

Agenda



Metro

600 NE Grand Ave.
Portland, OR 97232-2736

Meeting: Metro Technical Advisory Committee
 Date: Wednesday, May 3, 2017
 Time: **10:00 a.m. to 11:30 a.m.**
 Place: Council Chamber

Time	Agenda Item	Action Requested	Presenter(s)	Materials
10:00	CALL TO ORDER Updates from the Chair		Acting Chair Tom Kloster, Metro	
	<ul style="list-style-type: none"> · Citizen Communications to MTAC · Updates from Committee Members 		All	
10:15	2018 RTP: Building the RTP Investment Strategy and Project Evaluation Process <i>Purpose: Request MTAC's recommendation to MPAC on the process for updating and evaluating the region's near and long-term investment priorities</i>	Recommendation	Kim Ellis, Metro	
11:15	MTAC Discussion of 2017 Agenda Items <i>Purpose: MTAC members discuss/recommend issues/projects/programs they would like to hear about in 2017</i>	Discussion	Acting Chair Tom Kloster	
11:30	Adjourn			

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2017 MTAC Tentative Agendas

January 4 – Cancelled	January 18 – Cancelled
February 1 <ul style="list-style-type: none"> · 2018 RTP: Vision Zero and Safety Plan Update (McTighe) · Urban Growth Readiness Task Force Recommended Code Updates Update 	February 15 <ul style="list-style-type: none"> · Powell-Division Update · RTP Evaluation Framework (Mermin) <ul style="list-style-type: none"> ○ System Measures ○ Transportation equity analysis
March 1 – Cancelled	March 15 <ul style="list-style-type: none"> · Regional Transit Strategy · Regional Freight Plan · Building the RTP Investment Strategy* (Ellis)
April 5 <ul style="list-style-type: none"> · 2018 Urban Growth Management Decision Work Program Overview · Expectations for cities proposing residential UGB expansions 	April 19 <ul style="list-style-type: none"> · Building the RTP Investment Strategy* and Project Evaluation Process · Powell-Division Transit and locally preferred alternative resolution and related RTP ordinance (Recommendation to MPAC) · 2040 Grants
May 3 <ul style="list-style-type: none"> · Building the RTP Investment Strategy* (Recommendation to MPAC) (Ellis) 	May 17
June 7 <ul style="list-style-type: none"> · 2018 Call for Projects update (Ellis) · Designing Livable Streets (McTighe) 	June 21 <ul style="list-style-type: none"> · Administrative process for consideration of mid-cycle UGB expansion proposals from cities
July 5 <ul style="list-style-type: none"> · Administrative process for consideration of mid-cycle UGB expansion proposals from cities 	July 19 <ul style="list-style-type: none"> · Work plan for digital mobility policy (Frisbee) · Transportation Resiliency (Ellis)
August 2	August 16
September 6	September 20 <ul style="list-style-type: none"> · Update on RTP Investment Strategy analysis (Ellis)
October 4	October 18 <ul style="list-style-type: none"> · Update on RTP Investment Strategy analysis (Ellis)
November 1 <ul style="list-style-type: none"> · Technical drafts of modal/topical plans** 	November 15 <ul style="list-style-type: none"> · Draft RTP Investment Strategy Findings (Ellis) · Technical drafts of modal/topical plans** · Designing Livable Streets (McTighe)
December 6 <ul style="list-style-type: none"> · Draft RTP Investment Strategy Findings (Ellis) · Background on RTP Regional Leadership Forum #4 (Ellis) 	December 20

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

**This includes Regional Transit Strategy, Regional Freight Plan, and Regional Safety Plan

Parking Lot – Future Agenda Items

- Update on technical activities related to land use modeling/growth management

Memo



Metro

600 NE Grand Ave.
Portland, OR 97232-2736

Date: April 27, 2017
To: Metro Technical Advisory Committee (MTAC) and interested parties
From: Kim Ellis, RTP Project Manager
Subject: Building the 2018 RTP Investment Strategy – RECOMMENDATION TO MPAC REQUESTED

PURPOSE

The purpose of this agenda item is to request MTAC's recommendation to the Metro Policy Advisory Committee (MPAC) on the process for updating and evaluating the region's near- and long-term investment priorities.

ACTION REQUESTED

On May 3, MTAC will be asked to make a recommendation to MPAC. **MTAC's recommendation will include two parts:**

1. **2018 RTP Policy Framework and Vision Statement** as revised by regional policy committees to guide building the draft RTP Investment Strategy. MTAC is requested to recommend that MPAC recommend using the 2018 RTP Policy Framework and revised vision statement to guide building the draft investment strategy. Attachments 1 and 2.
2. **2018 RTP Evaluation Framework** which includes updated system performance and transportation equity measures and draft project evaluation criteria identified for testing through the analysis of the draft RTP Investment Strategy. The evaluation framework will be subject to further refinement based on the analysis. MTAC will have an opportunity to identify further changes to the pilot project evaluation process and draft criteria during the May 3 meeting. MTAC is requested to recommend that MPAC support moving forward with testing the updated RTP Evaluation Framework, including the pilot project evaluation process and criteria. Attachments 3 and 4.

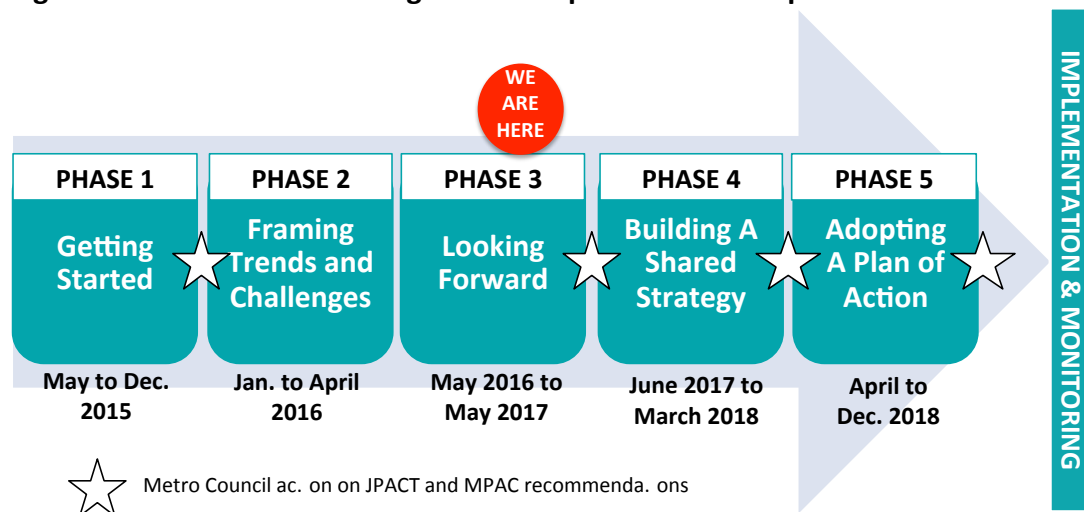
Pending Council action on recommendations from JPACT and the Metro Policy Advisory Committee (MPAC), Metro will issue a "call for projects" to update the region's transportation near- and long-term investment priorities to support regional goals for safety, congestion relief, affordability, community livability, the economy, equity, and the environment on June 1, 2017.

BACKGROUND

The greater Portland region's economic prosperity and quality of life depend on a transportation system that provides every person and business in the region with equitable access to a safe, efficient, reliable, affordable and healthy transportation system. Through the 2018 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 shows where we are in the process.

Figure 1. Timeline for 2018 Regional Transportation Plan Update



In December 2016 and February 2017, 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

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

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

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.

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

BUILDING THE 2018 RTP INVESTMENT STRATEGY

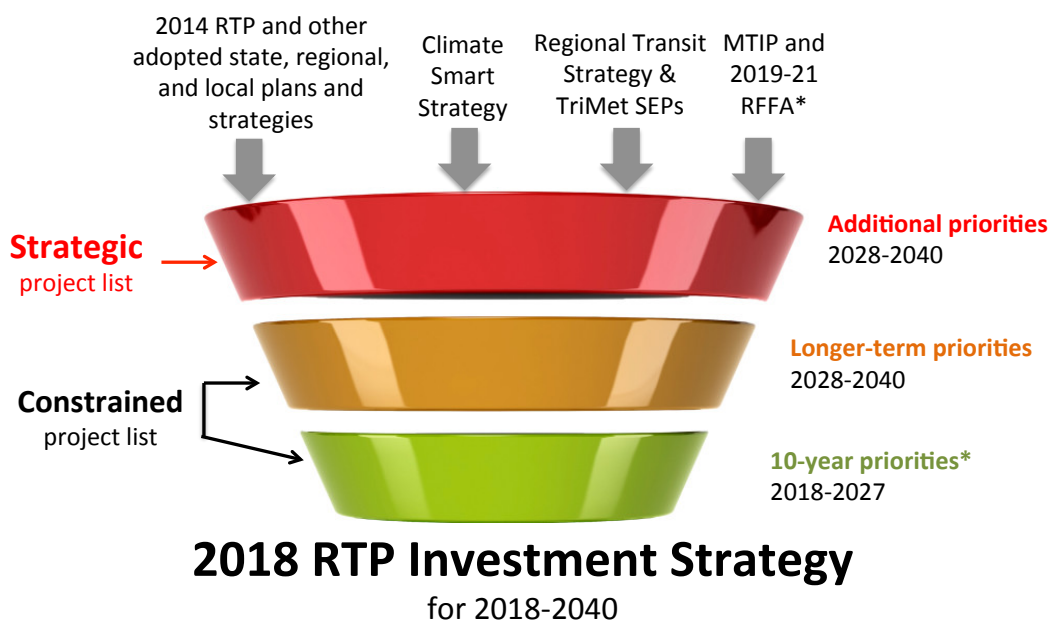
Call for Projects to build a draft investment strategy

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 *Strategic Priorities*, will represent additional priority investments that the region needs and agrees to work together to fund and construct in the 2028-2040 time period.

Figure 2. 2018 RTP Investment Strategy Framework



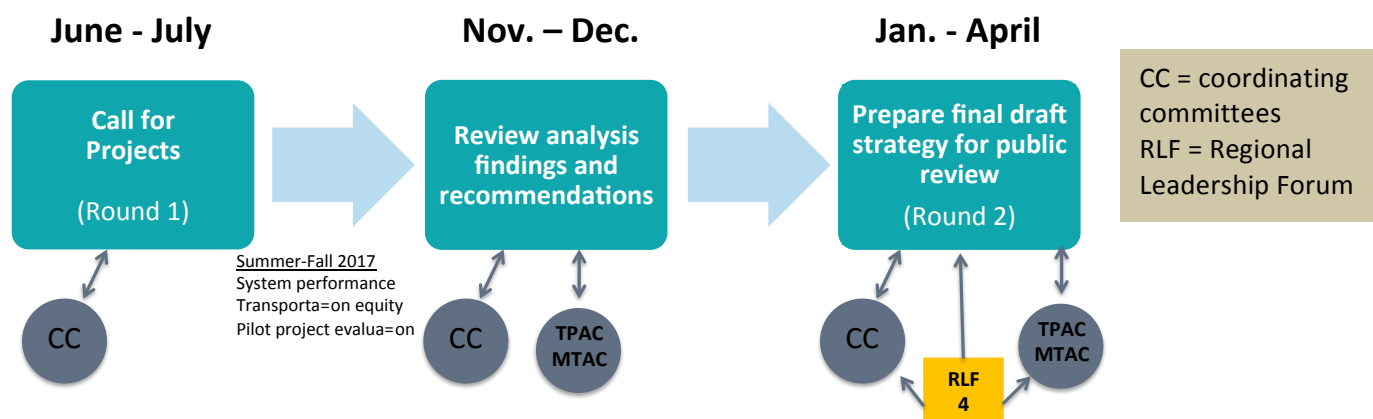
* Committed projects in 10-year priorities include 3 highway bottlenecks (I-5/Rose Quarter, OR 217, and I-205 widening – Ph. 1: I-205/Abernethy Bridge and Ph. 2: I-205 mainline), SW Corridor and Division Transit Projects and active transportation projects to be selected by JPACT and the Metro Council for project development work.

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 Strategic 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 3**. More detail is provided in Attachment 6.

Figure 3. 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 2040¹, 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 and air quality 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 and air quality 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.

Note: The socioeconomic (population, household, and employment) data is the same for the No Build and RTP Investment Strategy Packages 2 and 3, looking out to the year 2040. Investment Strategy Package 1 uses socioeconomic data for the year 2027 for the analysis.

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.

¹ 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.

ACTIVITIES SINCE THE APRIL 19 BRIEFING ON RTP

Since the last update to MTAC on April 19, 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 **2018 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 revisions identified by MTAC, JPACT and MPAC on April 26.

On April 26, MPAC members reviewed the draft vision statement and recommended a more succinct statement be developed so it could be a more useful public communication tool. The revisions identified below in track changes reflect staff's recommendation for addressing specific comments provided during the discussion:

Our shared vision – an inspiring expression of the future we want

~~*In the 21st century*~~*In 2040, everyone in greater Portland ~~all residents people and businesses of the Portland metropolitan region~~ will share in a prosperous, ~~and~~ equitable economy and exceptional quality of life ~~built on~~ ~~sustained by a foundation of~~ safe, reliable, healthy, and affordable ~~travel~~ ~~option~~transportation system.*

Recommended clean version:

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

Our mission – a summary of the aims and values of the RTP to realize our vision for the future

Together our investments will support local and regional land use goals and plans and connect everyone to a range of housing choices and education, services and work opportunities of today and the future.

Together we will ~~build~~ create a transportation system that:

- *is well-maintained and fiscally sustainable ~~designed to be~~*
- *is safe and accessible for all ages, abilities and modes of travel*
- *adapts to emerging ~~employs the best technologies, and~~*
- *manages both demand and capacity effectively*
- *~~to safeguard our~~ reduces pollution and protects our climate and the environment, efficiently*
- *moves our products to market efficiently, and connect everyone to the education, services and work opportunities of today and the future. The system will be fiscally sustainable and prepared*
- *is ready for natural disasters. ~~It will~~*
- *seamlessly ~~and fully~~ interconnects rail, aviation, marine, highway, major street, bus, biking, and walking services and facilities.*

Recommended clean version:

Together our investments will support local and regional land use goals and plans and connect everyone to a range of housing choices and education, services and work opportunities of today and the future.

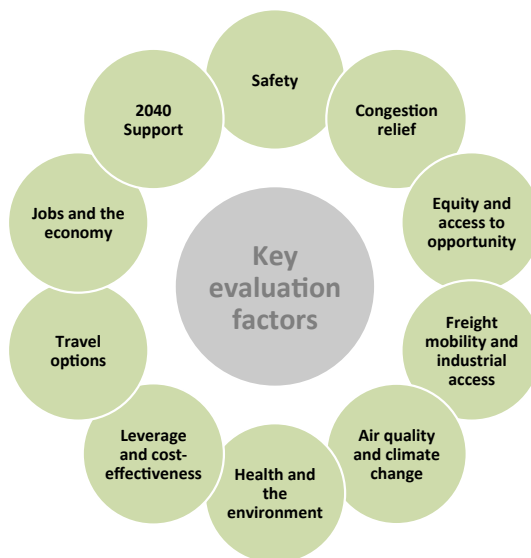
Together we will create a transportation system that:

- *is well-maintained and fiscally sustainable*
- *is safe and accessible for all ages, abilities and modes of travel*
- *adapts to emerging technologies*
- *manages both demand and capacity effectively*
- *reduces pollution and protects our climate*
- *moves our products to market efficiently*
- *is ready for natural disasters*
- *seamlessly interconnects rail, aviation, marine, highway, major street, bus, biking, and walking services and facilities.*

The RTP Policy Framework, including the revised vision statement and revisions to Goal 11, 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 2018 RTP Policy Framework will guide building the RTP Investment Strategy. MTAC is requested to recommend that MPAC recommend using the 2018 RTP Policy Framework and revised vision and mission statement to guide building the draft investment strategy.

- Staff updated the **outcomes-based 2018 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 a second workshops with MTAC, 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 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.



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

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 extensive feedback provided by the technical committees and interested partners and will be subject to further refinement in 2017-18 to address any issues identified during testing. MTAC will have an opportunity to identify further changes to the pilot process and draft criteria during the May 3 meeting. MTAC is requested to recommend that MPAC support moving forward with testing the updated RTP Evaluation Framework, including the pilot project evaluation process and criteria. Note: The detailed criteria are provided through a separate memo dated April 24, 2017.

- Staff updated the RTP **financially constrained revenue forecast** after 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 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. TPAC's recommendation to JPACT on the RTP Funding Framework will be presented to MTAC on May 3 as information. No action or recommendation will be requested.

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.

