Agenda

Metro
600 NE Grand Ave.
Portland, OR 97232-2736

2018 REGIONAL TRANSPORTATION PLAN UPDATE

RTP Performance Work Group - Meeting # 9

Date: December 7, 2017
Time: 10am to noon.
Place: Metro Regional Center, Room 401
600 NE Grand Avenue, Portland, OR 97232
Purpose: Discuss streamlining RTP performance targets and monitoring, and initial results of the system evaluation

*Working together across interests and communities can help ensure every person and business in the Portland metropolitan region has access to safe, reliable, affordable and healthy ways to get around. Find out more at **oregonmetro.gov/rtp**.*

Agenda

10:00	**Welcome & introductions**	Tom Kloster
10:05	**Partner Updates** *Who have you talked to about this work? What have you heard?*	Everyone
10:15	**RTP Performance Targets and Monitoring** *Update on next steps for Map-21 required target-setting, monitoring, and reporting*	John Mermin
10:30	**RTP System Evaluation** *Recap discussion from December 4 TPAC- MTAC workshop and discuss any potential refinements to system evaluation measures*	John Mermin
11:00	**RTP Pilot Project Evaluation** *Report on RTP pilot project evaluation and begin discussion of refinements to draft project evaluation criteria*	Kim Ellis
11:50	**Next Steps**	John Mermin Tom Kloster
12:00	**Adjourn**	Tom Kloster

Meeting Packet
• Agenda
• Summary from November 8, 2017 meeting
• Next steps for MAP-21 required target setting and monitoring memo
• Comments received on RTP System Evaluation methodologies
• RTP Goals v performances measures table

Directions, travel options and parking information
Covered bike racks are located on the north plaza and inside the Irving Street visitor garage. Metro Regional Center is on TriMet bus line 6 and the streetcar, and just a few blocks from the Rose Quarter Transit Center, two MAX stations and several other bus lines. Visit our website for more information: http://www.oregonmetro.gov/metro-regional-center

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oregonmetro.gov

2018 REGIONAL TRANSPORTATION PLAN UPDATE

RTP Performance Work Group - Meeting # 8

Date: November 8, 2017
Time: 2- 4 p.m.
Place: Metro Regional Center, Room 401

Work Group Members Present:

Name	Affiliation
Jay Higgins	City of Gresham
Phil Healy	Port of Portland
Steve Williams	Clackamas County
Bill Holstrom	DLCD
Steve Adams	City of Wilsonville
Carly Rice	City of Gresham
Chris Rall	Transportation 4 America
Jessica Berry	Multnomah County
Eric Hesse	TriMet
Steve Kelley	Washington County
Lidwien Rahman	ODOT

Interested parties

Mark Gamba	City of Milwaukie

Metro Staff Present

John Mermin
Tom Kloster
Kim Ellis
Lake McTighe
Jamie Snook
Cindy Pederson
Dan Kaempff
Grace Cho
Ben Kahn

I. Partner Updates

Workgroup member Steve Adams discussed Wilsonville's discussions with ODOT regarding conversations to address congestion on I-5.

II. Agenda

John Mermin outlined the agenda for the work group meeting:

- RTP Performance Targets and Monitoring
    - Discuss options for streamlining
- RTP System Evaluation
    - Review initial results
    - Identify potential refinements to measures

III. RTP Performance targets and monitoring

John briefly reviewed the RTP Performance Monitoring System, and then presented Metro staff recommendations for targets and monitoring measures, starting with **Safety**

- Use targets recommended by RTP safety work group
- Eliminate fatalities and serious injuries by 2035
- 50% reduction by 2025
- 16% reduction by 2020
- Annual target to be established as required by MAP-21

Infrastructure Condition

- Establish targets that are the same as the MAP-21 required targets that ODOT, SMART and TriMet are developing.
- In the future, Metro may consider developing MPO area specific target.

A work group member asked why Metro needs to develop its own target. Kim Ellis stated that Metro doesn't want to preclude a future opportunity to set its own target. Tom further explained that Metro doesn't have the capacity to craft a MPO-specific target now, but may want to later. This language gives Metro the flexibility to pursue such a target in the future.

VMT

- Retain the 10% VMT per capita reduction target (model-based) from 2014 RTP.
- In future, use observed data to track progress and resolve issues between Climate Smart monitoring (GreenSTEP), Federal Highway Performance Monitoring System (HPMS) data and National Performance Management Research Data Set (NPMRDS).

Congestion

- Replace regionwide 10% delay per capita target (model-based) with MAP-21 required NHS-focused target using National Performance Management Research Data (observed)
- A refinement plan for the Interim Regional Mobility Policy following 2018 RTP may further update targets.

A work group member asked how the timeline for collecting observed data relates to the investment strategy. John responded that ideally, we'd already have observed data, but we will use it when we obtain it. The member responded that they are concerned that important decisions will be made without having accurate data. Kim Ellis responded that local partners are critical in shaping the investments recommended for inclusion in RTP and making informed

decisions. Another member responded that modeled and observed data tell two different things—future conditions and past data, respectively.

Another member sought clarification regarding replacing the model-based target with MAP-21 target: Is there already a MAP-21 target, or is one to be developed? John responded that it needs to be developed in collaboration with ODOT once ODOT has compiled and verified necessary data (expected by Spring 2018).

Active Transportation Infrastructure

- Establish a more ambitious target for completing regional active transportation network
    - 100% completion of regional biking and walking network by 2040
- In future, use RLIS data (observed to monitor progress between RTP updates.

A member asked what the current completion percentage is. Lake McTighe responded that it is less than 50%. The member asked if there has been a cost assessment done. Lake said yes, that it is around $4 billion. A member asked if the region should focus on the regional active transportation network, or place a bigger emphasis on local corridors and centers. Lake responded that those are already included on the active transportation network.

The same member raised concerns about other work groups making significant policy recommendations that impact the performance measures workgroup. John responded that the work groups can make recommendations, not decisions, since decisions are made at a higher level. Another member said they do in fact expect technical groups to make recommendations that impact performance measurement, and that they strongly welcome more aggressive recommendations for active transportation infrastructure. Tom clarified that these recommendations have a basis from the region's adopted Climate Smart Strategy.

Another member asked what the result would be from a 100% build-out in terms of mode shift. Grace, who leads the equity work group, sought to contextualize the conversation taking place about active transportation. She said that the equity work group recommendation to set a more ambitious system completion target comes from a need to address inequities, and building the system out 100% addresses that. Another member expressed concern that this measure is different than others, in that it is more aspirational than realistic, and that it is a measure of the plan itself, and not seeking to change travel behavior.

Another member expressed support for this measure, but is concerned with technical aspects, like how to measure completeness. A member asked if there is an active transportation work group. Kim said no. This member suggested that when a work group makes a significant recommendation, it should be clearly articulated in other relevant work groups' meeting packets. Kim then discussed how the adopted Regional Active Transportation Plan already has a similar goal for a 100% build out of the active transportation network, and this recommendation is consistent with the previous policy direction.

Another member, also a member of the equity workgroup, expressed support for the more ambitious target, particularly from an equity standpoint.

Another member sought clarification on the technical aspects of the plan, like the percentage of all streets that are part of the regional active transportation network.

A member sought to take a higher-level view of the purpose of these performance measures and implore work group members to think about how to better align measures with goals. The member who originally started the discussion stated that they support the goal, but do have concerns with how work group recommendations are being shared between work groups.

Affordability

- Two options for consideration by performance work group
    - Option 1: Defer adjusting regional target (reduce average HH combined cost of housing and transportation by 25%) until the 2023 RTP update.
        - In 2018 RTP update, refine how cost-burdened is defined – to focus on costs for lower income households, instead of average household.
    - Option 2: Create a monitoring target in 2018 RTP that relies on Center for Neighborhood Technology Housing + Transportation Affordability Index data.

John sought suggestions from the work group on which option to consider. Grace clarified that the two options are not mutually exclusive, and recommended that they both be done. Kim added that Metro currently does not have the tools effectively measure this. Grace added that option one would involve policy decisions regarding a benchmark for H+T affordability. A member stated their full support for a regional H+T target, and that they support getting rid of the current target, as it is mathematically impossible as stated.

System Reliability

- Set annual monitoring target in coordination with ODOT, as required by MAP-21 using National Performance Management Research Data Set (observed).

A member asked if we should just use the NHS. Tom responded that we should use NHS for now, until a work plan for collecting this data can be developed.

A member asked for clarification of the phrase “monitoring target”. Kim responded that MAP-21 identifies measures that MPOs and DOTs must set targets for and then monitor performance toward the target on scheduled basis. She also explained the regional mobility corridor framework will be the geographies used to monitor progress of this and other measures.

Freight Movement and Economic Vitality

- Refine 2014 RTP target (model-based) as follows: “By 2040, reduce ~~vehicle~~ truck hours of delay per truck trip by 10% compared to 2010.”
- Set a monitoring target of % of interstate system miles with reliable truck travel times in coordination with ODOT as required by MAP-21 using NPMRDS (observed).

A member asked why it's the Interstate system, not the NHS system? Kim replied that is because it is the MAP-21 requirement specifies the interstate system and that the region could go beyond the Interstate system if the data is available in the national data set.

A member discussed how they're unsure if trucks are monitored similarly to other vehicles. They don't believe the model will reflect the actual conditions. They think the measure is effective, but that the results aren't calibrated to on-the-ground data and conditions. Metro staff responded that work is underway to update and calibrate the freight model to better forecast truck travel in the region.

Clean Air

- Address MAP-21 air quality target setting requirement through updates to the MTIP, not the RTP, because it's focused only on CMAQ-funded projects.
- Revise existing regional target as follows:
    - By 2040, ~~ensure zero percent population exposure to at risk level of~~ maintain or reduce tons of air pollution by mobile sources.
- In future, look for opportunities to replace RTP target with MAP-21 based measure.

A work group member clarified that what matters is air quality, not the MAP-21 rule measure that only focuses on CMAQ-funded projects.

John concluded presenting the monitoring and target setting and sought feedback from the work group. He asked how the group felt about using 2015 as the constant base year to measure our progress toward achieving targets going forward. Tom said the spirit of the measures is to track trends and changes over time. He further explained that since the economy had a recovered from the recent deep recession by 2015, using it as a base year makes sense.

A member suggested exploring whether back casting was possible, and that to always remember to focus on what we, as public agencies have control over. For instance, air quality is impacted by things that people (and particularly public agencies) have little control over, like wildfires or weather inversions, so it makes sense to focus the measure and target on mobile sources.

IV. System Evaluation measures preliminary results

John presented a chart detailing the preliminary RTP system evaluation results, showing the modeled impacts of the financially-constrained RTP project list.

A member asked what the increase in daily total VMT is. Metro staff said it is 31.6%. Tom pointed out that Portland region's VMT per capita is significantly lower than similar regions around the country. Another member said absolute numbers are important to display in addition to the percent change.

A member asked what the land use assumptions were that went into this model. John replied that the most recently adopted land use forecast adopted by Metro Council was used for the modeling, and the forecast was coordinated and reviewed by all jurisdictional partners.

A member said it would be helpful to know average trip length by mode, and whether these numbers include trips entering and exiting the region, or just trips within the region. John clarified that it is only for travel within the Portland metropolitan planning area (Oregon side of the region inside the MPO boundary), but that there is separate data that includes travel within the 4-county region (including SW Washington). Members expressed interest in seeing this data.

John then discussed Attachment 2: RTP Draft Performance Targets Results. A member mentioned that vehicle delay (both truck and non truck) are very high, despite increases in walking, biking and transit mode share. They want to ask the group that if this is the case, is our strategy going in the right direction. Policymakers may ask these questions. Tom responded that how this is framed to policy makers and what their priorities are will impact how they view it, and that they may decide to tweak it. Tom acknowledged that growing congestion is an outcome of being in a growing region with more jobs and economic activity.

A member acknowledged that even though bike, walk and transit mode share increase, they are still much less than the targeted increases.

A member sought to emphasize the extreme increase in midday travel delay. Metro staff discussed how these figures speak to commute trips. A member discussed how when the network is saturated (which occurs in some places today), it skews the data because vehicles can't even enter the network when it is too congested. They discussed how Portland is a top 15 most congested city in the country based on national data, and that we're on track to get worse in the future . Tom responded that this work group and planners in the region should think about what we are not doing. He used Seattle as an example of a city experiencing extreme congestion finding new solutions to address congestion.

A member asked Kim if this info will be used to select projects in the second round of calls for projects. Kim responded that there will be some opportunities for refinement. She said that it is well documented that we cannot build our way out of congestion, and noted that there are several highway expansion projects (over $6 billion) in the draft RTP project list and that the model still anticipates significant congestion in the future. She further noted that there are tools the region has not yet used to manage congestion such as value pricing.

Members appreciated the summary charts, but want to see some more absolute numbers and additional figures.

John presented the table "Mode Share by sub-region". A member asked what the regional center data means. Cindy Pedersen said that it includes trips that begin and/or end in the

regional center. A member noted that the only place that achieved the regional mode share target (30%) is the Portland central city.

John presented the table "travel time results". He noted that the largest increases in vehicle travel time are in the I-5 and I-205 corridors and the Tualatin to Hillsboro corridor. John noted that the model results display an unexpected increase in transit travel time in the corridor between the Portland Central City and Tualatin Town Center. Staff is investigating why that's showing up.

