



600 NE Grand Ave.  
Portland, OR 97232-2736

## Council work session agenda

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Tuesday, May 2, 2017

2:00 PM

Metro Regional Center, Council Chamber

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2:00 Call to Order and Roll Call

2:05 Chief Operating Officer Communication

### Work Session Topics:

2:10 Solid Waste Operations' Procurement Process for [17-4787](#)  
Transport and Disposal Contracts

Presenter(s): Paul Slyman, Metro  
Tom Chaimov, Metro  
Will Elder, Metro

Attachments: [Landfill and Transportation Procurement Process](#)

2:50 Building the RTP Investment Strategy [17-4793](#)

Presenter(s): Elissa Gertler, Metro  
Kim Ellis, Metro

Attachments: [Work Session Worksheet](#)  
[Attachment 1: 2018 RTP Policy Framework and Vision](#)  
[Attachment 2: Regional System](#)  
[Attachment 3: RTP System Evaluation Measures](#)  
[Attachment 4: RTP Criteria](#)  
[Attachment 5: RTP Funding Framework](#)  
[Attachment 6: Investments to Address Challenges](#)  
[Attachment 7: Details of Evaluation Process](#)  
[Attachment 8: Schedule for Building the RTP Investment Strategy](#)  
[Attachment 9: 2017 Council and Committee Briefings](#)  
[Attachment 10: 2017 RTP Decision Milestones](#)

3:40 Councilor Liaison Updates and Council Communication

3:50 Adjourn

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## **Landfill and Transportation Procurement Process**

Metro Council Work Session  
Tuesday, May 2, 2017  
Metro Regional Center, Council Chamber

# METRO COUNCIL

## Work Session Worksheet

**PRESENTATION DATE:** May 2, 2017      **LENGTH:** 45 minutes

**PRESENTATION TITLE:** Landfill and transportation procurement process

**DEPARTMENT:** Property and Environmental Services

**PRESENTER(S):** Paul Slyman, 503-797-1510, paul.slyman@oregonmetro.gov  
Tom Chaimov, 503-797-1681, tom.chaimov@oregonmetro.gov  
Will Elder, 503-797-1581, will.elder@oregonmetro.gov

### WORK SESSION PURPOSE & DESIRED OUTCOMES

- Purpose: To inform the Metro Council of the proposed procurement process for new landfill and transportation services post-2019, and to review the project timeline and key Council engagements
- Outcome: Council understands and supports staff's proposed procurement approach

### TOPIC BACKGROUND & FRAMING THE WORK SESSION DISCUSSION

Under Oregon law and the Metro Charter, Metro is responsible for management of the region's garbage and recycling system. Since 1990, by contract Metro has delivered or caused to be delivered 90 percent of the landfill-bound putrescible waste that is generated within its jurisdictional boundary to landfills owned by Waste Management, Inc. That contractual arrangement is set to expire on December 31, 2019, and Metro must procure replacement services.

As owner of two solid waste transfer stations, Metro Central in Northwest Portland and Metro South in Oregon City, Metro seeks to enter into new contractual arrangements to transport and dispose of the roughly 500,000 tons per year of garbage that is consolidated for disposal at these two facilities. Staff propose to use this procurement to identify the transport and landfill option(s) that best serve the region and maximize public benefits.

Metro is seeking in the next long-term landfill contract a firm that will provide the greatest benefit in protecting the public's health, protecting the environment and getting good value for the public's money. There are a number of candidate large landfills available to this region. Furthermore, Metro is seeking a transporter who will deliver waste for disposal in the most environmentally friendly manner that also provides good value and advances other public benefits, such as flexibility and diversity, equity, and inclusion. Public benefits will form the basis for development of evaluation criteria for the selection of the highest ranked proposers in this process.

Metro as an agency has almost 30 years of operational experience to inform this procurement. In addition, staffs have assembled a thorough understanding of current service offerings, through tours of six regional landfills, meetings with rail, barge and trucking companies, reviews of existing agreements in other jurisdictions on the west coast and consultation with staff from other jurisdictions to find out what has worked well for them and what has presented challenges.

At the May 2 Council Work Session, staff will describe a preferred procurement approach and will explain how that approach will contribute to maximizing public benefits. Staff also will go over the procurement timeline and anticipated engagements with Metro Council, depicted below.

## Project Milestones

<b>May 2, 2017 *</b>	Overview of transport and disposal procurement.
<b>Summer 2017 *</b>	Evaluation criteria weighting.
<b>Summer 2017</b>	Qualify eligible landfills, and release draft RFPs for comment.
<b>Fall 2017</b>	Release RFPs.
<b>Spring 2018</b>	Announce highest ranked firms.
<b>Summer 2018</b>	Negotiate final contracts.
<b>Fall 2018 *</b>	Approve contract signing.
<b>January 1, 2020</b>	New transport and disposal contracts begin.

*\* Asterisk denotes Council Work Session*

### QUESTIONS FOR COUNCIL CONSIDERATION

- What other information would you like to know about the transport and disposal procurement?
- Do the proposed Council engagements seem like the right number and frequency?

### PACKET MATERIALS

- Would legislation be required for Council action ☐ Yes ☒ No
- No additional materials

## **Building the RTP Investment Strategy**

Metro Council Work Session  
Tuesday, May 2, 2017  
Metro Regional Center, Council Chamber

# METRO COUNCIL

## Work Session Worksheet

**PRESENTATION DATE:** May 2, 2017

**LENGTH:** 60 minutes

**PRESENTATION TITLE:** Building the 2018 RTP Investment Strategy

**DEPARTMENT:** Planning and Development

**PRESENTERS:** Elissa Gertler, Tyler Frisbee and Kim Ellis (x1617, kim.ellis@oregonmetro.gov)

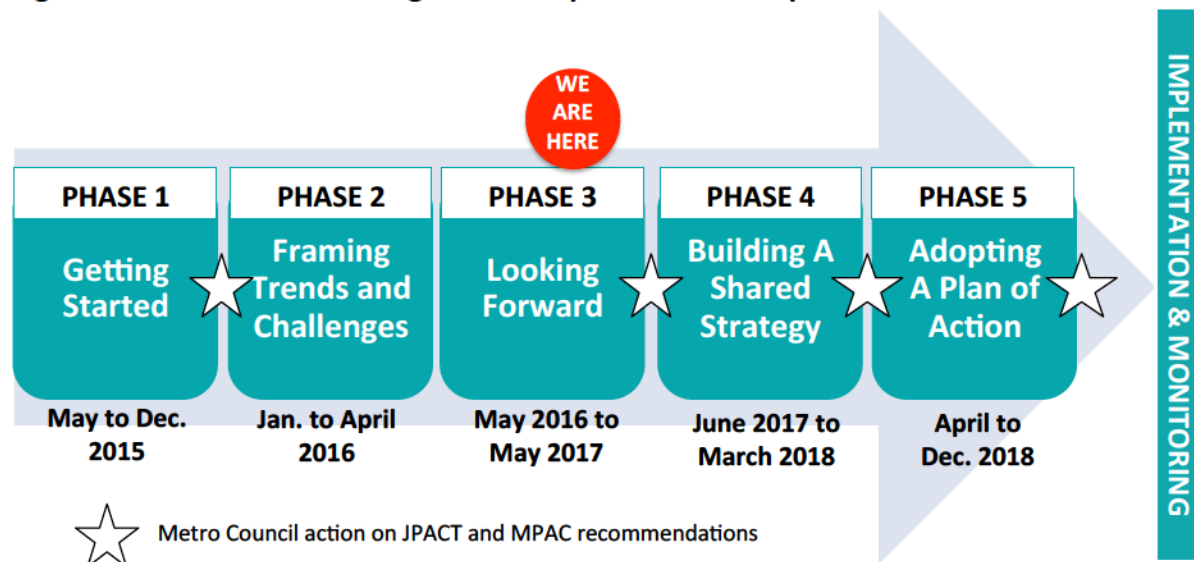
### WORK SESSION PURPOSE & DESIRED OUTCOMES

- **Purpose:** Update the Council on project next steps and present information about the region's updated vision statement, transportation funding outlook, and funding level options for the 2018 RTP Investment Strategy.
- **Outcome:** Policy direction to staff on: (1) RTP Policy Framework, including updated vision statement, (2) RTP Evaluation Framework, and (3) RTP Investment Strategy funding level.

### TOPIC BACKGROUND & FRAMING THE WORK SESSION DISCUSSION

The greater Portland 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 equitable access to safe, reliable, affordable and healthy transportation options. Through the 2018 Regional Transportation Plan (RTP) update, the Metro Council is working with leaders and 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.

**Figure 1. Timeline for 2018 Regional Transportation Plan Update**



In December and February, Metro Council reaffirmed their direction to staff to use development of the 2018 RTP to clearly and realistically communicate our transportation funding outlook and support partner jurisdictions in planning for the future. This direction included developing a pipeline of priority projects for the regional transportation system that the region agrees to work together to fund and build. Council also directed the pipeline be developed in an efficient and transparent way that advances adopted regional goals and supports regional coalition building efforts.

## THE OPPORTUNITY

### Regional context - Past actions and policy direction

Much has changed in the region since the adoption of the Regional Transportation Plan (RTP) and Regional Active Transportation Plan (ATP) in 2014. Since the adoption of the 2014 RTP and ATP, several projects have been completed (e.g., Sellwood Bridge, Portland-Milwaukie Light Rail, Sunrise Project (Phase 1, Unit 1). In addition, TriMet completed plans for expanding local and regional transit service, and the Metro Council and the Joint Policy Advisory Committee on Transportation (JPACT) adopted an ambitious strategy – called the Climate Smart Strategy – for reducing greenhouse gas emissions that necessitates a significant expansion of transit service throughout the region. In addition, as the federal and state funding landscape has changed, the region is playing a more active role in funding and financing its own projects, which has significant implications for project development and prioritization.

The RTP provides the policy foundation for defining a pipeline of regional investment priorities. The upcoming Call for Projects will build a draft 2018 RTP Investment Strategy (resulting in updates to the projects and programs in the RTP), providing an opportunity to follow through on those plans and actions and more recent regional policy commitments adopted by JPACT and the Metro Council. These commitments include the more recent 2019-21 Regional Flexible Funds Allocation decision to advance three priority bottleneck projects (I-5/Rose Quarter, OR 217, and I-205 widening – Ph. 1: I-205/Abernethy Bridge and Ph. 2: I-205 mainline), two priority transit projects (the Southwest Corridor and Division Transit projects), and active transportation project development work to accelerate construction of active transportation projects in the region. These priorities were reaffirmed by JPACT and the Metro Council through adoption of the region's 2017 Regional Policy and Funding Priorities for State Transportation Legislation on February 16 and March 2, respectively.

### Federal and State context and implications for the RTP

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

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

In the past, a generous federal match, significant state funding, and more flexibility at the local level meant that the financing for previous projects was more straightforward. Conditions have changed and future investments will likely require voter approval. This requires the region to take a different approach to identifying investment priorities, communicating about them, and bringing them forward in a transparent manner focused on explaining to stakeholders and the public the benefits they can expect from a project as well as the overall 2018 RTP Investment Strategy.

### Adopted RTP goals

1. Foster vibrant communities and efficient urban form
2. Sustain economic competitiveness and prosperity
3. Expand transportation choices
4. Emphasize effective and efficient management of the transportation system
5. Enhance safety and security
6. Promote environmental stewardship
7. Enhance human health
8. Demonstrate leadership on reducing greenhouse gas emissions
9. Ensure equity
10. Ensure fiscal stewardship
11. Deliver accountability

## BUILDING THE 2018 RTP INVESTMENT STRATEGY

### Call for Projects to build a draft investment strategy

The changing landscape of transportation funding and policy highlights the need for the region to review its priorities, be strategic, and make refinements to near and long-term investments identified to address regional transportation challenges. To this end, the 2018 RTP Call for Projects provides an opportunity to develop an updated strategy for how the region will leverage local, regional, state, federal funds to advance local, regional and state priorities for the regional transportation system as part of an existing public process. In effect, the region will work together to define a pipeline of regional transportation projects to fund and construct to address regional challenges, reflect public priorities and maximize progress toward the region's shared vision and goals for the future of transportation.

Consistent with the adopted RTP work plan, two levels of investment will be assumed for the 2018 RTP Investment Strategy.

- The first level, the *Constrained Priorities* (also known as the Financially Constrained project list under federal law), will represent the highest priority transportation investments for the plan period (2018-2040). In order for projects to be eligible to receive federal and state funding, they must be on the *Constrained Priorities* project list.
- The second level, the *Additional Priorities*, will represent other priority investments that the region agrees to work together to fund and construct in the 2028-2040 time period.

Consistent with previous Council direction, the upcoming "call for projects" will:

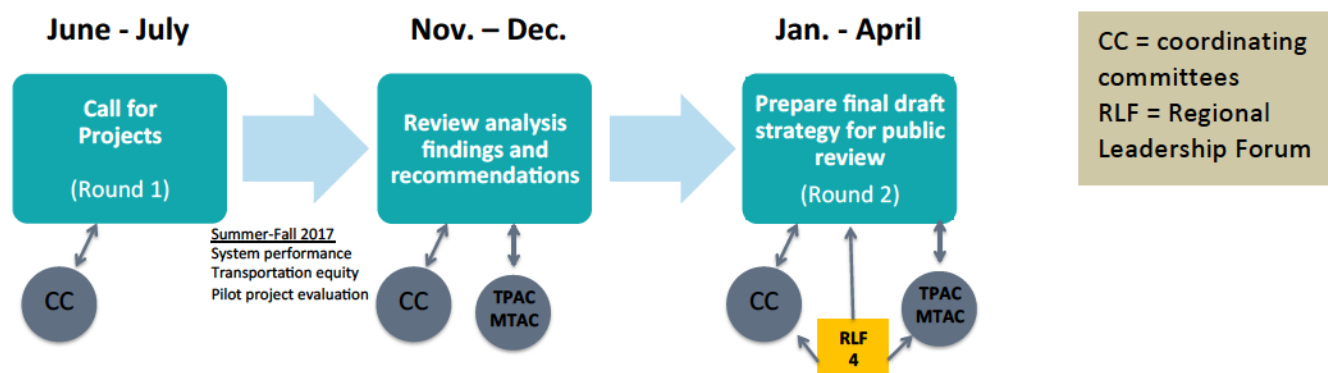
1. **Develop a pipeline of priority projects on the regional transportation system** that are needed to support the 2040 Growth Concept vision, and regional transportation goals, and will need some combination of local, regional, state, and/or federal funding to be constructed in the 2018-2040 time period.
2. Provide an opportunity for regional partners to identify priorities for the regional transportation system and refinements needed to **update current Constrained priorities (adopted as the 2014 RTP Financially Constrained System in 2014) for the 2018-2040 time period** to address to local, regional and state needs on the regional system as well as planning efforts completed since July 2014 and more recent JPACT and Council policy direction.
3. Provide an opportunity for regional partners to **identify additional priorities to include in the 2018 RTP Investment Strategy for the 2028-2040 time period** that the region agrees to work together to fund and construct to address local, regional and state needs on the regional system.

Local jurisdictions and county coordinating committees will play the strongest role in determining what projects are put forward for inclusion in the plan in collaboration with ODOT, Metro and TriMet. After agencies determine their priority projects (dependent on the funding projections), agency and public input, technical analysis (e.g., the system performance and transportation equity analysis), and discussion by the Metro Council and regional policy advisory committees will help shape the final 2018 RTP Investment Strategy in 2018. The process for building, evaluating and refining the investment strategy is illustrated in **Figure 2**.

### Regional transportation challenges

- Aging infrastructure
- Climate change and air quality
- Congestion and unreliable travel times
- Crashes and fatalities
- Earthquake vulnerability
- Gaps in transit, biking and walking connections
- Housing and transportation affordability and displacement
- Social inequity and disparities
- Technological changes

**Figure 2. Overview of process for building the RTP Investment Strategy**



## Evaluating the draft RTP Investment Strategy

Evaluation of the RTP investment strategy is intended to provide policymakers with better information about the region's investment priorities and the implications of our near-term and long-term transportation investment choices. The evaluation process will test new and updated outcomes-based system performance and transportation equity measures and pilot project criteria to determine which measures and criteria can best evaluate whether the transportation system is successful in meeting regional goals and policies.

Two rounds of evaluation are planned, allowing for refinement of the draft system performance and transportation equity analysis measures and draft project evaluation criteria to address any shortcomings identified during the Round 1 evaluation. The Round 1 analysis will be conducted on a 2015 base year, 2040 No Build and three RTP investment strategy packages.

### ROUND 1 ANALYSIS OVERVIEW

**Base Year (2015)** –Assumes the 2015 transportation network and 2015 socioeconomic (population, household, and employment) data.

**No Build (2040)** – Assumes the region continues to grow as forecasted by 2040<sup>1</sup>, but no improvements are made to the existing transportation system other than those that are currently under construction.

**RTP Investment Strategy Packages** (analysis year)

#### **Package 1 – Draft 10-year Constrained RTP investment Strategy (2027)**

*The region's highest priority projects given our current funding outlook (2018-2027 in Constrained project list).*

*This set of investments would be eligible to receive state and federal funding and serve as basis for demonstrating compliance with federal transportation planning requirements.*

#### **Package 2 – Draft Full Constrained RTP Investment Strategy (2040)**

Package 1 + high priority projects given our current funding outlook (2028-2040 in Constrained project list).