- 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 was presented at the Metro Council, MPAC and JPACT – resulting in all three policy bodies supporting a Vision Zero safety goal for the 2018 RTP and updated Regional Transportation Safety Strategy. In addition, at the Metro Council work sessions on the safety strategy and transit strategy, 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.
- 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 targets², 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

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

Attachment 5. Attachment 6 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. *Note: the web page is under development.*

NEXT STEPS

TPAC will be requested to make a recommendation to JPACT on April 28 – any further refinements recommended by TPAC will be brought forward for MTAC consideration on May 3. 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. The Metro Council is scheduled to consider the recommendations from MPAC and JPACT on May 30.

Attachment 7 summarizes the schedule for the 2018 RTP Call for Projects and evaluation and refinement of the draft 2018 RTP Investment Strategy. **Attachment 8** 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 9**.

/ATTACHMENTS

Attachment 1. 2018 RTP Policy Framework, including updated draft RTP vision statement (4/27/17)

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 (4/24/17)

Attachment 5. Examples of Investments to Address Regional Challenges (4/20/17)

Attachment 6. Summary of Coordination, Evaluation and Refinement Activities | June 1, 2017 to June 30, 2018 (4/21/17)

Attachment 7. Schedule and Timeline for Building 2018 RTP Investment Strategy (4/10/17)

Attachment 8. 2017 Council and Advisory Committee Schedule (4/14/17)

Attachment 9. 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 and mission for the region's transportation system that reflects community values 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. ¹

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.

¹ 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/.

Our shared vision for the future of transportation

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

Our vision – an inspiring expression of the future we want

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

Our shared mission to achieve the future of we want

The following summary reflects the aims of the RTP to realize our vision for the future:

Our mission

Together our investments will support local and regional land use goals and plans and connect everyone to a range of housing choices and education, services and work opportunities of today and the future.

Together we will create a transportation system that:

- *is well-maintained and fiscally sustainable*
- *is safe and accessible for all ages, abilities and modes of travel*
- *adapts to emerging technologies*
- *manages both demand and capacity effectively*
- *reduces pollution and protects our climate*
- *moves our products to market efficiently*
- *is ready for natural disasters*
- *seamlessly interconnects rail, aviation, marine, highway, major street, bus, biking, and walking services and facilities.*

The vision and mission reflect the values and desired outcomes expressed by the public, policymakers and community and business leaders engaged in development of the 2018 Regional Transportation Plan.

Regional goals and objectives for transportation²

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.
- **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.

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

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.
- **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 9.1 Environmental Justice** – Ensure benefits and impacts of investments are equitably distributed by population demographics and geography.
- **Objective 9.2 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 9.3 Housing Diversity** - Use transportation investments to achieve greater diversity of housing opportunities by linking investments to measures taken by the local governments to increase housing diversity.
- **Objective 9.4 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 10.1 Asset Management**– Adequately update, repair and maintain transportation facilities and services to preserve their function, maintain their useful life and eliminate maintenance backlogs.
- **Objective 10.2 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 10.3 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 and Transparency³

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 11.1 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 11.2 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.

³ The language identified in underscore was recommended by MPAC on April 26, 2017.

Summary of 2018 Regional Transportation Plan Policy Framework

Table 1. 2014 RTP Performance Targets⁴

ECONOMY
Safety – By 2040 <u>2035</u> , 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. reduce the number of fatal and severe injury crashes for pedestrians, bicyclists, and motor vehicle occupants each by 50% compared to 2007– 2011 average. ⁵
Congestion – By 2040, reduce vehicle hours of delay (VHD) per person by 10% compared to 2010.
Freight reliability – By 2040, reduce vehicle hours of delay per truck trip by 10% compared to 2010.
ENVIRONMENT
Climate change – By 2040, reduce transportation-related greenhouse gas emissions per capita below 2010 levels.
Active transportation – By 2040, triple walking, biking and transit mode shares compared to 2010.
Basic infrastructure – By 2040, increase by 50% the miles of sidewalk, bikeways, and trails compared to the regional networks in 2010.
Clean air – By 2040, ensure zero % population exposure to at-risk levels of air pollution.
Travel – By 2040, reduce vehicle miles traveled per person by 10 percent compared to 2010.
EQUITY
Affordability – By 2040, reduce the average household combined cost of housing and transportation by 25 percent compared to 2010.
Access to daily needs – 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.

Other RTP Performance Standards (from adopted 2014 RTP)

The RTP must demonstrate that it defines an adequate transportation system to serve planned land uses to meet state planning requirements. The targets in the previous section, the interim standards in this section and performance measures described in Chapter 4 of the 2014 RTP serve as the basis for determining whether the proposed transportation system adequately addresses the RTP goals and planned land uses during the plan period.⁶

Interim Regional Mobility Policy (first adopted in 2000 RTP)

The interim mobility policy shown in **Table 2** describes operational conditions that are used to evaluate the quality of service of the auto network, using the ratio of traffic volume to planned capacity (referred to as the volume/capacity ratio) of a given roadway. The measures are used to diagnose the extent of auto congestion during different times of the day in order to identify deficient roadway facilities and services in the plan. The interim regional mobility policy in **Table 2** shows the minimum performance level desired for auto transportation facilities and services within the region. Originally adopted in 2000 and amended into the Oregon Highway Plan in 2002, the interim regional mobility policy reflects a level of performance in the region that the Oregon Transportation Commission (OTC) deemed tolerable at the time of its adoption, but is also recognized as an incremental step toward a more comprehensive set of measures that consider system

⁴ 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.

⁵ 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.

⁶ The Oregon Transportation Planning Rule, subsection 0060, requires the RTP to include performance measures that ensure the transportation system is adequate to serve planned land uses.

Summary of 2018 Regional Transportation Plan Policy Framework

performance, as well as financial, environmental and community impacts. The OTC has indicated a desire for Metro to advance beyond the traditional mobility performance measure used to guide investment decisions. Metro, ODOT and other regional partners will continue to work together to update the current regional mobility policy to better align with RTP outcomes.

This evaluation helps the region develop strategies to address roadway congestion in a more strategic manner, given limited transportation funding and potential environmental and community impacts. Past system analysis described in Chapter 4 of the 2014 RTP finds that the region cannot achieve the mobility policy listed in **Table 2** within current funding levels or with the mix of investments included in the analysis.

Table 2. Interim Regional Mobility Policy | Deficiency Thresholds and Operating Standards (from adopted 2014 RTP)

Location	Standard Mid-Day One-Hour Peak ^A	Standard PM 2-Hour Peak ^A	
		1st Hour	2nd Hour
Central City Regional Centers Town Centers Main Streets Station Communities	.99	1.1	.99
Corridors Industrial Areas Intermodal Facilities Employment Areas Inner Neighborhoods Outer Neighborhoods	.90	.99	.99
I-84 (from I-5 to I-205)	.99	1.1	.99
I-5 North (from Marquam Bridge to Interstate Bridge)	.99	1.1	.99
OR 99E (from Lincoln Street to OR 224 interchange)	.99	1.1	.99
US 26 (from I-405 to Sylvan interchange)	.99	1.1	.99
I-405 ^B (I-5 South to I-5 North)	.99	1.1	.99
<u>Other Principal Arterial Routes</u>			
I-205 ^B			
I-84 (east of I-205)	.90	.99	.99
I-5 (Marquam Bridge to Wilsonville) ^B			
OR 217			
US 26 (west of Sylvan)			
US 30			
OR 8 (Murray Boulevard to Brookwood Avenue) ^B			
OR 212			
OR 224			
OR 47			
OR 213			

A. The demand-to-capacity ratios in the table are for the highest two consecutive hours of weekday traffic volumes. The mid-day peak hour is the highest 60-minute period between the hours of 9 a.m. and 3 p.m. The 2nd hour is defined as the single 60-minute period, either before or after the peak 60-minute period, whichever is highest.

Summary of 2018 Regional Transportation Plan Policy Framework

- B. A corridor refinement plan is required in Chapter 5 of the RTP, and will include a recommended mobility policy for each corridor.

Regional Modal Targets

Non-drive alone modal targets are established the 2014 RTP as shown in **Table 3**. The targets are intended to be goals for cities and counties to work toward as they implement the 2040 Growth Concept at the local level. Increases in walking, bicycling, ridesharing and transit mode shares will be used to demonstrate compliance with per capita travel reductions required by the state Transportation Planning Rule. The most urbanized areas of the region will achieve higher non-drive alone modal shares than less developed areas closer to the urban growth boundary.

Table 3 Regional Modal Targets (from adopted 2014 RTP)

2040 Design Type	Non-drive alone modal target
Portland central city	60-70%
Regional centers	45-55%
Town centers	
Main streets	
Station communities	
Corridors	
Passenger intermodal facilities	40-45%
Industrial areas	
Freight intermodal facilities	
Employment areas	
Inner neighborhoods	
Outer neighborhoods	

Note: The targets apply to trips to and within each 2040 design type. The targets reflect conditions needed in the year 2040 to comply with Oregon Transportation Planning Rule objectives to reduce reliance on single-occupancy vehicles.

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.⁷ 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.

⁷ More information can be found at: www.oregon.gov/LCD/Pages/GHGTargetReview.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):

<p>Arterial and Throughway Network Map Vision</p>	<ul style="list-style-type: none"> • Build a well-connected network of complete streets that prioritize safe and convenient pedestrian and bicycle access. • Improve local and collector street connectivity. • Maximize system operations by implementing management strategies prior to building new motor vehicle capacity, where appropriate.
<p>Regional Transit Network Map Vision⁸</p>	<ul style="list-style-type: none"> • Build the total network and transit-supportive land uses to leverage investments. • Expand high capacity transit. • Expand regional and local frequent service transit. • Improve local service transit. • Support expanded commuter rail and intercity transit service to neighboring communities • Improve pedestrian and bicycle access to transit.
<p>Regional Freight Network Map Vision⁹</p>	<ul style="list-style-type: none"> • Use a systems approach to plan for and manage the freight network. • Reduce delay and increase reliability. • Protect industrial lands and freight transportation investments. • Look beyond the roadway network to address critical marine and rail needs. • Pursue clean, green and smart technologies and practices.
<p>Regional Bicycle Network Map Vision</p>	<ul style="list-style-type: none"> • Make walking and bicycling the most convenient, safe and enjoyable transportation choices for short trips less than three miles. • Build an interconnected regional network of bicycle routes and districts integrated with transit and nature that prioritizes seamless, safe, convenient and comfortable access to urban centers and essential daily needs, including schools and jobs, for all ages and abilities. • Build a green ribbon of bicycle parkways as part of the region’s integrated mobility strategy. • Improve bike-transit connections. • Ensure that the regional bicycle and pedestrian network equitably serves all people.
<p>Regional Pedestrian Network Map Vision</p>	<ul style="list-style-type: none"> • Make walking and bicycling the most convenient, safe and enjoyable transportation choices for short trips less than three miles. • Build a well-connected network of pedestrian routes, including safe street crossings, integrated with transit and nature that prioritize seamless, safe, convenient and comfortable access to urban centers and essential daily needs, including schools and jobs, for all ages and abilities. • Create walkable downtowns, centers, main streets and station communities that prioritize safe, convenient and comfortable pedestrian access for all ages and abilities. • Improve pedestrian access to transit. • Ensure that the regional pedestrian network equitably serves all people.
<p>Transportation System Management and Operations Map Vision</p>	<ul style="list-style-type: none"> • Use advanced technologies, pricing strategies and other tools to actively manage the transportation system. • Provide comprehensive real-time traveler information to people and businesses. • Improve incident detection and clearance times on the region’s transit, arterial and throughway networks. • Implement incentives and programs to increase awareness of travel options and incent change.

Source: 2014 Regional Transportation Plan (Adopted July 2014)

⁸ 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.

⁹ The Regional Freight Network Vision is in the process of being updated as part of updating the Regional Freight Strategy.

Summary of 2018 Regional Transportation Plan Policy Framework

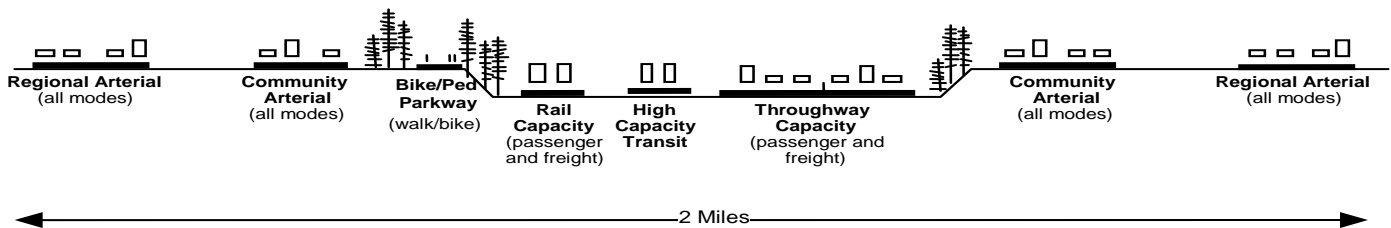
Regional Mobility Corridor Framework

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

Regional Mobility Corridor Concept

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

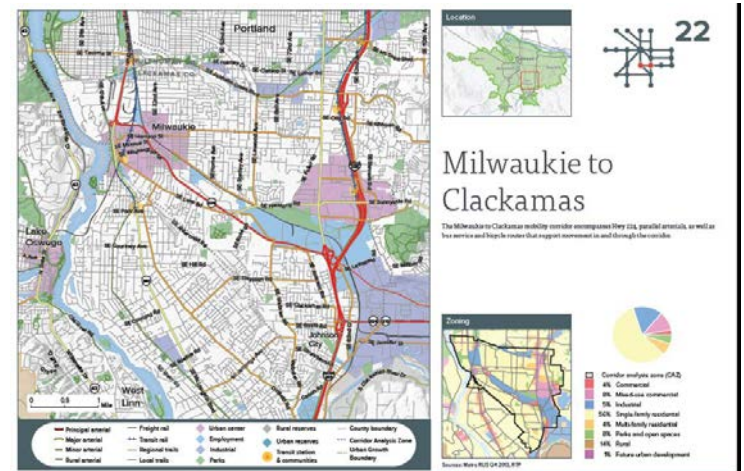
Figure 1. Regional Mobility Corridor Concept (transportation element)



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

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

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

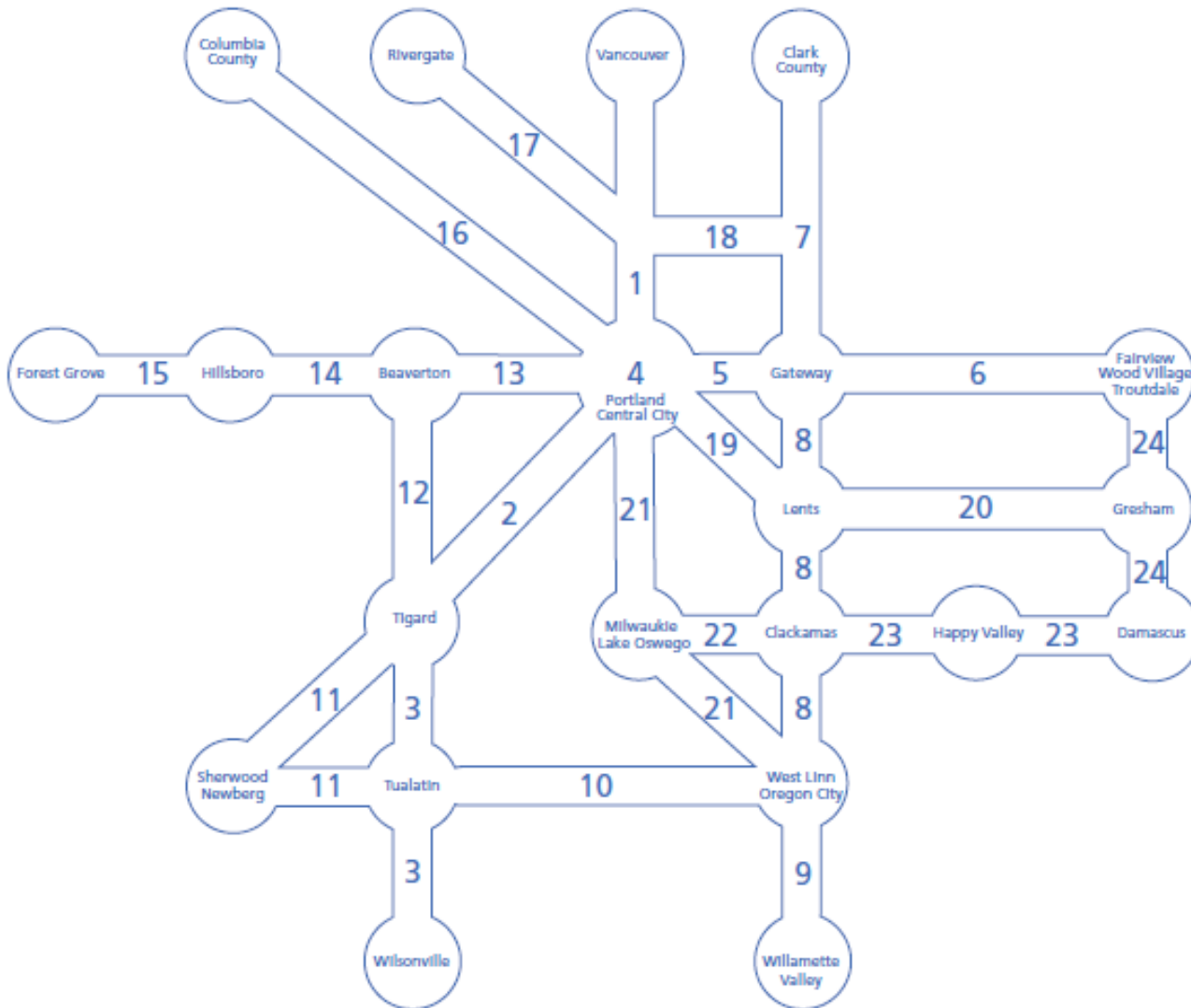


Excerpt from Regional Mobility Corridor Atlas to show the land use and geographic context.