John noted that there is an increase in biking travel time between sunset TC to Goose Hollow,, due to the fact that a regional trail project is proposed that will increase the distance people will travel because people travel out of direction to access the trail. Additionally, there are limits to the bike model – it assumes a constant biking speed of 12 miles per hour on all facilities. In reality many trails typically provide faster biking opportunities since they have fewer stops and intersections along them.

V. Upcoming discussion and next steps

John concluded the meeting by describing the upcoming opportunities to discuss initial system evaluation results: Nov. 20 Freight work group, Nov. 30 equity work group, Dec. 4 MTAC/TPAC workshop, the Dec. 7 Performance Measurement work group and Dec. MTAC and TPAC meetings.

Memo

Metro
600 NE Grand Ave.
Portland, OR 97232-2736

Date: November 29, 2017
To: RTP Performance Work Group
From: John Mermin, Performance Work Group Lead
Subject: MAP-21 performance monitoring, target setting and reporting next steps

Background

At the October 12, 2017 RTP performance work group meeting, Metro staff presented various federal and state regulations relating to monitoring, target setting and reporting. At the November 8, 2017 work group meeting Staff presented recommendations for streamlining the region's response to federal and state requirements. This memo summarizes next steps for this work.

Next Steps

ODOT is in process of compiling and verifying the data to support target-setting by ODOT and Oregon's MPOs. Data is expected to be available in Spring 2018. Metro will utilize TPAC-MTAC joint workshops at that time to make recommendations regarding target setting, monitoring and reporting.

RTP Performance work group staff are highly encouraged to participate in these workshops. The work of the joint TPAC-MTAC workshops in 2018 represents a shift to a new phase of the RTP where data discussed with RTP workgroups will be further discussed and packaged into findings for regional elected leaders to consider as they approach adoption of the RTP.

Metro staff thanks the RTP Performance workgroup members for their time and contributions to date and encourage members to stay engaged in helping communicate results to policymakers and the public in 2018.

Attachment 3. 2018 RTP System Evaluation Measures – Methodologies – Comment log

(These comments were provided by performance work group and TPAC members while system evaluation measures were being tested. They provide a starting point for refining system measures and are provided now as background for future discussion at the December 7 workgroup meeting)

#	Comment	Source(s)	Date	Response
1	Add an introduction to the Methodologies document including: a description of the overall purpose for the System evaluation measures and a definition of geographic analysis areas like "sub-regions", "mobility corridors"	Abbot Flatt, Clackamas County staff	2/16/17	Staff will add an introduction to the Methodologies document.
2	Explain the difference between "Historically Marginalized Communities" and "Focused Historically Marginalized Communities" and why each are used at different times. Be consistent with using these terms. Given the very limited difference we are not convinced that both measures are necessary.	Abbot Flatt, Clackamas County staff	2/16/17	Historically marginalized communities refers to the five communities (communities of color, lower-income populations, limited English proficiency populations, older adults and young people) and utilize the regional rate for defining locations. Out of a request of work group members, Focused Historically Marginalized Communities focuses on three of the five communities (communities of color, lower-income populations, and limited English proficiency populations), but also applies a density factor (to look at where you have high concentrations of these populations) and the Title VI LEP "safe harbor" communities. Please see "background information to transportation equity performance measures" documentation for detail.
3	Is Exposure to Crash Risk for non-vehicular trips? Not sure why US 26 in the east is excluded from analysis but Oregon 213 from Redland Rd to Beavercreek is not. Not sure how you are defining "freeway".	Abbot Flatt, Clackamas County staff	2/16/17	Exposure to Crash Risk is for all modes of travel. Freeways are defined as limited access highways. The list has been updated: • Hwy 26 W • Hwy 217 • Hwy 224 the sunrise corridor • Hwy 26 E from Burnside

				intersection in Gresham • OR 213, Redland to Beavercreek Road • I-5 • I-205 • I-84 • I-405
4	Access to Travel Options should be analyzed at sub-region.	Abbot Flatt, Clackamas County staff	2/16/17	If resources allow Metro will provide outputs by sub-region
5	Access to Community Services – are government buildings included in the NAICS dataset? There are a number of state and local government facilities in Clackamas County that are being used to offer a great deal of service to the community. This measure as structured would not capture the important services at these facilities.	Abbot Flatt, Clackamas County staff	2/16/17	NAICS codes are being used to identify places which provide different services. Depending on the classification in NAICS, Clackamas County government buildings may be included. But it should be recognized that sometimes facilities which provide a number of services may only get classified with one service provided and therefore may not get captured in the Access to Community Places system evaluation measure. Metro staff will look into the community places dataset for Clackamas County to see if there gap due to government buildings classifications and consider adding.
6	Concerned that the work has lost touch with measuring ways to maximize progress toward goals. Communicate in the methodologies report the degree-to-which each performance measure relates to / supports each goal.	Chris Rall, Transportation 4 America	2/28/17	Staff will bring an updated table that communicates degree-to-which each measure supports each goal to the November 8 performance work group meeting.

7	Add an introduction to the methodologies document that includes a complete chart showing how this entire set of performance measures effectively measures progress toward the RTP goals. This would allow the decision-makers to see which goals have ample coverage and start to whittle down the number of measures to a reasonable number that they could actually use to drive decision-making.	Chris Rall, Transportation 4 America	2/28/17	Staff will bring an updated table that communicates degree-to-which each measure supports each goal to the November 8 performance work group meeting.
8	Do not report bicycle miles, transit miles or walking miles traveled. They are redundant with mode share measure and not a useful as measures of health impact	Chris Rall, Transportation 4 America	2/28/17	TBD after applying draft measures and discussing results at November 8 meeting of performance work group. Bicycle miles can help people understand the magnitude of bicycle travel. Metro is working with the Oregon Health Authority to provide activity levels in a health analysis using ITHIM.
9	Add a physical activity measure. Use average time spent walking and biking per capita. If possible, impacts on disadvantaged population should be disaggregated to determine health equity impacts	Chris Rall, Transportation 4 America	2/28/17	Metro is working with the Oregon Health Authority to provide activity levels in a health analysis using ITHIM.
10	Reduce the number of measures, especially congestion and multimodal travel time which ar redundant with access (to jobs and community places). Decide which is most consistent with RTP goals and pursue that. I contend that access to jabs and community places are the measures most closely to RTP goals.	Chris Rall, Transportation 4 America	2/28/17	TBD after applying draft measures and discussing results at November 8 meeting of performance work group.
11	Provide a feedback loop in the process so that project sponsors can apply the measures and iterate their lists based on the outcome prior to submitting them to Metro in July.	Jon Makler, ODOT	2/28/17	There will be time to adjust the project lists between Fall 2017 and early 2018. An updated project list will be submitted to Metro by the end of April 2018.

12	Add dot for "Ensures Equity" for the multimodal travel measure (since increasing bicycling and walking inherently improves equity)	Karen Perl Fox, Tualatin	2/28/17	Staff agrees. Done.
13	Add dot for "Ensures Equity" for the active transportation and transit measure	Karen Perl Fox, Tualatin	2/28/17	Staff agrees. Done.
14	Complete methodology for measure "3. Affordability" this cycle since it is very important, and the current standard used for cost burdened households (spending >30% of income on housing) is outdated.	Karen Perl Fox, Tualatin	2/28/17	Metro's research center is developing a pilot to forecast housing and transportation expenditures in the future year (2040). The aim is to have the pilot ready in time for the 2018 RTP system evaluation. However, if the tool is not ready of available for the 2018 RTP system evaluation, the CNT H+T tool will be proposed as a monitoring measure for the plan and it will be recommended a tool be developed in time for use as part of the 2022 RTP.
15	What will be the process to address inequities in marginalized communities, once "4. Share of safety projects" is measured?	Karen Perl Fox, Tualatin	2/28/17	The transportation equity analysis will address if there is an aggregate disproportionate impact. The results and information will be brought to the work groups, TPAC and MTAC s for discussion and potential refinements if necessary. Metro staff recommendations will be provided at the Regional Leadership Forum for each measure.
16	What will be the process to address inequities in marginalized communities, once "5. Exposure to crash risk" is measured?	Karen Perl Fox, Tualatin	2/28/17	The transportation equity analysis will address if there is an aggregate disproportionate impact. Otherwise, areas with high VMT will get flagged. The results and information will be

				brought to the work groups, TPAC and MTAC s for discussion and potential refinements if necessary. Metro staff recommendations will be provided at the Regional Leadership Forum for each measure
17	Recommend that the performance target for "15. Climate Change" be more specific as to gas emission level that would be considered 'making slight, fair, good or excellent progress or losing ground (i.e. a numerical or percentage of improvement rating system). Also, consider sub-regional analysis in addition to regional analysis similar to #16 Clean air	Karen Perl Fox, Tualatin	2/28/17	Sub-regional analysis requires use of air modeling dispersion tools which are not available to this RTP. Therefore, sub-regional analysis will not be able to occur for the 2018 RTP.
18	Consider sub-regional analysis in addition to regional analysis for measure "16. Clean air".	Karen Perl Fox, Tualatin	2/28/17	Sub-regional analysis requires use of air modeling dispersion tools which are not available to this RTP. Therefore, sub-regional analysis will not be able to occur for the 2018 RTP.
19	Historically Underrepresented Communities: • Be careful of relying too much on Census data for equity locations, because it is too large a geography to pick up on actual locations of population. • Metrics based on proximity of transportation projects to certain communities miss out on the benefits and burdens to a community of using a facility that may not be located next to their community. • It is unclear how future communities of color, lower-income communities, limited English proficiency populations, older adults, and youth are being identified/defined? And if existing population/demographic data is to be used it should be clearly stated.	Steve L. Kelley, Washington County	3/6/17	At this time. The US Census is the most reliable and dataset available for demographic information. The geographic scale issue is noted. Comment noted. For Communities of Color, Limited English Proficiency Communities, Older Adults and Young People, the analysis will be conducted for the base-year and 10-year investment strategy, not for the 2040 horizon year. This is to recognize that forecasted data for these communities is not available for the region at the geographic scale necessary. These communities are being assumed static, which is not ideal. However, assuming

				this for the 10-year strategy is likely to be more reasonable than assuming these communities will be in the same places in 25+ years with the rental and housing market crisis the region is currently in. Since the Metroscope forecast can does produce information about household incomes, the lower-income definition can be applied to look at shifts in where lower-income households will be located in the future year. Therefore, at this time, lower-income populations is the only HMC population being proposed to look at in the 2040 transportation investment scenarios. However, this is still up for discussion and testing in the first round of the 2018 RTP evaluation will help determine whether this is appropriate.
20	Measure 1. Multimodal Travel: • Why only evaluate the urban areas of Washington County– excluding rural Washington County misses much of the travel patterns. This measure should include the whole MPA area. • Region-wide Freight Miles are a subset of Vehicle Miles Traveled (VMT) and should be reported as such. Region-wide Freight Miles should not be added to the other categories. The table is missing Region-wide Transit Person Miles (TPMT) traveled, which are a component of PMT.	Steve L. Kelley, Washington County	3/6/17	Metro will be evaluating the whole MPA area. This set of VMT calculations are matrix-based rather than network-based, so the freight data is entirely separate (not a subset of vehicles). Metro modeling staff are concerned that specifically listing Transit Person Miles traveled may be misleading. When using a matrix-based method, the distances are shortest path which do not reflect specific bus/rail routing.

21	Measure 4. Share of Safety Projects: 1. Improving a road to an urban standard does not appear to be an approved safety counter measure. This should be added as this is one of the ways we improve safety. 2. Standardize target across time on a per capita basis or some other measure. 3. Limiting the benefit of safety projects to the immediate location of marginalized communities precludes the benefit such community may get from using the facility from one neighborhood to another. The definition should be broader. 4. Don't see the value of calculating cost of safety projects per person – what if a really good safety project is inexpensive. More $$ doesn't mean more effectiveness.	Steve L. Kelley, Washington County	3/6/17	1. Proven safety countermeasures, such as those identified in the Crash Modification Clearinghouse, the Highway Safety Manuel and ODOT's Crash Reduction Factor Appendix, are identified by the potential to reduce crashes and address specific safety risks. We are not aware of a crash reduction factor for bringing a road up to urban standard. Agencies will be self identifying safety projects (those that reduce crashes as a primary purpose) in the RTP, and can determine whether a project that brings a roadway up to standard includes the necessary safety countermeasures to address any identified safety issues or risks and reduce crashes. 2. Investments in safety projects are identified by time period (2018-2027, 2028-2040), per capita, and cost and percentage in historically marginalized communities. 3. Agreed that people benefit from projects that are beyond the area in which they live. However this is the most direct way to measure direct impact on historically marginalized communities. A majority of fatal and severe injury pedestrian crashes occur in areas with above average concentrations of people of color, people with low incomes and people with limited English proficiency and a majority of high injury corridors are in

