implements a project identified in an agency adopted safety plan, at a location on a designated on high injury corridor.
		8	The project addresses a documented safety problem with one or more proven safety countermeasure(s) or implements a project identified in an agency adopted safety plan.
		6	The project addresses a documented safety problem with one or more proven safety countermeasure(s) or implements a project identified in an agency adopted safety plan, on a designated high risk location or corridor. ³⁴
10 points maximum score			

TRANSPORTATION RESILIENCE

This measure addresses the extent to which projects improve system security and disaster preparedness.

Purpose: Improve system security and disaster preparedness.		
How well does the project improve security? (Specific focus on regional emergency transportation routes (ETRs) ³⁵ designated by the Regional Disaster Preparedness Organization or agency adopted plan)		
Points	10	The project improves preparedness of an ETR to move personnel, supplies, and equipment to heavily damaged areas or serve as an evacuation route in the event of a regional emergency.
10 points maximum score		

³³ Proven safety countermeasures include, but are not limited to: FHWA’s nine proven safety countermeasures: road diets, medians and pedestrian crossing islands, pedestrian hybrid beacons, roundabouts, access management, reflective backplates, safety edge, enhanced curve delineation, and rumble strips.

³⁴ High Risk Corridors are identified in transportation safety plans, including the ODOT Pedestrian and Bicycle Safety Implementation Plan and may used to document responses to this criteria.

³⁵ An Emergency Transportation Route or ETR is defined as a route needed during a major regional emergency or disaster to move response resources such as personnel, supplies, and equipment to heavily damaged areas or serve as an evacuation route.

TRAVEL OPTIONS

This measure addresses the extent to which projects increase alternatives to driving alone. The measure also addresses the extent to which projects incentivize or facilitate an individual’s use of those alternatives.

Purpose: Increase alternatives to driving alone.			
How well does the project increase alternatives to driving alone?			
Points	Choose 1	3	The project completes a significant regional biking or walking network gap, (e.g., it crosses a major barrier, such as a freeway or river).
		2	The project completes a regional active transportation network gap but there are other available routes (no major barriers).
		1	The project completes a gap in the regional active transportation network. ³⁶
	2	The project adds incentives ³⁷ or removes barriers ³⁸ for individuals to bike, walk or use fixed-route transit, special needs transportation services, carshare services, or vanpools (may include intermediary facilities such as park-and-rides). ³⁹	
	1	The project includes additional tools or strategies to reduce the share of drive-alone trips. ⁴⁰	
Purpose: Improve connections between transit, biking and walking facilities.			
How well does the project improve connections between modes of travel, especially for bicyclists and pedestrians accessing transit?			
	2	The project completes a gap in the regional bicycle network within XX miles ⁴¹ of a regional transit stop. ⁴²	
	2	The project completes a gap in the regional pedestrian network within 1/2-mile of a regional transit stop. ⁴³	
10 points maximum score			

³⁶ Regional Bike Network Map and Regional Pedestrian Network Map (adopted July 2014)

³⁷ Incentives may include, but are not limited to, elements such as transit pass subsidies and other commuter benefits, non-SOV mode priority, and HOV priority.

³⁸ Addressing barriers may include, but is not limited to, elements such as traveler training, traveler information and wayfinding, provision of bicycle parking, bicycle/pedestrian or other commuter facilities, safe routes to school programs, or other transportation demand management approaches for individuals to use fixed-route transit, special needs transportation, or car-share or rideshare services.

³⁹ Incentives include elements such as adding bicycle and pedestrian facilities (e.g. an arterial widening project that includes new sidewalks and/or bicycle lanes) and otherwise facilitating the use of bicycle and pedestrian travel (e.g. providing bicycle parking at a park-and ride-facility, constructing ADA-compliant curb ramps). Removing barriers refers to (but is not limited to) projects that complete missing links (e.g. a bicycle/pedestrian project that connects together an existing trail or constructs ADA-compliant curb ramps).

⁴⁰ Additional tools or strategies may include car-share, carpool, and telecommute programs and related services.

⁴¹ Need to determine appropriate threshold, consistent with Regional Active Transportation project development work.

⁴² Regional Transit Network Map (adopted July 2014 or draft updated map under development in 2018 RTP update)

⁴³ Regional Transit Network Map (adopted July 2014 or draft updated map under development in 2018 RTP update)

Community Definitions & Geography

Historically Marginalized Communities

Community	Definition	Geography Threshold	Date Source
People of Color	Persons who identify as non-white.	Census tracts above the regional rate (26.5%) for people of color.	2010 Decennial Census
Low-Income	Households with incomes equal to or less than 200% of the Federal Poverty Level (2016); adjusted for household size	Census tracts above the regional rate (31.1%) for Household with Lower-Income	American Community Survey, 2011-2015
Limited English Proficiency	Persons who identify as unable “to speak English very well.”	Census tracts above the regional rate (8.5%) for Limited English Proficiency (all languages combined).	Oregon Education Department School Enrollment Data (LEP only)
Older Adults	Persons 65 years of age and older	Census tracts above the regional rate for Older Adults (11%) AND Young People (22.8%)	2010 Decennial Census
Young People	Persons 17 years of age and younger		

Focused Historically Marginalized Communities

Community	Geographic Threshold
People of Color	The census tracts which are above the regional rate for people of color AND the census tract has twice (2x) the population density of the regional average (regional average is .48 person per acre).
Low-Income	The census tracts which are above the regional rate for low-income households AND the census tract has twice (2x) the population density of the regional average (regional average is .58 person per acre).
Limited English Proficiency	The census tracts which are above the regional rate for low-income households AND the census tract has twice (2x) the population density of the regional average (regional average is .15 person per acre) OR those census tracts which have been identified as “safe harbor” tracts for language isolation. ¹

Transportation Equity Analysis

The transportation equity analysis will be applied to the following system evaluation measures:

¹ Safe Harbor is a provision within Title VI of the Civil Rights Act of 1964 which addresses for when and how agencies are to provide language assistance to limited English proficiency persons to ensure access to all public resources. The safe harbor provision mainly addresses translation of documents and language assistance, however for analysis purposes; it may help to identify areas where additional attention is warranted because of a concentration of language isolation. Safe harbor applies when a language isolated group constitutes 5% or 1,000 persons of the total population in the given area.