Summary of 2018 Regional Transportation Plan Policy Framework

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

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



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

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

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

Excerpt from 2014 Regional Transportation Plan Attachment &

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 &

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.

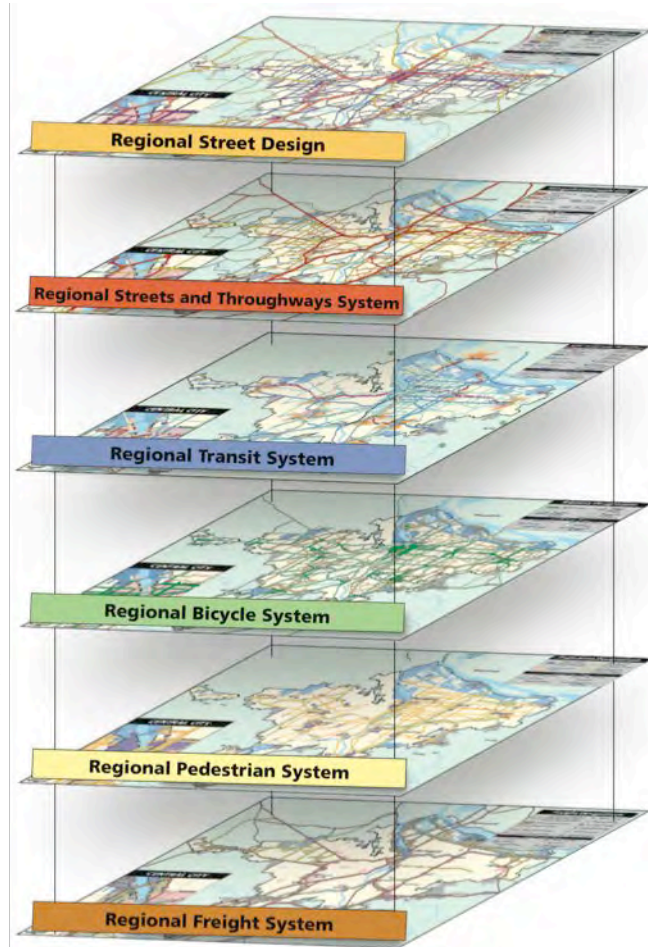
2.5 REGIONAL NETWORK VISIONS, CONCEPTS AND POLICIES

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.












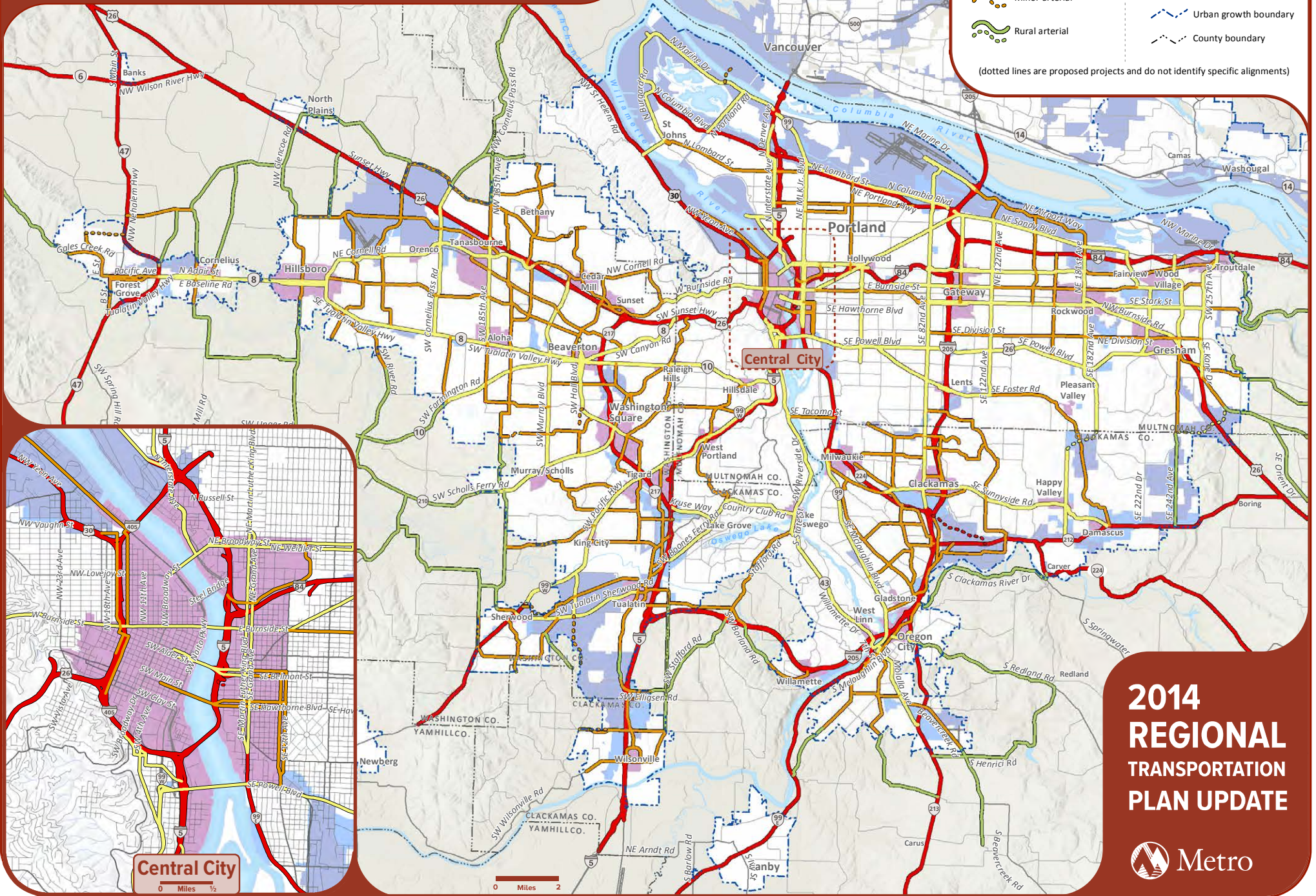
Regional Transportation Network Components

Arterial and Throughway Network

Excerpt from 2014 Regional Transportation Plan
Attachment 8

Figure 2.7

-  Principal arterial
 -  Major arterial
 -  Minor arterial
 -  Rural arterial
 -  Urban centers
 -  Employment
 -  Industry
 -  Urban growth boundary
 -  County boundary
- (dotted lines are proposed projects and do not identify specific alignments)



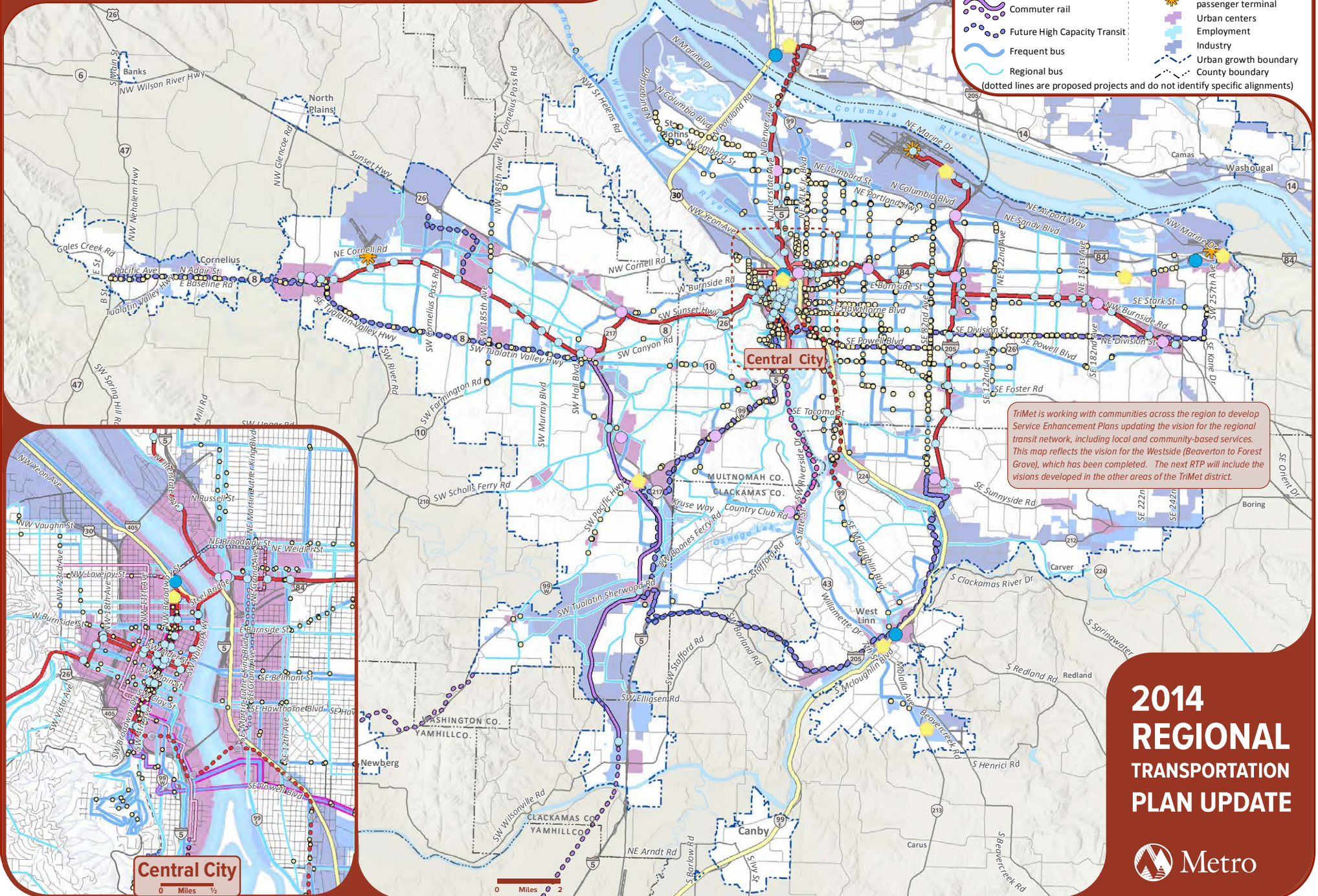
2014
REGIONAL
TRANSPORTATION
PLAN UPDATE



Regional Transit Network

Excerpt from 2014 Regional Transportation Plan
Attachment 8

Figure 2.10



**2014
REGIONAL
TRANSPORTATION
PLAN UPDATE**

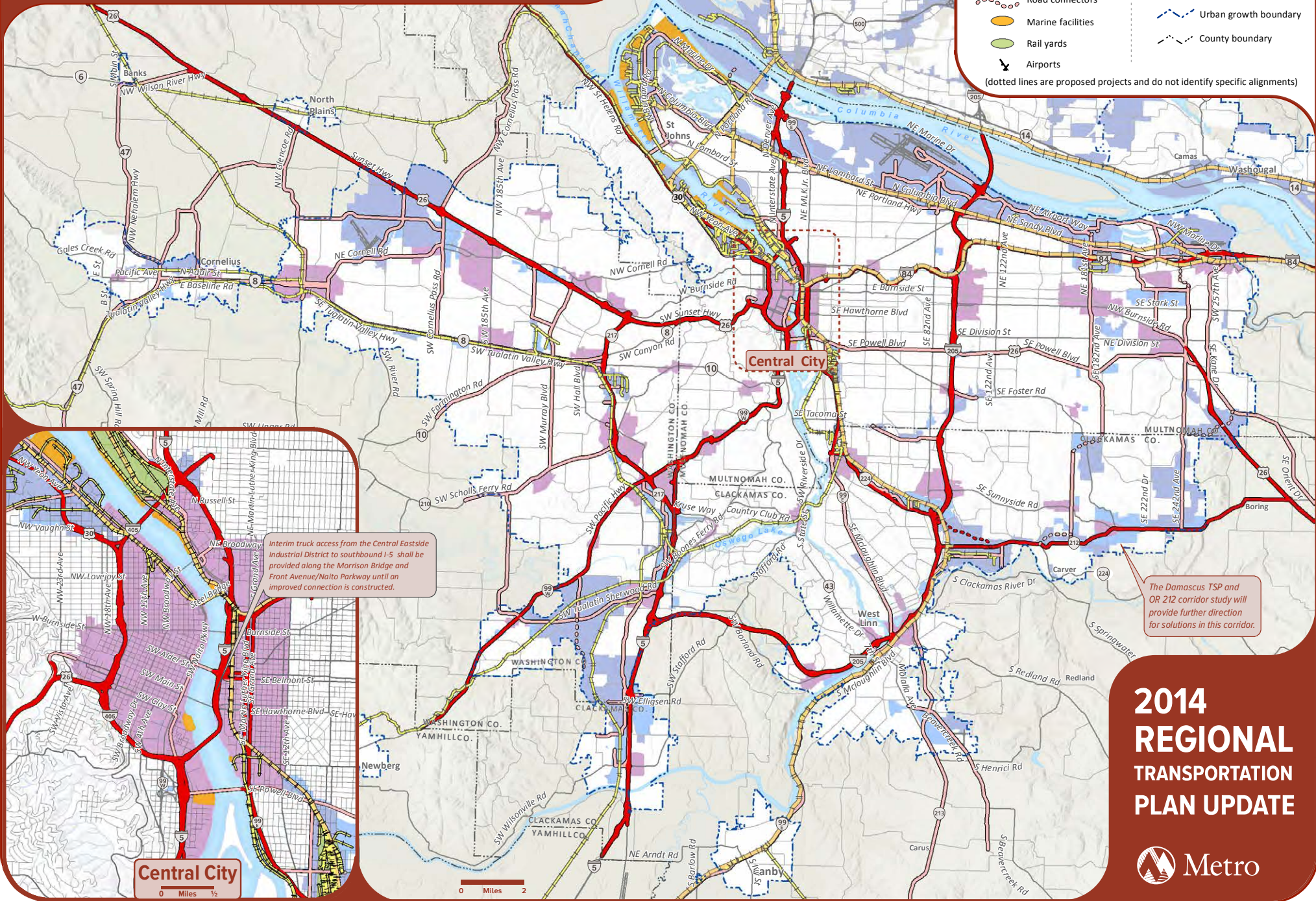


Regional Freight Network

Figure 2.15

Excerpt from 2014 Regional Transportation Plan
Attachment 8

- Main railroad lines
 - Branch railroad lines and spur tracks
 - Main roadway routes
 - Road connectors
 - Marine facilities
 - Rail yards
 - Airports
 - Urban centers
 - Employment
 - Industry
 - Urban growth boundary
 - County boundary
- (dotted lines are proposed projects and do not identify specific alignments)



Central City

0 Miles 1/2

Interim truck access from the Central Eastside Industrial District to southbound I-5 shall be provided along the Morrison Bridge and Front Avenue/Naito Parkway until an improved connection is constructed.

The Damascus TSP and OR 212 corridor TSP study will provide further direction for solutions in this corridor.