				communities with higher concentrations of people of color, people with low incomes and people with low-English proficiency. 4. Cost is a blunt way to understand level of investment in a particular area. Agreed that safety projects can sometimes be low cost and the RTP findings will note that.
22	5. Exposure to crash risk: This is too complicated on a system basis. The methodology should be modified for the different crash risk per facility type, including freeways. Suggest keeping VMT as an exposure coupled with VMT at different speeds, by facility classification. The Washington County Transportation Futures Study used a similar methodology.	Steve L. Kelley, Washington County	3/6/17	Washington County method was reviewed. Metro's approach is consistent with Washington County's 'Crash Exposure' measure, in which "the total amount of auto travel (VMT) is used for the crash exposure measure, because the more auto traffic a person is exposed to, the higher the risk of crash."
23	6. Access to Travel Options – System Connectivity and Completeness: 1. This measure does not capture new connections established in developing or redeveloping areas. This measure does not address future street configurations. Local streets and most neighborhood routes are constructed by development. Washington County has strong street connectivity standards that development is required to comply with. These are NOT public projects and will NOT be in the project list. This measure is not constructed to address the connections required through the development process. <u>Recommend a different measure:</u> a. % of regional system completed to include pedestrian and bicycle facilities. This measure can be calculated both in existing condition and, by	Steve L. Kelley, Washington County	3/6/17	1. New collector and above street connections will be captured in this measure. (Additionally this measure can be monitored over time and will reflect ANY new connections (new street, sidewalk, bikeway) that are updated in RLIS, regardless of classification.) 1.a. Percent of regional bicycle and pedestrian facilities completed is included in the measure. 2. Street segments with less than 50% of sidewalks completed will be defined as 'no sidewalk'

	utilizing the RTP project list, and the future planned network. 2. How will street segments with less than 50% percent of sidewalks complete be defined? 3. Description of trail connectivity and density is missing in item 3 under the methodology section. 4. Definition of what constitutes an active transportation/bikeway/sidewalk project is too narrowly defined and needs to be broadened to include completing a gap and/or adding bike/ped facilities where they are missing.			3. Trail connectivity and density is part of the performance measure and the methodology section has been updated. 4. Definitions have been updated to: New Street Connection Project is a project that creates a new street where none existed before; street widening projects are not new street connections. Bikeway Project is a project that fills a gap in the regional bikeway network. Bikeways included in larger street projects will be included in this analysis. Sidewalk Project is a project that fills a gap in the regional pedestrian network. Sidewalks included in larger street projects will be included in this analysis. Trail Project is a project that fills a gap in the regional trail network.
24	7. Access to Jobs: • Why is the annual salary based on a household size of 3? I think HUD uses a household size of four. • Why does the methodology vary the travel time window by mode? Perhaps for willingness to utilize a mode different travel times are appropriate but for access to jobs the measure should pick an appropriate travel time to use consistently. • This measure does not address how many people can access a job. Rather it measures how many jobs low and	Steve L. Kelley, Washington County	3/6/17	Based on the 2016 UGR the tri-county region's average household size is 2.54. Recognizing that it is challenging to have .5 of a person in a household, this number was rounded to 3. The transportation equity work group discussed potentially setting a single travel time to assess for this measure, but landed on using different travel

	middle wages households can access. For economic development it should be flipped to consider the travel time to the appropriate wage jobs. Consider a different measure that assesses if low and middle wages jobs have populations that can access them. • Washington County Transportation Futures Study evaluated the average travel time from the low income areas to the employment areas, as well as the number of jobs within a 30 min car/60 min transit commute from low income and all areas.			times for each mode based on the notion the different tolerances people have in traveling depending on what mode is being used. The varied travel times are based on commute travel times from the 2011 Oregon Household Activity Survey as well as looking to other regions which use a similar measure to look at how they set their travel times. The Access to Jobs system evaluation measure is looking at the defined geographies of historically marginalized communities (HMC) and focused historically marginalized communities (FHMC) in aggregate to determine the weighted average of low and middle income jobs reached. The suggestion to look at how many of our HMC and FHMC individuals within the aggregate geography is a method staff will look into for reporting out as it appears as a reasonable way to communicate out the core intent of the measure. Noted. Thank you for sharing the information.
25	8. Access to Community Places: • Page 25: Suggested reword last sentence from: "Lastly, the measure will look at the change in the accessibility to these existing community places between the base year and future year with added transportation investments, with an emphasis in looking at the change in	Steve L. Kelley, Washington County	3/6/17	Noted and will change in methodology sheets. Metro staff will look into adding parks. This is a good suggestion, but Metro currently does not have the capacity to

	communities of color, lower-income communities, limited English proficiency populations, older adults, and youth." change to: "Lastly, the measure will look at the change in Access to Community Places between the base year and future year with RTP transportation investments, including looking at the change for communities of color, lower-income communities, limited English proficiency populations, older adults, and youth." • The transit work group suggested adding parks to the list of community places. • Consider using a tool like Place Palette to reflect future land use typologies in areas not currently developed (South Hillsboro, South Cooper Mountain, West Sherwood, etc.)			use Place Palette.
26	9. Access to bicycle and pedestrian parkways: Suggest some method for determining allocation within the TAZ for this measure. A methodology was developed for the Washington County Transportation Futures Study using the Place Palette for allocating households.	Steve L. Kelley, Washington County	3/6/17	This is a good suggestion, but Metro currently does not have the capacity to use Place Palette.
27	11. Access to industry and freight intermodal facilities: • The methodology appears to be a select zone for truck delay, not facility. • One concern is that the regional model is not calibrated to truck volumes. The results may not be indicative of actual freight travel or patterns. Recommend not using this for project level evaluation and limiting output to system level.	Steve L. Kelley, Washington County	3/6/17	Regarding model calibration. The model is adequate at this broad scale. Staff is using the model to look at truck delay across groupings of facilities. In the future the truck model will be better for examining individual facilities.
28	12. Multimodal travel times: The description is unclear, average travel time should include all modes weighted by utilization.	Steve L. Kelley, Washington County	3/6/17	Unclear the benefit of doing this.
29	13. Congestion: The description should explain how VHD is mapped versus how VHD per person is calculated.	Steve L. Kelley, Washington County	3/6/17	Staff will add this description.

30	13. Congestion C) Freight Truck delay and D) Total cost of delay on freight network: The regional model is not calibrated to truck volumes. The results may not be indicative of actual freight travel or patterns.	Steve L. Kelley, Washington County	3/6/17	See response to #27. Regarding model calibration: The model is adequate at this broad scale. Staff is using the model to look at truck delay across the full network. In the future the truck model will be better for examining individual facilities.
31	16. Clean air: Unclear how vehicle hours of delay fits into this. It should since delay affects emissions.	Steve L. Kelley, Washington County	3/6/17	The transportation emissions model is based on daily VMT outputs based on scenario (i.e. financially constrained RTP, additional strategic priorities, base-year, no-build 2040). So delay would be indirectly measured through how it impact the daily VMT being produced for each hour of the day (then aggregated over 24 hours to get the daily VMT number) and the VMT would be affected by the average speed of vehicles during each hour.
32	17. Habitat impact: • Given required mitigation the impacts are likely to benefit habitat, consider a different name for this measure (perhaps "Habitat Investment"). The term "roadways" is used several times in this section, I think the assessment is intended to cover all types of transportation facilities not just roadways. • Why not use the Title 13 inventory, which is recognized and adopted by jurisdictions for protection.	Steve L. Kelley, Washington County	3/6/17	Per direction from the work group, this measure is focused on the roadway projects due to the historical precedence of roadway projects impacting HMC and FHMC. Additionally, it has been expressed by the work group active transportation investments are priority. This evaluation measure is mainly being used as a flag for project sponsors to be aware. The Title 13 inventory is a good alternative option for consideration. Metro staff will look into this option and compare to the Regional Conservation Strategy High Value

				Habitat work to see which dataset may be easier to use to assess and communicate this system evaluation measure.

RTP System Evaluation Measures and RTP Goals Comparison *(Performance work group 12/7/17)*

	RTP System Evaluation Measures	RTP Goals										
		Foster Vibrant Communities and Compact Urban Form	Sustain Economic Competitiveness and Prosperity	Expand Transportation Choices	Effective and Efficient Management of System	Enhance Safety and Security	Promote Environmental Stewardship	Enhance Human Health	Demonstrate Leadership Reducing Greenhouse Gas Emissions	Ensure Equity	Ensure Fiscal Stewardship	Deliver Accountability
	How much do people and goods travel in our region?											
1	Multimodal Travel - *Vehicle miles traveled (VMT) – total, per capita, per employee, Bicycle miles traveled – total and per capita, Freight miles traveled, Pedestrian miles traveled- total and per capita, Person miles traveled per VMT. Reported system wide and by sub-region.*	●	○	●	●	○	●	●	●	●		
2	Active transportation and transit mode share – System-wide – total and share for walking, bicycling, transit. Non-Single Occupancy Vehicle (SOV) – total and share for: Central City, Regional Centers, Mobility corridors, sub-regions.	●	○	●	●	○	●	●	●	●		
	How much do households spend on housing and transportation in our region?											
3	Affordability* – Combined Housing and Transportation (methodology TBD)	●	●	●			○	○	○	●		
	How safe is travel in our region?											
4	Share of Safety Projects – Percent of number and cost of projects in the RTP investment packages regionwide and in areas with historically underrepresented communities.	○	○	●	●	●		●		●		
5	Exposure to crash risk* – Non-Freeway VMT exposure per capita Exposure to crash risk through the sum of all non-interstate vehicle miles traveled (VMT) in Transportation Area Zones (TAZ) for RTP investment packages region-wide, and in historically underrepresented communities.	○	○	●	●	●		●		●		
	How easily, comfortably and directly can we access jobs and destinations in our region?											
6	Access to Travel Options – system connectivity* - methodology TBD. Sub measure: Access to transit (percent of bike or pedestrian network gaps completed within ½-mile of transit)	●	○	●	●	●	●	●	●	●		
7	Access to Jobs* - Number of jobs (classified by wage groups – low, middle, and high) accessible within 30 minutes by auto; 45 minutes by transit; 30 minutes by bike, and 20 minutes by walking	●	●	●				○	○	●		
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 – Methodology TBD		●									
	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 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 systemwide 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 *(e.g. CO_2)*		●	●			●	●	●			
16	Clean Air - Tons of transportation-related air pollutants *(e.g.CO, ozone, and PM-10)*		●	●			●	●	○	●		
17	Habitat impact* - Number and percent of projects that intersect high value habitat	○					●	●	○	●		

There are no system evaluation measures for the "Ensure Fiscal Stewardship and Deliver Accountability goals.

There are no system evaluation measures for the "Ensure Fiscal Stewardship and Deliver Accountability goals.

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

Solid circles (●) indicate measures that support achieving the goal. Empty circles (○) indicate measures that partially support achieving the goal.

oregonmetro.gov/rtp

Metro

2018 Regional Transportation Plan

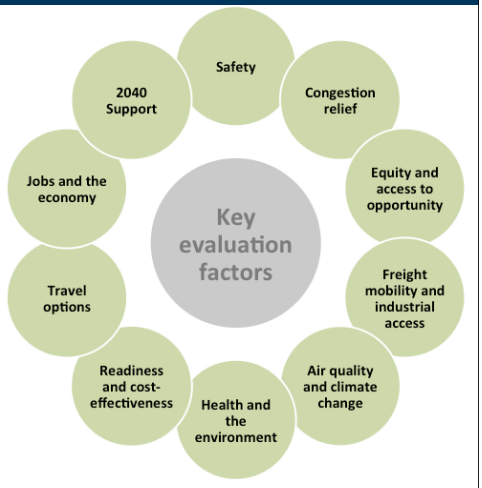
Project Evaluation Pilot

November 29, 2017

Advancing how we measure outcomes to inform priorities

New and existing measures assess how draft investment strategy aligns with RTP goals:

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



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

2

Project evaluation pilot

- Communication and decision-support tool
- Informs building the RTP investment strategy pipeline
- Limited to projects likely to seek federal, state or regional funding
- Cost threshold (>$10M)
- Qualitative approach but scored
- Excel workbook completed by project sponsors

3

2018 RTP project-level evaluation pilot

Pilot criteria categories and scoring

1. Air quality and climate change
2. Congestion relief
3. Environmental protection
4. Equity and access to opportunity
5. Freight and goods movement
6. Jobs and the economy
7. Access to 2040 centers
8. Readiness and cost-effectiveness
9. Safety
10. Travel options

10 points for each category

Up to 5 bonus points for transportation resiliency

How will project evaluation be used?