2018 RTP – Historically Marginalized Communities & Focused Historically Marginalized Communities

- #3 Affordability
- #5 Exposure to crash risk
- #6 Access to travel options – system connectivity & completeness
- #7 Access to jobs
- #8 Access to community places
- #17 Habitat impact

These priorities were identified as the priority transportation issues by historically marginalized communities.² As a result, the system evaluation will take a closer look to see how well these six evaluation measures perform in areas where there is a residential presence of historically marginalized communities. The results will be compared to the region to see if there are disproportionate results.

Based on work group discuss, the transportation equity analysis will run the assessment using two tiers to address the desire to capture where there are higher rates of historically marginalized communities and where there is a concentration and/or pockets of historically marginalized communities. The tiers are described below.

Tier I Analysis

Based on a literature review of equity analyses from other regions, Metro staff recommended to the work group the regional rate for the individual historically marginalized community (with the exception for age) as the threshold for determining the locations of historically marginalized communities. For older adults and younger people, the regional rate must be realized for both communities as the spatial distribution, just based on regional rate, would illustrate patterns where every area in the region would be considered a historically marginalized community. The transportation equity analysis will use the regional rate as the first assessment to look at how well the 2018 RTP investments are performing on priority outcomes identified by historically marginalized communities.

Tier II Focused Analysis

By request of the work group, the transportation equity analysis will conduct a secondary assessment using a subset of historically marginalized communities which are called out through federal legislation, namely Title VI and the Executive Order on Environmental Justice. This secondary assessment is to help take a more focused look at the transportation investments being made in areas in which there are highly concentrated of historically marginalized communities and also provide more information on how well the 2018 RTP investments are performing on priority outcomes identified by historically marginalized communities in areas with the greatest concentration.

People with Disabilities

Due to data limitations, people with disabilities are not explicitly being assessed as part of the Transportation Equity Analysis. Nonetheless, a number of the barriers, needs, and transportation priorities identified by people with disabilities are shared by historically marginalized communities. Therefore the assessment will tangentially be looking at addressing transportation concerns for people with disabilities.

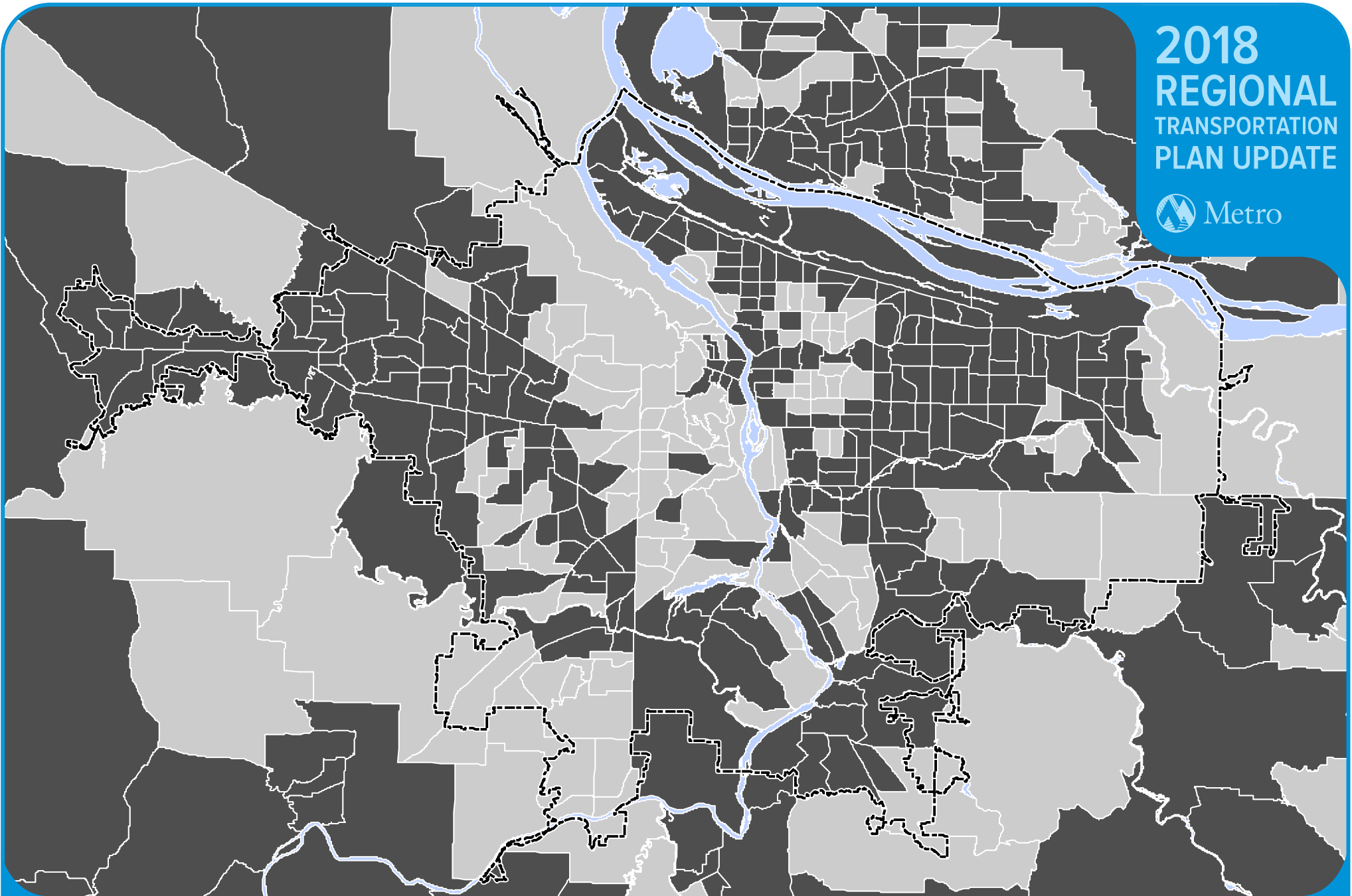
² Reflects the priority issues within the limits the 2018 RTP system evaluation can analyze. Other transportation priorities were raised which included displacement and racial profiling in enforcement, which cannot be addressed through the system evaluation, but acknowledged in the assessment report.