*This set of investments would be eligible to receive state and federal funding and serve as basis for demonstrating compliance with federal transportation planning requirements.*

#### **Package 3 – Draft Full RTP Investment Strategy (2040)**

Full Constrained RTP + additional priority projects the region agrees to work together to pursue funding to plan and build (2028-2040 in Strategic project list).

*This set of investments would be the basis for demonstrating compliance with statewide planning goals, the Transportation Planning Rule, and the state mandated greenhouse gas emissions reduction target.*

<sup>1</sup> A 2040 regional household and employment growth forecast was prepared by Metro and reviewed by local governments to serve as the basis for the 2018 Regional Transportation Plan. The forecast was adopted by the Metro Council by Ordinance No. 16-1371 in October 2016.

In January 2018, the initial list of projects proposed by agencies will be shared with the general public, along with findings from the system performance and transportation equity analysis, for comments and input. Based on the input and any updates to the available funding forecast, the initial list of projects in the RTP will be updated by agencies for the final draft Regional Transportation Plan in April 2018. At that time, all capital projects greater than \$10 million in cost will apply the refined criteria, unless otherwise exempt. The final draft project list will undergo a second round of system performance and transportation equity analysis and a final round of agency and public input before adoption in 2018.

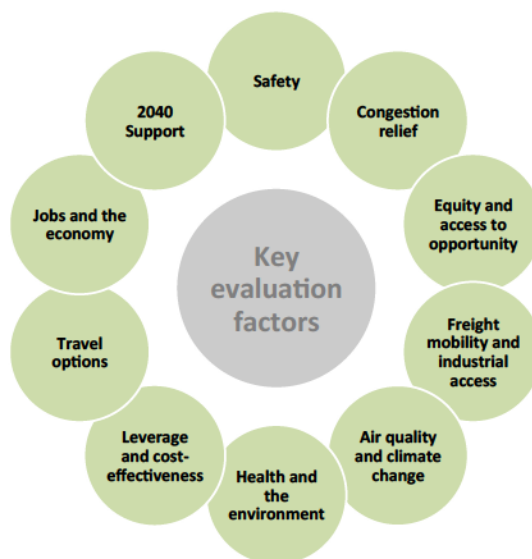
Both rounds of evaluation will also inform development of the Regional Transit Strategy and updates to the Regional Transportation Safety Strategy and Regional Freight Strategy. The second round of analysis will likely lead to recommendations on future regional corridor refinement planning and other studies and/or activities needed to address transportation challenges that cannot be resolved through the 2018 RTP update.

### ACTIVITIES SINCE THE FEBRUARY BRIEFING ON RTP

Since the last update to Council in February, staff continued to implement the adopted work plan and public engagement plan approved by JPACT and Council in 2015. A summary of accomplishments and activities that are underway follows.

- Staff compiled a summary of the **RTP Policy Framework, including an updated vision statement** to guide building the draft RTP Investment Strategy. The vision statement reflects feedback received at the Regional Leadership Forum held on December 2, 2016 and subsequent discussions of the Transportation Policy Alternatives Committee (TPAC), the Metro Technical Advisory Committee (MTAC) and JPACT. The Metro Policy Advisory Committee (MPAC) will discuss the vision statement on April 26. The updated vision statement is provided in **Attachment 1**. Also part of the RTP Policy Framework, the regional transportation system definition and maps of each element are provided for reference in **Attachment 2**. The RTP Policy Framework will guide building the RTP Investment Strategy. Council support for using the updated vision statement and 2018 RTP Policy Framework to guide building the draft investment strategy for further review and refinement in 2018 is requested.
- Staff updated the **outcomes-based RTP Evaluation Framework**, resulting in updated and new system performance and transportation equity analysis measures that will be tested during modeling and analysis of the draft 2018 RTP Investment Strategy this summer. The measures will evaluate performance of the system as a whole for each investment strategy package. The updated system performance and transportation equity analysis measures recommended for further testing are summarized in **Attachment 3**.

In addition, staff convened two workshops with TPAC, MTAC and interested partners to develop a **pilot project evaluation process and criteria** to apply to larger-scale capital projects that are anticipated to seek federal, state or regional funding. Smaller-scale capital projects (costing less than \$10 million) and projects that



**Updated RTP Evaluation Framework**  
advances how we measure outcomes to  
inform priorities

are anticipated to be 100 percent locally funded would be excluded from the pilot. The project-level criteria, developed based on the adopted RTP goals and objectives, will be tested and refined on a small subset of capital projects recommended by jurisdictional staff for inclusion in the RTP during the first Call for Projects. For the pilot phase, staff recommend that application of the draft criteria be limited to a small number of capital projects submitted by each sponsoring agency. The city of Portland, ODOT, TriMet, Port of Portland and each county will be asked to apply the criteria to at least 5 of their respective project submittals. All other agencies will be asked to apply the criteria to at least 1 of their respective project submittals. During the second Call for Projects in Spring 2018, staff are recommending that all capital projects over \$10 million be evaluated, unless exempted as outlined in the criteria. The pilot process and draft project evaluation criteria are summarized in **Attachment 4**.

The framework reflects feedback provided by the technical committees and will be subject to further refinement in 2017-18 to address any issues identified during testing. Council support for moving forward with testing the updated RTP Evaluation Framework, including the pilot project evaluation process and criteria, is requested.

- Staff updated the RTP **financially constrained revenue forecast** which reflects a realistic outlook of the amount of local, state and federal transportation funding that is expected to be available from 2018 to 2040. The draft forecast will help illustrate the region's transportation funding outlook and support future regional discussions to identify potential funding tools and build broad support for more funding and the region's investment priorities.

For the 2018 RTP update, staff conducted research to identify a series of options to put this target number in context and inform defining the overall **2018 RTP Investment Strategy funding level**, based on per-capita revenue assumptions extrapolated from peer regions around the country. To provide regional partners with an understanding of what these various numbers mean, staff prepared funding projections based on other areas that have recently undertaken significant transportation investments. Staff compiled state, regional, and local funding increases for these areas over the last ten years, broke it down to a per-capita basis, and extrapolated that to understand what it would mean for our region. Recognizing that there is significant interest in being bold and ambitious, staff focused on the three regions that have passed the most significant transportation funding increases in the past ten years. The results follow:

- Salt Lake City - 22% increase over current Portland region spending
- Seattle - 38% increase over current Portland region spending
- Los Angeles - 47% increase over current Portland region spending

Staff are seeking guidance as to whether the overall 2018 RTP Investment Strategy funding level should align with one of these communities in order to provide us with a funding level that is ambitious and bold. A fourth option is to stay with the approach used in past RTPs, reflecting a 50% increase over the financially constrained forecast in order to provide more flexibility. There is value in the RTP identifying additional investment priorities that are not included in the final RTP financially constrained project list, particularly given that the 2018 RTP financially constrained forecast is lower than past RTPs. On the other hand, there is value in making sure that as a region our decision-making is grounded in pragmatic and realistic funding options that reflect what we are willing to work together to achieve.

The draft constrained forecast and a summary of the peer region research is summarized in **Attachment 5**. The draft RTP constrained forecast and options for setting the draft investment strategy funding level will be presented for Council discussion and policy direction.

- Staff continued **development of the Regional Transit Strategy and updates to the regional safety and freight plans**. An update on the Regional Transportation Safety Strategy and the Regional Transit Strategy were presented at work sessions in March and April. At the safety and

transit strategy work sessions, the Council expressed a desire for an emphasis on equity, safety and climate change as the process moves forward to update the region's investment priorities and related modal and topical strategies. An update on the Regional Freight Strategy will be presented at the May 9 work session.

- Staff continued preparing **materials to support the 2018 RTP Call for Projects** that is planned from June 1 to July 21, 2017. The materials will include: the RTP Policy Framework, the RTP Evaluation Framework, jurisdictional funding targets<sup>2</sup>, and instructions for how agencies coordinate and submit updates to existing RTP projects and programs to address local, regional and state transportation needs on the regional transportation system. Examples of the types of investments that will address regional transportation challenges are summarized in **Attachment 6**. **Attachment 7** provides more details on the coordination, evaluation and refinement process. A web page and on-line project database will support jurisdictions as they update their investment priorities at [www.oregonmetro.gov/2018PROJECTS](http://www.oregonmetro.gov/2018PROJECTS). *Note: the web page is under development.*
- Staff compiled a summary of the responses received during an **online comment opportunity for the 2018 RTP** update from March 3 through 28, 2017. The public comment summary was provided to Council at the April 18 work session. The full report is anticipated to be available on the project website in late April. The survey had two questions asking the public to weigh in on near-term investment priorities and level of support for increasing transportation funding to meet our needs. More than 2,600 people responded. The responses reinforce what we've heard in past engagement activities, including the regional leadership forums.

The public and community and business leaders want the region to prioritize:

- Keeping our existing system in good repair
- Improving safety for all users
- Implementing a mix of investments that together keep people and communities connected and commerce moving in ways that provide a good return on investment. This means multi-modal projects that address growing congestion, safeguard our environment, keep our air clean, reduce greenhouse gas emissions, and improve access to our ports, industrial areas, job centers and other opportunities.

## NEXT STEPS

The project team will continue working with TPAC and MTAC to finalize recommendations for MPAC and JPACT consideration in May. TPAC will be requested to make a recommendation to JPACT on April 28. MTAC will be requested to make a recommendation to MPAC on May 3. MPAC and JPACT will be requested to make recommendations to the Metro Council on May 10 and May 18, respectively.

**Attachment 8** summarizes the schedule for the 2018 RTP Call for Projects and evaluation and refinement of the draft 2018 RTP Investment Strategy. **Attachment 9** summarizes the schedule for upcoming Council and regional technical and policy advisory committee discussions of key work plan elements. A detailed overview of the 2018 RTP Update timeline and key work plan activities and milestones is provided in **Attachment 10**.

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<sup>2</sup> The funding targets will reflect the draft financially constrained forecast and the overall RTP Investment Strategy funding level recommended by JPACT and the Council.

## QUESTIONS FOR COUNCIL CONSIDERATION

1. Does Council have questions on the process for building the 2018 RTP Investment Strategy?
2. Does Council support the 2018 RTP Policy Framework and vision statement as revised by MPAC and JPACT?
3. Does Council support moving forward with testing the updated RTP Evaluation Framework, including the pilot project evaluation process and criteria?
4. Does Council have direction on a particular overall funding level for the 2018 RTP Investment Strategy that should be communicated to MPAC and JPACT as they finalize their recommendations?

## PACKET MATERIALS

- Would legislation be required for Council action ☐ Yes ☒ No
- What other materials are you presenting today?
  - Attachment 1.** 2018 RTP Policy Framework, including updated draft RTP vision statement (4/20/17)
  - Attachment 2.** Regional Transportation System Definition (*excerpt from 2014 RTP, adopted July 2014*)
  - Attachment 3.** Draft system performance and transportation equity analysis measures recommended for testing (4/10/17)
  - Attachment 4.** Draft Project Evaluation Pilot and Criteria Proposed For Testing (4/20/17)
  - Attachment 5.** Draft RTP Financially Constrained Revenue Forecast and Options for Overall RTP Investment Strategy Funding Level (*under development*)
  - Attachment 6.** Examples of Investments to Address Regional Challenges (4/20/17)
  - Attachment 7.** Summary of coordination, evaluation and refinement activities | June 1, 2017 to June 30, 2018 (4/21/17)
  - Attachment 8.** Schedule and Timeline for Building 2018 RTP Investment Strategy (4/10/17)
  - Attachment 9.** 2017 Council and Advisory Committee Schedule (4/14/17)
  - Attachment 10.** RTP Timeline (3/20/17)



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## Summary of 2018 Regional Transportation Plan Policy Framework

### Overview and purpose

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

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

- a vision for the region's transportation system that reflects community values, regional challenges, and desired land use, economic, equity and environmental outcomes;
- eleven supporting goals and objectives and related performance targets; and
- a network vision and supporting policies that along with the regional mobility corridor framework guide planning and investment in each part of the regional transportation system to provide a seamless and fully interconnected system.<sup>1</sup>

Together these key elements define the outcomes the plan is trying to achieve by 2040 and will guide development of the 2018 RTP Investment Strategy.

### Our shared vision for the future of transportation

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

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

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

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

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<sup>1</sup> Reflecting the network vision for each part of the system, the RTP System Maps designates facilities that are part of the regional transportation system based on the function they serve and where they are located. The 2014 RTP regional system maps are included in Attachment 2 for reference and can be viewed on-line at: [gis.oregonmetro.gov/rtp/](http://gis.oregonmetro.gov/rtp/).

## Regional goals and objectives for transportation<sup>2</sup>

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

### GOAL 1: Foster Vibrant Communities and Efficient Urban Form

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

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

### GOAL 2: Sustain Economic Competitiveness and Prosperity

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

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

### GOAL 3: Expand Transportation Choices

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

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

<sup>2</sup> First adopted in 2010 and amended in 2014 to reflect the Regional Active Transportation Plan and Climate Smart Strategy.

## Summary of 2018 Regional Transportation Plan Policy Framework

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

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

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

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

**GOAL 5: Enhance Safety and Security**

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

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

**GOAL 6: Promote Environmental Stewardship**

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

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

**GOAL 7: Enhance Human Health**

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

- **Objective 7.1 Active Living** – Provide safe, comfortable and convenient transportation options that support active living and physical activity to meet daily needs and access services.

## Summary of 2018 Regional Transportation Plan Policy Framework

- **Objective 7.2 Pollution Impacts** – Minimize noise, impervious surface and other transportation-related pollution impacts on residents in the region to reduce negative health effects.

**Goal 8: Demonstrate Leadership on Reducing Greenhouse Gas Emissions**

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

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

**GOAL 9: Ensure Equity**

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

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

## Summary of 2018 Regional Transportation Plan Policy Framework

- **Objective 8.4 Transportation and Housing Costs**— Reduce the share of households in the region spending more than 50 percent of household income on housing and transportation combined.

**GOAL 10: Ensure Fiscal Stewardship**

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

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

**GOAL 11: Deliver Accountability**

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

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

**RTP Performance Targets**

Table 1 summarizes the current adopted RTP performance targets. The performance targets are numerical benchmarks to assess the region's progress in carrying out the RTP vision and goals. The targets draw from federal and state legislation. They are aspirational and begin moving the region towards outcome-based decision-making. As in past RTP updates, the performance targets provide policy direction for developing the RTP investment strategy.

## Summary of 2018 Regional Transportation Plan Policy Framework

Table 1. 2014 RTP Performance Targets<sup>3</sup>

ECONOMY
<b>Safety</b> – By <del>2040</del> 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. <del>reduce the number of fatal and severe injury crashes for pedestrians, bicyclists, and motor vehicle occupants each by 50% compared to 2007–2011 average.</del> <sup>4</sup>
<b>Congestion</b> – By 2040, reduce vehicle hours of delay (VHD) per person by 10% compared to 2010.
<b>Freight reliability</b> – By 2040, reduce vehicle hours of delay per truck trip by 10% compared to 2010.
ENVIRONMENT
<b>Climate change</b> – By 2040, reduce transportation-related greenhouse gas emissions per capita below 2010 levels.
<b>Active transportation</b> – By 2040, triple walking, biking and transit mode shares compared to 2010.
<b>Basic infrastructure</b> – By 2040, increase by 50% the miles of sidewalk, bikeways, and trails compared to the regional networks in 2010.
<b>Clean air</b> – By 2040, ensure zero % population exposure to at-risk levels of air pollution.
<b>Travel</b> – By 2040, reduce vehicle miles traveled per person by 10 percent compared to 2010.
EQUITY
<b>Affordability</b> – By 2040, reduce the average household combined cost of housing and transportation by 25 percent compared to 2010.
<b>Access to daily needs</b> – By 2040, increase by 50% the number of essential destinations accessible within 30 minutes by bicycling & public transit for low-income, minority, senior and disabled populations compared to 2005.

## State greenhouse gas emissions reduction target for the Portland metropolitan region

In December 2014, JPACT and the Metro Council adopted the Climate Smart Strategy that achieves a 29 percent reduction in per capita greenhouse gas emissions from light-duty vehicles by 2035, exceeding the 20 percent mandated target set by the Land Conservation and Development Commission in May 2011. In 2016, the Commission reviewed targets for Oregon's metropolitan areas. On January 27, 2017, the Commission adopted targets for the years 2040 through 2050 for each metropolitan area.<sup>5</sup> The Portland area greenhouse gas emissions reduction targets for the years 2040, 2045 and 2050 are:

- By 2040, a 25 percent reduction
- By 2045, a 30 percent reduction
- By 2050, a 35 percent reduction

The RTP must include the final targets and report on whether satisfactory progress is being made toward implementing the Climate Smart Strategy, identify reasons for a lack of progress, and identify possible corrective actions to make satisfactory progress to ensure the targets are being met.

<sup>3</sup> The 2014 RTP performance targets will be reviewed and updated in Fall 2017. Updates will be informed by federal performance-based planning requirements identified in by MAP-21 and the FAST Act and the 2018 RTP system performance and transportation equity analysis.

<sup>4</sup> The strikethrough/underscore reflects the revised target recommended by the RTP Safety Work Group and supported by the Metro Council, the Metro Policy Advisory Committee and the Joint Policy Advisory Committee on Transportation in Spring 2017.