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

Who's doing it?

massDOT Massachusetts Department of Transportation

Washington County Oregon

Nashville Area Metropolitan Planning Organization

PBOT

Puget Sound Regional Council

VDOT Virginia Department of Transportation

Metropolitan Transportation Commission

SMART SCALE DASHBOARD

2018 RTP project-level evaluation pilot
Overview of submissions

Overview of submissions

5 throughway projects

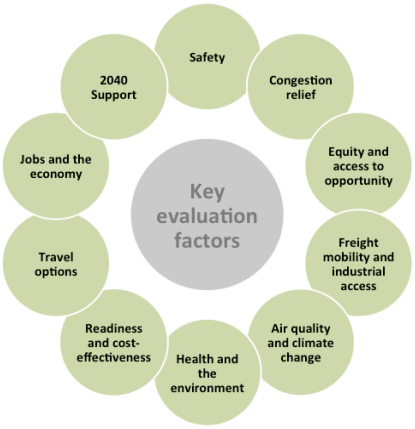
18 active transportation projects

9 transit projects

16 road and bridge projects

1 freight access project*

1 TSMO project*



** Will be reported with road and bridge projects*

7

2018 RTP project-level evaluation pilot
Technical challenges

Inconsistent application of criteria
- multiple scorers
- complexity of some criteria

Some data not readily available or in easy to use format

Some duplication of criteria

More GIS support needed

Mega-projects most challenging to evaluate effectively

8

2018 RTP project-level evaluation pilot
Near-term recommendations

Refine and further streamline criteria to address feedback

Apply updated criteria during the project refinement phase next spring

- projects on the 2027 Constrained project list
- projects with a cost $20 million or greater

Exempt projects that are fully funded or nearly fully funded locally or through HB 2017 and last RFFA cycle

9

2018 RTP project-level evaluation pilot
Post-RTP recommendations

Use updated criteria as a screening tool and starting point for the next RFFA cycle, regional funding priorities and future RTP updates

Provide more Metro GIS support to complete the initial analysis instead of relying on self-scoring

Use multi-criterion evaluation (MCE) tool to evaluate mega-projects (greater than $400 million) to provide better cost-benefit information to decision-makers

10

2018 RTP Pilot Project Evaluation Partner Agency Comments

Technical corrections to criteria suggested by local partners

#	Technical Comment	Source(s)	Date	Response
1	**General -** There is a need to ensure that information provided by project sponsors is submitted in a consistent way	Chris Deffebach, Washington County staff	9/15/17	Agree.
2	**General -** Rows 73 to 76 appear to have been inadvertently duplicated from rows 61 to 64	Hillsboro		Change as requested.
3	**General -** Several criteria do not have the option of a zero score if none of the options applies – this results in a number of "free points".	ODOT		Add zero points option for these criteria.
4	**General -** Negative statements and either/or/and statements are often confusing	ODOT		Agree.
5	**General -** We have chosen to interpret "increase access" VERY broadly: limited access freeways carry huge volumes and serve diverse origin-destination pairs. This applies in categories 4-7 where the determination is not super-specifically made on the basis of maps. Consider the difference (and intent) between "located in" and "serves area of." Or, clarify the meaning of access and how we are supposed to apply it to freeways, which are, by definition, facilities that provide mobility and NOT access. Also, this applies in a similar manner to HCT."	ODOT		Agree.
6	**Jobs and Economic Development** - There appears to be a duplication of the Title 4 measures in rows 70-73 and the reference for the Access to Targeted Industries measures in rows 66-69 seems to be incorrect (same as the low/middle wage jobs and the 1,700 threshold wasn't defined)	TriMet		Update to be more clear about thresholds for locally targeted industries vs. regionally targeted industries. This is not a duplication. A distinction is being drawn between projects in or adjacent to "employment areas" (1 point), "industrial areas" (2 points), and "regionally significant industrial areas" (3 points) as defined in Title 4 of the Urban Growth Management Functional Plan (Title 4,

2018 RTP Pilot Project Evaluation Partner Agency Comments

#	Technical Comment	Source(s)	Date	Response
				Industrial and Other Employment areas Map, dated October 2014) and state designations for regionally/state significant industrial sites. In the category for Access to Targeted Industries there is a distinction being drawn between projects in areas with densities >1,700 jobs per square mile in REGIONAL target industries (3 points), projects with 501-1,700 jobs per square mile in REGIONAL target industries OR >1,700 in LOCALLY defined target industries (2 points), and a base threshold of >250 in REGIONAL target industries OR 500-1,700 LOCAL target industries (1 point).
7	**Jobs and Economic Development**, in the second group (Improve access to areas of high job concentration), should there be a fourth option for "2,001 – 10,000 jobs per square mile" that scores 2 point? There seems to be a gap in both points and job densities here.	Hillsboro		Agree. Recommend adding a fourth criteria for jobs density that offers 2 points and revise thresholds according to new natural breaks with this addition.
8	**Jobs and Economic Development**, in the last group (Improve access to targeted industries), the referenced map (low and medium wage jobs) does not seem to quite match the scoring criteria in terms of job densities—the criteria awards the full 3 points for >1,700 jobs per square mile, which is the lowest density tier on the map and would just about cover everywhere according to the map (the map shows densities up to >12,000 jobs per square mile).	Hillsboro		The 1700 regionally targeted jobs threshold is not too low as it refers to a specific subset of industries.

2018 RTP Pilot Project Evaluation Partner Agency Comments

#	Technical Comment	Source(s)	Date	Response
9	**Jobs and Economic Development** - Maps provided for the analysis (Title 4 Industrial and Employment areas and the Areas of High job concentration for 2018 and 2040) are low resolution 8 ½ by 11 inch maps that do not show the full road system making it very difficult to identify project locations. Provide the TAZ data set of Title 4 Industrial and Employment areas from MetroScope as a GIS coverage to enable easier scoring of this criteria.	Stephen Williams, Clackamas County staff	7/25/17	Agree this information will be provided in a larger, zoomable format with road network to the extent possible in addition to providing TAZs affiliated with title 4 lands. To note, there may be employment suppression issues to consider when providing this information.
10	**Jobs and Economic Development** - Is 1,700 jobs per square mile too low a threshold?	Bob Kellett and Peter Hurley, PBOT staff	9/13/17	The 1700 regionally targeted jobs threshold is not too low as it refers to a specific subset of industries, not all employment. There are distinct geographies with this form of employment and the threshold is not so low that a project in all areas of the region are prioritized.
11	**Environmental protection** criteria under # 3 are not meaningful – basically resulted in 10 "free" points for all our projects. Check pilot scores for other jurisdictions and see if any project got fewer than 10 points. "Intersect" is not a good indicator of impact (e.g. Sunrise project will be elevated way above Rock Creek, will not touch it in any way. Most projects involve adding features to existing roads – do you really want to penalize adding sidewalks or bike lanes to existing bridges?). If retained, removing barriers and improving hydrological function should get more points than "intersecting".	ODOT		Staff recommends retaining this criteria, but will review to identify potential adjustments. It is important to know which projects have a potential to impact habitat and protected water resources. Several projects received fewer than 10 points. Elevated projects will do impact resource lands.
12	**Equity and access to opportunity -** Map of historically marginalized communities (#4) is difficult to read without any roadway or geographic features to identify locations.	ODOT		Agree. Will add in context data map beneath to help spatially orient and make available on-line in an interactive format.

2018 RTP Pilot Project Evaluation Partner Agency Comments

#	Technical Comment	Source(s)	Date	Response
13	**Equity and access to opportunity-** Need map and definition of priority destinations (#4).	ODOT		No change needed. The definition is provided as part of footnote no. 19 in the criteria. Based on definition, a map should not be necessary. The data can be made available by request and/or through RLIS.
14	**Equity and Access to opportunity -** Under the Notes/Reference column, in cell G39, I believe it should reference the "historically marginalized communities" map instead of "overlapping marginalized communities" map ("overlapping" is already covered in the previous section).	Hillsboro		Agree. Will update.
15	**Equity and Access to opportunity** - Simple improvements to the data available for the concentration of low- and/or middle wage jobs would be helpful. Currently Metro is providing an online .pdf of a map for the entire region formatted for 8 ½ x 11 printing using a color ramp that makes it difficult to distinguish specific values. It is very difficult to identify a project location on the map and determine the concentration of low- and/or middle wage jobs. We suggest that the data used for scoring this criteria should be the TAZ output from MetroScope (for both 2018 and 2040) and that it should be provided as a GIS coverage.	Stephen Williams, Clackamas County staff	7/25/17	Agree. This can be done, possibly by request of the jurisdiction instead of just sending to all partners. To note, there may be employment suppression issues to consider.
16	**Equity and Access to Opportunity** - The jobs per square mile map should to be at a finer level	Bob Kellett and Peter Hurley, PBOT staff	9/13/17	Noted.
17	**Equity and Access to Opportunity** - The term "priority community services and destinations" is open to interpretation. You may want to consider a narrower definition or a different way to express this.	Bob Kellett and Peter Hurley, PBOT staff	9/13/17	Noted.
18	**Travel Options –** Could not find bicycle/pedestrian checklist (#10)?	ODOT		The checklist has been added to the RTP Call for Project resource web page under "additional resources."

2018 RTP Pilot Project Evaluation Partner Agency Comments

#	Technical Comment	Source(s)	Date	Response
19	The intent **of "transportation resiliency"** is not well served by the questions. Adding complete shoulders to a highway, for example, makes it easier for responders to reach victims quickly. Adding striped bike lanes/cycle tracks does the same on arterials.	ODOT		Noted.
20	**Safety:** We employed the state crash database to evaluate safety risk. Per SOP, we reviewed 5 years of crash data and the most recent edition of SPIS.	ODOT		That seems like a good start, though there are other factors that indicate risk in addition to number of crashes, such as the factors identified in the ODOT Pedestrian and Bicycle Safety Implementation Plan. The criteria for this evaluation measure indicates that the high risk areas should be identified in safety plans or strategies, so we would like to see the list of the high risk corridors identified through the analysis mentioned.
21	**Air Quality and Climate Change** - There should be clarification about the following: "The project will result in zero vehicle emissions by providing new or significantly expanded rail transit service, and/or new biking or walking facilities." Does this mean the project will result in no new net emissions or no emissions at all?	Bob Kellett and Peter Hurley, PBOT staff	9/13/17	Will edit for clarity. Intention for the highest point criteria is to provide points to strategies outlined in the Climate Smart Strategy which are greatly effective at addressing GHG emissions and air pollution.
22	**Air Quality and Climate Change** - The DEQ Air Toxics map needs improved clarity so that it can be read at a finer scale	Bob Kellett and Peter Hurley, PBOT staff	9/13/17	Noted. Working to see if a better map is available from DEQ.
23	**Congestion relief -** The second 1 point category is about making the system work more efficiently: please replace "capacity" with "efficiency."	Judith Gray, PBOT Staff	4/27/17	No change recommended. Improving multi-modal capacity is one strategy to addressing congestion.
24	**Congestion relief -** In the 2 points for "The project increases new routes for vehicles" add "new complete streets" to ensure all modes are accommodated when new routes are constructed.	Judith Gray, PBOT Staff	4/27/17	Change as requested.

2018 RTP Pilot Project Evaluation Partner Agency Comments

Policy changes to criteria suggested by local partners

#	Policy Comment	Source(s)	Date	Response
1	**General -** The criteria evaluates project features, not project benefits and doesn't get at usage.	Stephen Williams, Clackamas County staff	7/25/17	Add usage criteria based on RTP system map designations (motor vehicle, bicycle, pedestrian, transit or freight) of facility to approximate amount of usage of facility.
2	**General -** Too many of the criteria are subjective (1/3 of all available points)	Stephen Williams, Clackamas County staff	7/25/17	*Response under development.*
3	**General -** The criteria over values small projects and undervalues large projects	Stephen Williams, Clackamas County staff	7/25/17	*Response under development.*
4	**General -** Criteria is biased in favor of active transportation and transit. There are more opportunities to get points as bike/ped project than as congestion relief projects.	Stephen Williams and Karen Buehrig, Clackamas County staff	7/25/17 & 9/15/17	No change recommended. Transit, bicycle and pedestrian projects play a role in relieving congestion either by providing options to driving alone and/or by removing auto trips from congested corridors.
5	**General -** Evaluations are based on the present conditions and problems, not future problems.	Stephen Williams, Clackamas County staff	7/25/17	*Response under development.*
6	**General** - The term "substantially improved access" is too vague and open to interpretation.	Bob Kellett and Peter Hurley, PBOT staff	9/13/17	*Response under development.*
7	**General** - Add negative points when a project reduces progress toward an outcome.	Judith Gray, PBOT staff	4/27/17	*Response under development.*

2018 RTP Pilot Project Evaluation Partner Agency Comments

#	Policy Comment	Source(s)	Date	Response
8	**General** - The project evaluation criteria are more relevant for near-term projects than long-term and could be more useful for RFFA process	Chris Deffebach, Washington County staff	9/15/17	*Response under development.*
9	Genera - The criteria don't account for the quality of a facility. For example, points for a narrow bike lane on a freight route are the same as a cycle track on that route. We recommend adding a bonus for projects that significantly reduce the level of traffic stress.	Bob Kellett and Peter Hurley, PBOT staff	9/13/17	Quality of facility design for bicycle and pedestrian projects is addressed in the #10 Travel Options. Projects that include more design elements from the bike and/or pedestrian checklist (which focus on user comfort) OR physically separates bike and/or pedestrian facility from vehicle traffic get more points. There are not design criteria for auto or transit facilities.
10	**Air Quality and Climate Change** – The scores should be based on a quantitative analysis of actual air quality benefits relate to # of users and trip length	Stephen Williams & Karen Buehrig, Clackamas County staff	7/25/17 & 9/15/17	Use functional class (motor vehicle, bicycle, pedestrian, transit or freight) of facility to approximate amount of usage of facility.
11	**Air Quality and Climate Change** - Add "congestion pricing projects" (those with HOV or no SOV capacity increases) to the list of projects eligible for 7 points.	Judith Gray, PBOT staff	4/27/17	*Response under development.*
12	**Air Quality and Climate Change** - Add "protected bicycle facilities" (not just "new" facilities) to list of projects eligible for 7 point lists.	Judith Gray, PBOT staff	4/27/17	Change as requested.
13	**Air Quality and Climate Change** - Add to projects in areas with high concentrations of air toxics by giving A) 3 points for reducing both VMT AND emissions (exclude projects that increase diesel use, whether bus or freight); B) 2 points for reducing either VMT or emissions, but not both.	Judith Gray, PBOT staff	4/27/17	Change as requested.