2018 RTP – Historically Marginalized Communities & Focused Historically Marginalized Communities

Additionally, as a component of the 2018 RTP and MPO required activities, TriMet as the designated recipient of FTA 5310 – Enhanced Mobility for Seniors and Individuals with Disabilities and state Special Transportation Funds, develops and updates a Coordinated Transportation Plan (CTP) every three years. The CTP outlines the transportation needs, priorities, strategies and actions for implementation to address transportation considerations for people with disabilities. The CTP also provides direction to the allocation of the FTA 5310 and Special Transportation Funds. As part of the final recommendation package for the transportation equity analysis and the 2018 RTP, Metro staff recommends the CTP recommendations are also adopted.

Link to the Coordinated Transportation Plan for Seniors and People with Disabilities (2016) can be found online at: <https://trimet.org/meetings/stfac/#ctp>

2018 REGIONAL TRANSPORTATION PLAN UPDATE



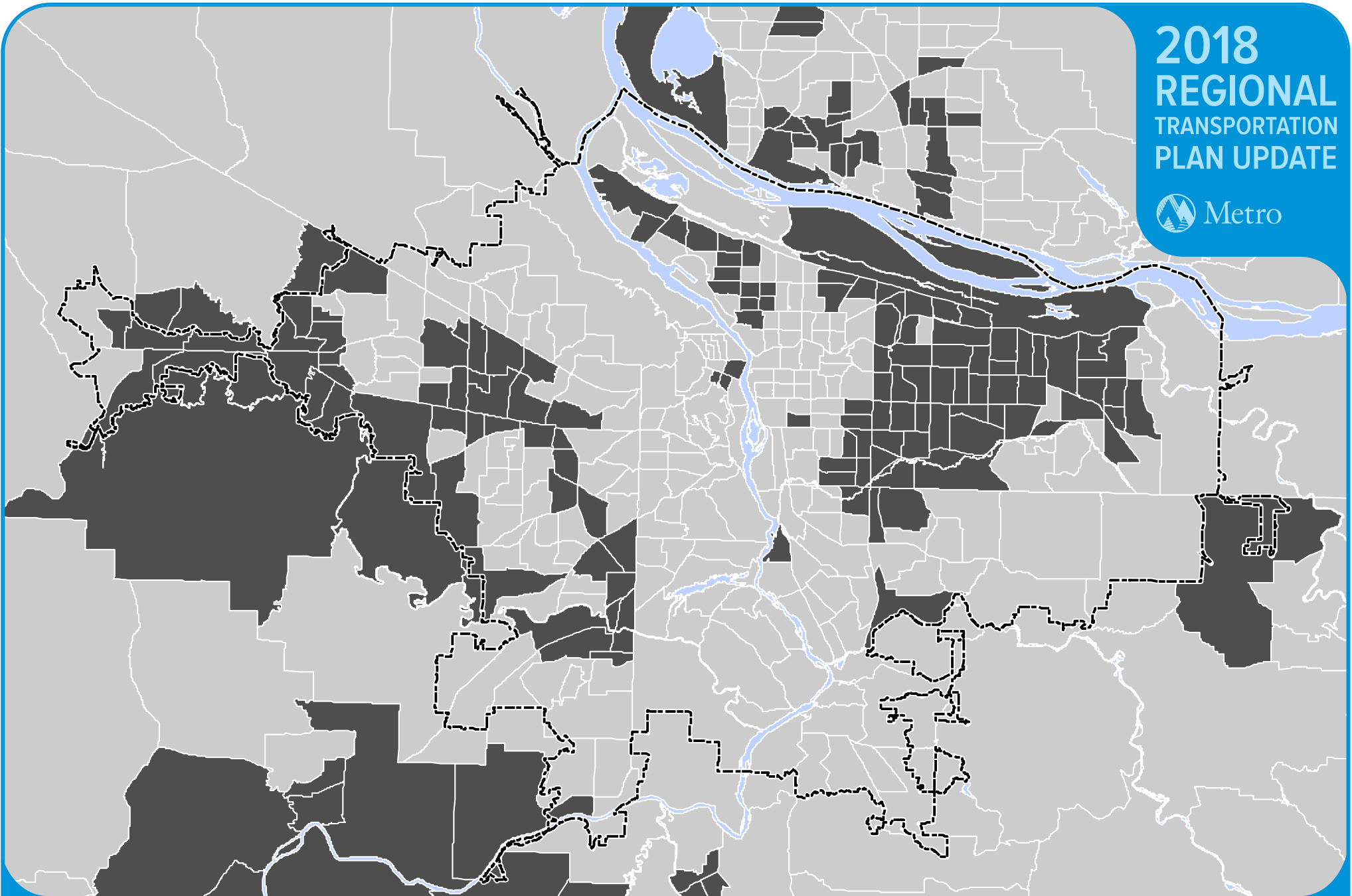
Historically Marginalized Community



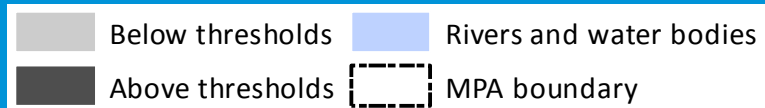
Includes poverty, people of color, LEP (combined language isolation communities), and combined age categories (under 18, 65 and over).

2/28/2017

2018 REGIONAL TRANSPORTATION PLAN UPDATE



Focused Historically Marginalized Community



Includes poverty, people of color, LEP (combined language isolation communities and safe harbor), and density screens.