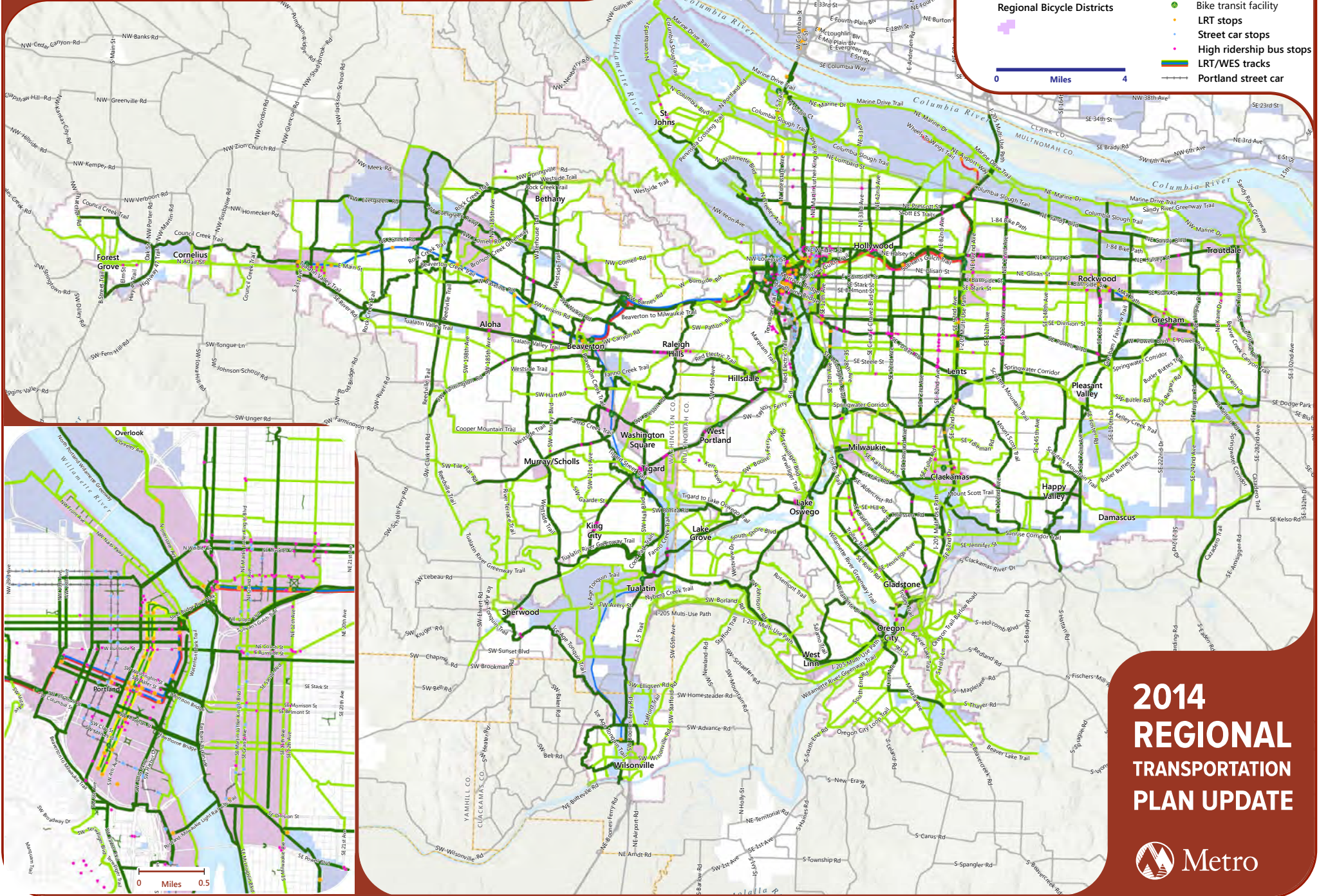
2014 REGIONAL TRANSPORTATION PLAN UPDATE



Regional Bike Network

Figure 2.18

Excerpt from 2014 Regional Transportation Plan Attachment &



Bicycle Parkway
 Bicycle Parkway

Regional Bikeway
 Regional Bikeway

Regional Bicycle Districts
 Regional Bicycle Districts

Parks and natural areas
 Parks and natural areas

Industrial and Employment
 Industrial and Employment

County line
 County line

ugb
 ugb

Bike transit facility
 Bike transit facility

LRT stops
 LRT stops

Street car stops
 Street car stops

High ridership bus stops
 High ridership bus stops

LRT/WES tracks
 LRT/WES tracks

Portland street car
 Portland street car

0 Miles 4

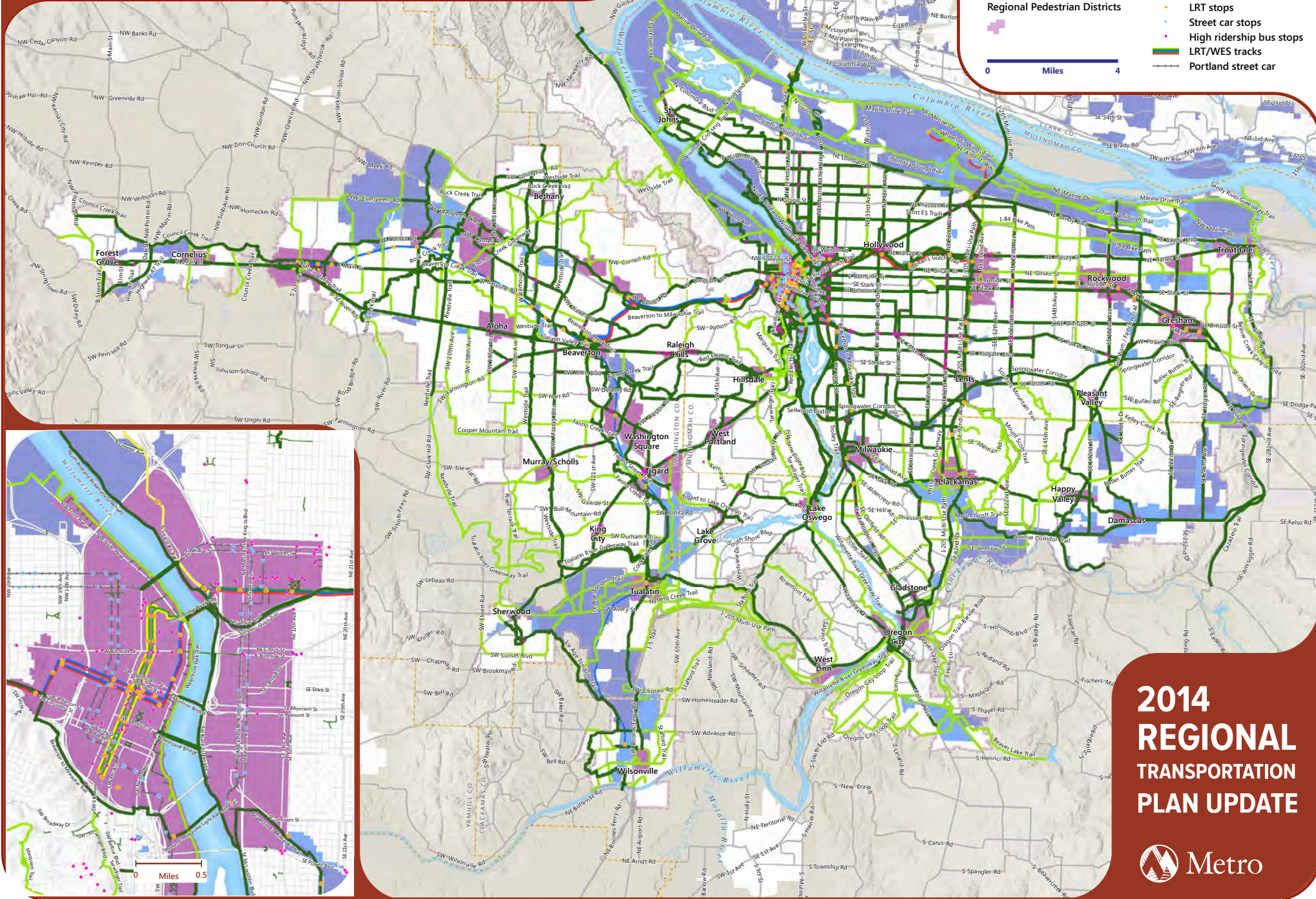
**2014
REGIONAL
TRANSPORTATION
PLAN UPDATE**



Regional Pedestrian Network

Figure 2.20

Excerpt from 2014 Regional Transportation Plan



Pedestrian Parkway

Regional Pedestrian Corridor

Regional Pedestrian Districts

Parks and natural areas

Industrial and Employment

County line

ugb

LRT stops

Street car stops

High ridership bus stops

LRT/WES tracks

Portland street car

0 Miles 4

**2014
 REGIONAL
 TRANSPORTATION
 PLAN UPDATE**



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2018 RTP System Evaluation Measures to be tested in Summer 2017

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

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

2018 RTP System Evaluation Measures to be tested in Summer 2017

7.	Access to jobs* 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.	Access to community places* 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.	Access to bicycle and pedestrian parkways Number and percent of households within ½ mile of a bicycle or pedestrian parkway.
10.	Access to transit Number and share of households, low-income households and employment within ¼- mile of high capacity transit or frequent service transit
11.	Access to industry and freight intermodal facilities Extent that industrial land and freight intermodal facilities are transportation constrained
How efficient is travel in our region?	
12.	Multi-modal travel times Between key origin-destinations for mid-day and 2-hr PM peak
13.	Congestion 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.	Transit efficiency 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
How will transportation impact climate change, air quality and the environment?	
15.	Climate change Tons of transportation-related greenhouse gas emissions (<i>total and per capita</i>)
16.	Clean air Tons of transportation related air pollutants (<i>e.g. CO, ozone, PM-10</i>)
17.	Habitat impact* 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

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.¹

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.

¹ 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



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

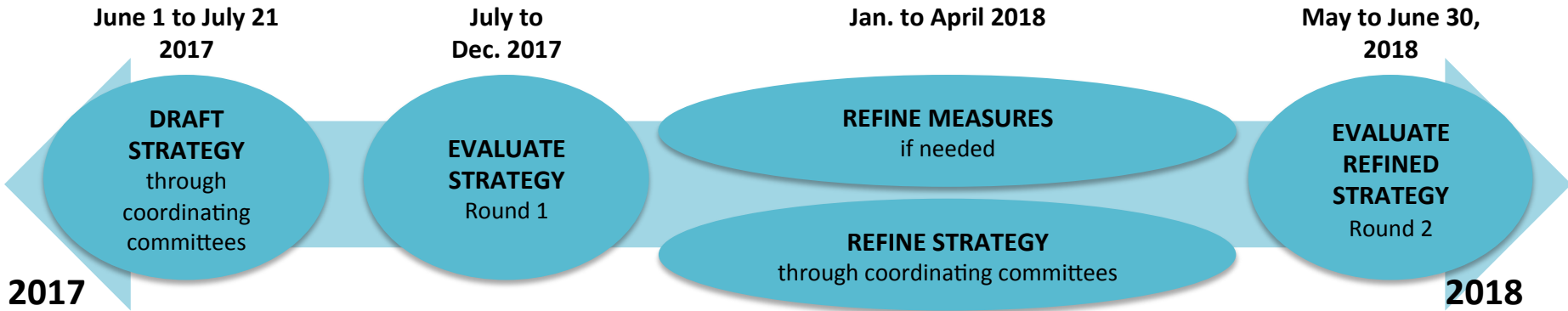


Emerging market-based technologies

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



2017

2018

Metro issues Call for Projects on June 1
 Cities and counties work with Metro, ODOT, Port, TriMet, and SMART through technical and policy coordinating committees to identify projects to submit
 Agencies submit project information on-line to Metro by July 21
 Agencies seek endorsement of projects from governing bodies by Aug. 25
 All agencies pilot project evaluation to test criteria and provide information to sponsoring agencies

Metro compiles draft project list to review project submittals and project criteria with TPAC and MTAC
 Metro evaluates draft strategy and identifies any shortcomings of measures and project criteria
 Metro prepares draft regional-level findings on system performance and transportation equity analysis
 Metro convenes RTP work groups, TPAC and MTAC and works with coordinating committees to review draft regional findings and deficiencies, and recommend changes, if any, that are needed
 Metro packages corridor-level and other technical information for agencies to use to refine projects with coordinating committees
 Coordinating committees prepare to refine project lists in response to the system evaluation, transportation equity analysis, and public input

On-line comment opportunity on draft project lists and regional findings
 Convene Regional Leadership Forum 4 to:

- Discuss regional findings and deficiencies and public input on draft projects lists
- Discuss updated funding information
- Receive direction on refining investment priorities (e.g., timing and/or constrained/strategic list) and updated evaluation measures and project criteria

Metro convenes RTP work groups to recommend refinements to system performance and transportation equity measures and project evaluation criteria for future use (Round 2)
 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
 Agencies submit updated projects on-line to Metro by April 29; all project submittals with a cost of more than \$10 million apply updated project criteria

Metro compiles refined draft project lists to review 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 for Metro Council, JPACT and MPAC policy direction
 Metro Council and JPACT recommend which draft project list (Round 1 or Round 2 or Hybrid) to be released for public comment period
 Hold 45-day public comment period from June 29 to Aug. 13 (tentative)





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

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
City of Portland	Courtney Duke (503) 823-7265 courtney.duke@portlandoregon.gov	Lake McTighe (503) 797-1747 lake.mctighe@oregonmetro.gov
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TriMet	Eric Hesse (503) 962-4977 hessee@trimet.org	Jamie Snook (503) 797-1751 jamie.snook@oregonmetro.gov
ODOT	Lidwien Rahman (503) 731-8229 lidwien.rahman@odot.state.or.us	John Mermin (503) 797-1747 john.mermin@oregonmetro.gov

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

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

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

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

* 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

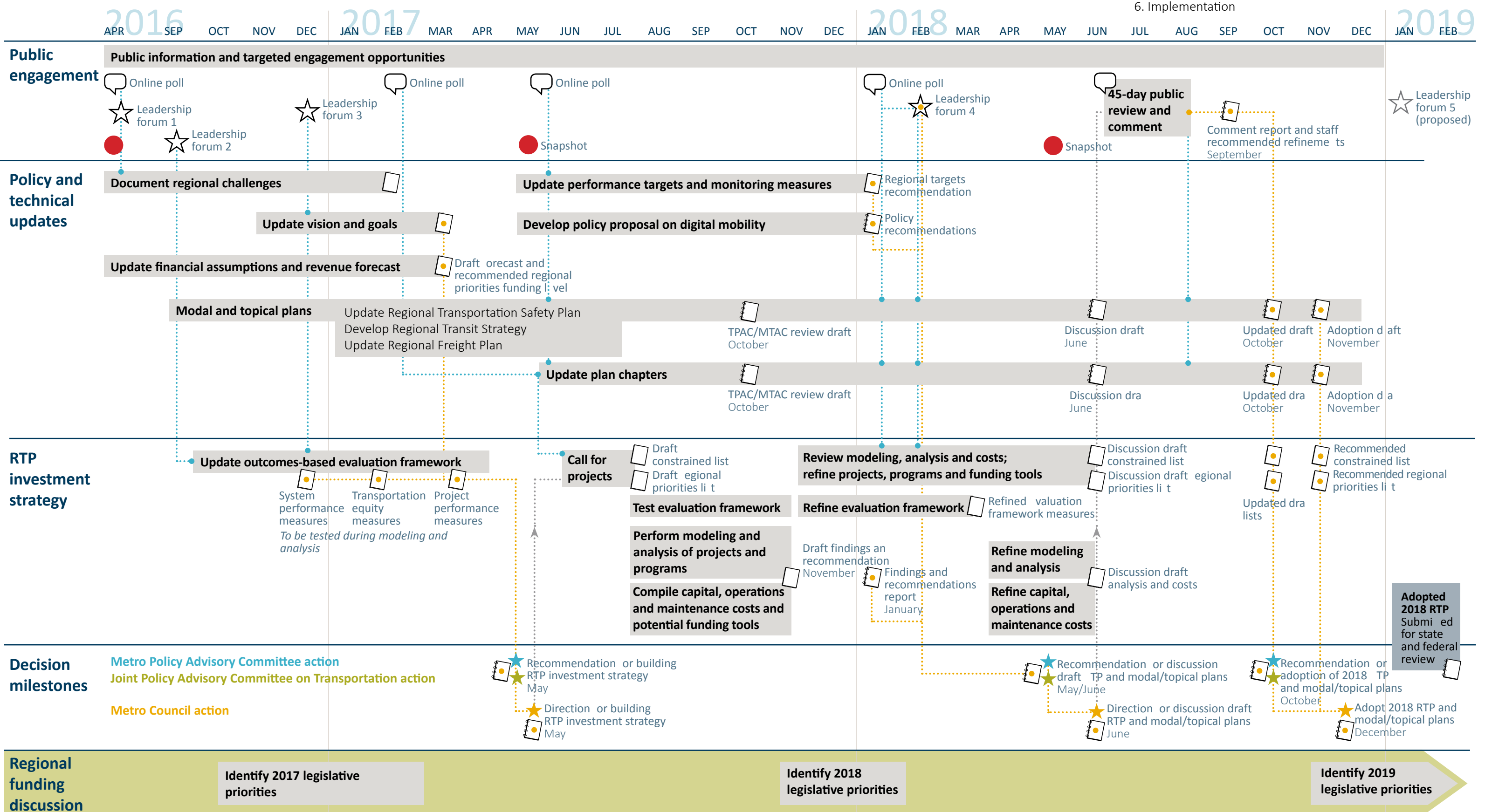


Timeline | 2018 Regional Transportation Plan

- Key**
- Materials to support decision-making
 - Public engagement incorporated and addressed
 - Metro Council direction incorporated

- Key Steps in Process**
1. Confirm vision and goals
 2. Determine regional priorities funding level
 3. Conduct call for projects
 4. Assess performance
 5. Recommend plan and investment strategy

- 2018 RTP Chapters**
1. Regional challenges
 2. Vision and policies
 3. Funding
 4. Investments
 5. Performance
 6. Implementation



Memo



Metro

600 NE Grand Ave.
Portland, OR 97232-2736

Date: April 24, 2017
To: Transportation Policy Alternatives Committee (TPAC), Metro Technical Advisory Committee (MTAC), and interested parties
From: Kim Ellis, RTP Project Manager
Subject: 2018 RTP Project Evaluation Pilot and Revised Draft Project Criteria (Version 3.0, dated 4/24/17)

PURPOSE

This memo transmits revised draft project criteria for further discussion at the April 28 TPAC meeting and May 3 MTAC meeting.