2018 RTP Pilot Project Evaluation Partner Agency Comments

#	Policy Comment	Source(s)	Date	Response
14	**Congestion Relief** – bike/ped facilities should not be awarded points for congestion relief since they don't have a high enough impact on congestion outside of downtown Portland	Stephen Williams, Clackamas County staff	7/25/17	No change recommended. Bicycle and pedestrian projects provide access to transit which are key to addressing congestion, and provide options to driving. Regionally, over 18% of trips are made by walking and bicycling keeping many auto trips off of congested corridors.
15	**Congestion Relief** – Congestion pricing/tolling should not be awarded 2 points since there are no such projects at this time	Stephen Williams, Clackamas County staff & Chris Deffebach, Washington County staff	7/25/17 & 9/15/17	No change recommended. Keeping them listed on the criteria is reflective of their proven ability to help manage congestion in other regions and our region's aspiration to use these tools in the future.
16	**Congestion Relief** - Congestion pricing is the single most effective strategy for reducing congestion and climate pollution. Congestion pricing should receive more points than any other strategy, at least five and perhaps seven.	Bob Kellett and Peter Hurley, PBOT staff	9/13/17	No change recommended.
17	**Congestion Relief** - There should be clarification about the following: "The project incorporates congestion relief strategies that will remove vehicle trips and/or improve travel time and reduce delay on a facility or intersection identified as an existing bottleneck, chokepoint, or otherwise having an existing congestion issue." We were uncertain how to define these congestion related terms, and wonder if there is evidence that spot widening reduces, or exacerbates, congestion over time. We recommend more clearly linking scores to empirical evidence that a strategy reduces congestion over time, and to providing more points for strategies that reduce or manage SOV	Bob Kellett and Peter Hurley, PBOT staff	9/13/17	No change recommended. Footnote #6 of the measure states that "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." This part of the measure is broad ("congestion relief strategies") because of the variety of ways that bottlenecks, chokepoints, or otherwise could be addressed.

2018 RTP Pilot Project Evaluation Partner Agency Comments

#	Policy Comment	Source(s)	Date	Response
	demand: demand reduction is a higher priority in both the Oregon Highway Plan and the RTP.			
18	**Congestion Relief** - While park-and-rides are "supportive of transit", they also can be a source of congestion. We recommend providing one point for park-and-rides.	Bob Kellett and Peter Hurley, PBOT staff	9/13/17	Change as requested.
19	**Congestion Relief** - We recommend negative points for projects that increase vehicle emissions. Many projects have both benefits and drawbacks. Recognizing only benefits does not accurately reflect the trade-offs from some projects. The City of Portland found it helpful to use negative points in our project evaluation.	Bob Kellett and Peter Hurley, PBOT staff	9/13/17	While this makes sense for large scale projects, it is challenging to make the determination of whether an individual project will increase vehicle emissions for some projects to be evaluated using the project criteria.
20	**Congestion relief** - ITS is undervalued	Chris Deffebach, Washington County staff	9/15/17	If the value of ITS is increased, which of the other criteria should be decreased (to maintain the 10 point total available).
21	**Congestion relief** - 3 points for congestion relief is not enough	Chris Deffebach, Washington County staff	9/15/17	The congestion relief category has ten points available.
22	**Congestion relief** - Be careful about overstating benefits of biking and walking	Chris Deffebach, Washington County staff	9/15/17	Receiving two points out of a possible ten does not overstate benefits.
23	**Environmental Protection** - A project can get 10 points simply by not intersecting designated lands and water features, while a project that removes barriers to fish passage and reduces impervious surface gets no more points. Please re-write so projects that remove fish passage barriers and/or reduce impervious surface get maximum points.	Judith Gray, PBOT staff	4/27/17	Will consider. Projects which are not impacting sensitive environmental areas are to receive highest points. May consider restoration of wildlife corridors and restores a previously impervious surface can receive max points.

2018 RTP Pilot Project Evaluation Partner Agency Comments

#	Policy Comment	Source(s)	Date	Response
24	**Environmental Protection** - Removing barriers to fish passage and improving hydrologic function should be worth more than 2 points.	Bob Kellett and Peter Hurley, PBOT staff	9/13/17	See response to note 23.
25	**Environmental Protection** – Drop this criteria since projects proposed for a long range transportation plan are typically not far enough along in development process to have identified an alignment or completed environmental review. Thus criteria for this is too subjective based on the hopes of the project proposer. Further, it is possible for a project to intersect a high value habitat or protected water feature without any negative environmental impact.	Stephen Williams, Clackamas County staff	7/25/17	*Response under development.*
26	**Equity and Access to Opportunity** –Generally supportive of criteria, but it provides up to 3 points for projects that "improve affordable access to opportunity." It also provides up to 2 points for projects that increase affordable access to job areas with more than 2,000 low- and/or middle-wage jobs per square mile. The first criteria is very vague and subjective. We think that this should be simplified to one criteria awarding points for improving affordable access to areas with high concentrations of low- and/or middle-wage jobs.	Stephen Williams, Clackamas County staff	7/25/17	Comment noted. No change recommended.
27	**Equity and Access to Opportunity** - We recommend adding "affordable" to the "substantially improved access to institutions" points, both to be consistent with the previous criterion and because affordable access (i.e. walk, bike, transit) is more important than improved SOV access for many low income residents	Bob Kellett and Peter Hurley, PBOT staff & Judith Gray	9/13/17 & 4/27/17	*Response under development.*
28	**Freight and Goods Movement** - Apply criteria that based on quantitative data on reductions in truck delay no matter the designation of the road segment. We	Stephen Williams, Clackamas	7/25/17	Agree that too much weight is being put on the Tiered freight bottleneck location in ODOT's Freight Bottleneck Report. ODOT did not intend

2018 RTP Pilot Project Evaluation Partner Agency Comments

#	Policy Comment	Source(s)	Date	Response
	don't think the use of designations created by Oregon Freight Advisory Committee (without any local input) should be used since they leave out important segments of the freight system.	County staff		to fund projects based on the tiers. The scoring for "Improve freight mobility" only allows projects outside the freeways and highways to receive a maximum 2 out of 5 points. Recommend 3 points for any freight bottleneck, and including congested intermodal connectors for 2 points, and roadway connectors for 1 point.
29	**Freight and goods movement-** Please add an option for "freight priority" to the projects eligible for highest score in each category. Without freight priority, freight gets stuck in SOV traffic.	Judith Gray, PBOT staff	4/27/17	No change recommended at this time. There are no projects with "freight priority" in the draft RTP project list.
30	**Freight and goods movement -** Add "congestion pricing projects with freight priority" to the projects eligible for the highest score in each category. Research indicates that freight benefits most from congestion pricing.	Judith Gray, PBOT staff	4/27/17	No change recommended at this time. There are no congestion pricing projects with "freight priority" in the draft RTP project list.
31	**Freight and goods movement -** Does "ODOT's Freight Bottleneck Report" identify locations on local streets, or just ODOT facilities? If only ODOT facilities, many valuable projects will be ineligible for some points.	Judith Gray, PBOT staff	4/27/17	ODOT's Freight Bottleneck Report only identifies bottlenecks or "delay areas" on the Interstate and State Highway system.
32	**Jobs and Economic Development** - the only area with over 35,000 jobs per square mile is downtown Portland and the only areas between 10,000 and 35,000 jobs per square mile are the major employment campuses in Washington County. Although both of these areas are important regional employment centers, we think this bias's the particular criteria in favor of projects serving a very few locations. We suggest that the scoring of the criteria be revised to reward projects serving a larger number of moderate to high density employment areas.	Stephen Williams, Clackamas County staff	7/25/17	Agree. Revise threshold to capture job densities that capture a higher number of job centers, such as: 3 points for 10K/sq. mi. 2 points for next natural break 1 point for next natural break

2018 RTP Pilot Project Evaluation Partner Agency Comments

#	Policy Comment	Source(s)	Date	Response
33	**Jobs and Economic Development** - the focus on targeted industries is not appropriate for a 23 year transportation plan. Our economy changes very rapidly today, and we believe that the industries identified today as "targeted industries" will not necessarily be those identified as such 23 years in the future. We think the targeted industries criteria should be eliminated from the scoring for jobs and economic development.	Stephen Williams, Clackamas County staff	7/25/17	Both locally and regionally targeted industries are selected to reflect a mix of currently high performing industries that need to be retained and those industries likely to advance the economy due to current growth trends and productivity measures. It is true that the selection of such industries may vary with time to reflect changes to the economy, but these industries still represent future aspirations for business and employment growth. The RTP will be on a five-year update cycle after this update. This allows for flexibility in revising both the criteria for project selection/prioritization and the projects that are selected to reflect any revisions to target industries that respond to changes in the economy or revised economic aspirations in the regional Comprehensive Economic Development Strategy (GP2020) and local Economic Opportunity Analyses (EOAs) or economic development strategies. In addition, the criteria have allowed for points for locally identified clusters that are more generalized and likely relevant over a longer timeframe. If we want to set a more generalized format there are definitions of traded sector jobs or advanced industries that could serve as a broader grouping of jobs that could be identified in the criteria, but that is not recommended at this time.
34	**Jobs and Economic Development** - We recommend adding "affordable" to "The project improves…access…"	Bob Kellett and Peter Hurley, PBOT staff	9/13/17	No revision as there is not a direct measure for affordability of access and jobs accessibility for lower income population is more appropriate to criteria in Equity + Access to Opportunity.

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#	Policy Comment	Source(s)	Date	Response
35	**Access to 2040 Centers** - In the second tier of scoring ("Purpose: Increase access to transit supportive land use") there is no reference to the project including transit. We recommend adding that, to earn points, the project include specific transit access improvements.	Bob Kellett and Peter Hurley, PBOT staff	9/13/17	The second tier of scoring is focused in increasing access to transit supportive land uses. A project may increase access to these land uses without specifically building a transit access improvement.
36	**Access to 2040 Centers** - Increase the number of points for (multimodal) projects located in high capacity transit station areas, since multimodal access in these areas is likely to serve more people than improving access in non-HCT areas.	Bob Kellett and Peter Hurley, PBOT staff	9/13/17	Change as follows: "Project increases multimodal access and is located in an area designated in an adopted plan as a high capacity transit station area…"
37	**Access to 2040 Centers** - we think the particular criteria are difficult to meet. The first set of criteria on "Improving access to 2040 centers and corridors" focuses on improving multimodal mobility and accessibility within the central city or a regional center or improved multimodal connections between regional centers and town centers, or station communities, or between town centers. Many of the regional centers, town centers and station communities are several miles apart, such that individual projects improving pedestrian and bike connections between those centers will be prohibitively expensive. We think that this criteria should be refined to recognize that projects providing such connections are typically developed in phases.	Stephen Williams, Clackamas County staff	7/25/17	*Response under development.*
38	**Access to 2040 Centers** – One of its criteria - improving access to transit supportive land use - is to be determined in part by existing housing and employment density and in part by zoning. It is surprisingly difficult to determine combined housing and employment density. We request that this criteria be based on housing and employment density for each	Stephen Williams, Clackamas County staff	7/25/17	*Response under development.*

2018 RTP Pilot Project Evaluation Partner Agency Comments

#	Policy Comment	Source(s)	Date	Response
	TAZ from MetroScope and that a GIS coverage of that data be provided. We also would like to note that it is often impossible to determine future housing and employment densities based on comprehensive plan or zoning designations. We think this criteria should be simplified to identify specific higher density, mixed use zones that meet the intent within each local government.			
39	**Travel Options** - Instead of giving points to projects that complete bike network gaps within 2 miles of a regional fixed-route transit stop, we'd suggest making it a mile or less. This would reward the "last mile" connections that have been shown to influence transit ridership.	Bob Kellett and Peter Hurley, PBOT staff	9/13/17	*Response under development.*
40	**Travel Options** – This criteria fails to provide any information on the expected use of the proposed project or the improvement in connectivity the project would provide for the regional bike and pedestrian network. We think this criteria should be restructured to base 1/3 of the score on an assessment of the expected use of the proposed project, 1/3 on the improvement in system connectivity, and 1/3 on the inclusion of recommended design elements.	Stephen Williams, Clackamas County staff	7/25/17	See response to #7 - Use functional class of bicycle or pedestrian facility to approximate current and planned amount of usage.
41	**Transportation Resiliency** - Please add "OR provides access improvements to emergency locations" after "fixes a seismic deficiency" to recognize that some operational improvements can improve disaster and emergency response.	Judith Gray, PBOT staff	4/27/17	Change as requested.
42	**Transportation Resiliency** – We do not think the information necessary to assess this criteria is uniformly available across the region. As a result, some proposed projects will receive these bonus points	Stephen Williams, Clackamas County staff	7/25/17	*Response under development.*

2018 RTP Pilot Project Evaluation Partner Agency Comments

#	Policy Comment	Source(s)	Date	Response
	because that agency or locality has such information readily available. Projects from other localities and agencies will not receive these bonus points due to the fact that they do not have the base data available to facilitate the analysis. We think this criteria should be eliminated			
43	**Readiness and Cost Effectiveness** - The readiness criteria is not reasonable for use in a long term transportation plan. The only projects that meet any of the readiness criteria are projects that already have funding commitments and are in the project development process. Such projects will appear in the first few years of the RTP project list and in the MTIP. Those projects are really givens for inclusion in the RTP. The readiness criteria will not benefit the decision makers or members of the public regarding their understanding of the projects and will only lead to questions about why the majority of projects are not similarly advanced.	Stephen Williams, Clackamas County staff	7/25/17	*Response under development.*
44	**Readiness and Cost Effectiveness** - The cost effectiveness criteria as structured does not work and the given the wide diversity of projects in the RTP, will not provide a reasonable basis for comparison. We recommend that Metro delete both the readiness and cost effectiveness criteria	Stephen Williams, Clackamas County staff	7/25/17	*Response under development.*
45	**Readiness and Cost Effectiveness** - "Readiness" is not related to project quality. Cost effectiveness is. A cost effective project is more important than a "ready" project. Weighting cost-effectiveness so low provides bad optics for a public concerned with how their tax dollars are spent. We strongly encourage at least 7 points for cost-effectiveness and no more than three points for readiness.	Bob Kellett and Peter Hurley, PBOT staff and Judith Gray PBOT staff	9/13/17 & 4/27/17	*Response under development.*

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#	Policy Comment	Source(s)	Date	Response
46	**Transportation Safety** - We wonder if this adequately captures the varying degrees of countermeasure effectiveness. Projects using multiple proven countermeasures and/or higher effectiveness measures should get a higher number of points, i.e. a reflective backplate is not as valuable as many other proven countermeasures. Please re-write this to show projects with higher impact, and a higher number of countermeasures, scoring more points.	Judith Gray, PBOT staff	4/27/17	*Response under development.*
47	**Transportation Safety** - The criteria don't allow for a technical analysis of the safety benefits to be expected from implementation of countermeasures. Restructure criteria to follow the assessment approach used in the ODOT ARTS process.	Stephen Williams, Clackamas County staff	7/25/17	*Response under development.*

RTP Project Evaluation Pilot

DRAFT Scores for all projects

Projects are listed alphabetically by investment category.