<sup>5</sup> More information can be found at: [www.oregon.gov/LCD/Pages/GHGTargeReview.aspx](http://www.oregon.gov/LCD/Pages/GHGTargeReview.aspx)

## Summary of 2018 Regional Transportation Plan Policy Framework

**Vision for each part of the regional transportation system**

The RTP also defines a vision (as reflected in the network map) and supporting policies to guide investments in each part of the regional transportation system (shown in Attachment 2):

<b>Arterial and Throughway Network Map Vision</b>	<ul style="list-style-type: none"> <li>• Build a well-connected network of complete streets that prioritize safe and convenient pedestrian and bicycle access.</li> <li>• Improve local and collector street connectivity.</li> <li>• Maximize system operations by implementing management strategies prior to building new motor vehicle capacity, where appropriate.</li> </ul>
<b>Regional Transit Network Map Vision<sup>6</sup></b>	<ul style="list-style-type: none"> <li>• Build the total network and transit-supportive land uses to leverage investments.</li> <li>• Expand high capacity transit.</li> <li>• Expand regional and local frequent service transit.</li> <li>• Improve local service transit.</li> <li>• Support expanded commuter rail and intercity transit service to neighboring communities</li> <li>• Improve pedestrian and bicycle access to transit.</li> </ul>
<b>Regional Freight Network Map Vision<sup>7</sup></b>	<ul style="list-style-type: none"> <li>• Use a systems approach to plan for and manage the freight network.</li> <li>• Reduce delay and increase reliability.</li> <li>• Protect industrial lands and freight transportation investments.</li> <li>• Look beyond the roadway network to address critical marine and rail needs.</li> <li>• Pursue clean, green and smart technologies and practices.</li> </ul>
<b>Regional Bicycle Network Map Vision</b>	<ul style="list-style-type: none"> <li>• Make walking and bicycling the most convenient, safe and enjoyable transportation choices for short trips less than three miles.</li> <li>• Build an interconnected regional network of bicycle routes and districts integrated with transit and nature that prioritizes seamless, safe, convenient and comfortable access to urban centers and essential daily needs, including schools and jobs, for all ages and abilities.</li> <li>• Build a green ribbon of bicycle parkways as part of the region's integrated mobility strategy.</li> <li>• Improve bike-transit connections.</li> <li>• Ensure that the regional bicycle and pedestrian network equitably serves all people.</li> </ul>
<b>Regional Pedestrian Network Map Vision</b>	<ul style="list-style-type: none"> <li>• Make walking and bicycling the most convenient, safe and enjoyable transportation choices for short trips less than three miles.</li> <li>• Build a well-connected network of pedestrian routes, including safe street crossings, integrated with transit and nature that prioritize seamless, safe, convenient and comfortable access to urban centers and essential daily needs, including schools and jobs, for all ages and abilities.</li> <li>• Create walkable downtowns, centers, main streets and station communities that prioritize safe, convenient and comfortable pedestrian access for all ages and abilities.</li> <li>• Improve pedestrian access to transit.</li> <li>• Ensure that the regional pedestrian network equitably serves all people.</li> </ul>
<b>Transportation System Management and Operations Map Vision</b>	<ul style="list-style-type: none"> <li>• Use advanced technologies, pricing strategies and other tools to actively manage the transportation system.</li> <li>• Provide comprehensive real-time traveler information to people and businesses.</li> <li>• Improve incident detection and clearance times on the region's transit, arterial and throughway networks.</li> <li>• Implement incentives and programs to increase awareness of travel options and incen change.</li> </ul>

Source: 2014 Regional Transportation Plan (Adopted July 2014)

<sup>6</sup> The Regional Transit Network Vision and policies are in the process of being updated as part of development of Regional Transit Strategy. This table reflects policies in the 2014 RTP.

<sup>7</sup> The Regional Freight Network Vision is in the process of being updated as part of updating the Regional Freight Strategy.

## Summary of 2018 Regional Transportation Plan Policy Framework

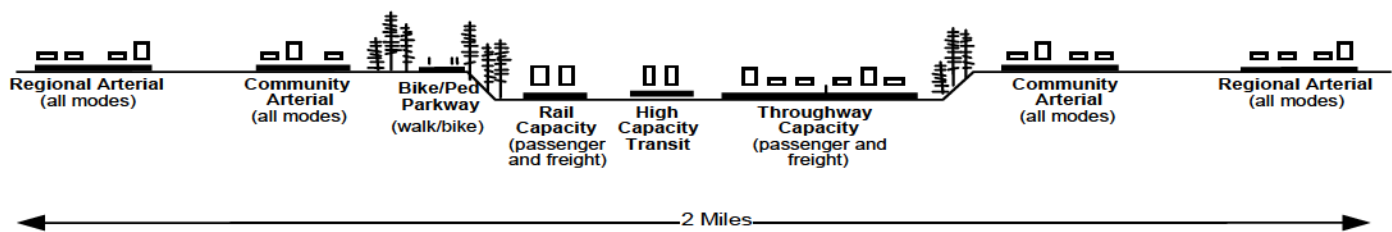
## Regional Mobility Corridor Framework

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

## Regional Mobility Corridor Concept

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

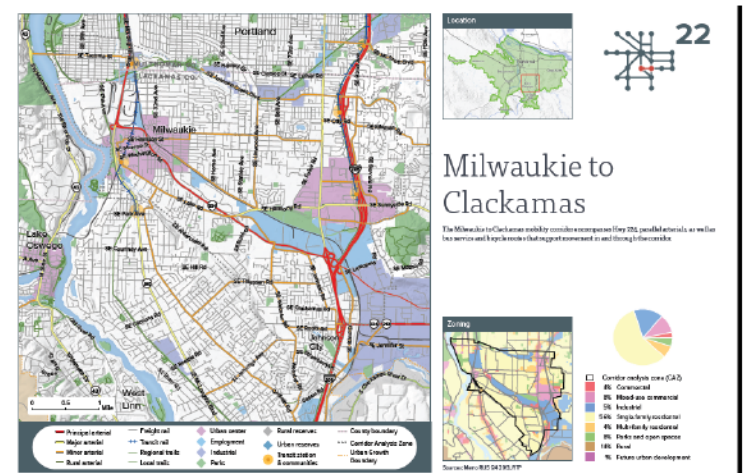
**Figure 1. Regional Mobility Corridor Concept (transportation element)**



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

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

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

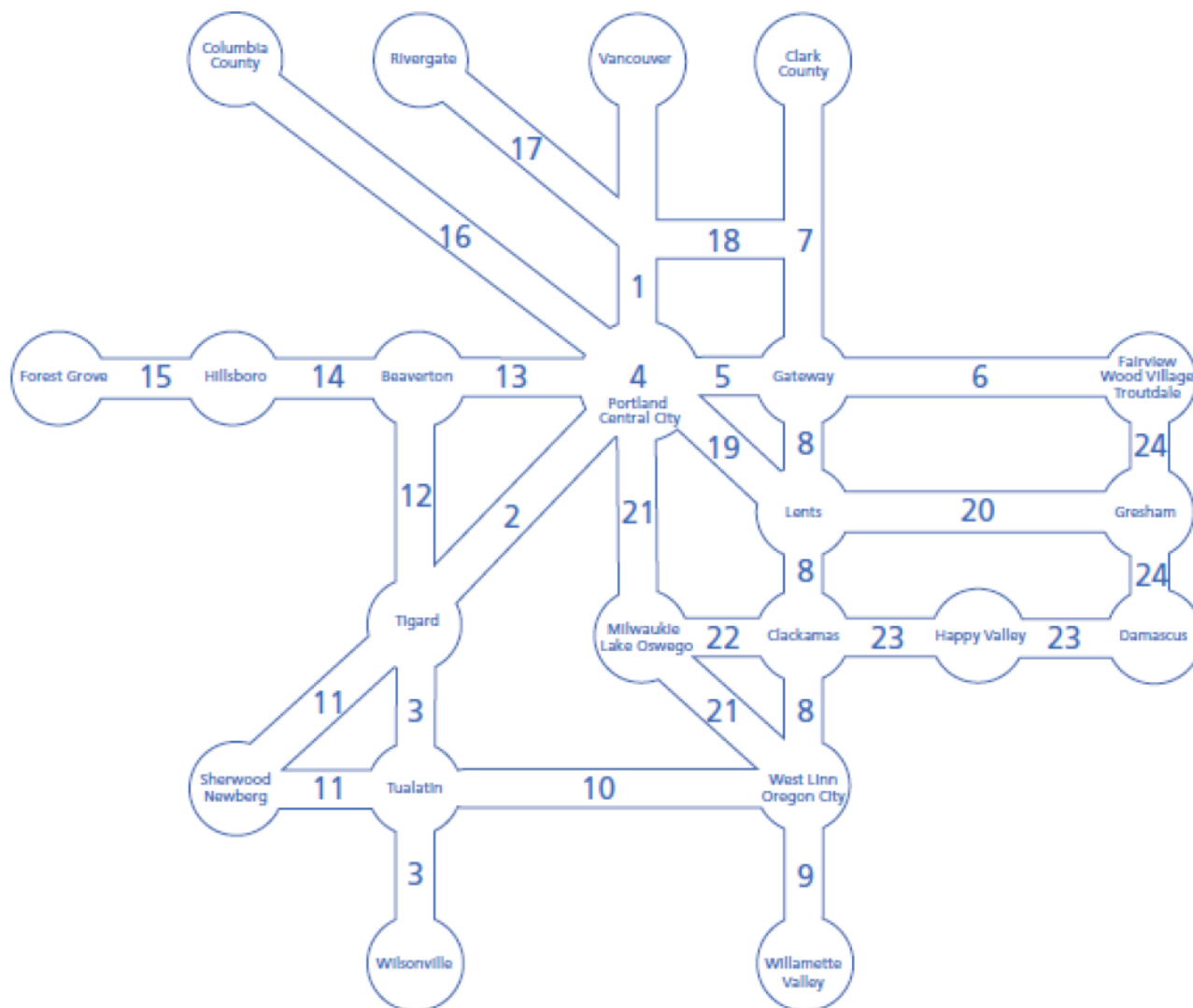


*Excerpt from Regional Mobility Corridor Atlas to show the land use and geographic context.*

## Summary of 2018 Regional Transportation Plan Policy Framework

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

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



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

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

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

## Excerpt from 2014 Regional Transportation Plan Attachment 2

### 2.4 REGIONAL SYSTEM DEFINITION

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

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

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

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

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

#### Regional Transportation System Components

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

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

## Excerpt from 2014 Regional Transportation Plan Attachment 2

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

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

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

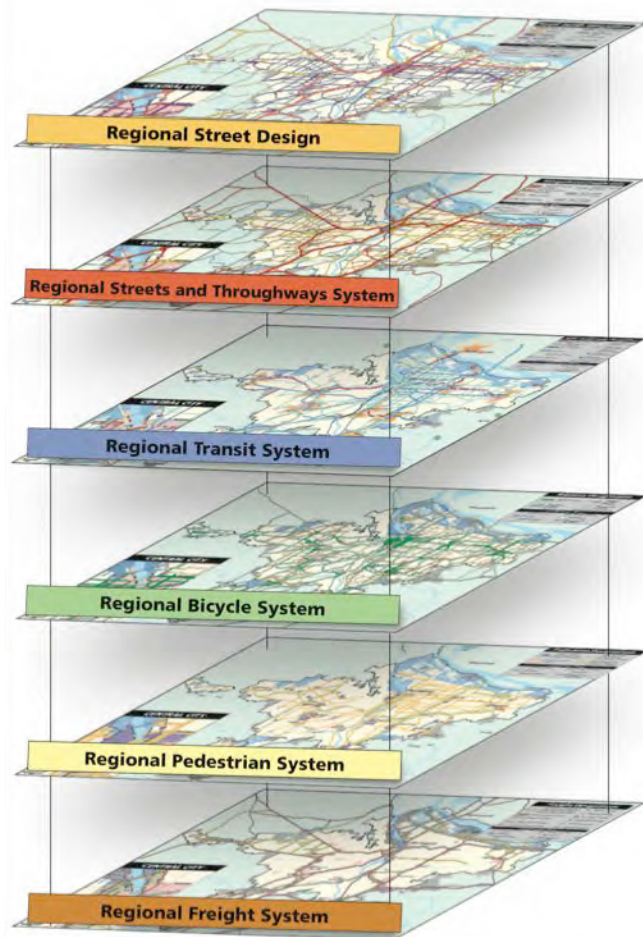
### 2.5 REGIONAL NETWORK VISIONS, CONCEPTS AND POLICIES

This section establishes a network vision,

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

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

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

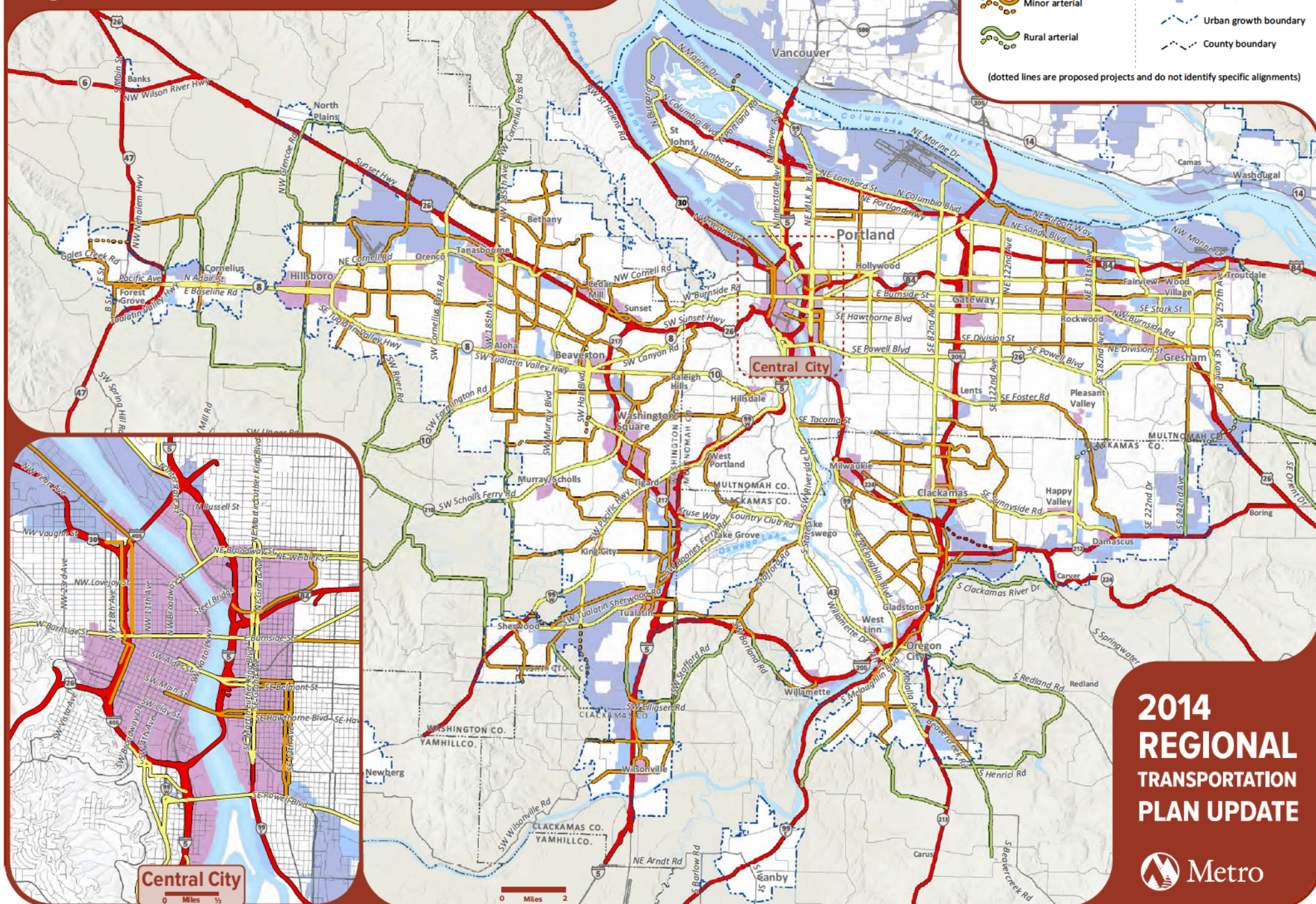


**Regional Transportation Network Components**

# Arterial and Throughway Network

Excerpt from 2014 Regional Transportation Plan  
Attachment 2

Figure 2.7



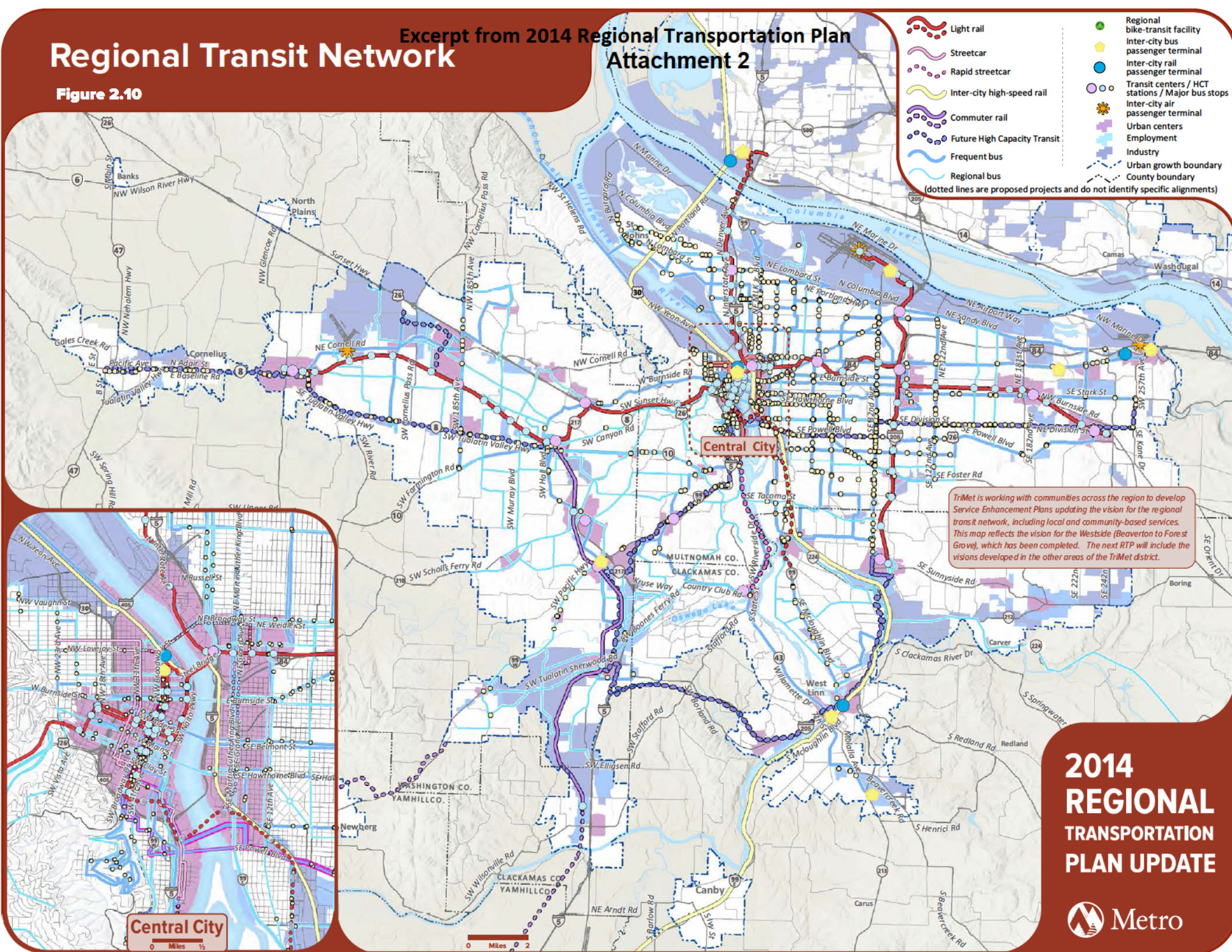
2014  
REGIONAL  
TRANSPORTATION  
PLAN UPDATE