2/28/2017

Table H4. Population of Seniors and Persons with Disabilities

	2010 Population	65 and Over Population	% Over 65	Population with Disabilities	% with Disabilities
Clackamas County	375,992	51,231	13.6%	45,777	11.9%
Barlow	135	17	12.6%	22	12.9%
Canby	15,829	2,247	14.2%	1,881	11.2%
Damascus	10,539	1,406	13.3%	1,338	12.5%
Estacada	2,695	347	12.9%	414	14.5%
Gladstone	11,497	1,581	13.8%	1,726	14.8%
Happy Valley	13,903	1,138	8.2%	1,398	8.9%
Johnson City	566	105	18.6%	105	18.3%
Lake Oswego	36,619	5,918	16.2%	3,071	8.2%
Milwaukie	20,291	2,767	13.6%	2,472	12.1%
Molalla	8,108	797	9.8%	1,564	19.0%
Oregon City	31,859	3,555	11.2%	4,206	12.4%
Rivergrove	289	53	18.3%	30	9.3%
Sandy	9,570	977	10.2%	1,106	11.1%
Tualatin	26,054	1,819	7.0%	2,608	9.8%
West Linn	25,109	2,785	11.1%	2,200	8.6%
Wilsonville	19,509	2,597	13.3%	1,737	8.5%
Unincorporated	143,555	23,139	16.1%	19,921	13.9%
Multnomah County	735,334	77,423	10.5%	94,564	12.5%
Fairview	8,920	890	10.0%	1,763	19.4%
Gresham	105,594	11,321	10.7%	16,008	14.8%
Maywood Park	752	118	15.7%	113	12.6%
Portland	583,776	60,789	10.4%	72,519	12.0%
Troutdale	15,962	1,215	7.6%	1,858	11.4%
Wood Village	3,878	291	7.5%	617	15.6%
Unincorporated	16,452	2,799	17.0%	1,686	10.4%
Washington County	529,710	53,109	10.0%	52,989	9.7%
Banks	1,777	70	3.9%	169	9.9%
Beaverton	89,803	9,374	10.4%	9,502	10.3%
Cornelius	11,869	744	6.3%	444	3.7%
Durham	1,351	139	10.3%	110	8.3%
Forest Grove	21,083	2,599	12.3%	3,324	15.1%
Gaston	637	38	6.0%	109	15.5%
Hillsboro	91,611	7,155	7.8%	8,751	9.1%
King City	3,111	1,494	48.0%	612	18.3%
North Plains	1,947	180	9.2%	246	13.2%
Sherwood	18,194	1,240	6.8%	1,377	7.4%
Tigard	48,035	5,413	11.3%	5,081	10.2%
Unincorporated	240,292	24,663	10.3%	23,264	9.4%

Source: Population Over 65, US Census Table DP-1(2010); Population with Disabilities, American Community Survey Table DP02 (2010-2014 5 Year Estimate) – Percentage calculated using 2014 estimated population.

Safety performance measures

“While the set of projects selected by and MPO will need to achieve multiple, and sometimes competing, objectives, it is clear that to ensure progress towards reducing fatalities and serious injuries in MPO regions, safety will need to be explicitly considered in project selection.”

~MPO Guidebook for Using Safety as a
Project Prioritization Factor
U.S. DOT, FHWA, September 2016

Share of safety projects

The number, cost and percent of safety projects in each of the 2018 RTP investment packages region-wide, in areas with historically marginalized communities, in areas with focused historically marginalized communities, and per person in each area.

Identify safety projects in the RTP

- ✓ Capital infrastructure project
- ✓ Primary purpose of reducing fatalities and serious injuries
- ✓ Addresses specific documented safety problem /risk
- ✓ Majority of the project cost to address problem with documented safety countermeasures
- ✓ Addresses systemic safety for vulnerable users, including people walking and bicycling, people with disabilities, older adults and youth

Asses level of investment

Region-wide and in historically marginalized and focus historically marginalized communities:

1. Calculate number of safety projects proposed for the Interim Year (2018-2017), and the Constrained and Additional Priorities lists (2028-2040)
2. Calculate percentage of safety projects
3. Calculate cost of safety projects/% total cost
4. Calculate per person expenditure of safety projects

Output

Within Area	Base Year (2015)	Interim Year (2018-2027)	2018-2040 Constrained Priorities	2018-2040 Additional Priorities
Region (Metropolitan Planning Area)	N/A	Number and % Safety Projects, % cost allocated to Safety Projects, % Per person	Number and % Safety Projects, % cost allocated to Safety Projects, % Per person	Number and % Safety Projects, % cost allocated to Safety Projects, % Per person
Historically marginalized communities	N/A	Number and % Safety Projects, % cost allocated to Safety Projects, % Per person	Number and % Safety Projects, % cost allocated to Safety Projects, % Per person	Number and % Safety Projects, % cost allocated to Safety Projects, % Per person
Focused historically marginalized communities	N/A	Number and % Safety Projects, % cost allocated to Safety Projects, % Per person	Number and % Safety Projects, % cost allocated to Safety Projects, % Per person	Number and % Safety Projects, % cost allocated to Safety Projects, % Per person

Exposure to crash risk

To approximate risk of exposure to crashes for all modes by identifying whether the package of future transportation investments increases or decreases non-freeway vehicle miles traveled (VMT) within each transportation area zone (TAZ) above a certain threshold , region-wide, and in historically marginalized communities and focused historically marginalized communities.

Assess exposure

Region-wide and in historically marginalized and focus historically marginalized communities:

1. Aggregate non-freeway VMT w/in each TAZ. Normalize by TAZ area for the Interim Year (2018-2017), and the Constrained and Additional Priorities lists (2028-2040)
2. Identify TAZs where VMT increases above a certain threshold in the 2018 RTP investment packages.