9/15/17
Technical review draft

Project name	Nominating agency	RTP Investment Category	Total estimated project cost	Total score***	Cost-effectiveness score
McLoughlin Blvd Bike & Pedestrian Improvements (Full Length - 2 RTP Projects)	Oregon City	Active Transportation	$45,600,000	75	1.64
Sullivan's Crossing Pedestrian/Bicycle Bridge	Portland	Active Transportation	$11,000,000	74	6.73
Hwy 8/Pacific Avenue/19th Avenue Boulevard Improvements	Forest Grove	Active transportation	$10,000,000	69	6.90
I-5 Walking and Biking Bridge (RTP ID 11554)	Wilsonville	Active Transportation	$9,086,417	63	6.93
Bridge Crossing of Hwy. 26: Westside Trail (RTP# 11211)	THPRD	Active Transportation	$9,000,000	61	6.78
Beavercreek Road Improvements, Phase 3 (A & B) (Full Length - 2 RTP Projects)	Oregon City	Active Transportation	$13,816,980	60	4.34
Farmington Road Bike Lanes	Beaverton	Active Transportation	$13,400,000	58	4.33
Red Electric Trail	Portland	Active Transportation	$17,653,000	58	3.29
10585 - Johnson St. Improvements	Washington County	Active Transportation	$10,000,000	55	5.50
OR 43 Multimodal Improvements - Holly St. to Mary S. Young Park	West Linn	Active Transportation	$19,600,000	54	2.76
Division-Midway Connected Centers Project Phase 1	Portland	Active Transportation	$10,000,000	53	5.30
Linwood Avenue	Clackamas County	Active Transportation	$14,642,825	52	3.55
Group 1 - Monroe Street Neighborhood Greenway	Milwaukie	Active Transportation	$10,600,000	52	4.91
Monroe Street Bike/Ped - Fuller Rd to Milwaukie Downtown	Clackamas County	Active Transportation	$16,673,647	41	2.46
Holcomb Blvd Bike & Pedestrian Improvement	Oregon City	Active Transportation	$10,000,000	40	4.00
Lake Oswego Oak Grove Bike Ped Bridge Over the Willamette River	Clackamas County	Active Transportation	$21,536,380	36	1.67
Tiedeman Ave Complete Street	Tigard	Active Transportation	$6,000,000	35	5.83
19th/20th Avenue	Cornelius	Active Transportation	$4,944,500	32	6.47
NE 42nd/47th Ave Bridge & Corridor Improvements	Portland	Roads and Bridges	$12,000,000	73	6.08
10605 - Washington County ITS (Phase 1)*	Washington County	Roads and Bridges/TSMO/TDM	$10,600,000	72	6.79
82nd/Airport Way Grade Separation	Port of Portland	Roads and Bridges	$75,000,000	69	0.92
11129 - Earthquake Ready Burnside Bridge - Phase 1 NEPA	Multnomah County	Roads and Bridges	$17,000,000	59	3.47
11739 - Hall Blvd. Improvements	Washington County	Roads and Bridges	$14,700,000	56	3.81
82nd Drive Improvements	Clackamas County	Roads and Bridges	$18,521,712	55	2.97
Johnson Creek Blvd. Improvements	Clackamas County	Roads and Bridges	$14,237,510	54	3.79
10394 - Replace RR overcrossing on 223rd ave**	Multnomah County	Roads and Bridges/Freight	$10,000,000	51	5.10
SE Sunnyside Rd East Extension	Happy Valley	Roads and Bridges	$25,945,000	51	1.97
Century Blvd Extension and Over-crossing	Hillsboro	Roads and Bridges	$13,733,960	47	3.42
11470 - Basalt Creek Parkway	Washington County	Roads and Bridges	$31,700,000	47	1.48
Brookman Road	Sherwood	Roads and Bridges	$15,300,000	41	2.68
10454 - 181st Ave: Glisan to Yamhill Boulevard Design	Gresham	Roads and Bridges	$12,160,785	40	3.29
Blake	Tualatin	Roads and Bridges	$11,161,500	40	3.58
Boones Ferry Road Bike Lanes	Lake Oswego	Roads and Bridges	$11,140,000	38	3.41
10431 - Highland/ 190th Rd Widening	Gresham	Roads and Bridges	$20,884,525	27	1.29
190th: 30th to Cheldelin	Gresham	Roads and Bridges	$30,448,832	26	0.85
OR 212/224 Sunrise Hwy Phase 2	ODOT	Throughways	$200,000,000	82	0.41
OR 217 Braided Ramps: Beaverton Hillsdale Hwy to OR 99W	ODOT	Throughways	$50,000,000	78	1.56
I-205 NB Auxiliary Lane from Sunrise Expressway to Sunnybrook	ODOT	Throughways	$5,000,000	74	14.80
I-5 Southbound: Wilsonville Rd. to Wilsonville-Hubbard Hwy	ODOT	Throughways	$80,000,000	70	0.88
I-5 Northbound Braided Ramps: I-205 to Nyberg	ODOT	Throughways	$50,000,000	70	1.40
Expand Weekend Service	SMART	Transit	$3,500,000	77	22.00
11441 - TV Highway Safe Access and Enhanced Transit Corridor	Washington County	Transit	$25,000,000	77	3.08
MAX Red Line Extension	TriMet	Transit	$200,000,000	72	0.38
ETC: NE MLK Jr Blvd Enhanced Transit Project	TriMet	Transit	$25,000,000	63	2.64
122nd Ave Enhanced Transit Corridor	Portland	Transit	$20,000,000	62	3.10
ETC: NE Sandy Blvd Enhanced Transit Project	TriMet	Transit	$20,000,000	58	3.05
Steel Bridge Transit Bottleneck	TriMet	Transit	$700,000,000	57	0.09
ETC TV Hwy Enhanced Transit Project	TriMet	Transit	$50,000,000	55	1.14

* submitted as a TSMO project
** submitted as a freight access project
***Total scores are incomplete for some projects.

Spot checks of projects with "Zero" scores found these projects likely should have received additional points. Most jurisdictions did not include a score for the "Targeted industries" and "Cost-effectiveness" criteria and likely should receive additional points.

Project name	Nominating agency	RTP Investment Category	Total estimated project cost	Total score	Cost-effectiveness score
McLoughlin Blvd Bike & Pedestrian Improvements (Full Length - 2 RTP Projects)	City of Oregon City	Active Transportation	$ 45,600,000	75	1.64
Sullivan's Crossing Pedestrian/Bicycle Bridge	Portland	Active Transportation	$ 11,000,000	74	6.73
Hwy 8/Pacific Avenue/19th Avenue Boulevard Improvements	Forest Grove	Active transportation	$ 10,000,000	69	6.90
I-5 Walking and Biking Bridge (RTP ID 11554)	City of Wilsonville	Active Transportation	$ 9,086,417	63	6.93
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Linwood Avenue	Clackamas County	Active Transportation	$ 14,642,825	52	3.55
Monroe Street Bike/Ped - Fuller Rd to Milwaukie Downtown	Clackamas Co/City of Milwaukie	Active Transportation	$ 16,673,647	41	2.46
Holcomb Blvd Bike & Pedestrian Improvement	City of Oregon City	Active Transportation	$ 10,000,000	40	4.00
Lake Oswego Oak Grove Bike Ped Bridge Over the Willamette River	Clackamas County/Lake Oswego	Active Transportation	$ 21,536,380	36	1.67
Tiedeman Ave Complete Street	Tigard	Active Transportation	$ 6,000,000	35	5.83
19th/20th Avenue	Cornelius	Active Transportation	$ 4,944,500	32	6.47

Active Transportation

Project name:	Nominating agency:	1.) Air Quality and Climate Change	2.) Congestion Relief	3.) Environmental Protection	4.) Equity and Access to Opportunity	5.) Freight and Goods Movement	6.) Jobs and Economic Development	7.) Access to 2040 Centers	8.) Readiness and Cost Effectiveness	9.) Transportation Safety	10.) Travel Options	Bonus: Transportation Resiliency	Total Score
McLoughlin Blvd Bike & Pedestrian Improvements (Full Length - 2 RTP Projects)	Oregon City	10	5	7	5	8	6	9	4	8	10	3	**75**
Sullivan's Crossing Pedestrian/Bicycle Bridge	Portland	10	5	10	9	1	8	10	5	4	10	2	**74**
Hwy 8/Pacific Avenue/19th Avenue Boulevard Improvements	Forest Grove	10	3	10	6	5	4	9	4	10	8	0	**69**
I-5 Walking and Biking Bridge (RTP ID 11554)	Wilsonville	10	5	10	8	1	4	8	3	4	10	0	**63**
Bridge Crossing of Hwy. 26: Westside Trail (RTP# 11211)	THPRD	6	4	10	10	1	6	7	3	4	10	0	**61**
Beavercreek Road Improvements, Phase 3 (A & B) (Full Length - 2 RTP Projects)	Oregon City	10	3	6	9	5	7	6	0	4	10	0	**60**
Farmington Road Bike Lanes	Beaverton	10	5	12	9	3	1	10	1	0	7	0	**58**
Red Electric Trail	Portland	10	5	6	8	1	2	7	5	4	10	0	**58**
10585 - Johnson St. Improvements	Washington County	10	2	9	10	2	6	8	0	4	4	0	**55**
OR 43 Multimodal Improvements - Holly St. to Mary S. Young Park	West Linn	6	8	8	5	2	1	7	0	8	9	0	**54**
Division-Midway Connected Centers Project Phase 1	Portland	10	1	10	8	0	0	7	0	8	9	0	**53**
Linwood Avenue	Clackamas County	7	5	10	8	0	3	1	0	10	8	0	**52**
Monroe Street Greenway	Milwaukie	7	2	10	7	0	4	6	5	4	7	0	**52**
Monroe Street Bike/Ped - Fuller Rd to Milwaukie Downtown	Clackamas Co/City of Milwaukie	7	2	10	8	0	1	4	0	0	9	0	**41**
Holcomb Blvd Bike & Pedestrian Improvement	Oregon City	10	3	7	4	0	0	2	0	4	10	0	**40**
Lake Oswego Oak Grove Bike Ped Bridge Over the Willamette River	Clackamas County/Lake Oswego	7	2	4	4	0	1	0	0	10	8	0	**36**
Tiedeman Ave Complete Street	Tigard	0	2	4	5	2	9	0	0	4	9	0	**35**
19th/20th Avenue	Cornelius	7	2	4	5	1	0	2	0	4	7	0	**32**
Average score		**8.2**	**3.6**	**8.2**	**7.1**	**1.8**	**3.5**	**5.7**	**1.7**	**5.2**	**8.6**	**0.3**	**53.8**
Highest score		10	8	12	10	8	9	10	5	10	10	3	75
Lowest score		0	2	4	5	0	0	0	0	4	4	0	32

Project scores highlighted in yellow= Spot checks of projects with "Zero" scores found these projects likely should have received additional points. Most jurisdictions did not include a score for the "Targeted industries" and "Cost-effectiveness" criteria and likely should receive additional points.