# Regional Transit Network

Figure 2.10

## Excerpt from 2014 Regional Transportation Plan Attachment 2



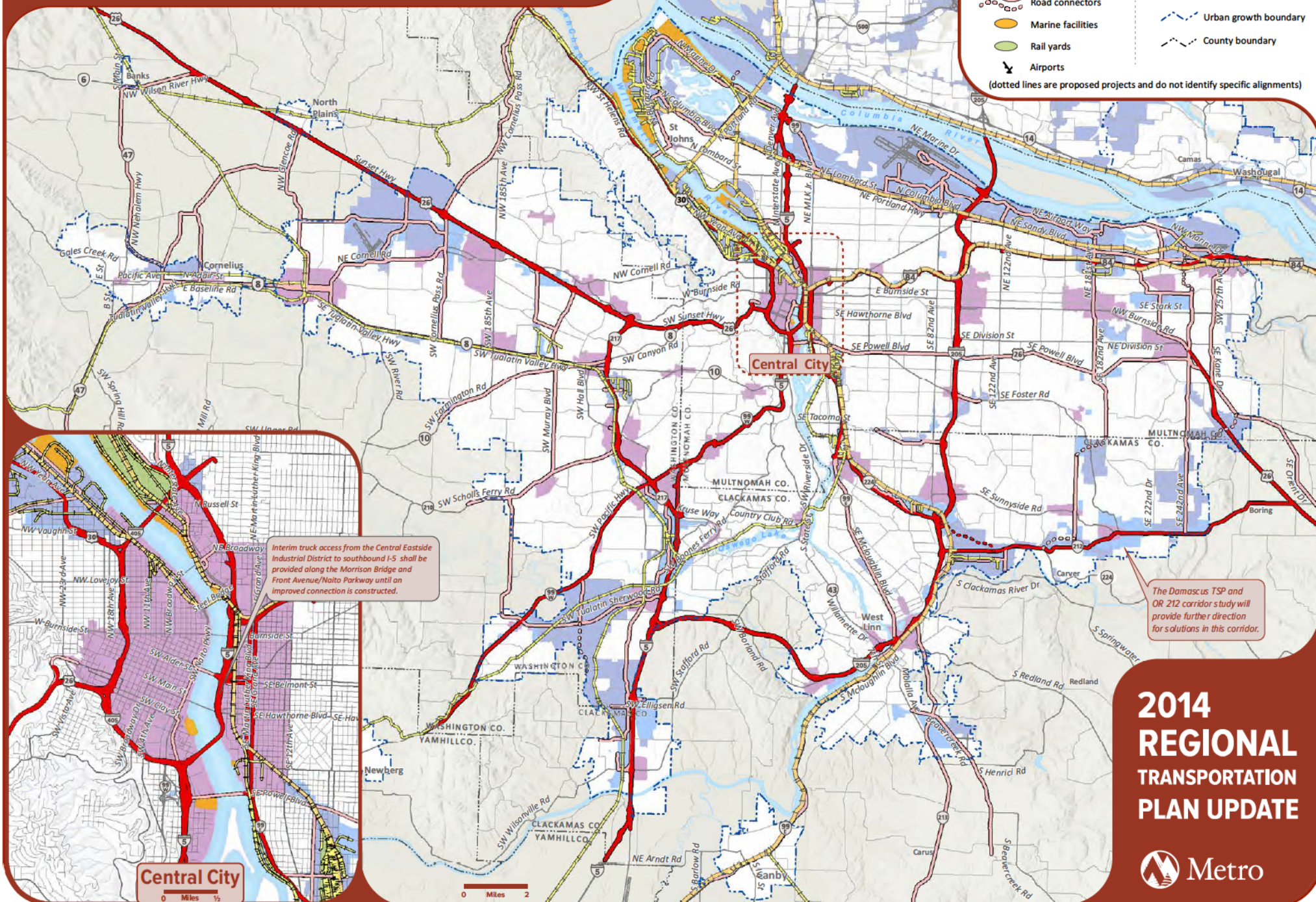
**2014  
REGIONAL  
TRANSPORTATION  
PLAN UPDATE**



# Regional Freight Network

Figure 2.15

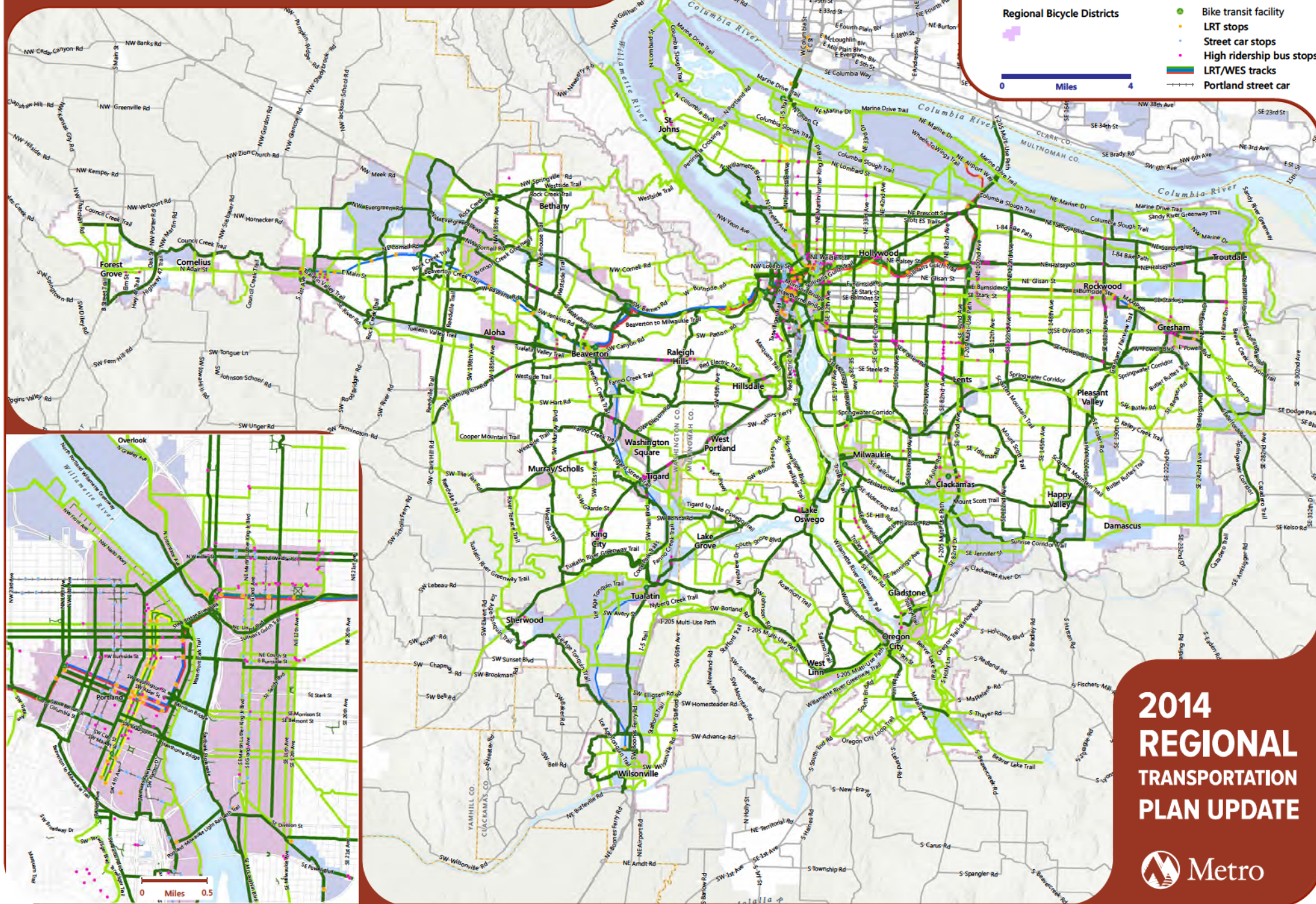
## Excerpt from 2014 Regional Transportation Plan Attachment 2



# Regional Bike Network

Figure 2.18

Excerpt from 2014 Regional Transportation Plan  
Attachment 2

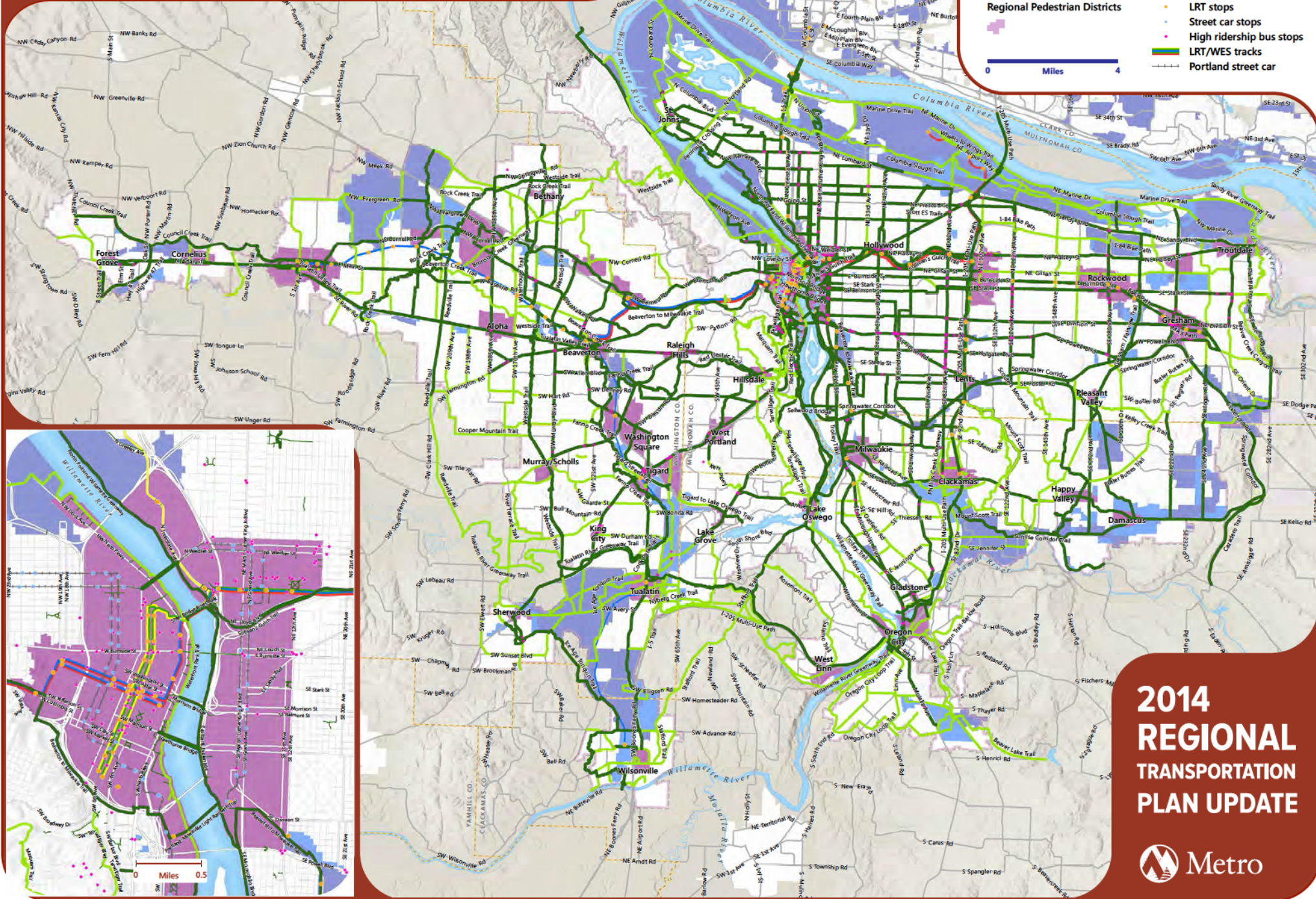


**2014  
REGIONAL  
TRANSPORTATION  
PLAN UPDATE**



# Regional Pedestrian Network

Figure 2.20



**2014  
REGIONAL  
TRANSPORTATION  
PLAN UPDATE**



## 2018 RTP System Evaluation Measures to be tested in Summer 2017

ID	Name of RTP System Evaluation Measure
<b>How much do people and goods travel in our region?</b>	
1.	<b>Multimodal travel</b> System-wide # of miles traveled (total and share of overall travel), sub-region # of miles (total and share of overall travel) A) Vehicle Miles Traveled (VMT) <i>(total, per capita, and per employee)</i> B) Bicycle miles traveled <i>(total and per capita)</i> C) Freight miles traveled D) Pedestrian miles traveled <i>(total and per capita)</i> E) Person miles traveled
2.	<b>Active transportation and transit mode share</b> System-wide <i>(total and share)</i> : A) walking B) bicycling C) transit  Non-driving travel <i>(total and share)</i> : A) Central City B) Regional Centers C) Mobility corridors D) Sub-regions.
<b>How much do households spend on housing and transportation in our region?</b>	
3.	<b>Affordability*</b> Combined cost of housing and transportation – <i>methodology TBD.</i>
<b>How safe is travel in our region?</b>	
4.	<b>Share of safety projects*</b> 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.
5.	<b>Exposure to crash risk*</b> 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.
<b>How easily, comfortably and directly can we access jobs and destinations in our region?</b>	
6.	<b>Access to travel options – system connectivity &amp; completeness *</b> 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.

*\* 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.	<b>Access to jobs*</b> Number of jobs ( <i>classified by wage groups – low, middle, and high</i> ) accessible within A) 30 minutes by auto B) 45 minutes by transit C) 30 minutes by bike D) 20 minutes by walking.
8.	<b>Access to community places*</b> 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.
9.	<b>Access to bicycle and pedestrian parkways</b> Number and percent of households within ½ mile of a bicycle or pedestrian parkway.
10.	<b>Access to transit</b> Number and share of households, low-income households and employment within ¼- mile of high capacity transit or frequent service transit
11.	<b>Access to industry and freight intermodal facilities</b> Extent that industrial land and freight intermodal facilities are transportation constrained
<b>How efficient is travel in our region?</b>	
12.	<b>Multi-modal travel times</b> Between key origin-destinations for mid-day and 2-hr PM peak
13.	<b>Congestion</b> 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
14.	<b>Transit efficiency</b> 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
<b>How will transportation impact climate change, air quality and the environment?</b>	
15.	<b>Climate change</b> Tons of transportation-related greenhouse gas emissions ( <i>total and per capita</i> )
16.	<b>Clean air</b> Tons of transportation related air pollutants ( <i>e.g. CO, ozone, PM-10</i> )
17.	<b>Habitat impact*</b> Number and percent of projects that intersect high value habitat

*\* 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.*



April 24, 2017

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## 2018 Regional Transportation Plan DRAFT Project Evaluation Pilot and Criteria Proposed for Testing

*Subject to further refinement by TPAC on 4/28/17 and MTAC 5/3/17*

### INTRODUCTION

At the direction of the Metro Council, Metro staff have been working with the Transportation Policy Alternatives Committee (TPAC), the Metro Technical Advisory Committee (MTAC), and other interested partners to develop and pilot a project evaluation process and criteria to apply to projects submitted for consideration in the 2018 RTP. This project-level evaluation and criteria are intended to:

- 1.) Provide jurisdictions with information about the impact large-scale projects have on meeting our regional goals and addressing needs on the regional transportation system;
- 2.) Improve transparency to the public about the return on investment they receive by building regional projects;
- 3.) Help identify a pipeline of multi-modal regional transportation projects to address regional needs and public priorities, and maximize progress toward the region's shared vision and goals for our transportation system.