ACTION REQUESTED

TPAC and MTAC are requested to recommend that the Joint Policy Advisory Committee on Transportation (JPACT) and the Metro Policy Advisory Committee (MPAC) support moving forward with piloting the proposed project evaluation process and draft criteria.

Committee members will have an opportunity to identify further revisions to the pilot process and draft criteria during these meetings. Any changes recommended by TPAC on April 28 will be reported to MTAC for consideration on May 3.

BACKGROUND

At the direction of the Metro Council, Metro staff have been working with the TPAC, 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 submitted by jurisdictional staff for inclusion in the RTP during the first Call for Projects, from June 1 to July 21, 2017.

Application of the draft project evaluation criteria during pilot phase

For the pilot phase, Metro staff recommend that application of the draft criteria be limited to a small number of capital projects with an estimated cost of \$10 million (cost in 2016\$) or greater. 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. Agencies may choose to apply the criteria to more of the projects they submit during the first Call for Projects.

Exemptions from pilot project evaluation

In addition, staff recommends the following projects be specifically exempt from the pilot:

- 100% locally funded projects
- 2019-21 Regional Flexible Funds Allocation funded projects, including:
 - 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
 - TBD active transportation projects selected by JPACT and the Metro Council for project development
- Freight rail and marine terminal projects
- Stand alone Intelligent Transportation Systems and Active Traffic/Corridor Management projects
- Programmatic activities such as the TOD program, transportation demand management programs, the Regional Travel Options program, etc.
- Transit maintenance and operations projects that do not add capacity, such as transit vehicle purchases and replacements, rail track reconfiguration, operational upgrades, transit garage upgrades, etc.
- Road maintenance and operations projects that do not add capacity, such as rehabilitation of bridge mechanical system, bridge painting, bridge deck repair, guardrails, etc
- Corridor refinement plans, area studies and other planning-focused projects

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 updated criteria based on further discussion and recommendation by TPAC and MTAC in Fall 2017.

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.

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, followed by TPAC and MTAC.

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 RTP. 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.

/Attachment

1. DRAFT Project Evaluation Pilot and Criteria Proposed for Testing (version 3.0) (4/24/17)
2. DRAFT Project Evaluation Pilot and Criteria Proposed for Testing (version 3.0) (4/24/17) – *shown in ~~strikethrough~~ and underscore format*

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April 24, 2017

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.¹

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.

¹ A list of exempt projects and types of projects is under development by TPAC and MTAC.

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

The rest of this document describes the project evaluation criteria along with their purpose statement, clarifications on the intent of each measure, scoring methodology and additional definitions as necessary. The criteria are listed alphabetically.

DRAFT 2018 RTP PROJECT CRITERIA

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1. AIR QUALITY AND CLIMATE CHANGE | 10 POINTS 4

2. CONGESTION RELIEF | 10 POINTS 5

3. ENVIRONMENTAL PROTECTION | 10 POINTS 6

4. EQUITY AND ACCESS TO OPPORTUNITY | 10 POINTS..... 7

5. FREIGHT AND GOODS MOVEMENT | 10 POINTS..... 10

6. JOBS AND ECONOMIC DEVELOPMENT | 10 POINTS..... 12

7. PLACEMAKING AND 2040 CENTERS SUPPORT | 10 POINTS 14

8. READINESS AND COST-EFFECTIVENESS | 10 POINTS 15

9. TRANSPORTATION SAFETY | 10 POINTS 16

10. TRAVEL OPTIONS | 10 POINTS..... 17

BONUS: TRANSPORTATION RESILIENCY | 5 POINTS..... 18

1. AIR QUALITY AND CLIMATE CHANGE | 10 points

This measure addresses how well a project avoids or reduces vehicle emissions impacts to health, the environment, and climate change.

<p>Purpose: Reduce air pollutants and greenhouse gas emissions and related impacts to people and the environment.</p> <p>How well does the project reduce air pollutants including air toxics, criteria pollutants and greenhouse gas emissions? ^{2 and 3} How well does the project reduce air pollutant impacts to sensitive populations? ⁴</p>		
Choose one	7	The project will result in zero vehicle emissions by providing new or significantly expanded rail transit service, and/or new biking or walking facilities.
	5	The project will reduce vehicle emissions by providing new or significantly expanded bus transit service.
	3	The project will reduce vehicle miles of travel and related emissions by shortening vehicle trips through the use of a park and ride facility, wayfinding, or creating a more direct route for vehicles, walking and/or biking (e.g., street and/or active transportation connectivity).
	2	The project will reduce vehicle idling and related emissions through the use of technology such as traffic signal coordination, transit or freight signal priority, variable speed signs, ramp metering where it does not currently exist, etc.
	1	The project will reduce or eliminate vehicle trips and related emissions by providing transit-supportive elements not identified above.
	0	The project does not reduce vehicle emissions.
3	The project will reduce VMT and/or vehicle emissions in areas with high concentrations of air toxics and particulate matter OR within ¼-mile of sensitive land uses (e.g., daycare facilities, hospitals, social services facilities, schools, and retirement homes). ^{5 and 6}	
10 points maximum score		

² 2014 Climate Smart Strategy (Dec. 2014)

³ Criteria air pollutants refer to the six pollutants (carbon monoxide, lead, nitrogen oxides, ozone, particulate matter, and sulfur dioxide) for which the Environmental Protection Agency has established National Ambient Air Quality Standards under the Clean Air Act. Air toxics refer to the nine pollutants Metro and the Oregon Department of Environmental Quality have identified and have agreed to report when a RTP air quality analysis is conducted because they pose national and regional-scale public health risk.

⁴ Projects with demonstrated to reduce vehicle emissions have been defined by the federal Congestion Mitigation Air Quality Program (www.fhwa.dot.gov/environment/air_quality/cmag/reference). To be eligible for points in this category, a project must be on the CMAQ Program reference list of eligible projects, including: traffic signalization, HOV lanes, freeway management, shared ride programs (e.g., vanpool, shared ride), park-and-ride lots, travel demand management, provision of new biking and walking facilities, new or enhanced transit service, bus replacements, alternative fuel vehicles, freight intermodal projects, and diesel emission reduction (diesel engine retrofits and idle reduction techniques).

⁵ A regional map of locations with high concentrations of air toxics and particulate matter will be provided for reference.

⁶ These reflect populations of people who are most prone to respiratory issues that may be aggravated by air pollution. The question is designed for sponsors to be able to receive points if either they are not located within ¼-mile of these sensitive populations, or if they are located within such an area but they include elements to reduce potential vehicle emissions.

2. CONGESTION RELIEF | 10 points

This measure addresses the extent to which projects reduce congestion and delay through motorized and non-motorized capacity and efficiencies.

Points	Purpose: Reduction of existing congestion.	
	How well does the project address existing congestion?	
	1	The project incorporates congestion relief strategies that will remove vehicle trips and/or improve travel time and reduce delay ⁷ on a facility or intersection identified as an existing bottleneck, chokepoint, or otherwise having an existing congestion issue.
	Purpose: Incorporates congestion relief strategies.	
	How well does the project improve multi-modal capacity and system efficiency to address existing and/or future congestion?	
	1	The project increases road capacity, includes transportation system management and operations strategies, ⁸ and/or includes geometric changes that increase access management or improve traffic flow and/or turning movements.
	2	The project creates new routes for vehicles (e.g., street connectivity), provides new biking and walking facilities, and/or is otherwise supportive of transit. ⁹
	2	The project increases transit capacity or adds high occupancy vehicle lanes.
4	The project includes congestion pricing, tolling or other pricing strategies.	
10 points maximum score		

⁷ This should be documented in an adopted plan or through a transportation analysis in support of the adopted corridor plan, area plan or transportation system plan.

⁸ This includes traffic signal coordination, transit signal priority, incident management and intelligent transportation systems (ITS). A checklist of TSMO strategies will be provided.

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

3. ENVIRONMENTAL PROTECTION | 10 points

This measure broadly addresses land and water related environmental issues, including high value habitat and resource lands, stormwater, fish passage, and hydrological function.

Points	Purpose: Protect habitat and resource lands.	
	How well does the project minimize impact to designated lands?	
	3	The project does not intersect high value habitat ¹⁰ or resource habitat on designated lands. ¹¹
	2	The project does not intersect designated agricultural lands.
	2	The project does not intersect designated forest lands.
	Purpose: Improve fish passage and water quality.	
	How well does the project support fish passage by removing barriers or improve water quality by improving hydrological functions or correcting poor stormwater runoff flow?	
Choose one	3	The project does not intersect a protected water feature (e.g., stream, Title 3 wetland, river). ¹²
	2	The project removes barriers to fish passage AND uses designs to improve hydrological functions, such as reducing impervious surface or correcting poor stormwater runoff flow/drainage.
	1	The project removes barriers to fish passage OR uses designs to improve hydrological functions, such as reducing impervious surface or correcting poor stormwater runoff flow/drainage.
10 points maximum score		

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

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

¹² As defined the Urban Growth Management Functional Plan, protected water features include: Title 3 wetlands, rivers, streams and drainages and drainages downstream from the point at which 100 acres or more are drained to that water feature (regardless of whether it carries year-round flow), streams carrying year-round flow, springs which feed streams and wetlands, natural lakes, intermittent streams and seeps downstream of the point at which 50 acres are drained and upstream of the point at which 100 acres are drained to that water feature.

4. EQUITY AND ACCESS TO OPPORTUNITY | 10 points

This measure addresses the extent to which projects increase affordable access to opportunity¹³ for historically marginalized communities (defined as people living with a disability, persons of color, households with low-income, people with limited English proficiency, older adults, and young people), increase affordable access to family-wage jobs and priority community services and destinations, and improve public health by increasing opportunities for physical activity.

Points	Purpose: Increase affordable access to opportunity.	
	How well does this project improve affordable access ¹⁴ to opportunity for historically marginalized communities ¹⁵ ?	
	3	The project improves affordable access to opportunity to, from or within a census tract with 3 or more communities with higher than the regional rate. ¹⁶
	2	The project improves affordable access to opportunity to, from or within a census tract with 2 communities with higher than the regional rate.
	1	The project improves affordable access to opportunity to, from or within a census tract with 1 community with higher than the regional rate OR other locally identified underserved community.
Purpose: Increase physical activity.		
How well does the project increase opportunities for physical activity ¹⁷ ?		
1	The project increases opportunities for physical activity in areas that have higher than the regional rate for historically marginalized communities.	

Equity and access to opportunity criteria are continued on the next page

¹³ Access to opportunity is broadly defined as how well the transportation network is enabling all people to reach jobs and other key services and/or daily needs, including education, health, essential retail, financial, food and medical services.

¹⁴ Affordable access is defined as improving transit, bicycle, and/or pedestrian travel time and/or route directness by increasing the availability of transit, bicycle, and/or pedestrian facilities.

¹⁵ Metro’s Transportation Equity Analysis and TriMet’s Coordinated Transportation Plan for Seniors and People with Disabilities (2016) data and maps will be available on-line to help respond to this criteria. Recognizing limitations of this data, locally developed data may also be used by project sponsors if cited in the project information materials submitted by jurisdictions during the Call for Projects.

¹⁶ For each population, an area (defined by census tracts or block groups depending on data availability) would be considered to have a concentration of that population if the area has a concentration above the regional rate within its respective boundary. Recognizing limitations of the regional data, locally developed data may also be used by project sponsors if cited in the project information materials submitted by jurisdictions.

¹⁷ In general, an improvement to environmental health corresponds to an improvement in human health. Therefore, the intent of these questions is to give projects points for providing opportunities for increased physical activity or encouraging healthy community design such as complete streets.

EQUITY AND ACCESS TO OPPORTUNITY (continued)

Purpose: Increase affordable access to economic opportunity. How well does this project increase affordable access to family-wage jobs? How well does the project provide access to job-related training or educational opportunities (e.g., vocational schools, community colleges, universities)?		
2	The project increases affordable access to job areas which have or are forecasted to have more than 50% low- and/or middle-wage ¹⁸ related employment. ¹⁹	
2	The project provides new or substantially improved access to institutions that provide job-related training or educational opportunities.	
Purpose: Improve access to community places and services. How well does this project improve access to priority community destinations?		
Choose one	2	The project improves access to 2 or more priority destinations ²⁰ .
	1	The project improves access to 1 priority destination.
10 points maximum score		

¹⁸ Low-wage Jobs are defined as jobs which pay an annual salary between \$0 - \$39,999 and middle-wage jobs are defined as jobs which pay an annual salary between \$40,000 – \$65,000. The annual salary band was based on the average household size of three (3) and a combination of different income, program eligibility, and self-sufficiency definitions (HUD median income, UW self-sufficiency index, federal poverty level, and the Uniform Relocation Assistance and Real Property Acquisition Act).

¹⁹ Areas with 50% or greater of low and middle-wage jobs is determined through the assessment of industry and occupational wage profiles. The breakdowns are observed across each MetroScope forecast analysis zone.

²⁰ Priority community destinations are defined as existing community destinations that provide key services and/or daily needs for people in the region, including health, essential retail, financial, food and medical services. The destinations reflect priorities identified by historically marginalized communities during RTP engagement activities held in 2015-16. Because the Quarterly Census of Economic and Wages data being used for the transportation equity analysis has confidentiality limitations at the project level, a community destinations checklist will be included in the on-line application for agencies to select from to calculate this score.

Related definitions:

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

Community	Definition	Geography Threshold*	Date Source
People of Color	Persons who identify as non-white, includes Native Americans, African Americans, Asian Americans and Pacific Islanders, Latinos or Hispanics.	Census tracts above the regional rate (26.5%) for people of color.	2010 Decennial Census
Low-Income	Households with incomes equal to or less than 200% of the Federal Poverty Level (2016); adjusted for household size	Census tracts above the regional rate (31.8%) for Household with Lower-Income	American Community Survey, 2011-2015
Limited English Proficiency	Persons who identify as unable “to speak English very well.”	Census tracts above the regional rate (8.5%) for Limited English Proficiency all languages combined <u>OR</u> those census tracts which were identified as “safe harbor” tracts for individual language isolation. ²¹	
Older Adults	Persons 65 years of age and older	Census tracts above the regional rate for Older Adults (11%) AND Young People (22.8%)	2010 Decennial Census
Young People	Persons 17 years of age and younger		
Person living with a disability	Persons who identify as having a limitation of normal physical, mental, social activity. There are varying types (functional, occupational, learning), degrees (partial, total) and durations (temporary, permanent) of disability.		American Community Survey, 2011-2015 as documented in TriMet’s <i>Coordinated Transportation Plan for Seniors and Persons with Disabilities</i>

²¹ Safe Harbor is a provision within Title VI of the Civil Rights Act of 1964, which addresses for when and how agencies are to provide language assistance to limited English proficiency persons to ensure access to all public resources. The safe harbor provision mainly addresses translation of documents and language assistance, however for analysis purposes, it may help to identify areas where additional attention is warranted because of a concentration of language isolation. Safe harbor applies when a language isolated group constitutes 5 percent or 1,000 persons of the total population in the given area.

5. FREIGHT AND GOODS MOVEMENT | 10 points

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

Purpose: Improve freight mobility. How well does the project provide benefits to freight-related system users by improving travel time and efficiency for freight haulers (all freight modes), and how well does the project reduce conflicts?			
Points	Choose one	3	The project improves travel time AND is located on a facility identified as a Tier 1 freight bottleneck location in ODOT’s Freight Bottleneck Report ²² OR a facility identified as a Tier 1 Primary Intermodal Connector in ODOT’s Oregon Freight Intermodal Connector System (OFICS) Study. ²³
		2	The project improves travel time AND is located on a facility identified as a Tier 2 freight bottleneck location in ODOT’s Freight Bottleneck Report OR a facility identified as a Tier 2 Secondary Intermodal Connector in ODOT’s Oregon Freight Intermodal Connector System (OFICS) Study.
		1	The project improves travel time AND is located on a facility identified as a Tier 3 freight bottleneck location in ODOT’s Freight Bottleneck Report or a facility identified as a freight bottleneck in an adopted local agency plan.
	Choose one	2	The project improves connectivity between freight modes OR reduces conflict between freight modes (e.g. grade separation of road and freight rail crossings, fixes a bridge deficiency such as a height or weight restriction).
		1	The project separates a freight mode(s) from other modes of travel (e.g. separates a freight mode(s) from bicycle and/or pedestrian modes).