Project name	Nominating agency	RTP Investment Category	Total estimated project cost	Total score	Cost-effectiveness score
NE 42nd/47th Ave Bridge & Corridor Improvements	Portland	Roads and Bridges	$ 12,000,000	73	6.08
82nd/Airport Way Grade Separation	Port of Portland	Roads and Bridges	$ 75,000,000	69	0.92
11129 - Earthquake Ready Burnside Bridge - Phase 1 NEPA	Multnomah County	Roads and Bridges	$ 17,000,000	59	3.47
11739 - Hall Blvd. Improvements	Washington County	Roads and Bridges	$ 14,700,000	56	3.81
82nd Drive Improvements	Clackamas County	Roads and Bridges	$ 18,521,712	55	2.97
Johnson Creek Blvd. Improvements	Clackamas County	Roads and Bridges	$ 14,237,510	54	3.79
SE Sunnyside Rd East Extension	City of Happy Valley	Roads and Bridges	$ 25,945,000	51	1.97
Century Blvd Extension and Over-crossing	Hillsboro	Roads and Bridges	$ 13,733,960	47	3.42
11470 - Basalt Creek Parkway	Washington County	Roads and Bridges	$ 31,700,000	47	1.48
Brookman Road	Sherwood	Roads and Bridges	$ 15,300,000	41	2.68
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10454 - 181st Ave: Glisan to Yamhill Boulevard Design	Gresham	Roads and Bridges	$ 12,160,785	40	3.29
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Boones Ferry Road Bike Lanes	Lake Oswego	Roads and Bridges	$ 11,140,000	38	3.41
10431 - Highland/ 190th Rd Widening	Gresham	Roads and Bridges	$ 20,884,525	27	1.29
10431 - Highland/ 190th Rd Widening	Gresham	Roads and Bridges	$ 20,884,525	27	1.29
190th: 30th to Cheldelin	Gresham	Roads and Bridges	$ 30,448,832	26	0.85

Roads & Bridges

Project name:	Nominating agency:	1.) Air Quality and Climate Change	2.) Congestion Relief	3.) Environmental Protection	4.) Equity and Access to Opportunity	5.) Freight and Goods Movement	6.) Jobs and Economic Development	7.) Access to 2040 Centers	8.) Readiness and Cost Effectiveness	9.) Transportation Safety	10.) Travel Options	Bonus: Transportation Resiliency	Total Score
NE 42nd/47th Ave Bridge & Corridor Improvements	Portland	3	6	10	9	10	9	5	2	4	10	5	**73**
10605 - Washington County ITS (Phase 1)*	Washington County	5	6	10	10	7	9	10	5	8	2	0	**72**
82nd/Airport Way Grade Separation	Port of Portland	5	6	10	9	8	10	6	6	4	2	3	**69**
11129 - Earthquake Ready Burnside Bridge - Phase 1 NEPA	Multnomah County	0	5	7	9	6	9	10	3	4	3	3	**59**
11739 - Hall Blvd. Improvements	Washington County	10	6	6	10	2	7	4	0	4	7	0	**56**
82nd Drive Improvements	Clackamas County	0	6	12	7	3	4	4	0	10	7	2	**55**
Johnson Creek Blvd. Improvements	Clackamas County	0	6	10	7	3	3	5	0	10	8	2	**54**
SE Sunnyside Rd East Extension	City of Happy Valley	6	3	10	6	3	1	8	3	4	3	4	**51**
10394 - Replace RR overcrossing on 223rd ave**	Multnomah County	6	2	10	7	8	4	1	3	4	6	0	**51**
Century Blvd Extension and Over-crossing	Hillsboro	6	5	10	5	4	7	0	0	0	8	2	**47**
11470 - Basalt Creek Parkway	Washington County	6	6	5	2	7	6	1	3	4	5	2	**47**
Brookman Road	Sherwood	3	3	5	4	3	4	3	0	8	6	2	**41**
10454 - 181st Ave: Glisan to Yamhill Boulevard Design	Gresham	4	0	12	8	2	1	6	0	4	3	0	**40**
Blake	City of Tualatin	3	6	7	0	8	7	2	3	0	2	2	**40**
Boones Ferry Road Bike Lanes	Lake Oswego	7	5	8	3	0	0	1	1	4	9	0	**38**
10431 - Highland/ 190th Rd Widening	Gresham	4	0	0	5	2	0	2	3	4	7	0	**27**
190th: 30th to Cheldelin	Gresham	0	2	8	3	4	2	2	0	0	5	0	**26**
Average score		**4.0**	**4.3**	**8.2**	**6.1**	**4.7**	**4.9**	**4.1**	**1.9**	**4.5**	**5.5**	**1.6**	**49.8**
Highest score		10	6	12	10	10	10	10	6	10	10	5	73
Lowest score		0	0	0	0	0	0	0	0	4	2	0	26

* submitted as a TSMO project

** submitted as a freight access project

Project scores highlighted in yellow= Spot checks of projects with "Zero" scores found these projects likely should have received additional points. Most jurisdictions did not include a score for the "Targeted industries" and "Cost-effectiveness" criteria and likely should receive additional points.

Project name	Nominating agency	RTP Investment Category	Total estimated project cost	Total score	Cost-effectiveness score
OR 212/224 Sunrise Hwy Phase 2	ODOT	Throughways	$ 200,000,000	82	0.41
OR 217 Braided Ramps: Beaverton Hillsdale Hwy to OR 99W	ODOT	Throughways	$ 50,000,000	78	1.56
I-205 NB Auxiliary Lane from Sunrise Expressway to Sunnybrook	ODOT	Throughways	$ 5,000,000	74	14.8
I-5 Northbound Braided Ramps: I-205 to Nyberg	ODOT	Throughways	$ 50,000,000	70	1.4
I-5 Southbound: Wilsonville Rd. to Wilsonville-Hubbard Hwy	ODOT	Throughways	$ 80,000,000	70	0.88

Throughways

Project name:	Nominating agency:	1.) Air Quality and Climate Change	2.) Congestion Relief	3.) Environmental Protection	4.) Equity and Access to Opportunity	5.) Freight and Goods Movement	6.) Jobs and Economic Development	7.) Access to 2040 Centers	8.) Readiness and Cost Effectiveness	9.) Transportation Safety	10.) Travel Options	Bonus: Transportation Resiliency	Total
OR 212/224 Sunrise Hwy Phase 2	ODOT	3	6	10	10	10	10	6	7	8	7	5	82
OR 217 Braided Ramps: Beaverton Hillsdale Hwy to OR 99W	ODOT	5	4	10	9	7	10	9	10	10	2	2	78
I-205 NB Auxiliary Lane from Sunrise Expressway to Sunnybrook	ODOT	5	4	10	8	8	10	9	10	8	2	0	74
I-5 Southbound: Wilsonville Rd. to Wilsonville-Hubbard Hwy	ODOT	2	4	10	9	9	10	9	4	8	2	3	70
I-5 Northbound Braided Ramps: I-205 to Nyberg	ODOT	5	4	10	9	9	10	9	4	8	2	0	70
Average score		**4.0**	**4.4**	**10.0**	**9.0**	**8.6**	**10.0**	**8.4**	**7.0**	**8.4**	**3.0**	**2.0**	**74.8**
Highest score		5	6	10	10	10	10	9	10	10	7	5	**82**
Lowest score		2	4	10	8	7	10	6	4	8	2	0	**70**

Project name	Nominating agency	RTP Investment Category	Total estimated project cost	Total score	Cost-effectiveness score
Expand Weekend Service	SMART	Transit	$ 3,500,000	77	22
122nd Ave Enhanced Transit Corridor	Portland	Transit	$ 20,000,000	62	3.1
11441 - TV Highway Safe Access and Enhanced Transit Corridor	Washington County	Transit	$ 25,000,000	77	3.08
MAX Red Line Extension	TriMet	Transit	$ 200,000,000	72	0.38
Steel Bridge Transit Bottleneck	TriMet	Transit	$ 700,000,000	57	0.09
ETC: NE Sandy Blvd Enhanced Transit Project	TriMet	Transit	$ 20,000,000	58	3.05
ETC: NE MLK Jr Blvd Enhanced Transit Project	TriMet	Transit	$ 25,000,000	63	2.64
ETC TV Hwy Enhanced Transit Project	TriMet	Transit	$ 50,000,000	55	1.14

Transit

Project name:	Nominating agency:	1.) Air Quality and Climate Change	2.) Congestion Relief	3.) Environmental Protection	4.) Equity and Access to Opportunity	5.) Freight and Goods Movement	6.) Jobs and Economic Development	7.) Access to 2040 Centers	8.) Readiness and Cost Effectiveness	9.) Transportation Safety	10.) Travel Options	Bonus: Transportation Resiliency	Total Score
Expand Weekend Service	SMART	8	6	10	8	6	10	10	7	8	2	2	**77**
11441 - TV Highway Safe Access and Enhanced Transit Corridor	Washington County	10	8	9	10	3	8	9	3	8	9	0	**77**
MAX Red Line Extension	TriMet	10	8	10	10	1	7	11	7	4	4	0	**72**
ETC: NE MLK Jr Blvd Enhanced Transit Project	TriMet	8	8	10	10	5	7	10	0	4	1	0	**63**
122nd Ave Enhanced Transit Corridor	Portland	5	8	10	7	0	8	9	2	8	5	0	**62**
ETC: NE Sandy Blvd Enhanced Transit Project	TriMet	8	8	10	10	1	6	10	0	4	1	0	**58**
Steel Bridge Transit Bottleneck	TriMet	10	8	7	7	1	4	10	2	4	4	0	**57**
ETC TV Hwy Enhanced Transit Project	TriMet	8	8	10	10	1	3	10	0	4	1	0	**55**
McLoughlin Blvd High Capacity Transit	Clackamas Co	10	7	7	7	0	4	5	0	0	3	0	**43**
	Average score	**8.56**	**7.67**	**9.22**	**8.78**	**2.00**	**6.33**	**9.33**	**2.33**	**4.89**	**3.33**	**0.22**	**62.67**
	Highest score	10	8	10	10	6	10	11	7	8	9	2	**77**
	Lowest score	5	6	7	7	0	3	5	0	0	1	0	**26**

Project scores highlighted in yellow= Spot checks of projects with "Zero" scores found these projects likely should have received additional points. Most jurisdictions did not include a score for the "Targeted industries" and "Cost-effectiveness" criteria and likely should receive additional points.

DRAFT 2018 RTP Performance Targets Assessment | December 4, 2017

(for travel within the metropolitan planning area boundary)

Green = Meets or exceeds target. Orange = Makes progress toward target, but falls short. Red = Moves in opposite direction from target, losing ground.

Primary RTP Goal		Measure	2040 Target	2027 Constrained	2040 No Build	2040 Constrained	2040 Strategic
Travel efficiency	1	Vehicle delay per person	-10%	+54% in PM +94% in MD	+85% in PM +281% in MD	+70% in PM +134% in MD	+61% in PM +116% in MD
Economic competitiveness and prosperity	2	Vehicle delay per truck trip[1]	-10%	+39% in PM +70% in MD	+54% in PM +222% in MD	+ 41% in PM + 97% in MD	+34% in PM +83% in MD
Public health	3	Vehicle miles traveled per person	-10%	- 1.6%	-0.78%	-2.3%	-3.1%
Transportation choices	4	Walking mode share	+200%	0% change	0% change	+2.3%	+2.3%
	5	Biking mode share	+200%	+3.33%	+3.33%	+10%	+10%
	6	Transit mode share	+200%	+35.7%	+19%	+57.1%	+69%
	7	Miles of sidewalk, bikeways, and trails	+50%	+6.3%	0% change	+10.7%	+14.7%
Safety and security	8	Fatalities and severe injuries	-50%[2]	This will be monitored in between RTP updates as this measure cannot be forecasted with regional analysis tools at this time.			
Greenhouse gas emissions	9	Transportation-related per capita GHG emissions	Reduce GHGs[3]	*-12.7%*	*-14.9%*	*-16.1%*	*-16.5%*
Environmental stewardship	10	Percent population exposure to at-risk levels of air pollution	Zero	*Decreasing*	*Decreasing*	*Decreasing*	*Decreasing*
Equity	11	Average household combined cost of housing & transportation	-25%	This will be monitored in between RTP updates as this measure cannot be forecasted with regional analysis tools at this time.			
	12	Essential destinations accessible within 30 minutes by bicycling and public transit for low-income minority, senior and disable populations[4]	+50%	*+23%*	+53%	+53%	+81%

[1] Staff recommends updating to "per truck trip truck delay"

[2] Safety target is recommended to be updated as part of 2018RTP – Zero fatalities and serious injuries by 2035, 16% by 2025 and 50% reduction by 2025

[3] While all scenarios reduce transportation-related greenhouse gas emissions, the 2040 Constrained level of transit revenue hours falls short of the adopted Climate Smart Strategy target of 9,400 revenue hours by 2035. The 2040 Strategic level of transit exceeds the Climate Smart Strategy target revenue hours.

[4] Reporting essential destinations accessible within 30 minutes by transit (all day service) for Historically Marginalized Communities. Bicycling not included in analysis. Assumes existing essential destinations since land use forecast does not predict how they will change with future growth.

Project name:							
Nominating agency:							
RTP Investment Category:		Note: RTP Investment Category options include: Active transportation, freight, roads and bridges, throughways, or transit.					
Cost ($2016):							
Total Score:	*0*						
Cost-effectiveness score:	**#DIV/0!**		If a criteria does not apply to your project, enter "0" for the Project Score.				