The project-level criteria, developed based on the adopted RTP goals and objectives, will first be tested and refined on a small subset of capital projects recommended by jurisdictional staff for inclusion in the RTP during the first Call for Projects. For the pilot phase, Metro staff recommend that application of the draft criteria be limited to a small number of capital projects submitted by each sponsoring agency. The city of Portland, ODOT, TriMet, Port of Portland and each county will be asked to apply the criteria to at least five of their respective project submittals. All other agencies will be asked to apply the criteria to at least one of their respective project submittals. During the second Call for Projects phase in 2018, Metro staff are recommending that all capital projects greater than \$10 million be evaluated, unless exempted as outlined in the criteria.<sup>1</sup>

### BACKGROUND

#### How the project evaluation criteria will be used

The project-level criteria provide information as to how the project helps advance the goals and objectives of the RTP. At no point will the project evaluation criteria be used to determine whether a project moves forward or not, or where it fits in a development timeline. The criteria are intended to simply provide information in a consistent, mode-neutral way. This information can then be used by policy-makers to identify regional priorities for future funding. The project-level criteria will also allow local jurisdictions to make better informed decisions to finalize the projects and programs they will recommend for the 2018 RTP (e.g., timing, phasing, and constrained vs. strategic project lists) in 2018.

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<sup>1</sup> A list of exempt projects and types of projects is under development by TPAC and MTAC.

April 24, 2017

*Subject to further refinement by TPAC on 4/28/17 and MTAC on 5/3/17*

The criteria work in conjunction with the system performance evaluation and transportation equity analysis that will be conducted on the Constrained RTP Investment Strategy and the Strategic RTP Investment Strategy. They provide a project-level look at how major projects impact our overall transportation system performance.

#### **Use of the score**

In order to compare "apples to apples," when the projects are presented they will be grouped and reported with similar project types. This means bike projects will be presented with other bike projects, road projects will be presented with other road projects, and so on. Local agency staff can then use that information to identify refinements to the initial project lists (e.g., timing, phasing, and constrained vs. strategic project lists) in 2018 to address deficiencies identified through the system evaluation and/or the transportation equity analysis. The pilot project evaluation criteria will be reviewed and refined by the RTP Performance Work Group in Fall 2017.

#### **Steps to determine projects to include in the transportation plan**

Local jurisdictions and county coordinating committees will play the strongest role in determining what projects are put forward for inclusion in the plan. After agencies determine their priority projects (dependent on the funding projections), agency and public input, technical analysis (e.g., the system performance and transportation equity analysis), and discussion by the Metro Council and regional policy advisory committees will help shape the final list in 2018.

In January 2018, the initial list of projects proposed by agencies will be shared with the general public, along with findings from the system performance and transportation equity analysis, for comments and input. Based on the input and any updates to the available funding forecast, the initial list of projects in the RTP will be updated by agencies for the final draft Regional Transportation Plan in April 2018. At that time, all capital projects greater than \$10 million in cost will apply the refined criteria, unless otherwise exempt as outlined in the updated criteria based on further discussion and recommendation by TPAC and MTAC in Fall 2017. The final draft project list will undergo a second round of system performance and transportation equity analysis and a final round of agency and public input before adoption in 2018.

**DRAFT 2018 RTP PROJECT CRITERIA PROPOSED FOR TESTING** *(The criteria are listed alphabetically and are subject to further discussion and refinement by TPAC and MTAC)*

1. AIR QUALITY AND CLIMATE CHANGE | 10 POINTS
  2. CONGESTION RELIEF | 10 POINTS
  3. ENVIRONMENTAL PROTECTION | 10 POINTS
  4. EQUITY AND ACCESS TO OPPORTUNITY | 10 POINTS
  5. FREIGHT AND GOODS MOVEMENT | 10 POINTS
  6. JOBS AND ECONOMIC DEVELOPMENT | 10 POINTS
  7. PLACEMAKING AND 2040 CENTERS SUPPORT | 10 POINTS
  8. READINESS AND COST-EFFECTIVENESS | 10 POINTS
  9. TRANSPORTATION SAFETY | 10 POINTS
  10. TRAVEL OPTIONS | 10 POINTS
- BONUS: TRANSPORTATION RESILIENCY | 5 POINTS



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2018 RTP FUNDING FRAMEWORK

April 20, 2017

2018 RTP DRAFT FINANCIALLY CONSTRAINED REVENUE FORECAST

The draft RTP financially constrained revenue forecast was developed through extensive consultation and coordination with local governments, ODOT, TriMet and SMART staff. The draft forecast reflects a realistic outlook of the amount of local, state and federal transportation funding that is expected to be available from 2018 to 2040. The draft forecast will support future regional discussions to identify potential funding tools and build broad support for more funding and the region’s investment priorities.

Table 1. 2018 RTP Draft Financially Constrained Revenue Forecast for 2018 to 2040

*This information is under development and will be provided at the May 2 work session.*

The draft forecast will likely need refinements in 2018 to reflect local, regional, federal and/or state funding discussions or actions that occur before the RTP is finalized for adoption. Right now, regional discussions are focused on the anticipated state transportation package and advancing the three bottlenecks, the Southwest Corridor, the Division Transit Project and some to be determined active transportation projects. Additional regional discussions are anticipated to talk more about what the region would like to do locally and regionally to build a path to future funding opportunities so the region can fund and build the investment strategy that is recommended in the final 2018 RTP.

OVERALL RTP INVESTMENT STRATEGY FUNDING LEVEL OPTIONS

The *Additional Priorities* list will reflect the needs of the region that do not fit within the region’s financially constrained revenue forecast. This set of investments will reflect additional priority projects the region agrees to work together to pursue funding to plan and/or build in the 2028-2040 time period. This set of investments would be the basis for demonstrating compliance with statewide planning goals, the Transportation Planning Rule, and the region’s state mandated greenhouse gas emissions reduction target. In the past, the region has simply used a funding level of 1.5 times the financially constrained forecast funding level.

For the 2018 RTP update, staff conducted research to identify a series of options to put this target number in context and inform defining the overall **2018 RTP Investment Strategy funding level**. To provide regional partners with an understanding of what these various numbers mean, staff prepared funding projections based on other areas that have recently undertaken significant transportation investments. Staff compiled state, regional, and local funding increases for these areas over the last ten years, broke it

down to a per-capita basis, and extrapolated that to understand what it would mean for our region. Recognizing that there is significant interest in being bold and ambitious, staff focused on the three regions that have passed the most significant transportation funding increases in the past ten years. The results follow:

- Salt Lake City - 22% increase over current Portland region spending
- Seattle - 38% increase over current Portland region spending
- Los Angeles - 47% increase over current Portland region spending

Staff are seeking guidance as to whether the overall 2018 RTP Investment Strategy funding level should align with one of these three communities in order to identify a funding level that is ambitious and bold. A fourth option is to stay with the approach used in past RTPs, reflecting a 50% increase over the financially constrained forecast in order to provide more flexibility.

There is value in the RTP identifying additional investment priorities that are not included in the final RTP financially constrained project list, particularly given that the 2018 RTP financially constrained forecast is lower than past RTPs. On the other hand, there is value in making sure that as a region our decision-making is grounded in pragmatic and realistic funding options that reflect what the region is willing to work together to achieve.



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## BUILDING THE 2018 RTP INVESTMENT STRATEGY

APRIL 20, 2017

Examples of the types of investments identified to address regional transportation challenges follows.

### Investments for addressing our regional transportation challenges

#### Projects



##### Bridge and road maintenance

Bridge and road pavement resurfacing, preventive maintenance, preservation and rehabilitation



##### Bus and rail vehicle maintenance and replacement

Preventive maintenance for fleet and facilities, transit vehicle replacement, etc. to keep system in good repair



##### Complete streets for all users

Modernize street and intersection designs to reduce conflicts and better serve all modes and users



##### Freight access to industry and ports

Road and railroad crossing upgrades, port and intermodal terminal access improvements, rail yard and rail track upgrades



##### Freeway expansion

Interchange fixes, strategic widening, auxiliary lane additions in areas of consistent bottlenecks



##### High occupancy vehicle/tolled lanes, express lanes

High occupancy vehicle (HOV) lanes, high occupancy tolled (HOT) lanes or managed lanes with new freeway capacity



##### Main street retrofits

Retrofit streetscapes in areas with shopping, restaurants and local services to include street trees, improved lighting, street furniture, such as benches, garbage bins, wider sidewalks, bike parking, etc.



##### Seismic upgrades

Retrofit roads and bridges to increase resiliency to earthquakes, particularly major river crossings



##### Street connections and expansion

New arterial and collector street connections, strategic widening, highway overcrossings, etc.



##### Transit service enhancement and expansion

Increased bus service coverage, speed and frequency, MAX and streetcar extensions, expanded WES commuter rail service, employee and community shuttles, separate travel lanes for buses, etc.



##### Walking and biking connections

Protected and/or separated bike lanes, sidewalks, crosswalks and curb ramps on major streets, off-street trails, etc.

#### Programs



##### Affordable transit pass program

Provide affordable transit passes to students, seniors and low-income riders



##### Programs and incentives to reduce vehicle trips

Regional travel options programs, paid and timed parking in centers, encourage walking, biking, use of transit, carpooling, carsharing, ridesharing, telecommuting, etc.



##### Smart technology and traffic management

Traffic signal and transit priority coordination, vehicle charging stations, clearing crashes quickly, etc.



##### Transit amenities

Bus shelters and benches, passenger boarding areas, transit stop and station access, lighting at stops, etc.



##### Transit oriented development

Policy and market incentives to encourage building higher-density, mixed-use projects in centers and along corridors served by high capacity and frequent transit



##### Transportation safety and education programs

Improved and expanded Safe Routes to Schools programs, speed enforcement, Safe Routes to Transit programs, etc.



##### Transportation services for older adults and people with disabilities

On-call paratransit services, door-to-door pick up, etc.

#### Other tools that could be supported by policies

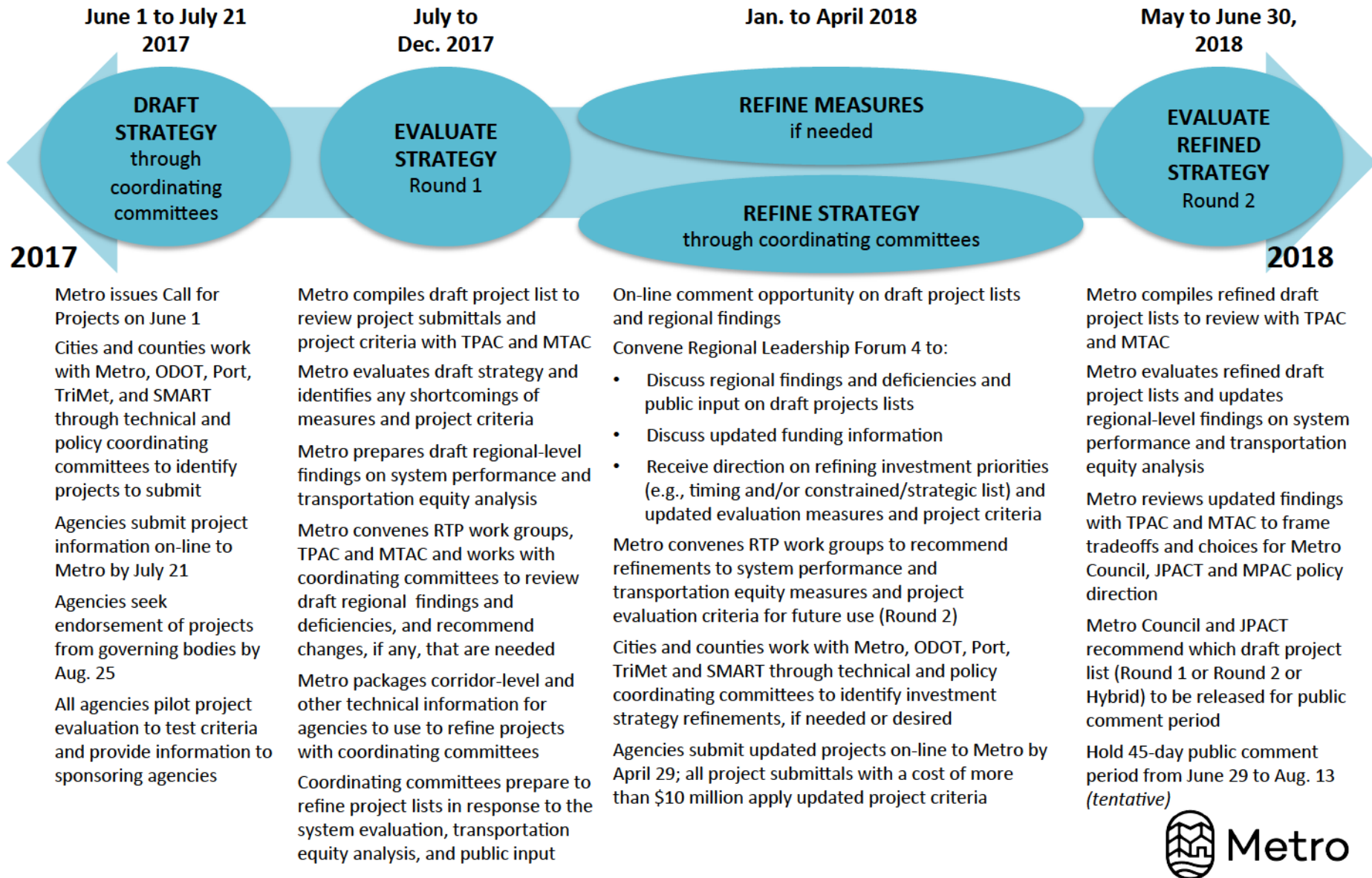


##### Emerging market-based technologies

Freight movement technology, self-driving vehicles, shared mobility services (e.g., Uber and Lyft), etc.

# Building the RTP Investment Strategy

Summary of coordination, evaluation and refinement activities | June 1, 2017 to June 30, 2018





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## 2018 Regional Transportation Plan

### Schedule and timeline for Building the 2018 RTP Investment Strategy

June 1, 2017	Call for Projects released
July 21, 2017	Agencies submit projects and information by 5 p.m.
July-October 2017	RTP Technical Evaluation Process (Round 1)
Aug. 2017	Metro reviews submittals for completeness and compiles draft project lists for TPAC and MTAC review
Aug. 25, 2017	Agencies submit project endorsements from governing bodies by 5 p.m.
Nov. – Dec. 2017	Draft RTP Findings & Recommendations Report released for technical review by TPAC, MTAC, RTP work groups and technical coordinating committees to discuss findings and deficiencies, and recommend changes, if any, that are needed. The technical discussions will inform materials being prepared for discussion by the Metro Council and regional policy advisory committees, through an on-line comment opportunity and at the Regional Leadership Forum 4.  Metro provides corridor-level and other technical evaluation information to agencies and coordinating committees to use to inform potential refinements to projects in Spring 2018  Coordinating committees prepare to refine project lists in Spring 2018 in response to the system evaluation, transportation equity analysis, project evaluation and public input
Jan. – Feb. 2018	On-line public comment opportunity on draft projects and key findings
Feb. 2018	Regional Leadership Forum 4  a. Discuss regional findings and deficiencies, project information and public input on draft projects lists b. Discuss updated funding information c. Provide direction on refining investment priorities (e.g., timing and/or constrained/strategic list) and updated evaluation measures and project criteria
Feb. to April 2018	Cities and counties work with Metro, ODOT, Port, TriMet and SMART through technical and policy coordinating committees to identify investment strategy refinements, if needed or desired
April 29, 2018	Agencies submit updated projects and required information by 5 p.m.
May – June 2018	RTP Technical Evaluation Process (Round 2)  Metro compiles refined draft project lists and reviews updated project submittals with TPAC and MTAC  Metro evaluates refined draft project lists and updates regional-level findings on system performance and transportation equity analysis

	Metro reviews updated findings with TPAC and MTAC to frame tradeoffs and choices to highlight to the Metro Council, JPACT and MPAC
June 2018	Metro Council and JPACT recommend which draft project list (Round 1 or Round 2 or Hybrid) to be released during 45-day public comment period
June 29 to Aug. 13, 2018	Release public review draft RTP, Regional Framework Plan and Functional Plan amendments (if needed), and public review draft modal/topic plans for 45-day comment period & hearing
Sept. 2018	MTAC and TPAC consider public comment and make recommendations to MPAC and JPACT on 2018 RTP and modal/topical plans
Oct. 2018	MPAC and JPACT consider public comment and make recommendations to Council on 2018 RTP and modal/topical plans
Dec. 2018	Council action on 2018 RTP and Regional Transit Strategy, updated Regional Freight Plan, and updated Regional Safety Plan
Early 2019	Submit 2018 RTP to US DOT and LCDC for federal and state review

### Agency contacts and Metro staff liaisons

Agency	Agency contact	Metro liaison
<b>City of Portland</b>	Courtney Duke (503) 823-7265 courtney.duke@portlandoregon.gov	Lake McTighe (503) 797-1747 lake.mctighe@oregonmetro.gov
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<b>Multnomah County and cities (excluding City of Portland)</b>	Joanna Valencia (503) 988-3043 x29637 joanna.valencia@multco.us	Jamie Snook (503) 797-1751 jamie.snook@oregonmetro.gov
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<b>TriMet</b>	Eric Hesse (503) 962-4977 hessee@trimet.org	Jamie Snook (503) 797-1751 jamie.snook@oregonmetro.gov
<b>ODOT</b>	Lidwien Rahman (503) 731-8229 lidwien.rahman@odot.state.or.us	John Mermin (503) 797-1747 john.mermin@oregonmetro.gov