Output

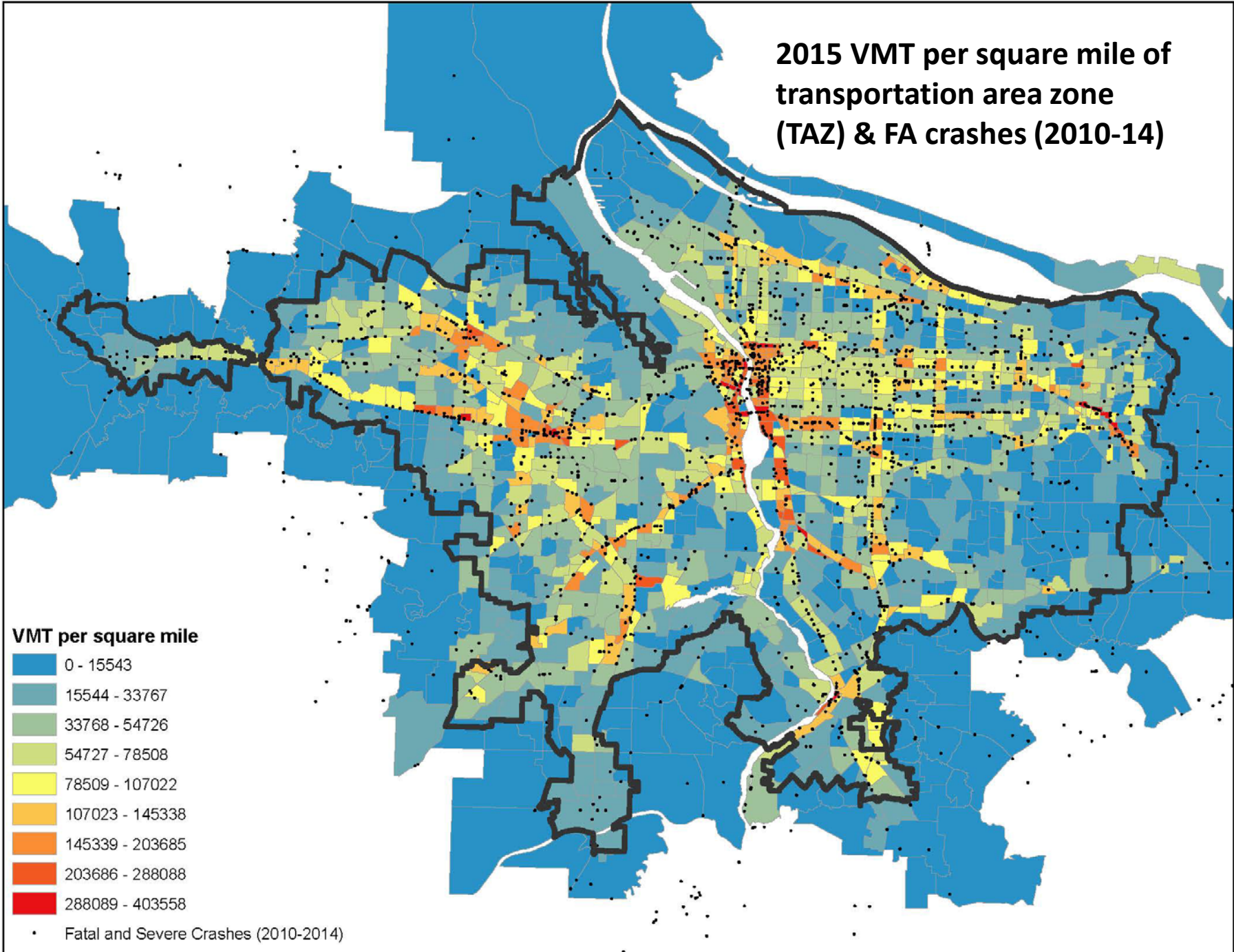
	2018 RTP Investment Packages			
	Base Year (2015)	Interim Year (2018-2027)	2018-2040 Constrained Priorities	2018-2040 Additional Priorities
Map of region showing MPA boundary & Historically Marginalized Communities	VMT/TAZ area TAZs with VMT above threshold	VMT/TAZ area TAZs with VMT above threshold	VMT/TAZ area TAZs with VMT above threshold	VMT/TAZ area TAZs with VMT above threshold
Map of region showing MPA boundary & Focused Historically Marginalized Communities	VMT/TAZ area TAZs with VMT above threshold	VMT/TAZ area TAZs with VMT above threshold	VMT/TAZ area TAZs with VMT above threshold	VMT/TAZ area TAZs with VMT above threshold