	Pilot RTP Criteria	Potential Score		Your Project Score:	Section Subtotal	Notes/Reference to use	Link
1.) Air Quality and Climate Change	**Purpose: Reduce air pollutants and greenhouse gas emissions and related impacts to people and the environment.**				0		
	The project will result in zero vehicle emissions by providing new or significantly expanded rail transit service, and/or new biking or walking facilities.	*Choose only one:*	*7*			**Project must be one of the following to be eligible for points in this category:** • 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 • Diesel emission reduction (diesel engine retrofits and idle reduction techniques)	
	The project will reduce vehicle emissions by providing new or significantly expanded bus transit service.		*5*				
	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).		*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.		*2*				
	The project will reduce or eliminate vehicle trips and related emissions by providing transit-supportive elements not identified above.		*1*				
	The project does not reduce vehicle emissions.		*0*				
	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).	*0 or 3*				• On-road vehicle emissions concentrations from DEQ Portland Air Toxics Solutions Study (in 2018 RTP Resource Guide, under the "Additional Resources" section) • Use local knowledge to determine ¼-mile of sensitive land uses	http://tiny.cc/DEQ_Toxics_Conc
2.) Congestion Relief	**Purpose: Reduction of existing congestion.**				0		
	The project incorporates congestion relief strategies that will remove vehicle trips and/or improve travel time and reduce delay on a facility or intersection identified as an existing bottleneck, chokepoint, or otherwise having an existing congestion issue.	*0 or 3*				Local knowledge	
	Purpose: Incorporates congestion relief strategies.						
	The project includes Intelligent Transportation Systems (ITS) technologies and other transportation system management and operations strategies to better manage the existing system, and/or includes geometric changes that increase access management or improve vehicle flow.	*0 or 1*				**Project must be one of the following to be eligible for points in this category:** • ITS technologies • Transit signal priority • Incident management • Traffic signal coordination	
	The project creates new routes for vehicles (e.g., street connectivity), provides new biking and walking facilities, and/or is otherwise supportive of transit.	*0 or 2*				**Project must provide one of the following to be eligible for points in this category:** • new routes for vehicles • new biking and walking facilities • dedicated rights-of-way for transit • improved transit service • new biking or walking connections • park-and-rides • transit centers • transit-oriented development	
	The project increases transit capacity or adds high occupancy vehicle lanes.	*0 or 2*				Local knowledge	
	The project includes congestion pricing, tolling or other pricing strategies.	*0 or 2*				Local knowledge	
3.) Environmental Protection	**Purpose: Protect habitat and resource lands.**				0		
	The project does not intersect Metro's high-upland or riparian habitat, Metro's Title 3 protected water features, or local-agency designated resource habitat areas.	*0 or 3*				**Address this criteria using these two maps on the 2018 RTP Resource Guide (in orange text under "More Resources")** • Metro's high value upland and riparian habitat • Metro's Title 3 protected water features and your knowledge of any local-agency designated resource habitat areas not located on either of these two maps.	http://tiny.cc/18RTP_Guide
	The project does not intersect designated agricultural lands.	*0 or 2*				**Use local knowledge.** Rare, as these areas are generally outside of the UGB.	
	The project does not intersect designated forest lands.	*0 or 2*					
	Purpose: Improve fish passage and water quality.						
	The project does not intersect a protected water feature (e.g., stream, Title 3 wetland, river).	*Choose only one:*	*3*			Use map on the 2018 RTP Resource Guide (in orange text under "More Resources"): • Metro's Title 3 protected water features	http://tiny.cc/18RTP_Guide
	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.		*2*			Local knowledge	
	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.		*1*			Local knowledge	
	The project does not improve fish passage and water quality.		*0*			Local knowledge	
4.) Equity and Access to Opportunity	**Purpose: Increase affordable access to opportunity.**				0		
	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.	*Choose only one:*	*3*			**Address this criteria using map on the 2018 RTP Resource Guide (in orange text under "More Resources"):** • overlapping marginalized communities	http://tiny.cc/18RTP_Guide
	The project improves affordable access to opportunity to, from or within a census tract with 2 communities with higher than the regional rate.		*2*				
	The project improves affordable access to opportunity to, from or within a census tract with 1 community with higher than the regional rate of historically marginalized communities OR other locally identified underserved community.		*1*				
	This project does not increase affordable access to opportunity		*0*				
	Purpose: Increase physical activity.						
	The project increases opportunities for physical activity in areas that have higher than the regional rate for historically marginalized communities.	*0 or 1*				**Address this criteria using map on the 2018 RTP Resource Guide (in blue text under "Additional Resources"):** • overlapping marginalized communities	http://tiny.cc/18RTP_Guide
	Purpose: Increase affordable access to economic opportunity.						
	The project increases affordable access to job areas which have or are forecasted to have more than 2,000 low- and/or middle-wage related jobs per square mile.	*0 or 2*				**Address this criteria using these two maps on the RTP Resource Guide (in blue text under "Additional resources")** • Low and medium wage jobs per square mile, 2015 • Low and medium wage jobs per square mile, 2040 forecast	http://tiny.cc/2015_jobs http://tiny.cc/2040_jobsForecast
	The project provides new or substantially improved access to institutions that provide job-related training or educational opportunities.	*0 or 2*				Local knowledge	
	Purpose: Improve access to community places and services.						
	The project improves access to 2 or more priority destinations.	*Choose only one:*	*2*			**Use local knowledge. Priority destinations include:** • health • essential retail • financial • food • medical services	
	The project improves access to 1 priority destination.		*1*				
	This project does not improve access to any priority destinations		*0*				
	Purpose: Improve freight mobility.						
	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 OR a facility identified as a Tier 1 Primary Intermodal Connector in ODOT's Oregon Freight Intermodal Connector System (OFICS) Study.		*3*				http://tiny.cc/bottlenecks

	Pilot RTP Criteria	Potential Score		Your Project Score:	Section Subtotal	Notes/Reference to use	Link
5.) Freight and Goods Movement	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.	*Choose only one:*	*2*		0	•ODOT Freight Highway Bottleneck report •OFCIS GIS Tool	s/webappviewer/index.html?id=e
	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.		*1*				
	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).	*Choose only one:*	*2*			Local knowledge	
	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).		*1*			Local knowledge	
	Purpose: Access to industrial land and freight intermodal facilities.						
	The project improves freight access within or to 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.	*Choose only one:*	*3*			•Freight intermodal connectors System	http://tiny.cc/Indust_employ
	The project improves freight access within or to one regional industrial area, regional employment area, or freight intermodal facility.		*2*				s/webappviewer/index.html?id=e
	The project improves freight access within or to a commercial district (e.g., 2040 center, downtown, main street, or other locally identified commercial area).		*1*			•Title 6 Centers, Corridors, Station Communities and Main Streets, Adopted Boundaries	http://tiny.cc/Centers_corridors
	The project is located on a facility designated on the Regional Freight Network.	*2*				•Regional Freight Network Map	http://tiny.cc/18RTP_Guide
6.) Jobs and Economic Development	**Purpose: Improve access to priority industrial lands.**				0		
	Project improves access to Title 4 Regionally Significant Industrial Areas OR other state or regional priority industrial sites.	*Choose only one:*	*3*			Title 4 regional industrial and employment lands	http://tiny.cc/Indust_employ
	Project improves access to Title 4 Industrial Areas.		*2*				
	Project improves access to Title 4 Employment Areas.		*1*				
	Purpose: Improve access to areas of high job concentration.						
	The project improves access to an area with a high number of jobs per square mile	*Choose only one:*	*4*			**Address this criteria using map on the RTP Resource Guide (in blue text under "Additional resources")** • All jobs per square mile, 2015	o.gov/sites/default/files/2015All_
	The project improves access to an area with a moderate number of jobs per square mile (10,001-35,000 jobs).		*3*				
	The project improves access to an area with a base threshold of 2,001 jobs per square		*1*				
	Purpose: Improve access to targeted industries.						
	Project provides new or substantially improved access to an area with a high number of jobs per square mile (>1,700 jobs) in regional target industries.	*Choose only one:*	*3*			**Address this criteria using map on the RTP Resource Guide (in blue text under "Additional resources")** • Low and medium wage jobs per square mile, 2015	http://tiny.cc/2015_jobs
	Project provides new or substantially improved access to an area with a moderate number of jobs per square mile (501-1,700 jobs) in regional target industries OR a high number of jobs per square mile (>1,700 jobs) in local/other target industries.		*2*				
	Project provides improved access to an area with at least 251 jobs per square mile in regional target industries OR a moderate number of jobs per square mile (500-1,700 jobs) in local/other target industries.		*1*				
	Purpose: Improve access to priority industrial lands.						
	Project improves access to Title 4 Regionally Significant Industrial Areas **OR** other state or regional priority industrial sites.	*Choose only one:*	*3*		0	Title 4 regional industrial and employment lands	http://tiny.cc/Indust_employ
	Project improves access to Title 4 Industrial Areas		*2*				
	Project improves access to Title 4 Employment Areas.		*1*				
7.) Access to 2040 Centers	**Purpose: Improve access to 2040 centers and corridors.**				0		
	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.	*Choose only one:*	*3*			**Address this criteria using map on the RTP Resource Guide (in blue text under "Additional resources")** •Title 6 Centers, Corridors, Station Communities and Main Streets, Adopted Boundaries	http://tiny.cc/Centers_corridors
	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.		*2*				
	The project increases multi-modal mobility and accessibility to, from or within a 2040 corridor, 2040 main street or locally identified mixed-use area.		*1*				
	Purpose: Increase access to transit supportive land use.						
	Project is located in or connects to an area where existing development densities are transit supportive (have housing and job densities greater than 100 persons per acre).	*Choose only one:*	*3*			**New maps under construction; for this pilot, select the option that best fits the area according to your local knowledge.**	
	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).		*2*				
	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).		*1*				
	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).	*0 or 2*				Local knowledge	
	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).	*0 or 1*				Local knowledge	
	Zoning in area encourages a mix of uses to provide for housing, jobs, and services.	*0 or 1*				Local knowledge	
8.) Readiness and Cost Effectiveness	**Purpose: Readiness.**				0		
	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).	*0 or 3*				Local knowledge	
	Purchase of ROW is not needed OR has already been completed.	*0 or 2*				Local knowledge	
	Project has completed detailed planning, design and/or engineering.	*0 or 2*				Local knowledge	
	Purpose: Cost-effectiveness.						
	Project has a high cost-effectiveness ratio relative to other projects.	*Choose only one:*	*3*			**Metro will calculate for this pilot; leave blank.**	
	Project has a moderate cost-effectiveness ratio relative to other projects.		*2*				
	Project has a low cost-effectiveness ratio relative to other projects.		*1*				
9.) Transportation Safety	**Purpose: Reduce the number of fatal and serious injury crashes.**				0		
	The primary purpose 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).	*Choose only one:*	*10*			**Proven safety measures include:** • road diets • medians & pedestrian crossings • pedestrian hybrid beacons • roundabouts • access management • reflective backplates • safety edge • enhanced curve delineation • rumble strips	
	The project addresses a documented safety problem at a documented high injury or high risk location with one or more proven safety countermeasure(s).		*8*				
	The project improves safety with one or more proven safety countermeasure(s).		*4*				
10.) Travel Options	**Purpose: Increase alternatives to driving alone and their use.**				0		
	The project adds incentives, removes barriers or completes a significant regional transit network gap 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).	*Choose only one:*	*3*			Local knowledge	
	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.		*2*			Local knowledge	
	The project addresses a deficiency on the regional transit, biking or walking network.		*1*			Local knowledge	
	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.	*Choose only one:*	*3*			**Address this criteria using map on the RTP Resource Guide (in blue text under "Additional resources")** •Bike and pedestrian features checklist	http://tiny.cc/bike_ped_chcklst
	The project includes 5 or more design elements in bike and/or pedestrian checklist, not physically separated from vehicle traffic.		*2*				
	The project includes 3 or more design elements in bike and/or pedestrian checklist, not physically separated from vehicle traffic.		*1*				
	Purpose: Improve first mile/last mile biking and walking connections to transit.						
	The project completes a gap in the regional bicycle network within 2 miles of a regional fixed-route transit stop.	*0 or 2*				• Regional Transit Network Map;	http://tiny.cc/18RTP_Guide
	The project completes a gap in the regional pedestrian network within 1/2-mile of a regional fixed-route transit stop.	*0 or 2*				• Regional bike and pedestrian network gaps	http://tiny.cc/bikeped_gaps
Bonus: Transportation Resiliency	**Purpose: Improve and disaster and emergency response preparedness.**				0		
	The project is located on a designated emergency transportation route (ETRs) 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.	*0 or 3*				Local knowledge	
	The project provides alternative route(s) and/or new emergency vehicle access for emergency service providers to use when responding to emergencies.	*0 or 2*				Local knowledge	

2018 RTP Performance Measures Work Group

John Mermin, Regional Planner

December 7, 2017

Today's agenda

1. **RTP Performance Targets and Monitoring**
   - Update on next steps
2. **RTP System Evaluation**
   - Recap discussion from Dec 4 TPAC-MTAC workshop
   - Identify potential refinements to measures
3. **RTP Pilot Project Evaluation**
   - Report back results
   - Seek feedback on potential refinements

RTP performance targets and monitoring

- At Oct. 12 work group meeting, staff presented federal and state regulations for monitoring, target setting and reporting
- At Nov. 9 work group meeting, staff presented recommendations for streamlining region's response
- Next Steps
  - ODOT compiles and verifies data for release to MPOs in Spring 2018
  - ODOT target setting to occur in Spring 2018 due May 2018)
  - TPAC-MTAC workshops will be used to provide input on MPO target setting, monitoring and reporting
  - Work group members are encouraged to participate!

RTP System Evaluation

- Recent discussions
  - December 4 joint MTAC-TPAC-RTP work groups workshop
  - December 6 MTAC discussion
- Your takeaways from review of the materials, 12/4 workshop and/or MTAC?

RTP system evaluation measures

- Updated RTP Goals and Measures table
  - Suggestions for refinements to table?
- Suggestions for refinements to measures?

RTP system evaluation upcoming discussions

Dec. 12	Council receives project update
Dec. 15	TPAC discussion of initial findings from technical evaluation