## 2018 RTP UPDATE | Council and Regional Advisory Committees Briefings (dates are subject to change)

2017	January	February	March	April	May
Council		<b>Feb. 14</b> <ul style="list-style-type: none"> <li>Building the RTP Investment Strategy*</li> </ul> <b>Feb. 28</b> <ul style="list-style-type: none"> <li>Vision Zero and Regional Safety Plan</li> </ul>		<b>April 11</b> <ul style="list-style-type: none"> <li>Regional Transit Strategy</li> </ul>	<b>May 2</b> <ul style="list-style-type: none"> <li>Building the RTP Investment Strategy*</li> </ul> <b>May 9</b> <ul style="list-style-type: none"> <li>Regional Freight Strategy</li> </ul> <b>May 30</b> <ul style="list-style-type: none"> <li>Direction on building the RTP Investment Strategy*</li> </ul>
JPACT	<b>Jan. 19</b> <ul style="list-style-type: none"> <li>Report back on RLF 3</li> </ul>			<b>April 20</b> <ul style="list-style-type: none"> <li>Building the RTP Investment Strategy*</li> <li><u>First discussion</u></li> <li>Vision Zero and Regional Safety Plan</li> </ul>	<b>May 18</b> <ul style="list-style-type: none"> <li>Regional Transit Strategy</li> <li>Regional Freight Strategy</li> <li>Building the RTP Investment Strategy*</li> </ul> <u>Rec'd to Council</u>
MPAC	<b>Jan. 25</b> <ul style="list-style-type: none"> <li>Report back on RLF 3</li> </ul>	<b>Feb. 22</b> <ul style="list-style-type: none"> <li>Building the RTP Investment Strategy*</li> </ul> <u>First discussion</u>		<b>April 12</b> <ul style="list-style-type: none"> <li>Vision Zero and Regional Safety Plan</li> </ul> <b>April 26</b> <ul style="list-style-type: none"> <li>Building the RTP Investment Strategy*</li> </ul>	<b>May 10</b> <ul style="list-style-type: none"> <li>Regional Transit Strategy</li> <li>Regional Freight Strategy</li> <li>Building the RTP Investment Strategy*</li> </ul> <u>Rec'd to Council</u>
TPAC	<b>Jan. 27</b> <ul style="list-style-type: none"> <li>Call for Projects Update</li> <li>Evaluation Framework               <ul style="list-style-type: none"> <li>System measures</li> <li>Transportation equity analysis</li> </ul> </li> <li>Vision Zero and Safety Plan</li> </ul>	<b>Feb. 24</b> <ul style="list-style-type: none"> <li>Building the RTP Investment Strategy*</li> </ul>	<b>March 31</b> <ul style="list-style-type: none"> <li>Project evaluation</li> <li>Call for Projects Funding Targets</li> </ul>	<b>April 28</b> <ul style="list-style-type: none"> <li>Regional Freight Strategy</li> <li>Regional Transit Strategy</li> <li>Building the RTP Investment Strategy*</li> </ul> <u>Rec'd to JPACT</u>	<b>May 26</b> <ul style="list-style-type: none"> <li>2018 RTP Call for Projects Update</li> <li>Designing Livable Streets</li> </ul>
MTAC		<b>Feb. 1</b> <ul style="list-style-type: none"> <li>Vision Zero and Regional Safety Plan</li> </ul> <b>Feb. 15</b> <ul style="list-style-type: none"> <li>Evaluation Framework               <ul style="list-style-type: none"> <li>System measures</li> <li>Transportation equity</li> </ul> </li> </ul>	<b>March 15</b> <ul style="list-style-type: none"> <li>Building the RTP Investment Strategy*</li> <li>Regional Transit Strategy</li> <li>Regional Freight Strategy</li> </ul>	<b>April 19</b> <ul style="list-style-type: none"> <li>Project evaluation</li> <li>Building the RTP Investment Strategy*</li> </ul>	<b>May 3</b> <ul style="list-style-type: none"> <li>Building the RTP Investment Strategy*</li> </ul> <u>Rec'd to MPAC</u>

## 2018 RTP UPDATE | Council and Regional Advisory Committees Briefings (dates are subject to change)

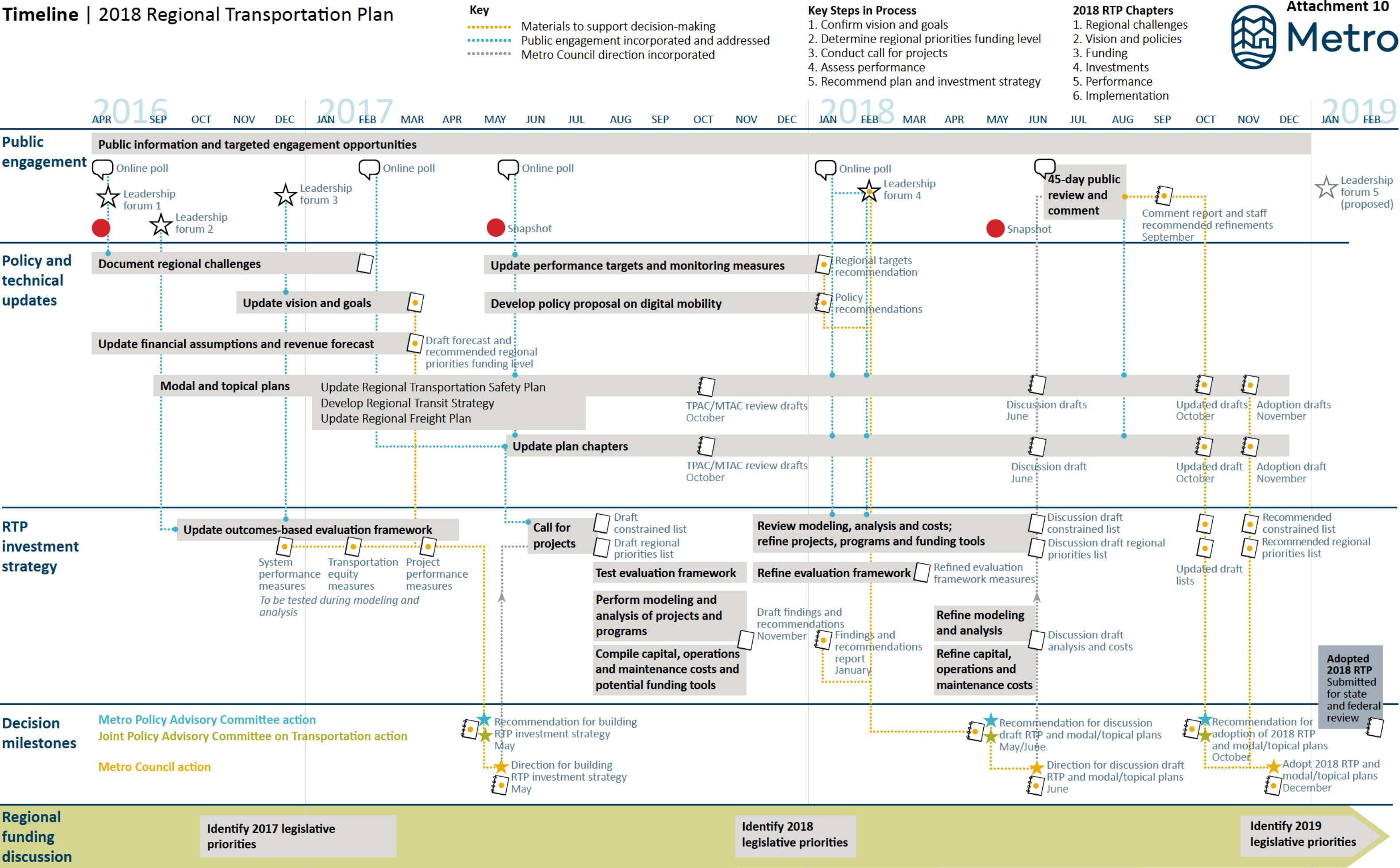
2017	June	July-August	September-October	November	December
<b>Council</b>	<b>June 27 (requested)</b> <ul style="list-style-type: none"> <li>• Work plan for digital mobility policy</li> <li>• Transportation Resiliency</li> </ul>				<b>Dec. (to be requested)</b> <ul style="list-style-type: none"> <li>• Draft RTP Investment Strategy findings</li> <li>• RLF #4 background</li> </ul>
<b>JPACT</b>		<b>July 20</b> <ul style="list-style-type: none"> <li>• Work plan for digital mobility policy</li> <li>• Transportation Resiliency</li> </ul>			
<b>MPAC</b>		<b>July 26</b> <ul style="list-style-type: none"> <li>• Work plan for digital mobility policy</li> <li>• Transportation Resiliency</li> </ul>			
<b>TPAC</b>	<b>June 30</b> <ul style="list-style-type: none"> <li>• Work plan for digital mobility policy</li> <li>• Transportation Resiliency</li> </ul>		<b>Sept. 29</b> <ul style="list-style-type: none"> <li>• Update on RTP Investment Strategy analysis</li> </ul> <b>Oct. 27</b> <ul style="list-style-type: none"> <li>• Technical review drafts of modal/topical plans**</li> </ul>	<b>Nov. 17</b> <ul style="list-style-type: none"> <li>• Draft RTP Investment Strategy findings</li> <li>• Designing Livable Streets</li> <li>• Technical review drafts of modal/topical plans**</li> </ul>	<b>Dec. 22</b> <ul style="list-style-type: none"> <li>• Draft RTP Investment Strategy findings</li> <li>• RLF #4 background</li> <li>• Technical review drafts of modal/topical plans**</li> </ul>
<b>MTAC</b>	<b>June 7</b> <ul style="list-style-type: none"> <li>• 2018 RTP Call for Projects update</li> <li>• Designing Livable Streets</li> </ul>	<b>July 19</b> <ul style="list-style-type: none"> <li>• Work plan for digital mobility policy</li> <li>• Transportation resiliency</li> </ul>	<b>Oct. 18</b> <ul style="list-style-type: none"> <li>• Update on RTP Investment Strategy analysis</li> <li>• Technical drafts of modal/topical plans**</li> </ul>	<b>Nov. 15</b> <ul style="list-style-type: none"> <li>• Draft RTP Investment Strategy findings</li> <li>• Technical drafts of modal/topical plans**</li> <li>• Designing Livable Streets</li> </ul>	<b>Dec. 6</b> <ul style="list-style-type: none"> <li>• Draft RTP Investment Strategy findings</li> <li>• RLF #4 background</li> </ul>

\* RTP Investment Strategy Policy and Evaluation Framework and Funding Level

Updated 4/14/17

\*\* This includes Regional Transit Strategy, Regional Freight Plan, Regional Safety Plan, Finance Plan, and needed updates to Active Transportation Plan

Timeline | 2018 Regional Transportation Plan



Materials following this page were distributed at the meeting.

## AT-WILL EMPLOYMENT AGREEMENT

THIS AGREEMENT is entered into by and between Metro, a metropolitan service district organized under the laws of the State of Oregon and the Metro Charter (herein referred to as "Metro") and \_\_\_\_\_ (herein referred to as "Employee").

### RECITALS

1. Metro requires the services of a \_\_\_\_\_.
2. Employee has the qualifications and the desire to serve Metro as its \_\_\_\_\_.
3. This Agreement shall be referred to as "At-Will Employment Agreement" (herein referred to as "Agreement").

NOW, THEREFORE, IN CONSIDERATION of the compensation to be paid by Metro to Employee as specified in this Agreement, and in consideration of the mutual promises contained in this Agreement, the parties hereby agree as follows:

### AGREEMENT

1. **Engagement.** Subject to the parties' right to terminate this Agreement as specified below, Metro hereby employs and Employee hereby accepts employment from Metro for Employee's services as the \_\_\_\_\_.
2. **Term of Agreement.** The terms of this Agreement shall apply to Employee's employment upon execution and approval by the Metro Council, and shall continue until terminated as provided herein.
3. **Services.** Employee shall faithfully, industriously and to the best of his ability provide his service as the \_\_\_\_\_ at Metro, and shall perform all duties as may be required of him by the Metro Charter, the Metro Code, the Chief Operating Officer ("COO"), and any designee of the COO.
4. **Exclusivity.** During the term of this Agreement, and except as otherwise provided herein, Employee shall primarily devote his business efforts, time, attention, knowledge, and skills to Metro as the \_\_\_\_\_. Employee may engage in outside business or professional activities, provided that Employee obtain the written consent of the COO prior to engaging in any outside business or professional activities and provided that the COO has determined, in the COO's sole discretion, that such activities: (a) do not impair performance of Employee's duties under this Agreement, (b) do not make use of Metro resources, (c) are not substantially similar to the services Employee renders to Metro under this Agreement, and (d) are not in violation of or otherwise inconsistent with the

requirements of Metro policies, Metro Charter, Metro Code, or with any other applicable rules, regulations or legal requirements (as amended from time to time). The COO shall consult with the Metro Attorney before making her determination.

5. **Employment At-Will.** Metro and Employee understand and acknowledge that Employee serves at the pleasure of the COO. Metro and Employee understand and acknowledge that Employee's employment with Metro constitutes "at-will" employment. Subject to Metro's obligation to provide severance benefits as specified in this Agreement, Employee and Metro acknowledge that this employment relationship may be terminated at any time, upon written notice to the other party, with or without cause or good reason and for any or no cause or reason, at the option of either Metro or Employee. It is further understood and agreed that neither this Agreement, nor any service provided under this Agreement, shall create a property interest of any kind.

6. **Compensation.**

- A. **Salary.** As compensation for Employee's services, Metro shall pay Employee the sum of \$ \_\_\_\_\_ - per year, payable in the same frequency and manner as other Metro employees. Employee's performance and salary shall be reviewed annually by Metro as provided below, and thereafter Employee's salary may be adjusted by the COO, consistent with the Metro pay plan. The compensation paid to Employee shall be subject to customary withholding taxes and other taxes as required with respect to compensation paid by Metro to an employee.

- B. **Benefits.** Employee shall receive benefits at a level determined by the COO. For the purposes of this section, "benefits" means health insurance, including dental and vision care, life insurance, disability insurance, paid leave, employee assistance, retirement benefits pursuant to the Public Employees Retirement System ("PERS"), and any other benefits which are routinely provided to Metro's non-represented employees. Employee shall pay the six percent (6%) employee contribution required by PERS. Except as otherwise expressly provided in this Agreement, the employee benefits provided to Employee under this section are subject to any additions, reductions or other changes made by the Metro Council to the benefits provided to Metro's non-represented employees.

**Commented [A1]:** This provision will depend on when Director is hired. If hired before July 1, 2011, Metro pays the 6%.

C. **Annual Vacation Leave.**

- (1) Employee shall accrue annual vacation leave as provided in the Metro Personnel Rules, as they may be amended from time to time, except that Employee may exceed the annual 275 hour limit on accrued leave and accrue up to 750 hours of leave. Employee shall accrue vacation at \_\_\_\_\_ hours per pay period.

- (2) Employee shall annually forfeit any vacation leave that both (a) exceeds the 275 hour limit; and (b) is accrued in a fiscal year in which Employee has not taken at least 80 hours of annual leave ("minimum leave"). The "minimum leave" requirement may be waived by the COO or her designee under extraordinary circumstances.
  - (3) Upon voluntary resignation of his employment or termination for cause as defined in Section 9(C), Employee shall only be entitled to payment for accrued and unused vacation leave up to a maximum of 275 hours. If Employee is terminated by Metro without cause, Employee shall be compensated as provided in Section 9(B).
- 7. **Performance/Compensation Reviews.** The COO or her designee and Employee shall mutually agree on an annual work plan for Employee. In evaluating Employee's performance, the COO or her designee may consider how Employee's performance is consistent with standard management practices, personnel policies and performance measures adopted by the COO or her designee.
- 8. **Reassignment.** Upon written notice by Metro's COO or her designee, Employee may be temporarily or permanently reassigned to another Metro position or, if to another entity, pursuant to Metro's "Loaned Executive" policy. If a temporary reassignment results in Employee receiving a higher salary during the reassignment period, Employee shall be returned in good standing to his previous position and salary range upon completion of the reassignment.

Performance reviews covering periods while Employee is temporarily reassigned or on loan to another entity shall reflect all work during the period, and compensation adjustments shall be commensurate with performance during the entire period under review.

9. **Termination.**

A. **Termination by the Parties.**

- (1) **Termination by Metro:** Employee understands and agrees that he serves at the pleasure of Metro's COO and that the COO may terminate Employee's employment with Metro at any time, with or without cause, by giving Employee a written notice of termination. If the written notice of termination does not specify the effective date of termination, the effective date of termination shall be the date on which the written notice was given. Cause is defined in section 9C of this Agreement.