2015 VMT per square mile of transportation area zone (TAZ) & FA crashes (2010-14)

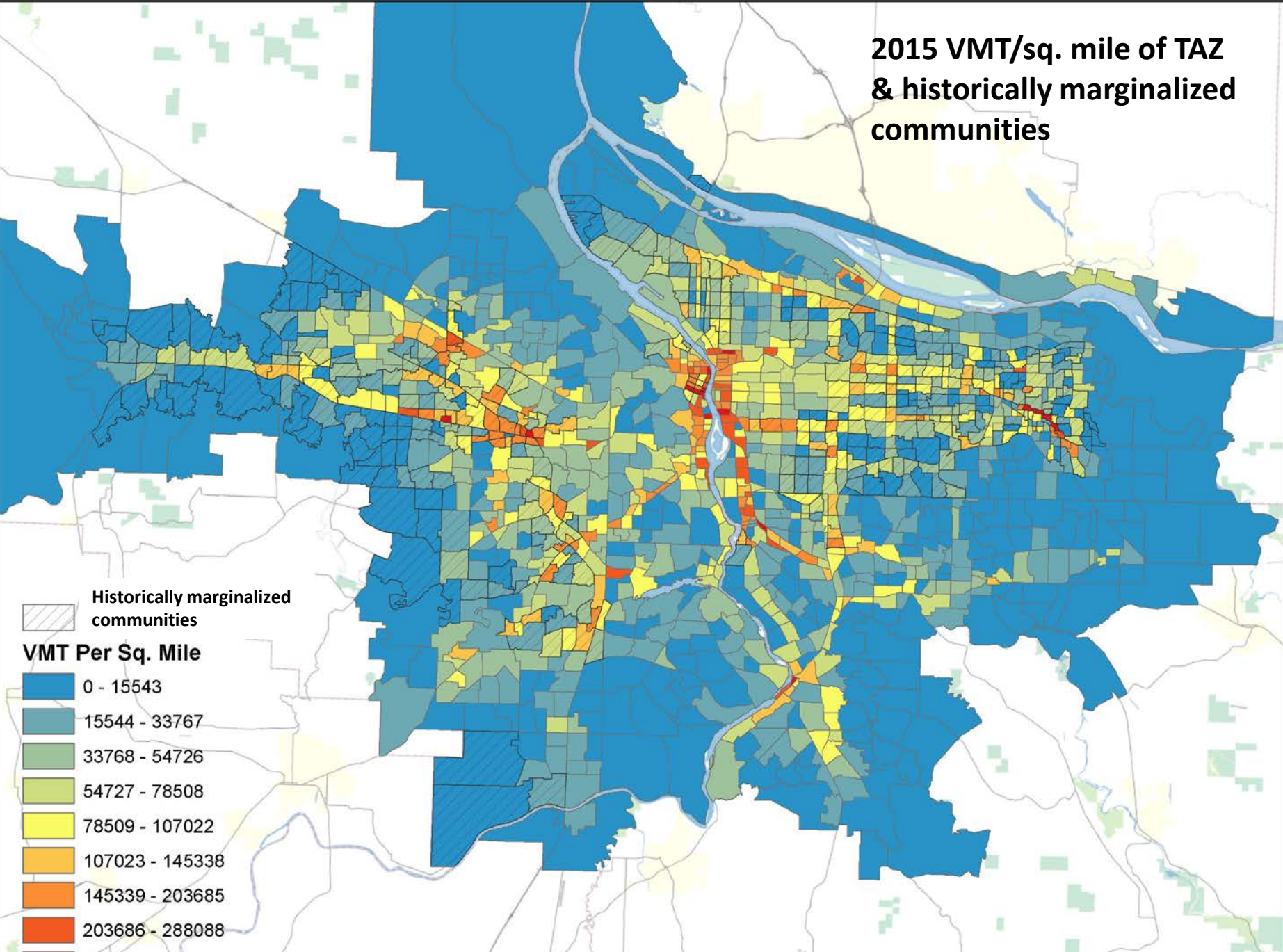
VMT per square mile

- 0 - 15543
- 15544 - 33767
- 33768 - 54726
- 54727 - 78508
- 78509 - 107022
- 107023 - 145338
- 145339 - 203685
- 203686 - 288088
- 288089 - 403558

• Fatal and Severe Crashes (2010-2014)












2015 VMT/sq. mile of TAZ & historically marginalized communities



 Historically marginalized communities

VMT Per Sq. Mile

-  0 - 15543
-  15544 - 33767
-  33768 - 54726
-  54727 - 78508
-  78509 - 107022
-  107023 - 145338
-  145339 - 203685
-  203686 - 288088
-  288089 - 403558

Safety performance measures

Questions & discussion



Tualatin Valley Hwy

Evaluation Measure Title: Share of safety projects

(New System Evaluation Measure)

Purpose:

To identify where and at what level of investment the package of future transportation projects addresses transportation safety and fatal and severe crashes through the development of transportation infrastructure projects with proven safety countermeasures, region-wide, in areas with high concentrations of historically marginalized communities, and in areas with high concentrations of focused historically marginalized communities.¹

The **share of safety projects** performance measure will assess the following questions for the region’s transportation system region-wide and in historically marginalized communities:

- 1) How many and what percentage of the region’s proposed transportation projects are identified as safety projects?
- 2) What percentage of the total transportation investment package (cost) is attributed to safety projects?
- 3) What percentage of the total number of transportation safety investments are located in historically marginalized communities/ focused historically marginalized communities?
- 4) Is there a difference of transportation safety investment levels (cost) in areas with historically marginalized communities/ focused historically marginalized communities?
- 5) What is the per-person expenditure of transportation safety investments region-wide and for historically marginalized communities/ focused historically marginalized communities?

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		

Associated 2014 RTP Performance Target:

By 2035, reduce the number of fatal and severe injury crashes for pedestrians, bicyclists and motor vehicle occupants each by 50% compared to 2007-2011 average. *(Target proposed to be updated in 2018 to: By 2035 eliminate transportation related fatalities and serious injuries for all users of the region’s transportation system, with a 16% reduction by 2020 (as compared to the 2015 five year rolling average), and a 50% reduction by 2025.)*

Methodology Description:

The method for calculating the **share of safety projects** performance measure will entail:

1. Identifying safety projects in the RTP investment packages.

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

2. Calculating the number of safety projects in the regional transportation investment packages region-wide, in historically marginalized communities and in focused historically marginalized communities;
3. Calculating the cost of safety projects in the regional transportation investment packages region-wide, in historically marginalized communities and in focused historically marginalized communities;
4. Calculating the per-person expenditure of transportation safety projects for the number of people region-wide and for the number of people identified within in historically marginalized communities and focused historically marginalized communities.
5. Identify which safety projects are on Regional High Injury Corridors.

Output Units: Number and percentage (%) of transportation safety projects compared to total RTP investment packages; percentage of total cost of RTP investment packages; percentage of transportation safety investments per capita region-wide, in historically marginalized communities, in focused historically marginalized communities.

Percentage of safety projects on regional high injury corridors. Map of transportation investments.

Potential Output of Assessment:

Within Area	Base Year (2015)	Interim Year (2018-2027)	2018-2040 Constrained Priorities	2018-2040 Additional Priorities
Region (Metropolitan Planning Area)	N/A	Number and % Safety Projects, % cost allocated to Safety Projects, % Per person		
Historically marginalized communities	N/A	Number and % Safety Projects, % cost allocated to Safety Projects, % Per person		
Focused historically marginalized communities	N/A	Number and % Safety Projects, % cost allocated to Safety Projects, % Per person		

Key Assumptions to Method

Dataset Used:

Dataset	Type of Data
Geospatial and cost information for transportation safety projects proposed for the RTP investment packages	Project information provided by jurisdictions

Tools Used for Analysis: ArcGIS

Definitions:

Safety Projects in the RTP are capital infrastructure projects with the primary purpose of reducing the occurrence of traffic related fatalities and serious injuries, allocating a majority of the project cost to a documented safety countermeasure(s) to address a specific documented safety problem (as indicated by location-specific data on fatalities and serious injuries, and/or where it is determined that the specific project can, with confidence, produce a measurable and significant reduction in such fatalities or serious injuries), or addresses systemic safety for vulnerable users, including people walking and bicycling, people with disabilities, older adults and youth.