Freight and goods movement criteria are continued on the next page

²² More information about Oregon’s Freight Bottleneck tiers can be found at: www.oregon.gov/ODOT/TD/TP/Pages/FreightHighwayBottlenecks.aspx

²³ All of Oregon’s intermodal connectors and ITB are mapped and can be accessed online through the [OFICS GIS Tool](http://www.oregon.gov/ODOT/TD/TP/Pages/OFICS.aspx). More information about the OFICS tiers can be found at: www.oregon.gov/ODOT/TD/TP/Pages/OFICS.aspx

FREIGHT AND GOODS MOVEMENT (continued)

<p>Purpose: Access to industrial land and freight intermodal facilities. How well does the project support planned development in regionally designated industrial areas²⁴ and other freight generators?²⁵</p>		
Choose one	3	The project improves freight access within or to ²⁶ more than one regionally designated industrial area, freight intermodal facility, or employment area, OR between a regional industrial area and a Regional Freight Route or a freight intermodal facility.
	2	The project improves freight access within or to one regional industrial area, regional employment area, or freight intermodal facility.
	1	The project improves freight access within or to a commercial district (e.g., 2040 center, downtown, main street, or other locally identified commercial area).
	2	The project is located on a facility designated on the Regional Freight Network.
10 points maximum score		

²⁴ Title 4 of the Urban Growth Management Functional Plan (Title 4, Industrial and Other Employment areas Map, dated October 2014)

²⁵ Access to freight generators is intended to capture the first/last-mile connections related to freight activities. Access may also be able to capture important *Regional Freight Plan* network connections. This criteria could be based on new data on Greater Portland Inc. target industry concentrations and/or Washington County Freight Study identification of freight generating industries.

²⁶ A project may be assumed to improve access to, within, or between industrial areas if it touches, passes through, or is completely contained within an industrial area as long as the facility or service does not limit access (e.g., limited-access freeway) to that industrial area.

6. JOBS AND ECONOMIC DEVELOPMENT | 10 points

This measure addresses the extent to which projects support existing and new businesses, and job creation by improving access to jobs, targeted industries and priority industrial lands.

Points	Purpose: Improve access to areas of high job concentration.		
	How well does the project improve access to jobs (e.g., census tracts with large job concentrations)? ²⁷		
	Choose one	4	The project improves access to a census tract with a high number of jobs (>XX jobs).
		3	The project improves access to a census tract that has a moderate number of jobs (>XX jobs).
		1	The project improves access to a census tract with a base threshold of XX jobs.
	Purpose: Improve access to targeted industries.		
	How well does the project support job retention, expansion or revitalization efforts by improving access to targeted industries (e.g., census tracts with large job concentrations of target industries), including vehicle, transit, biking and walking? ²⁸		
Choose one	3	Project provides new or substantially improved access to a census tract with a high number of jobs (>XX jobs) in regional target industries. ²⁹	
	2	Project provides new or substantially improved access to a census tract with a moderate number of jobs (>XX jobs) in regional target industries OR a high number of jobs (>XX jobs) in local/other target industries. ³⁰	
	1	Project provides improved access to a census tract with at least XX jobs in regional target industries OR a moderate number of jobs (>XX jobs) in local/other target industries.	

Jobs and economic development criteria are continued on the next page

²⁷ The high, moderate and base thresholds would be defined among 4 natural breaks for total jobs by census tract.

²⁸ Number of jobs in NAICS from [six target industries](#) identified by Greater Portland, Inc.: (1) clean technology (using PDC NAICS definition), (2) computers and electronics, (3) software and media, (4) metals and machinery, (5) athletic and outdoor (using PDC NAICS definition), and (6) health science and technology).

²⁹ See above note.

³⁰ Number of jobs in NAICS for targeted sectors identified in a local Economic Opportunity Analysis (EOA) and/or economic development strategy established by a jurisdiction OR targeted sectors defined by [Columbia Willamette Workforce Collaborative State Of The Workforce Report](#): (1) [Advanced Manufacturing](#), (2) [Health Care](#), (3) [Software/IT](#), and (4) [Construction](#).

JOBS AND ECONOMIC DEVELOPMENT (continued)

Purpose: Improve access to priority industrial lands. How well does the project support job retention, expansion or revitalization efforts by improving access to regional priority industrial lands or improve market readiness and redevelopment potential of Tier 1, Tier 2 or Tier 3 regional industrial sites and areas?		
Choose one	3	Project improves access to Title 4 Regionally Significant Industrial Areas OR other state or regional priority industrial sites. ³¹
	2	Project improves access to Title 4 Industrial Areas. ³²
	1	Project improves access to Title 4 Employment Areas. ³³
10 points maximum score		

³¹ Projects in or adjacent to Regional Significant Industrial Lands identified in Title 4 of the Urban Growth Management Functional Plan (Title 4, Industrial and Other Employment areas Map, dated October 2014) **OR** Tier 1, Tier 2 + Tier 3 sites in Portland area [2014 Site Readiness Report](#), Regionally Significant Industrial Areas/Sites ([RSIS/RSIA](#)) and Oregon’s [Certified Shovel Ready sites](#).

³² Projects in or adjacent to industrial lands identified in Title 4 of the Urban Growth Management Functional Plan (Title 4, Industrial and Other Employment areas Map, dated October 2014).

³³ Projects in or adjacent to Employment lands identified in Title 4 of the Urban Growth Management Functional Plan (Title 4, Industrial and Other Employment areas Map, dated October 2014).

7. PLACEMAKING AND 2040 CENTERS SUPPORT | 10 points

This measure addresses the extent to which projects support existing and new population and employment in designated centers. In addition, the measure addresses the extent to which projects support transit oriented development.

Points	Purpose: Improve access to 2040 centers and corridors.		
	How well does the project provide increased multi-modal mobility and accessibility for designated 2040 center(s) – Portland central city and regional centers, town centers, and station communities – and 2040 corridors?		
	Choose one	3	The project increases multi-modal mobility and accessibility to, from within the Portland central city or a regional center OR by connecting two or more regional centers OR by connecting a town center to a regional center. ³⁴
		2	The project increases multi-modal mobility and accessibility to, from or within a town center or station community OR by connecting two or more town centers or station communities.
		1	The project increases multi-modal mobility and accessibility to, from or within a 2040 corridor, 2040 main street or locally identified mixed-use area.
	Purpose: Increase access to transit supportive land use. How well is the project supported by the following land use and planning characteristics?		
	Choose one	3	Project is located in or connects to an area where existing development densities are transit supportive ²² (have housing and job densities greater than 100 persons per acre). ³⁵
		2	Project is located in or connects to an area where existing development densities are transit supportive (have housing and job densities greater than 60 persons per acre).
		1	Project is located in or connects to an area where existing development densities are transit supportive (have housing and job densities greater than 39 persons per acre).
	2	Adopted comprehensive plan or subarea plan specifically identifies the area as a location for additional transit supportive growth (will have housing and job densities greater than 39 persons per acre).	
1	Project is located in an area designated in an adopted plan as a high capacity transit station area (includes light rail, commuter rail, bus rapid transit, passenger/transit intermodal stations).		
1	Zoning in area encourages a mix of uses to provide for housing, jobs, and services. ³⁶		
10 points maximum score			

³⁴ A project may be assumed to improve access to, within, or between centers if it touches, passes through, or is completely contained within a center as long as the facility or service does not limit access (e.g., limited-access freeway) to the center(s).

³⁵ The persons per acre thresholds are from Title 6 of the Urban Growth Management Functional Plan (Metro Code 3.07.640).

³⁶ As defined in Title 6 of the Urban Growth Management Functional Plan (Metro Code 3.07.640), mixed-use development includes areas of a mix of at least two of the following land uses and includes multiple tenants or ownerships: residential, retail and office. This definition excludes large, single-use land uses such as colleges, hospitals, and business campuses.

8. READINESS AND COST-EFFECTIVENESS | 10 points

This measure addresses the extent to which projects have committed funding, have completed some phase of project development, and the relative cost-effectiveness of the project, ensuring efficient use of limited tax dollars.

Points	Purpose: Readiness.	
	Does the project have committed funding and at what stage is the project in the planning and development process?	
	3	Project already has committed funding for project development, right-of-way acquisition and/or construction (e.g., included in current CIP, MTIP/RFFA, and/or STIP).
	2	Purchase of ROW is not needed OR has already been completed.
	2	Project has completed detailed planning, design and/or engineering.
	Purpose: Cost-effectiveness. ³⁷	
	What is the ratio of benefit scores to the cost of the project?	
Choose one	3	Project has a high cost-effectiveness ratio relative to other projects.
	2	Project has a moderate cost-effectiveness ratio relative to other projects.
	1	Project has a low cost-effectiveness ratio relative to other projects.
10 points maximum score		

³⁷ This will be calculated by Metro staff during the evaluation by dividing the total benefit scores for a project by the total estimated cost of the project (2016\$) to determine the value for every dollar invested.

9. TRANSPORTATION SAFETY | 10 points

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

Purpose: Reduce the number of fatal and serious injury crashes.			
How well does the project address existing documented safety problem ³⁸ with proven safety countermeasures to reduce fatal and serious injury crashes?			
Points	Choose one	10	The <u>primary purpose</u> of the project is to address a documented safety problem at a documented high injury or high risk location with one or more proven safety countermeasure(s). ^{39 and 40}
		8	The project addresses a documented safety problem at a documented high injury or high risk location with one or more proven safety countermeasure(s).
		4	The project improves safety with one or more proven safety countermeasure(s).
10 points maximum score			

³⁸ The safety problem should be documented through an analysis of crash data in support of an agency safety program, plan or strategy. Examples of such documentation include: locations designated on a regional or local high injury corridor, the Region 1 All Roads Transportation Safety (ARTS) program list or other locally-documented safety priority locations.

³⁹ Proven safety countermeasures have been documented by the Federal Highway Administration (FHWA) and Oregon Department of Transportation (ODOT) and include: road diets, medians and pedestrian crossing islands, pedestrian hybrid beacons, roundabouts, access management, reflective backplates, safety edge, enhanced curve delineation, and rumble strips. More information about these and other proven countermeasures can be found at: <https://safety.fhwa.dot.gov/provencountermeasures> and www.oregon.gov/ODOT/HWY/TRAFFIC-ROADWAY/docs/pdf/CRF_Appendix.pdf.

⁴⁰ High Risk Corridors are identified in transportation safety plans or strategies, including the ODOT Pedestrian and Bicycle Safety Implementation Plan and may be used to document responses to this criteria.

10. TRAVEL OPTIONS | 10 points

This measure addresses the extent to which projects increase alternatives to driving alone and access to fixed-route transit stops. The measure also addresses the extent to which projects incentivize or facilitate increased biking, walking and use of transit.

Purpose: Increase alternatives to driving alone and their use.			
How well does the project increase alternatives to driving alone and makes it more convenient to walk, bike and use transit?			
Points	Choose one	3	The project adds incentives, removes barriers ⁴¹ or completes a significant regional transit network gap (e.g., no service currently exists in area) or regional biking and/or walking network gap, (e.g., it crosses a major barrier, such as a freeway, limited-access highway or multi-lane arterial, rail tracks or water feature).
		2	The project completes a regional transit, biking or walking network gap but there are other available routes (no major barriers) OR is designed to create an opportunity for connections between modes.
		1	The project addresses a deficiency on the regional transit, biking or walking network. ⁴²
	Choose one	3	The project includes 5 or more design elements in bike and/or pedestrian checklist OR physically separates bike and/or pedestrian facility from vehicle traffic.
		2	The project includes 5 or more design elements in bike and/or pedestrian checklist, not physically separated from vehicle traffic.
		1	The project includes 3 or more design elements in bike and/or pedestrian checklist, not physically separated from vehicle traffic.
Purpose: Improve first mile/last mile biking and walking connections to transit.			
How well does the project improve connections between modes of travel, especially for bicyclists and pedestrians accessing transit?			
2	The project completes a gap in the regional bicycle network within 2 miles of a regional fixed-route transit stop. ⁴³		
2	The project completes a gap in the regional pedestrian network within 1/2-mile of a regional fixed-route transit stop. ⁴⁴		
10 points maximum score			

⁴¹ Incentives include elements, but are not limited to elements such as transit pass subsidies and other commuter benefits, non-SOV mode priority, HOV priority, adding bicycle and pedestrian facilities (e.g. an arterial widening project that includes new pedestrian and/or bicycle facilities) or otherwise facilitates the use of bicycle and pedestrian travel (e.g. providing bicycle parking at a park-and-ride-facility). Removing barriers refers to, but is not limited to, projects that complete missing links (e.g. a bicycle/pedestrian project that connects together an existing trail or constructs ADA-compliant curb ramps where no curb ramps currently exist).

⁴² Regional Bike Network Map and Regional Pedestrian Network Map (adopted July 2014)

⁴³ Regional Transit Network Map (adopted July 2014). Note this map is being updated as part of the 2018 RTP update through development of the Regional Transit Strategy.

⁴⁴ Regional Transit Network Map (adopted July 2014). Note this map is being updated as part of the 2018 RTP update through development of the Regional Transit Strategy.

BONUS: TRANSPORTATION RESILIENCY | 5 points

This measure addresses the extent to which projects improve disaster and emergency response preparedness.

Purpose: Improve and disaster and emergency response preparedness.					
How well does the project improve disaster preparedness and emergency response?					
Points	<table border="1"> <tr> <td style="text-align: center;">3</td> <td>The project is located on a designated emergency transportation route (ETRs)⁴⁵ AND fixes a seismic deficiency to improve the facility’s preparedness to evacuate people or to move personnel, supplies, and equipment to heavily damaged areas in the event of a regional emergency.</td> </tr> <tr> <td style="text-align: center;">2</td> <td>The project provides alternative route(s) and/or new emergency vehicle access for emergency service providers to use when responding to emergencies.</td> </tr> </table>	3	The project is located on a designated emergency transportation route (ETRs) ⁴⁵ AND fixes a seismic deficiency to improve the facility’s preparedness to evacuate people or to move personnel, supplies, and equipment to heavily damaged areas in the event of a regional emergency.	2	The project provides alternative route(s) and/or new emergency vehicle access for emergency service providers to use when responding to emergencies.
3	The project is located on a designated emergency transportation route (ETRs) ⁴⁵ AND fixes a seismic deficiency to improve the facility’s preparedness to evacuate people or to move personnel, supplies, and equipment to heavily damaged areas in the event of a regional emergency.				
2	The project provides alternative route(s) and/or new emergency vehicle access for emergency service providers to use when responding to emergencies.				
5 points maximum score					

⁴⁵ An Emergency Transportation Route or ETR is defined as a route needed during a major regional emergency or disaster to move response resources such as personnel, supplies, and equipment to heavily damaged areas or serve as an evacuation route. ETRs are designated by the Regional Disaster Preparedness Organization (RDPO).



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.¹

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.

¹ A list of exempt projects and types of projects is under development by TPAC and MTAC.

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

The rest of this document describes the project evaluation criteria along with their purpose statement, clarifications on the intent of each measure, scoring methodology and additional definitions as necessary. The criteria are listed alphabetically.

DRAFT 2018 RTP PROJECT CRITERIA

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5. FREIGHT AND GOODS MOVEMENT | 10 POINTS 11

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7. PLACEMAKING AND 2040 CENTERS SUPPORT | 10 POINTS 15

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9. TRANSPORTATION SAFETY | 10 POINTS 17

10. TRAVEL OPTIONS | 10 POINTS..... 18

BONUS: TRANSPORTATION RESILIENCY | 5 POINTS 19

1. AIR QUALITY AND CLIMATE CHANGE | 10 points

This measure addresses how well a project avoids or reduces vehicle emissions impacts to health, the environment, and climate change.