- (2) Termination by Employee: Employee may terminate his employment with Metro at any time by giving Metro a written notice of termination specifying the effective date of termination. To terminate in good standing, employee must provide thirty (30) days written notice of termination. If the written notice of termination does not specify the effective date of termination, the effective date of termination shall be the date that is thirty (30) days after the date on which the written notice was given.
  - (3) Upon termination, accrued leave shall be paid as provided by law and the terms of this Agreement.
- B. Termination Without Cause. Metro may terminate this Agreement without cause and, at Metro's sole election may do so without prior notice to Employee. Upon termination of employment without cause, Employee shall receive severance pay and benefits in exchange for a signed release of any and all claims as follows:
- (1) Severance pay shall be guaranteed at three (3) months' salary. Severance pay shall be subject to usual and customary withholdings under applicable local, state, and federal taxes.
  - (2) Upon the effective date of termination, Employee shall be eligible for continued health insurance as established by law ("COBRA"), including any premiums subsidy currently in effect. Metro shall pay for the cost of said insurance to the level utilized by Employee at the time of termination until Employee has become employed in another position, with health coverage in effect, or for six (6) months, whichever is less.
  - (3) Employee shall receive payment for all accrued and unused vacation leave up to a maximum of 750 hours.
- C. Termination for "Cause." Metro may terminate this Agreement for "cause" by giving Employee written notice of intent to terminate for "cause." The written notice shall set forth the reasons for termination constituting cause and provide an opportunity for Employee to respond. In the event that Metro elects to terminate this Agreement for "cause," neither severance pay nor employer paid COBRA benefits shall be due to Employee. At any time prior to the effective date of a termination for cause, Metro may provide written notice withdrawing the notice of proposed termination for cause, and following such withdrawal may elect to terminate this Agreement pursuant to the provisions of Section 9B. "Cause" shall include one or more of the following:

- (1) Commission of any act specified as a basis for disciplinary action in the Metro Personnel Policies (as it may be amended from time to time), the nature of which would tend to bring discredit or embarrassment to Metro or the Council, as determined by the COO in her reasonable discretion.
  - (2) Violation of the Oregon Government Ethics and Practices Act.
  - (3) Violation of the Code of Ethics for Metro Officials. Metro Code Chapter 2.17.
10. **Non-Disclosure of Confidential Information.** To the extent allowable under Oregon public records law, Employee agrees that during employment and following separation, Employee shall not disclose confidential information obtained during the scope of employment at Metro.
11. **Termination Authority.** The COO has the sole authority to terminate this Agreement on behalf of Metro. The COO may terminate this Agreement in writing pursuant to any provision of Paragraph 9 of this Agreement.
12. **Disability or Death.**
  - A. If, as the result of any physical or mental disability, Employee shall have failed or is unable to perform his duties for more than twelve (12) consecutive weeks, the COO may, by subsequent written notice to Employee, terminate his employment under this Agreement as of the date of the notice, without any further payment or the furnishing of any benefit by Metro under this Agreement (other than accrued and unpaid salary and accrued benefits), subject to compliance with all applicable laws and regulations including the Americans With Disabilities Act.
  - B. The term of Employee's employment under this Agreement shall terminate upon his death. In the event of Employee's death, Metro shall provide payment of all accrued salary and benefits, but shall not furnish any of the benefits designated under Section 9B of this Agreement.
13. **Successorship.** This Agreement shall inure to and shall be binding upon Metro's successors, assigns, trustees, executors, and administrators.
14. **Modification.** This Agreement can only be modified by a written amendment, signed by Employee and the COO. No oral or written statements, promises, or course of conduct shall serve to modify the Agreement in any way. No practices or customs which may arise between Employee and Metro shall modify this Agreement or affect its meaning in any way.

15. **Waiver.** Failure of either party at any time to require performance of any provision of this Agreement shall not limit the parties' rights to enforce the provision, nor shall any waiver of any breach of any provision be a waiver of any succeeding breach of the provision itself or of any other provision.
16. **Construction.** This At-Will Employment Agreement is the final, entire agreement between the parties, shall be construed as having been drafted jointly by the parties, is intended to be a complete and final expression of the agreement between the parties, and shall supersede any and all prior discussions or agreements.
17. **Severability.** In the event that any court of competent jurisdiction determines that one or more portions of this Agreement are invalid or unlawful, the remaining portions shall remain in full force and effect.
18. **Governing Law.** This Agreement shall be governed by and construed in accordance with the laws of the State of Oregon. Employee consents to the personal jurisdiction of the state and federal courts located in Multnomah County, Oregon for any action or proceeding arising from or relating to this Agreement.

EXECUTED IN DUPLICATE on \_\_\_\_\_ to be effective \_\_\_\_\_

EMPLOYEE

METRO

\_\_\_\_\_  
NAME

\_\_\_\_\_  
Chief Operating Officer

APPROVED AS TO FORM:

\_\_\_\_\_  
Alison R. Kean  
Metro Attorney

# Transportation and Disposal Procurement 2020

May 2 2017



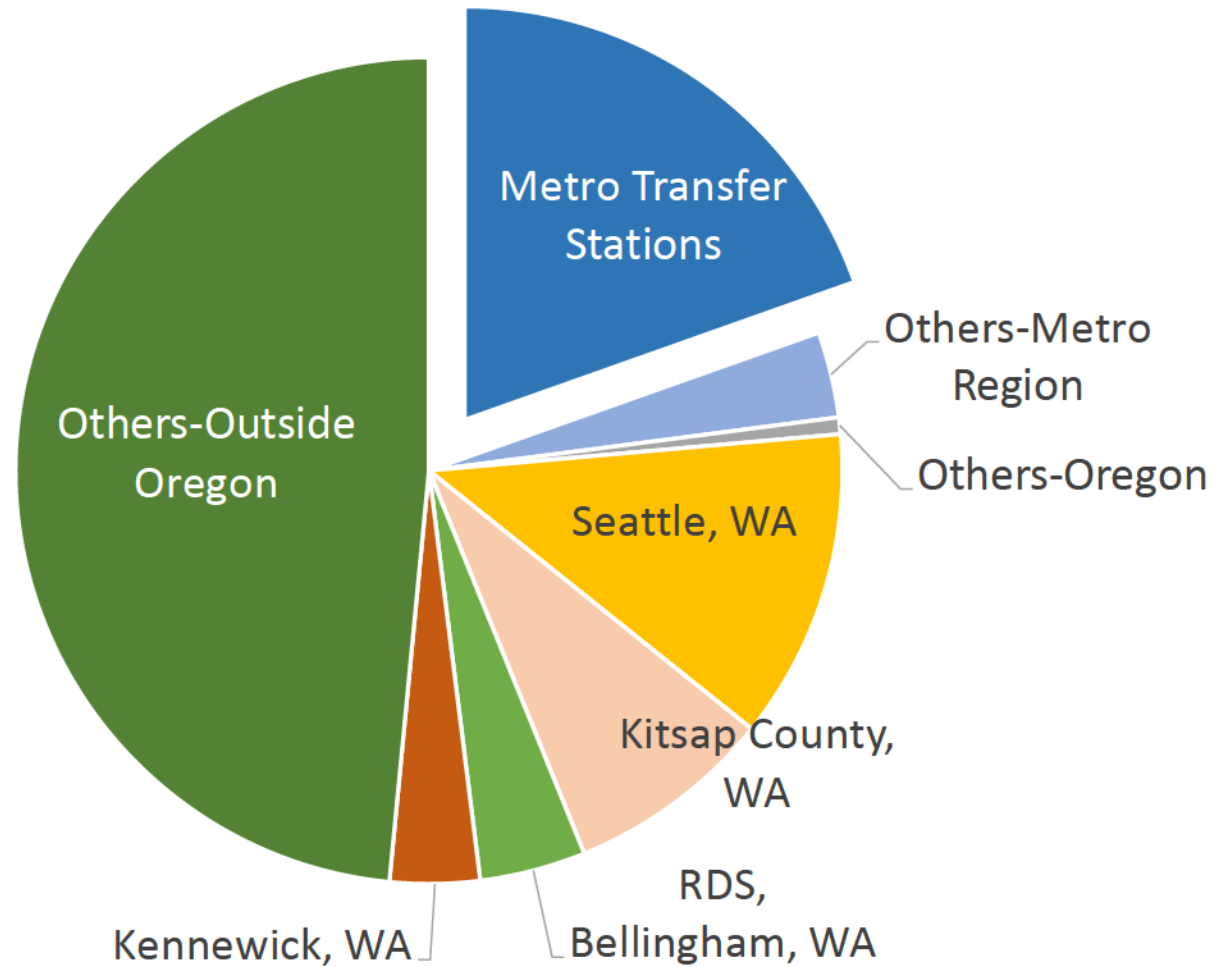
Metro



# Presentation Overview

- Context in the Roadmap
- Scope and scale
- What we've learned
- Timeline
- Procurement strategy

# Columbia Ridge Landfill Total Tons Received



2016 – 2.5 Million Tons

# Public Benefits

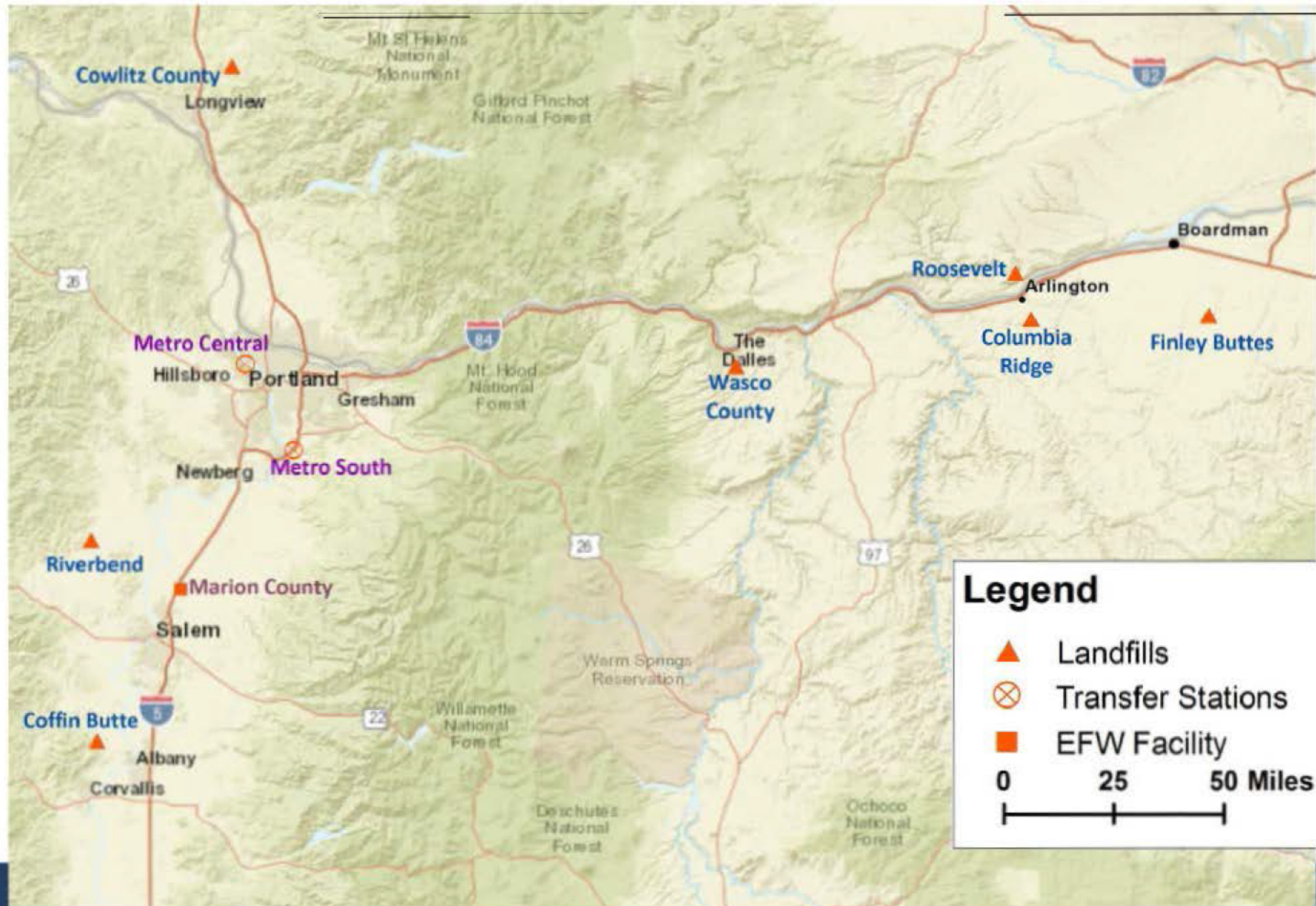
1. Protect people's health
2. Protect the environment
3. Get good value for the public's money
4. Keep the commitment to the highest and best use of materials
5. Be adaptive and responsive in managing materials
6. Ensure services are available to all types of customers

# From St. Johns to Columbia Ridge



# What We've Learned in the Last 30 Years





# Landfills



Finley Buttes

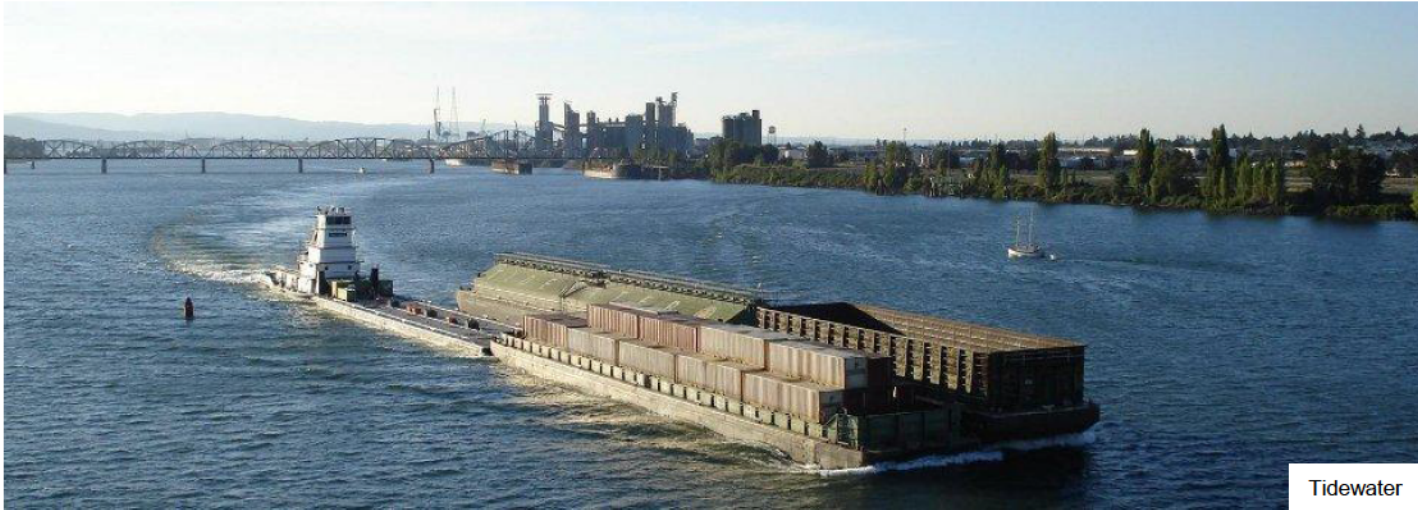


Cowlitz County



Wasco County

# Transport



Tidewater



BNSF



Walsh

# Connecting the Dots



Port of Morrow



Republic Yard

# Diversity Equity & Inclusion



Strategic plan to advance racial  
equity, diversity and inclusion

[oregonmetro.gov](http://oregonmetro.gov)

---

# Procurement Strategy

- Issue a Request for Qualifications prior to disposal RFP
- Issue separate Request for Proposals for transport and disposal

# Project Milestones

<b>May 2, 2017 *</b>	Overview of transport and disposal procurement.
<b>Summer 2017 *</b>	Evaluation criteria weighting.
<b>Summer 2017</b>	Qualify eligible landfills, and release draft RFPs for comment.
<b>Fall 2017</b>	Release RFPs.
<b>Spring 2018</b>	Announce highest ranked firms.
<b>Summer 2018</b>	Negotiate final contracts.
<b>Fall 2018 *</b>	Approve contract signing.
<b>January 1, 2020</b>	New transport and disposal contracts begin.

*\* Asterisk denotes Council Work Session*

---

# Questions

1. What other information would you like to know about the transport and disposal procurement?
2. Do the proposed Council engagements seem like the right number and frequency?

## Councilor Feedback Sheet

to capture thoughts and feedback on the Transport and Disposal Procurement presentation  
May 2, 2017

Questions for the Metro Council today:

1. What other information would you like to know about the transport and disposal procurement?
2. Do the proposed Council engagements seem like the right number and frequency?