Safety countermeasures are actions taken to decrease the number of traffic injuries and fatalities, either through systemic or hot spot safety projects. Safety countermeasures may include geometric design, engineering solutions, systemic safety projects, signalization, signs, markings and operational upgrades and intelligent transportation systems. Countermeasures should be selected based on analytical techniques that prove effectiveness. Examples of proven safety countermeasures include, but are not limited to, FHWA's nine proven safety countermeasures: road diets, medians and pedestrian crossing islands, pedestrian hybrid beacons, roundabouts, access management, retroreflective backplates, safety edge, enhanced curve delineation, and rumble strips. Systemic safety projects are applied over an entire road/corridor to reduce crashes and risks along the entire roadway/corridor.

Criteria to identify specific documented safety problem

- On high risk bike/ped corridor identified in [ODOT Pedestrian and Bicycle Safety Implementation Plan](#)²
- On Metro High Injury Corridor
- High crash corridor identified in state, city or county safety plan
- Area with one fatal or severe crash in the last five years
- High injury intersection

Identifying safety countermeasure projects

- Countermeasures identified in ODOT's [HSIP Countermeasures and Crash Reduction Factors](#)³
- Bike/ped projects identified by the FHWA as eligible for HSIP funding, if correcting or improving a hazardous road location or feature and consistent with Oregon Transportation Safety Action Plan⁴
- Paths/trails and bridges/undercrossing if directly adjacent to the high injury location (e.g. path alongside high injury corridor)

Projects not identified as safety projects

- Pavement/preservation/replacement projects
- Trail/multi-use path/ bike-ped bridge projects – unless directly adjacent to a roadway/bridge with a safety issue
- ADA transition plans, stand alone ADA projects
- Transit project, e.g. bus replacement, (not including bike/ped access to transit projects)
- Majority of project cost going to capacity/mobility

² https://www.oregon.gov/ODOT/HWY/TRAFFIC-ROADWAY/docs/pdf/13452_report_final_partsA+B.pdf

³ https://www.oregon.gov/ODOT/HWY/TRAFFIC-ROADWAY/docs/pdf/CRF_Appendix.pdf

⁴ Types of bike/ped projects eligible for HSIP funding:

https://www.fhwa.dot.gov/environment/bicycle_pedestrian/funding/funding_opportunities.pdf

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.