<p>Purpose: Reduce air quality-pollutants and greenhouse gas emissions and related impacts to people and the environment. How well does the project reduce air pollutants including air toxics, criteria pollutants and greenhouse gas emissions? ^{2 and 3} How well does the project avoid-reduce air pollutant impacts to sensitive populations? ⁴</p>		
<p>Choose one</p>	7	The project will result in zero vehicle emissions by providing new or significantly expanded rail transit service, and/or new biking or walking facilities.
	5	The project will reduce vehicle emissions by providing new or significantly expanded bus transit service.
	23	The project will reduce vehicle miles of travel and related emissions ; but does not eliminate single occupancy vehicle trips by —e.g. shortening vehicle trips through the use of a park and ride facility, wayfinding, or creating a more direct route for vehicles, walking and/or biking (e.g., street and/or active transportation connectivity).
	2	The project will reduce vehicle idling and related emissions through the use of technology such as traffic signal coordination, transit or freight signal priority, variable speed signs, ramp metering where it does not currently exist, etc.
	1	The project will reduce or eliminate vehicle trips and related emissions by providing transit-supportive elements not identified above.
	0	The project does not reduce vehicle emissions vehicle miles of travel.
3	The project will reduce vehicle idling and related emissions through the use of technology such as traffic signal coordination, transit or freight signal priority, variable speed signs, ramp metering where it does not currently exist, etc.	
23	The project avoids or will result in reduced VMT and/or vehicle emissions in areas with high concentrations of air toxics and particulate matter OR within ¼-mile of sensitive land uses (e.g.,	

² 2014 Climate Smart Strategy (Dec. 2014)

³ Criteria air pollutants refer to the six pollutants (carbon monoxide, lead, nitrogen oxides, ozone, particulate matter, and sulfur dioxide) for which the Environmental Protection Agency has established National Ambient Air Quality Standards under the Clean Air Act. Air toxics refer to the nine pollutants Metro and the Oregon Department of Environmental Quality have identified and have agreed to report when a RTP air quality analysis is conducted because they pose national and regional-scale public health risk.

⁴ Projects with demonstrated to reduce vehicle emissions have been defined by the federal Congestion Mitigation Air Quality Program (www.fhwa.dot.gov/environment/air_quality/cmaq/reference). ~~To be eligible for points in this category, a project must be on the CMAQ Program reference list of eligible projects~~, including: traffic signalization, HOV lanes, freeway management, shared ride programs (e.g., vanpool, shared ride), park-and-ride lots, travel demand management, provision of new biking and walking facilities, new or enhanced transit service, bus replacements, alternative fuel vehicles, freight intermodal projects, and diesel emission reduction (diesel engine retrofits and idle reduction techniques).

		daycare facilities, hospitals, social services facilities, schools, and retirement homes). ^{5 and 6}
	2	The project avoids or will result in reduced vehicle emissions within ¼-mile of sensitive land uses (e.g., daycare facilities, hospitals, social services facilities, schools, and retirement homes).
10 points maximum score		

2. CONGESTION RELIEF | 10 points

This measure addresses the extent to which projects ~~improve reliability and~~ reduce congestion and delay through motorized and non-motorized capacity and efficiencies.

Points	Purpose: Reduction of existing existing congestion.		
	How well does the project address existing congestion? How large is the scale of the congestion the project addresses?		
	Choose one	2	The project incorporates congestion relief strategies that will remove vehicle trips and/or improves travel time reliability and reduces delay ⁷ on a facility or intersection identified as an existing bottleneck, chokepoint, or otherwise having an existing congestion issue.
		1	The project improves travel time reliability and reduces delay⁸ at an intersection identified as an existing bottleneck, chokepoint, or otherwise having a congestion issue.
	Purpose: Reduction of potential future congestion.		
	How well does the project address forecasted future congestion?		
	Choose one	2	The project improves travel time reliability and reduces delay⁹ on a facility anticipated to have a future congestion issue.
1		The project improves travel time reliability and reduces delay¹⁰ at an intersection anticipated to have a future congestion issue.	
Purpose: Incorporates congestion relief strategies.			
How well does the project improve multi-modal capacity and system efficiencies efficiency to address existing and/or future congestion?			
1	1	The project increases road capacity, includes transportation system management and operations strategies, such as traffic signal	

⁵ A regional map of locations with high concentrations of air toxics and particulate matter will be provided for reference. ~~The question is designed for sponsors to be able to receive points if either they are not located within an area with high concentrations of air toxics or particulate matter, or if they are located within such an area but they include elements to reduce potential vehicle emissions.~~

⁶ These reflect populations of people who are most prone to respiratory issues that may be aggravated by air pollution. The question is designed for sponsors to be able to receive points if either they are not located within ¼-mile of these sensitive populations, or if they are located within such an area but they include elements to reduce potential vehicle emissions.

⁷ This should be documented in an adopted plan or through a transportation analysis in support of the adopted corridor plan, area plan or transportation system plan.

⁸ ~~Same as above footnote.~~

⁹ ~~Same as above footnote.~~

¹⁰ ~~Same as above footnote.~~

		coordination, transit signal priority, incident management and intelligent transportation systems (ITS) ¹¹ and/or includes geometric changes that increase access management or improve traffic flow and/or turning movements.
	2	The project creates new routes for vehicles (e.g., street connectivity), provides new biking and walking facilities, and/or is otherwise supportive of transit. ¹²
	±2	The project increases transit capacity <u>or adds high occupancy vehicle lanes</u> or is supportive of transit.
	1	The project provides new biking facilities.
	1	The project provides new walking facilities.
	±4	The project includes <u>congestion pricing, high-occupancy vehicle lanes,</u> tolling or other pricing strategies.
10 points maximum score		

¹¹ This includes traffic signal coordination, transit signal priority, incident management and intelligent transportation systems (ITS). A checklist of TSMO strategies will be provided.

¹² "Supportive of transit" includes those projects that provide new facilities or services, including dedicated rights-of-way for transit, improved transit service, new biking or walking connections, park-and-rides, transit centers, and transit oriented development.

3. ENVIRONMENTAL PROTECTION | 10 points

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

Points	Purpose: Protect habitat and resource lands.		
	How well does the project minimize impact to designated lands?		
	3	The project does not impact (e.g. cross) intersect a high value habitat area ¹³ or resource habitat on designated lands. ¹⁴	
	2	The project does not impact intersect designated agricultural lands.	
	2	The project does not impact intersect designated forest lands.	
	Purpose: Improve fish passage and water quality.		
	How well does the project support fish passage by removing barriers or improve water quality by improving hydrological functions or correcting poor stormwater runoff flow?		
	Choose one	3	The project does not impact (e.g. cross) intersect a protected water feature (e.g., stream, Title 3 wetland, river). ¹⁵
		2	The project removes barriers to fish passage <u>AND</u> uses designs to improve hydrological functions in the area , such as reducing impervious surface or correcting poor stormwater runoff flow/drainage.
		1	The project removes barriers to fish passage <u>OR</u> uses designs to improve hydrological functions in the area , such as reducing impervious surface or correcting poor stormwater runoff flow/drainage.
10 points maximum score			

¹³ The Regional Conservation Strategy designates lands as high value resource habitat. High value habitat areas ranked in the top one-third of all habitat areas because of the type, location and size of their habitat. Resource habitats are those areas with the top 25% modeled score of high value habitat or riparian quality. Habitat quality took into account factors such as habitat interior, influence of roads, total patch area, relative patch area, habitat friction, wetlands, and hydric soils. The riparian areas took into account criteria of floodplains, distance from streams, and distance from wetlands. The analysis and modeled scoring was conducted for the entire Portland-Vancouver region ~~and conducted through a collaborative effort in collaboration~~ with partners ~~across the region~~ and topic area experts ~~across the region through the~~ during development in the Resource Conservation Strategy process. More ~~detail about the high value habitats~~ information can be found at www.regionalconservationstrategy.org.

¹⁴ Designated lands include those areas designated for protection through zoning or another mechanism by a government agency. The designated lands include: high value habitat areas designated in the Regional Conservation Strategy, areas designated in Title 13 of the Urban Growth Management Functional Plan, and local agency designated resource habitat areas.

¹⁵ As defined the Urban Growth Management Functional Plan, protected water features include: Title 3 wetlands, rivers, streams and drainages and drainages downstream from the point at which 100 acres or more are drained to that water feature (regardless of whether it carries year-round flow), streams carrying year-round flow, springs which feed streams and wetlands, natural lakes, intermittent streams and seeps downstream of the point at which 50 acres are drained and upstream of the point at which 100 acres are drained to that water feature.

4. EQUITY AND ACCESS TO OPPORTUNITY | 10 points

This measure addresses the extent to which projects ~~increase~~ ~~improve~~ ~~affordable~~ access to opportunity¹⁶ for historically marginalized communities (defined as people living with a disability, persons of color, households with low-income, people with limited English proficiency, older adults, and young people), ~~improve public health by increasing opportunities for physical activity, and whether they improve~~ ~~increase~~ ~~affordable~~ access to ~~opportunity— defined as low- or middle-income family-~~ wage jobs and priority community ~~services and destinations, and improve public health by increasing opportunities for physical activity for purposes of this measure.~~

Points	Purpose: Advance social equity Increase affordable access to opportunity.		
	How well does this project improve affordable access ¹⁷ to opportunity in areas that have higher than the regional rate for historically marginalized communities ¹⁸ ?		
	Choose one	3	The project improves affordable access to opportunity to or from or within an area census tract with 3 or more communities with higher than the regional rate. ¹⁹
		2	The project improves affordable access to opportunity to or from or within an area census tract with 2 communities with higher than the regional rate.
		1	The project improves affordable access to opportunity to or from or within an area census tract with 1 community with higher than the regional rate OR other locally identified underserved community.
	Purpose: Increase physical activity.		
	How well does the project increase opportunities for physical activity ²⁰ ?		
21	The project increases opportunities for physical activity in areas that have higher than the regional rate for historically marginalized communities.		
Choose one	1	The project increases opportunities for physical activity.	
	0	The project does not increase opportunities for physical activity.	
Purpose: Improve Increase affordable access to economic opportunity family-wage jobs.			
How well does this project improve increases affordable access to family-wage jobs? How			

¹⁶ Access to opportunity is broadly defined as how well the transportation network is enabling all people to reach jobs and other key services and/or daily needs, including education, health, essential retail, financial, food and medical services.

¹⁷ Affordable access is defined as improving transit, bicycle, and/or pedestrian travel time and/or route directness by increasing the availability of transit, bicycle, and/or pedestrian facilities.

¹⁸ The Metro’s Transportation Equity Analysis and TriMet’s Coordinated Transportation Plan for Seniors and People with Disabilities (2016) data and maps will be available on-line to help respond to this criteria. Recognizing limitations of this data, locally developed data may also be used by project sponsors if cited in the project information materials submitted by jurisdictions during the Call for Projects.

¹⁹ For each population, an area (defined by census tracts or block groups depending on data availability) would be considered to have a concentration of that population if the area has a concentration above the regional rate within its respective boundary. Recognizing limitations of the regional data, locally developed data may also be used by project sponsors if cited in the project information materials submitted by jurisdictions.

²⁰ In general, an improvement to environmental health corresponds to an improvement in human health. Therefore, the intent of these questions is to give projects points for providing opportunities for increased physical activity or encouraging healthy community design such as complete streets.

well does the project provide access to job-related training or educational opportunities (e.g., vocational schools, community colleges, universities)?		
3 <u>2</u>	The project increases affordable access to job areas which have or are forecasted to have more than 50% -low- and/or middle-wage ²¹ related employment. ²²	
2	<u>The project provides new or substantially improved access to institutions that provide job-related training or educational opportunities.</u>	
Purpose: Improve access to community places and services.		
How well does this project improve access to priority community destinations?		
Choose one	3 <u>2</u>	The project improves access to 3-2 or more priority destinations ²³ .
	2	<u>The project improves access to 2 priority destinations.</u>
	1	The project improves access to 1 priority destination.
10 points maximum score		

Related definitions:

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

Community	Definition	Geography Threshold*	Date Source
People of Color	Persons who identify as non-white, includes Native Americans, African Americans, Asian Americans and Pacific Islanders, Latinos or Hispanics.	Census tracts above the regional rate (26.5%) for people of color.	2010 Decennial Census
Low-Income	Households with incomes equal to or less than 200% of the Federal Poverty Level (2016); adjusted for household size	Census tracts above the regional rate (31.8%) for Household with Lower-Income	American Community Survey, 2011-2015
Limited English Proficiency	Persons who identify as unable “to speak English very well.”	Census tracts above the regional rate (8.5%) for Limited English	

²¹ Low-wage Jobs are defined as jobs which pay an annual salary between \$0 - \$39,999 and middle-wage jobs are defined as jobs which pay an annual salary between \$40,000 – \$65,000. The annual salary band was based on the average household size of three (3) and a combination of different income, program eligibility, and self-sufficiency definitions (HUD median income, UW self-sufficiency index, federal poverty level, and the Uniform Relocation Assistance and Real Property Acquisition Act).

²² Areas with 50% or greater of low and middle-wage jobs is determined through the assessment of industry and occupational wage profiles. The breakdowns are observed across each MetroScope forecast analysis zone.

²³ Priority community destinations are defined as existing community destinations that provide key services and/or daily needs for people in the region, including health, essential retail, financial, food and medical services. The destinations reflect priorities identified by historically marginalized communities during RTP engagement activities held in 2015-16. Because the Quarterly Census of Economic and Wages data being used for the transportation equity analysis has confidentiality limitations at the project level, a community destinations checklist will be included in the on-line application for agencies to select from to calculate this score.

Community	Definition	Geography Threshold*	Date Source
		Proficiency all languages combined <u>OR</u> those census tracts which were identified as “safe harbor” tracts for individual language isolation. ²⁴	
Older Adults	Persons 65 years of age and older	Census tracts above the regional rate for Older Adults (11%) AND Young People (22.8%)	2010 Decennial Census
Young People	Persons 17 years of age and younger		
Person living with a disability	Persons who identify as having a limitation of normal physical, mental, social activity. There are varying types (functional, occupational, learning), degrees (partial, total) and durations (temporary, permanent) of disability.		American Community Survey, 2011-2015 as documented in TriMet’s <i>Coordinated Transportation Plan for Seniors and Persons with Disabilities</i>

²⁴ Safe Harbor is a provision within Title VI of the Civil Rights Act of 1964, which addresses for when and how agencies are to provide language assistance to limited English proficiency persons to ensure access to all public resources. The safe harbor provision mainly addresses translation of documents and language assistance, however for analysis purposes, it may help to identify areas where additional attention is warranted because of a concentration of language isolation. Safe harbor applies when a language isolated group constitutes 5 percent or 1,000 persons of the total population in the given area.

5. FREIGHT AND GOODS MOVEMENT | 10 points

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

Purpose: Improve freight mobility. How well does the project provide benefits to freight-related system users by improving travel time reliability , and efficiency for freight haulers (all freight modes), and how well does the project reduce conflicts?			
Points	Choose one	3	The project <u>improves travel time AND</u> is located on a facility identified as a Tier 1 freight bottleneck location in ODOT’s Freight Bottleneck Locations Report , ²⁵ <u>OR a facility identified as a Tier 1 Primary Intermodal Connector in ODOT’s Oregon Freight Intermodal Connector System (OFICS) Study.</u> ²⁶
		2	The project <u>improves travel time AND</u> is located on a facility identified as a Tier 2 freight bottleneck location in ODOT’s Freight Bottleneck Locations Report <u>OR a facility identified as a Tier 2 Secondary Intermodal Connector in ODOT’s Oregon Freight Intermodal Connector System (OFICS) Study.</u>
		1	The project <u>improves travel time AND</u> is located on a facility identified as a Tier 3 freight bottleneck location in ODOT’s Freight Bottleneck Locations Report or a facility identified as a freight bottleneck in the Regional Freight Plan or an adopted local agency plan.
	Choose one	2	The project improves connectivity between freight modes OR reduces conflict between freight modes (e.g. freight rail track upgrades that connect to marine terminals , grade separation of road and freight rail crossings, <u>fixes a bridge deficiency such as a height or weight restriction</u>).
		1	<u>The project separates a freight mode(s) from other modes of travel (e.g. separates a freight mode(s) from bicycle and/or pedestrian modes).</u>
	Purpose: Access to industrial land and freight intermodal facilities. How well does the project support planned development in regionally designated industrial areas, ²⁷ <u>and other freight-related areas, including brownfield sites, and key freight generators?</u> ²⁸		
Choose	3	The project improves freight access within or to ²⁹ more than one	

²⁵ <https://www.oregon.gov/ODOT/TD/TP/Pages/FreightHighwayBottlenecks.aspx>

²⁶ All of Oregon’s intermodal connectors and ITB are mapped and can be accessed online through the OFICS GIS Tool. More information about the OFICS tiers can be found at: www.oregon.gov/ODOT/TD/TP/Pages/OFICS.aspx

²⁷ Title 4 of the Urban Growth Management Functional Plan (Title 4, Industrial and Other Employment areas Map, dated October 2014)

²⁸ Access to freight generators is intended to capture the first/last-mile connections related to freight activities. Access may also be able to capture important *Regional Freight Plan* network connections. This criteria could be based on new data on Greater Portland Inc. target industry concentrations and/or Washington County Freight Study identification of freight generating industries.

	one		regionally designated industrial area, freight intermodal facility, or employment area, regional center or the Portland central city (or OR between a regional industrial area and a Regional Freight Route or a freight intermodal facility).
		±2	The project improves freight access within or to one regional industrial area, regional employment area, regional center, the Portland central city or a freight intermodal facility.
		<u>1</u>	<u>The project improves freight access within or to a commercial district (e.g., 2040 center, downtown, main street, or other locally identified commercial area).</u>
	2		The project is located on a facility designated on the Regional Freight Network.
10 points maximum score			

²⁹ A project may be assumed to improve access to, within, or between industrial areas if it touches, passes through, or is completely contained within an industrial area as long as the facility or service does not limit access (e.g., limited-access freeway) to that industrial area.