### Feedback

---

Context (Paul)

---

Project Scope (Tom)

---

Lessons Learned (Will)



[oregonmetro.gov/rtp](http://oregonmetro.gov/rtp)



2018 Regional Transportation Plan

# **Building the RTP Investment Strategy**

Council briefing

May 2, 2017

# Focus of today's discussion and policy direction

## 1. RTP Policy Framework

*See Attachments 1 and 2 - adopted 2014 RTP policy framework and revised draft vision statement*

## 2. RTP Evaluation Framework

*See Attachments 3 & 4 - revised system performance and transportation equity analysis measures and pilot project evaluation recommended for testing*

## 3. RTP Funding Framework

*See Presentation - includes draft capital funding targets and TPAC recommendation for sizing Strategic Priorities project list (and overall draft investment strategy)*

# Regional Transportation Plan

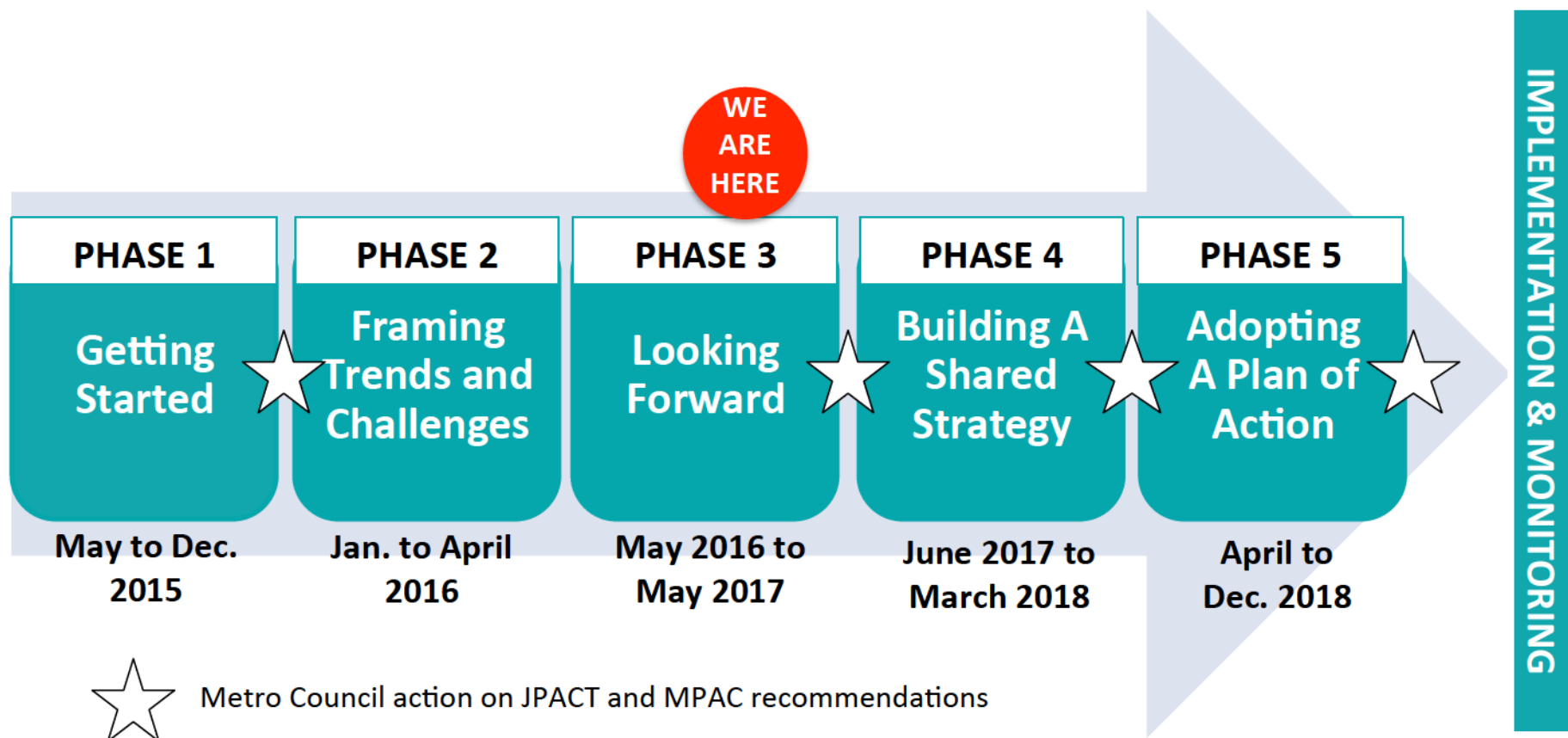
Sets the course for moving the region safely, efficiently and affordably for decades to come

Establishes priorities for federal, state and regional funding

Required at least every 4 years



# Project timeline



# Challenges to our economic prosperity and quality of life

- Aging infrastructure
- More congestion, less reliability for people and freight
- Fatal and serious injury crashes
- Earthquake vulnerability
- Social inequity and disparities
- Gaps in transit, biking and walking connections
- Housing and transportation affordability and displacement
- Climate change and air quality
- Changing technologies



2018 RTP Quick Poll Surveys (2015 and 2016), Regional Snapshot on Transportation (2016), technical work group discussions (2016) and Regional Leadership Forums 1 and 2 (2016)

# 2040 Growth Concept and community plans are our foundation



2014 REGIONAL  
**ACTIVE**  
TRANSPORTATION PLAN



Regional  
Transportation Plan

Adopted July 17, 2014  
[www.oregonmetro.gov/rtp](http://www.oregonmetro.gov/rtp)

2014



Climate Smart Strategy  
for the Portland metropolitan region

[oregonmetro.gov/climatestrategy](http://oregonmetro.gov/climatestrategy)

2014

**Adopted  
State and  
local plans**

**2040 Growth Concept  
Adopted in 1995**

# RTP Policy Framework...

## *Attachments 1 and 2*

Adopted 2014 RTP policy framework and revised vision provide starting point for strategy

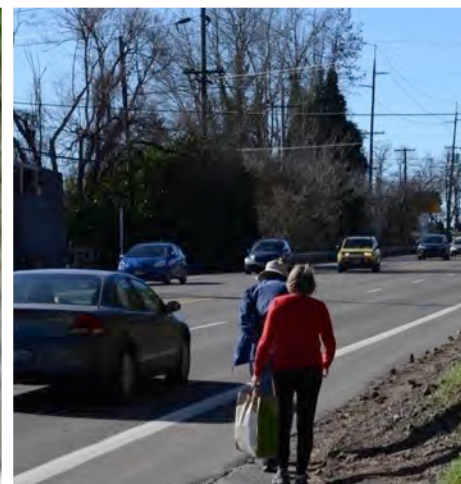
Framework will be subject to review and refinement by work groups in 2017-18

- Review of RTP goals, particularly the safety, equity and accountability goals
- Review of performance targets to meet federal and state requirements
- Review of modal policies and maps, particularly throughways/arterials, transit, and freight networks

# ...RTP Policy Framework...

## Revised shared vision\*

*In 2040, everyone in the Portland metropolitan region will share in a prosperous, equitable economy and exceptional quality of life sustained by a safe, reliable, healthy, and affordable transportation system.*



\*Reflects 4/20 JPACT and 4/26 MPAC comments, and subsequent 4/28 TPAC recommendation to JPACT

# ...RTP Policy Framework

## Adopted policy goals

### WHAT WE WANT TO ACHIEVE

Vibrant communities

Economic competitiveness

Transportation choices

Travel efficiency

Safety and security

Environmental stewardship

Public health

Reduced greenhouse gas emissions

### HOW WE GET THERE

Equity

Sustainability

Accountability

# RTP Evaluation Framework

## *Attachments 3 and 4*

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

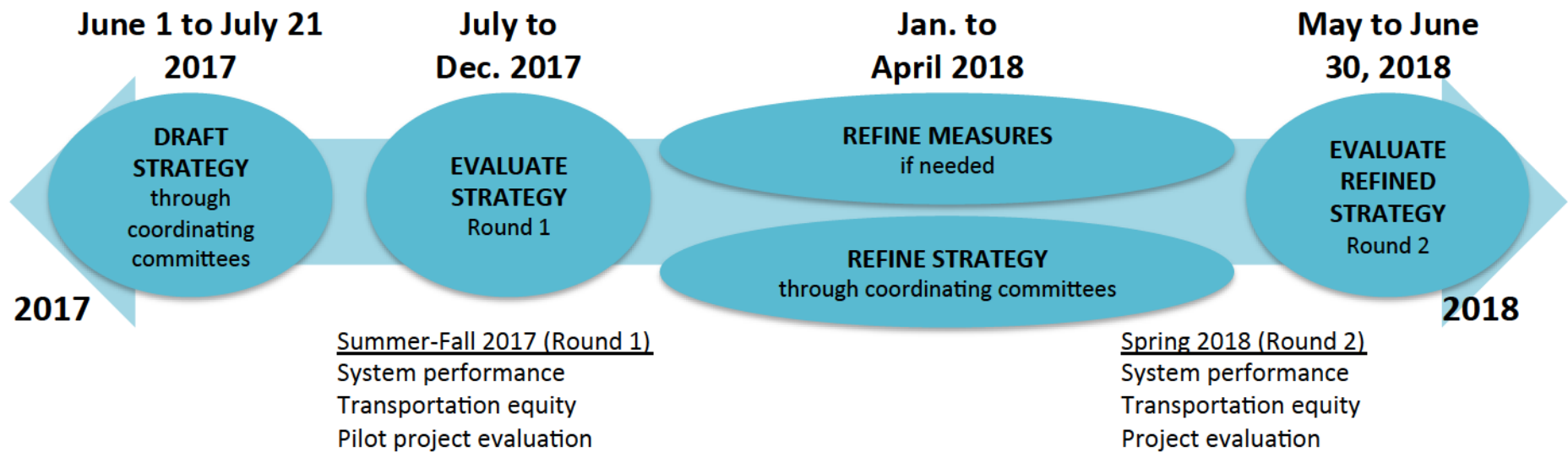
- System-level evaluation  
*(all projects)*
- Transportation equity analysis\*  
*(all projects)*
- Pilot project-level evaluation  
*(small number of projects)*



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

# Process for building, evaluating and refining the RTP Investment Strategy

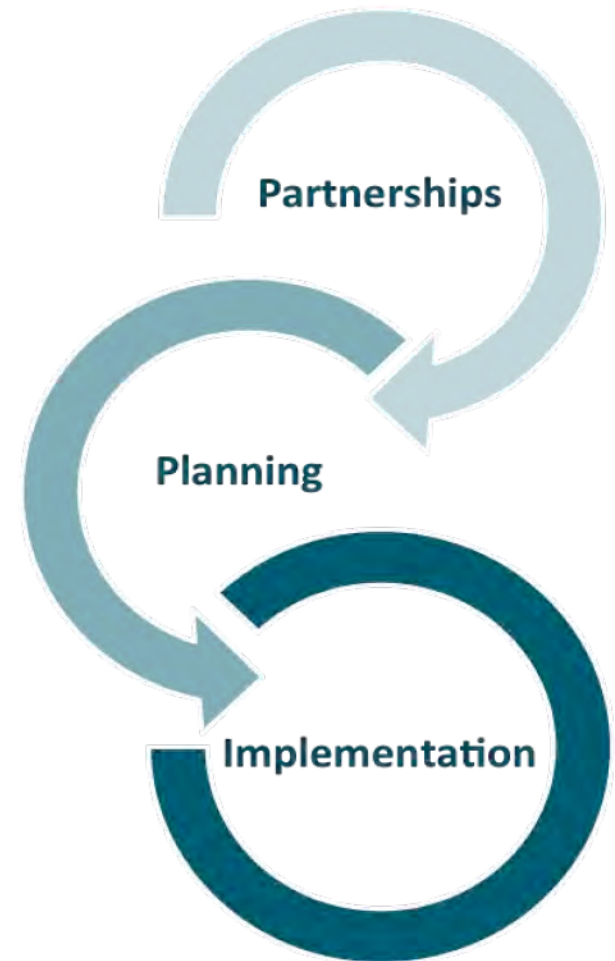
## *Attachment 7*



Safety, transit and freight strategies continue to be developed on parallel tracks and will be informed by the analysis findings and recommendations 11

# Additional Strategic Priorities Project List

- Aspirational
- Reflects additional priorities we want and need, but lack funding
- Includes projects to consider and prepare for regional planning and construction pipeline
- Recommendation needed on the size of Strategic list



# Funding Level Peer Review Comparison to inform setting strategic priorities level

Peer Region	Per capita per-year amount	Rough increase above financially constrained
Portland, Oregon <small>reflects 2014 RTP</small>	\$477	50%
Salt Lake City, Utah	\$586	22%
Seattle, Washington	\$657	37%
Los Angeles, California	\$700	47%
<b>TPAC recommendation to JPACT on 4/28/17</b>	<b>n/a</b>	<b>100% (double financially constrained)</b>

# RTP Funding Framework

## DRAFT Capital Projects Funding Targets

Funding targets are in 2016\$ and have been rounded

Agency/ Coordinating Committee	Constrained Priorities Capital Funding Target 2018 – 2040	Strategic Priorities Capital Funding Target 2028-2040	2014 RTP Total <u>2010-2040</u>
ODOT	\$1.52	\$1.52	\$1.3 B
TriMet	\$3.21	\$3.21	\$5.9 B
City of Portland	\$1.04	\$1.04	\$2.8 B
Clackamas County & cities	\$0.71	\$0.71	\$1.9 B
Multnomah County & cities	\$0.44	\$0.44	\$1.9 B
Washington County & cities	\$2.14	\$2.14	\$5.5 B
Other (Port, SMART)	under development	under development	~\$0.6 B
<b>TOTAL</b>	<b>\$9.07 BILLION</b>	<b>\$9.07 BILLION</b>	<b>\$19.8 B</b>

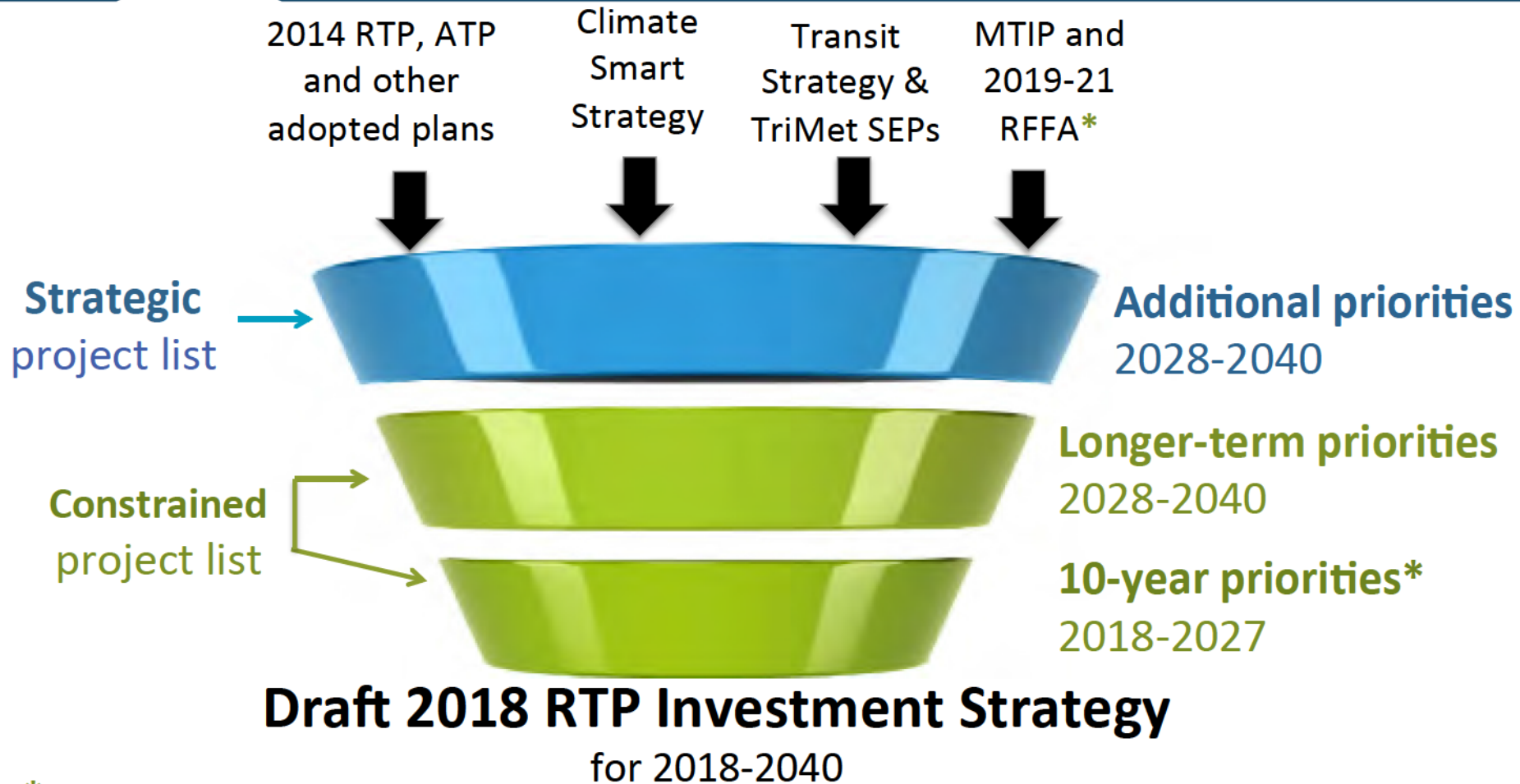
# TPAC Recommendation to JPACT

*April 28*

1. Support using 2014 RTP policy framework and revised vision statement as starting point
2. Support RTP evaluation framework for testing
3. Accept the draft financially constrained revenue forecast capital funding targets for use in the RTP Call for Projects\*
4. Double constrained funding level for the RTP Call for Projects (~\$18 billion for full RTP investment strategy)

*\* This recommendation acknowledges that all parts are subject to refinement in 2017-18. In particular, the draft financially constrained forecast will need refinements in 2018 to reflect local, regional, federal and/or state funding discussions or actions that occur before the RTP is finalized for adoption.*

# 2018 RTP Call for Projects



\* Committed projects in 10-year priorities include 3 highway bottlenecks and SW Corridor and Division Transit Projects, and active transportation projects to be selected by JPACT and the Metro Council for project development work.

# Council discussion

1. Questions?
2. Affirm support for using the 2014 RTP Policy Framework and revised vision statement as starting point?
3. Affirm support moving forward with testing the updated RTP Evaluation Framework?
4. Provide Council direction on funding level for 2018 RTP?