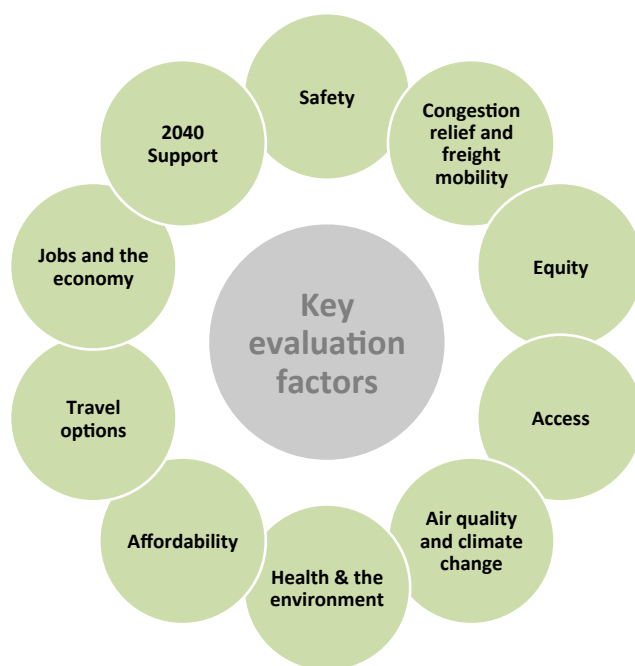


Figure 1. Key factors reflected in updated RTP performance measures

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

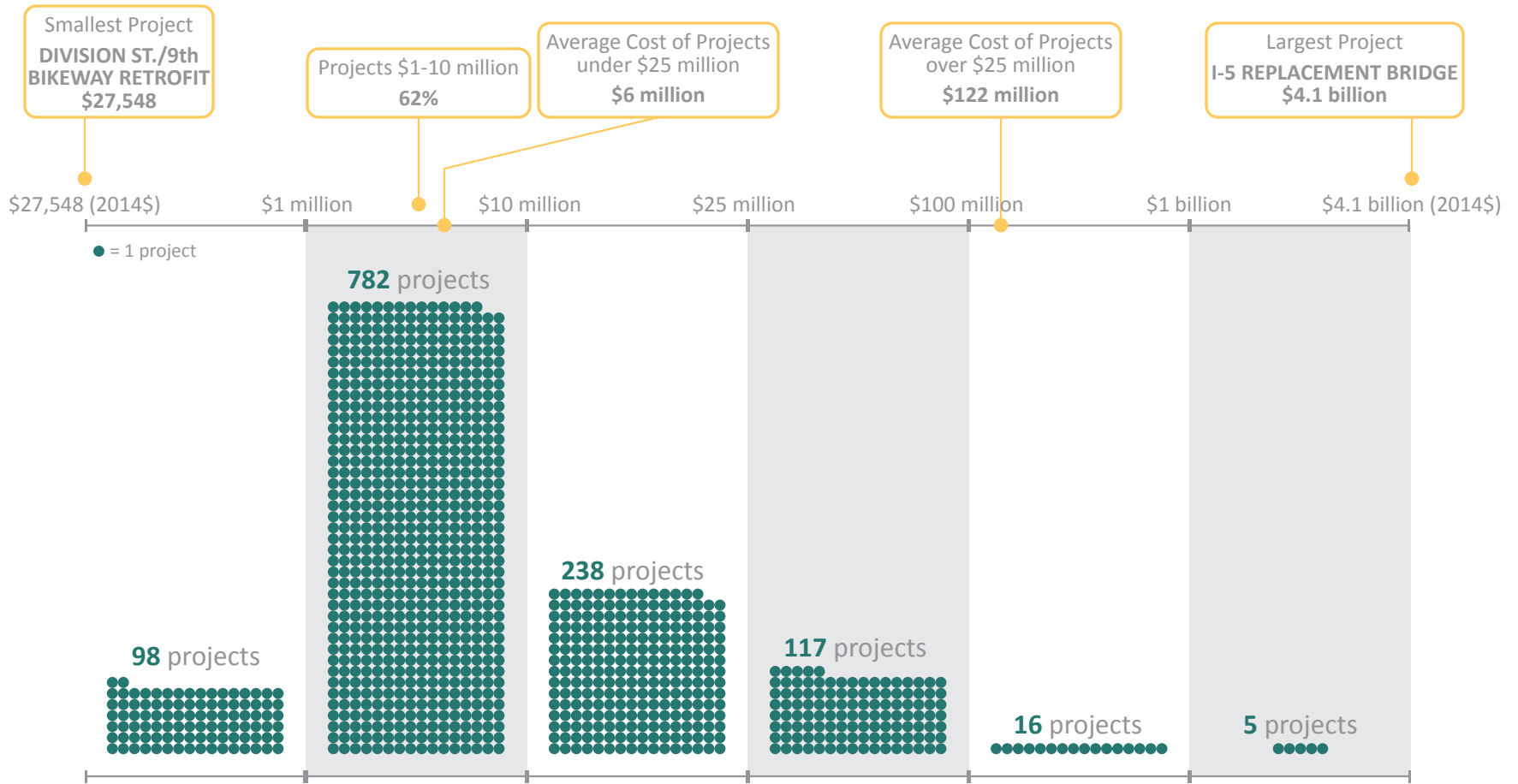
/Attachments

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\$)

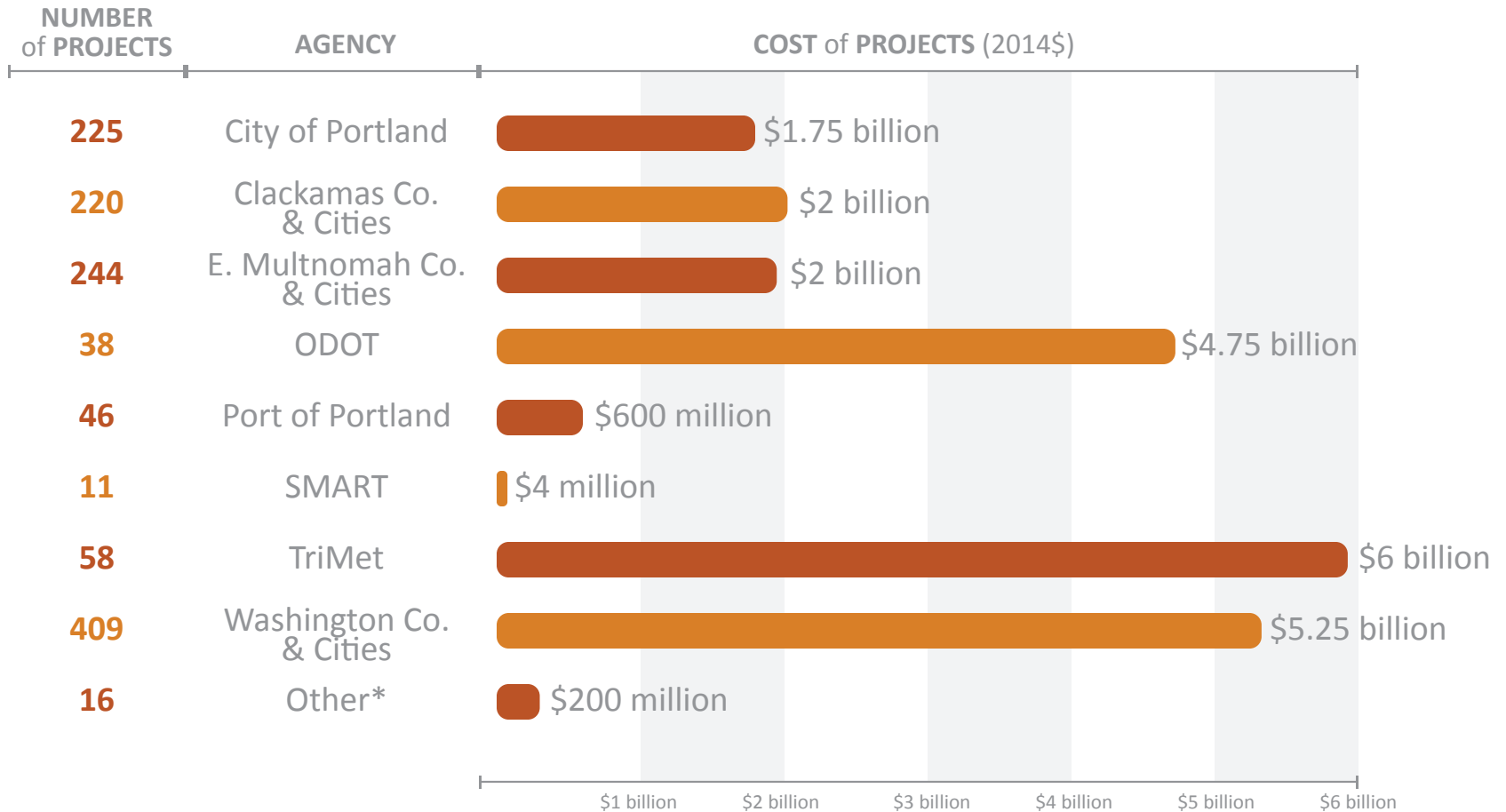
February 17, 2017

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.

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