6. JOBS AND ECONOMIC DEVELOPMENT | 10 points

This measure addresses the extent to which projects support existing and new businesses, and job creation by improving access to jobs, targeted industries and priority industrial lands.

Points	Purpose: Improve access to areas of high job concentration.	
	How well does the project support <u>improve</u> access to jobs (e.g., census tracts with large job concentrations or 2040 centers, corridors, industrial and employment areas designated on the 2040 Growth Concept map)? ³⁰	
	Choose one	34
	The project serves <u>improves</u> access to an area a census tract with a high number of jobs (<u>>XX</u> jobs) that has an employment density of at least <u>XX</u> ³⁴ total jobs per acre, and is planned (has unused zoned capacity) to accommodate a density of at least <u>XX</u> jobs per acre. (Areas that currently exceed the higher threshold would receive points here as well).	
	Choose one	23
	The project serves <u>improves</u> access to an area a census tract that has a moderate number of jobs (<u>>XX</u> jobs) an employment density of at least <u>XX</u> total jobs per acre, and is planned (has unused zoned capacity) to accommodate a density of at least <u>XX</u> jobs per acre.	
Choose one	1	
The project serves <u>improves</u> access to an area a census tract that has with a base threshold of <u>XX</u> jobs an employment density of <u>XX</u> jobs per acre.		
Purpose: Improve access to targeted industries.		
How well does the project support job retention, expansion or revitalization efforts by improving access to targeted industries (e.g., census tracts with large job concentrations of target industries), <u>including vehicle, transit, biking and walking</u> ? ³²		
Choose one	3	
Project provides new or substantially improved access to an area a census tract with a high number of jobs (<u>>XX</u> jobs) concentration of in regional target industries. ³³		
Choose one	2	
Project provides new or substantially improved access to an area a census tract with a moderate number of jobs concentration of (>XX jobs) in regional target industries OR a high number of jobs (<u>>XX</u> jobs) in local/other target industries. ³⁴		

³⁰ The high, moderate and base thresholds would be defined among 4 natural breaks for total jobs by census tract.

³⁴ The job concentration measures could be based on a threshold for jobs per acre or a tiered threshold (e.g., top third job density, middle third, bottom third). A methodology would need to be developed. high, moderate and base thresholds would be defined among 4 natural breaks for total jobs by census tract.

³² Number of jobs in NAICS from six target industries identified by Greater Portland, Inc.: (1) clean technology (using PDC NAICS definition), (2) computers and electronics, (3) software and media, (4) metals and machinery, (5) athletic and outdoor (using PDC NAICS definition), and (6) health science and technology). ~~The greater Portland region features a wide range of businesses and industries with a concentration in seven key sectors identified by Greater Portland Inc. (e.g., clean technology, computers and electronics, software and media, metals and machinery, athletic and outdoor, science and technology and emerging industries).~~

³³ This could be defined as investments on a facility located in a census tract with high job concentrations among GPI's identified industries by NAICS code See above note.

³⁴ Number of jobs in NAICS for targeted sectors identified in a local Economic Opportunity Analysis (EOA) and/or economic development strategy established by a jurisdiction OR targeted sectors defined by Columbia Willamette

		1	Project provides new or substantially improved access to an area <u>census tract</u> with <u>at least XX jobs</u> low job concentration of <u>in regional target industries</u> OR <u>a moderate number of jobs (>XX jobs) in local/other target industries.</u>
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Jobs and economic development criteria are continued on the next page

JOBS AND ECONOMIC DEVELOPMENT (continued)

Purpose: Improve access to priority industrial lands. How well does the project support job retention, expansion or revitalization efforts by improving access to <u>regional</u> priority industrial lands or improve market readiness and redevelopment potential of Tier 1, Tier 2 or Tier 3 regional industrial sites and areas with brownfield sites?		
Choose one	3	Project improves access to <u>Title 4 Regionally Significant priority industrial lands</u> OR <u>other state or regional priority industrial sites</u> AND an area with a high concentration of brownfield sites. ^{35,36}
	2	Project improves access to <u>Title 4 Industrial Areas</u> priority industrial lands OR <u>an area with a high concentration of brownfield sites.</u> ³⁷
	1	Project improves access to <u>Title 4 Employment Areas.</u> ³⁸ other industrial lands OR a brownfield site(s).
Purpose: Improve access to economic opportunity. [1] How well does the project provide access to job-related training or educational opportunities (e.g., vocational schools, community colleges, universities)?		
	1	The project improves access to institutions that provide job-related training or educational opportunities.
10 points maximum score		

Workforce Collaborative State Of The Workforce Report: (1) Advanced Manufacturing, (2) Health Care, (3) Software/IT, and (4) Construction.

~~This could be defined as investments on a facility located in a census tract with high job concentrations among GPI's identified industries by NAICs code.~~

³⁵ Projects in or adjacent to Regional Significant Industrial Lands identified in Title 4 of the Urban Growth Management Functional Plan (Title 4, Industrial and Other Employment areas Map, dated October 2014) **OR** Tier 1, Tier 2 + Tier 3 sites in Portland area 2014 Site Readiness Report, Regionally Significant Industrial Areas/Sites (RSIS/RSIA) and Oregon's Certified Shovel Ready sites ~~Prioritized lands are defined in Title 4 of the Urban Growth Management Functional Plan (Title 4, Industrial and Other Employment areas Map, dated October 2014), Regionally Significant Industrial areas and Oregon's Certified Shovel Ready sites.~~

³⁶ ~~Metro 2012 Brownfields Scoping Report~~

³⁷ Projects in or adjacent to industrial lands identified in Title 4 of the Urban Growth Management Functional Plan (Title 4, Industrial and Other Employment areas Map, dated October 2014). ~~Portland area 2014 Site Readiness Report~~

³⁸ Projects in or adjacent to Employment lands identified in Title 4 of the Urban Growth Management Functional Plan (Title 4, Industrial and Other Employment areas Map, dated October 2014).

87. PLACEMAKING AND 2040 CENTERS SUPPORT | 10 points

This measure addresses the extent to which projects support existing and new population and employment in **designated** centers. In addition, the measure addresses the extent to which projects support transit oriented development, ~~and compatibility with the character of the community in which a project is located.~~

Points	Purpose: Improve access to 2040 centers and corridors.		
	How well does the project provide increased multi-modal mobility and accessibility for designated 2040 center(s) – Portland central city and regional centers, town centers, and station s communities – and 2040 corridors?		
	Choose one	3	The project provides increases sd multi-modal mobility and accessibility to, from within the Portland central city OR or a regional center OR by connecting two or more regional centers OR by connecting a town center to a regional center. ³⁹
		2	Provides The project increases sd multi-modal mobility and accessibility to, from or within a town center or station community OR by connecting into one regional center or connecting two or more town centers or station communities.
		1	Provides The project increases sd multi-modal mobility and accessibility to, from or within a 2040 corridor, 2040 main street or by connecting into locally identified mixed-use area one town center or station community.
	Purpose: Increase access to transit supportive land use. How well is the project supported by the following land use and planning characteristics?		
	Choose one	3	Project is located in or connects to an area where e Existing development densities are transit supportive ²² (have housing and job densities greater than 250-100 persons per acre). ⁴⁰
		2	Project is located in or connects to an area where e Existing development densities are transit supportive (have housing and job densities greater than 60 persons per acre).
		1	Project is located in or connects to an area where e Existing development densities are transit supportive (have housing and job densities greater than 39 persons per acre).
	±2	Adopted comprehensive plan or subarea plan specifically identifies the area as a location for additional transit supportive growth (will have housing and job densities greater than 39 persons per acre).	
1	Project is located in an area designated in an adopted plan as a high capacity transit station area (includes light rail, commuter rail, bus rapid transit, passenger/transit intermodal stations).		
1	Zoning in area encourages a mix of uses to provide for housing, jobs, and services. ⁴¹		

³⁹ A project may be assumed to improve access to, within, or between centers if it touches, passes through, or is completely contained within a center as long as the facility or service does not limit access (e.g., limited-access freeway) to the center(s).

⁴⁰ The persons per acre thresholds are from Title 6 of the Urban Growth Management Functional Plan (Metro Code 3.07.640).

⁴¹ As defined in Title 6 of the Urban Growth Management Functional Plan (Metro Code 3.07.640), mixed-use

10 points maximum score

78. LEVERAGE READINESS AND COST-EFFECTIVENESS | 10 points

This measure addresses the extent to which projects ~~will leverage multiple sources of funding (e.g., private, local, regional, state and federal)~~, have committed funding, have completed some phase of project development, and the relative cost-effectiveness of the project, ensuring efficient use of limited tax dollars.

Purpose: Funding leverage.		
How well does the project leverage federal, state, regional, local and private funding?		
Choose one	3	Project is anticipated to leverage funding from 3 or more sources.
	2	Project is anticipated to leverage funding from 2 sources.
	1	Project is anticipated to leverage funding from 1 source.
	Purpose: Readiness.	
Does the project have committed funding and at what stage is the project in the planning and development process has it completed project development?		
Points	3	Project already has committed funding for project development, ROW right-of-way acquisition and/or construction (e.g., included in current CIP, MTIP/RFFA, and/or STIP).
	2	Purchase of ROW is not needed OR has already been completed.
	2	Project has completed detailed planning, design and/or engineering.
Purpose: Cost-effectiveness. ⁴²		
How cost-effective What is the ratio of benefit scores to the cost of the project?		
Choose one	3	Project has a high cost-effectiveness ratio relative to other projects.
	2	Project has a moderate cost-effectiveness ratio relative to other projects.
	1	Project has a low cost-effectiveness ratio relative to other projects.
10 points maximum score		

development includes areas of a mix of at least two of the following land uses and includes multiple tenants or ownerships: residential, retail and office. This definition excludes large, single-use land uses such as colleges, hospitals, and business campuses.

⁴² This will be calculated by Metro staff during the evaluation by dividing the total benefit scores for a project by the total estimated cost of the project (2016\$) to determine the value for every dollar invested.

9. TRANSPORTATION SAFETY | 10 points

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

Purpose: Reduce the number of fatal and serious injury crashes. How well does the project address existing documented safety problem ⁴³ with proven safety countermeasures to reduce fatal and serious injury crashes?			
Points	Choose one	10	The <u>primary purpose</u> of the project is to address a documented safety problem at a documented high injury or high risk location with one or more proven safety countermeasure(s). ^{44 and 45}
		8	The project addresses a documented safety problem at a documented high injury or high risk location with one or more proven safety countermeasure(s).
		4	The project improves safety with one or more proven safety countermeasure(s).
10 points maximum score			

⁴³ The safety problem should be documented through an analysis of crash data in support of an agency safety program, plan or strategy. Examples of such documentation include: locations designated on a regional or local high injury corridor, the Region 1 All Roads Transportation Safety (ARTS) program list or other locally-documented safety priority locations.

⁴⁴ Proven safety countermeasures have been documented by the Federal Highway Administration (FHWA) and Oregon Department of Transportation (ODOT) and include: road diets, medians and pedestrian crossing islands, pedestrian hybrid beacons, roundabouts, access management, reflective backplates, safety edge, enhanced curve delineation, and rumble strips. More information about these and other proven countermeasures can be found at: <https://safety.fhwa.dot.gov/provencountermeasures> and www.oregon.gov/ODOT/HWY/TRAFFIC-ROADWAY/docs/pdf/CRF_Appendix.pdf.

⁴⁵ High Risk Corridors are identified in transportation safety plans or strategies, including the ODOT Pedestrian and Bicycle Safety Implementation Plan and may be used to document responses to this criteria.

10. TRAVEL OPTIONS | 10 points

This measure addresses the extent to which projects increase alternatives to driving alone and access to fixed-route transit stops. The measure also addresses the extent to which projects incentivize or facilitate an individual's use of those alternatives increased biking, walking and use of transit.

Points	Purpose: Increase alternatives to driving alone and their use.		
	How well does the project increase alternatives to driving alone and makes it more convenient to walk, bike and use transit?		
	Choose 1one	3	The project adds incentives, or removes barriers ⁴⁶ or completes a significant regional transit network gap (e.g., no service currently exists in area) or regional biking and/or walking network gap, (e.g., it crosses a major barrier, such as a freeway, <u>limited-access highway or multi-lane arterial, rail tracks or river/water feature</u>).
		2	The project completes a regional transit, biking or walking network gap but there are other available routes (no major barriers) OR is designed to create an opportunity for connections between modes.
		1	The project addresses a deficiency on the regional transit, biking or walking network. ⁴⁷
	Choose 1one	3	The project includes 5 or more design elements in bike and/or pedestrian checklist or OR provides physically separates <u>bike and/or pedestrian facility</u> from vehicle traffic.
		2	The project includes 5 or more design elements in bike and/or pedestrian checklist, not physically separated from vehicle traffic.
		1	The project includes 3 or more design elements in bike and/or pedestrian checklist, not physically separated from vehicle traffic.
	Purpose: Improve first mile/last mile biking and walking connections to transit, biking.		
	How well does the project improve connections between modes of travel, especially for bicyclists and pedestrians accessing transit?		
2	The project completes a gap in the regional bicycle network within 2 miles ⁴⁸ of a regional <u>fixed-route</u> transit stop. ⁴⁹		

⁴⁶ Incentives include elements, but are not limited to elements such as transit pass subsidies and other commuter benefits, non-SOV mode priority, ~~and~~ HOV priority, adding bicycle and pedestrian facilities (e.g. an arterial widening project that includes new sidewalks-pedestrian and/or bicycle facilities/lanes) ~~or and~~ otherwise facilitating the use of bicycle and pedestrian travel (e.g. providing bicycle parking at a park-and-ride-facility, ~~constructing ADA-compliant curb ramps~~). Removing barriers refers to, ~~(but is not limited to,)~~ projects that complete missing links (e.g. a bicycle/pedestrian project that connects together an existing trail or constructs ADA-compliant curb ramps where no curb ramps currently exist).

⁴⁷ Regional Bike Network Map and Regional Pedestrian Network Map (adopted July 2014)

~~⁴⁸ Need to determine appropriate threshold, consistent with Regional Active Transportation project development work.~~

~~⁴⁹ Regional Transit Network Map (adopted July 2014) ~~or~~. Note this map is being updated as part of the 2018 RTP update through development of the Regional Transit Strategy. ~~draft updated map under development in 2018 RTP update~~~~

	2	The project completes a gap in the regional pedestrian network within 1/2-mile of a regional <u>fixed-route</u> transit stop. ⁵⁰
10 points maximum score		

BONUS: TRANSPORTATION RESILIENCY | 5 points

This measure addresses the extent to which projects improve ~~system redundancy and~~ disaster ~~and emergency response~~ preparedness.

	Purpose: Improve system redundancy and disaster and emergency response preparedness.	
	How well does the project improve disaster preparedness and emergency response? (Specific focus on regional emergency transportation routes (ETRs) designated by the Regional Disaster Preparedness Organization or agency adopted plan)	
Points	3	The project is located on a designated emergency transportation route (ETRs) ⁵¹ in the event of a regional emergency AND <u>fixes a seismic deficiency to</u> improve <u>the facility's</u> preparedness of the facility to evacuate people or to move personnel, supplies, and equipment to heavily damaged areas in the event of a regional emergency.
	2	The project provides alternative route(s) and/or new <u>emergency vehicle</u> access for emergency service providers to <u>use when</u> responding to emergencies.
5 points maximum score		

BONUS: POLITICAL SUPPORT | 5 points

~~This measure addresses the extent to which projects are a priority.~~

	Purpose: Political support.	
	Is the project a priority for the communities it serves and/or their elected representatives.	
Points	5	Project is recommended by a county-level coordinating committee or the Portland city council as a high priority for the regional transportation system.
5 points maximum score		

⁵⁰ Regional Transit Network Map (adopted July 2014). ~~Note this map is being updated as part of the 2018 RTP update through development of the Regional Transit Strategy. or draft updated map under development in 2018 RTP update)~~

⁵¹ An Emergency Transportation Route or ETR is defined as a route needed during a major regional emergency or disaster to move response resources such as personnel, supplies, and equipment to heavily damaged areas or serve as an evacuation route. ETRs are designated by the Regional Disaster Preparedness Organization (RDPO).