Agenda

Metro

Meeting:	Transportation Policy Alternatives Committee (TPAC) and Metro Technical Advisory Committee (MTAC) Workshop	
Date:	Wednesday, April 4, 2018	
Time:	9:30 a.m. – noon	
Place:	Metro Regional Center, Council Chamber	

9:30 am	**1.**	**Call To Order And Introductions**	**Tom Kloster, Chair**
9:35 am	**2.**	**Comments From The Chair And Committee Members**	**Tom Kloster, Chair**
9:40 am	**3.**	**Public Communications On Agenda Items**	
9:45 am	**4.** *	**RTP Policy Chapter Changes: Goals and Objectives and System Policies (*small group review/discussion format*)** Purpose: Seek initial feedback on the proposed 2018 RTP goals, objectives and policies	**Kim Ellis, Metro**

	Small group table discussions • Draft Goal and Objectives • Draft Safety policies • Draft Equity policies • Draft Throughways and Arterials policies • Draft Transit policies • Draft Freight policies • Draft Emerging Technologies policies	**RTP Staff**
11:40 am	**Report out of key themes**	**RTP Staff**
12:00 pm 5.	**Adjourn**	**Tom Kloster, Metro**

Upcoming TPAC/MTAC Workshop Meetings:
- Wednesday, May 2, 2018
  TPAC/MTAC Workshop, 9:30 a.m. – noon
- Wednesday, June 6, 2018
  TPAC/MTAC Workshop, 9:30 a.m. - noon

*   Material will be emailed with meeting notice
\#   Material will be distributed at the meeting.

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Metro

2018 TPAC/MTAC Workshop Work Program
As of 3/27/18
NOTE: *Items in* **italics** *are tentative*

April 4, 2018
Comments from the Chair:
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Agenda Items:
RTP Policy Chapter Changes: Goals and Objectives and System Policies *(small group review/discussion format)*
 	
• RTP Policy Framework Review (Ellis)
• Small group table discussions (led by RTP staff)
   o Draft Goal and Objectives
   o Draft Safety policies
   o Draft Equity policies
   o Draft Throughways and Arterials policies
   o Draft Transit policies
   o Draft Freight policies
   o Draft Emerging Technologies policies
• Report out of key themes (RTP staff)
	May 2, 2018
	Comments from the Chair:
	•
	
	Agenda Items:
	• 2018 Growth Management Decision: Urban Reserve Goal 14 Analysis (Reid/O'Brien; 45 min)
	• Draft RTP Implementation Chapter (Ellis; 45 min)
	• RTP System Maps (McTighe/Mermin; 45 min)

June 6, 2018 Comments from the Chair: • **Agenda Items:** • Congestion Management Program finding for Transportation Improvement Program (Cho; 45 min) • Introduce MAP-21 Performance Monitoring, Target Setting and Reporting (Ellis, Collins; 45 min) • Draft RTP Performance Results (Round 2) (Ellis, 45 min.)	**July 11, 2018** Comments from the Chair: • **Agenda Items:** • 2018 Growth Management Decision: Overview of Draft 2018 Urban Growth Report (Frkonja; 60 min) • 2018 Growth Management Decision: Urban Reserves Alternatives Analysis (Reid/O'Brien; 30 min) • *Transportation Resiliency and Regional Transportation Emergency Routes (Ellis; 45 min)*
August 1, 2018 Comments from the Chair: • **Agenda Items:** • 2021-2024 State Transportation Improvement Program (STIP) 150% ARTS List and Leverage Opportunities (Cho/Leybold/Makler; 45 min) • Public review draft RTP and Framing Policy Issues Discussion (Ellis; 45 min)	**September 5, 2018** Comments from the Chair: • **Agenda Items:**

NOTE: Items in **italics** are tentative

October 3, 2018 Comments from the Chair: • **Agenda Items:**	**November 7, 2018** Comments from the Chair: • **Agenda Items:**
December 5, 2018 Comments from the Chair: • **Agenda Items:**	**January 9, 2019** Comments from the Chair: • **Agenda Items:**
February 6, 2019 Comments from the Chair: • **Agenda Items:**	**March 6, 2019** Comments from the Chair: • **Agenda Items:**

Parking Lot

- HB2017 Electric Vehicle Rebate
- Portland Area Value Pricing
- DEQ-PSU Diesel Monitoring Project

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Meeting minutes

Meeting:	Transportation Policy Alternatives Committee (TPAC) and Metro Technical Advisory Committee (MTAC) Workshop
Date/time:	Wednesday, March 7, 2018 | 9:30 a.m. - noon
Place:	Metro Regional Center, Council chamber

Attending	**Affiliate**
Tom Kloster, Chair	Metro
Adam Barber	Multnomah County
Katherine Kelly	City of Gresham
Brendon Haggerty	Multnomah Co. Health Department
Glenn Koehrsen	TPAC Community Member
Raymond Eck	Washington Co. Community Member
Darci Rudzinski	Angelo Planning
Mary Kyle McCurdy	1000 Friends of Oregon
Tom Bouillion	Port of Portland
Gerry Mildner	Portland State University
Ramsay Weit	AHS, Housing Affordability
Carol Chesarek	Multnomah County
Laura Weigel	City of Hillsboro
Jae Douglas	Multnomah County Public Health
Laura Terway	City of Oregon City
Bob Kellett	Portland Bureau of Transportation
Emily Lai	TPAC Community Member
Paul Grove	Portland Home Builders Association
Tom Armstrong	City of Portland
Karen Perl Fox	City of Tualatin
Nancy Kraushaar	City of Wilsonville
Chris Deffebach	Washington County
Jon Makler	Oregon Department of Transportation
Kelly Betteridge	TriMet
Mark Lear	City of Portland, Bureau of Transportation
Lynda David	SW Washington Regional Transportation Council
Jennifer Hughes	Clackamas County
Talia Jacobson	Oregon Department of Transportation
Bob Sallinger	Audubon Society
Kari Schlosshauer	Safe Routes to Schools National Partnership
Mike O'Brien	Environmental Science Associates
Jeff King	City of Forest Grove
Anna Slatinsky	City of Beaverton
Kay Durtschi	Multnomah County Citizen
Jeannine Rustad	Tualatin Hills Park and Recreation District
Karen Buehrig	Clackamas County
Eric Hesse	City of Portland, Bureau of Transportation

Metro Staff

Ted Leybold, Resource Development Manager Kim Ellis, Principal Transportation Planner
Jeff Frkonja, Research Center Director Lake McTighe, Senior Transportation Planner
Ted Reid, Principal Regional Planner Grace Cho, Associate Transportation Planner
Jamie Snook, Principal Transportation Planner Marie Miller TPAC Recorder

1. **Call to Order and Introductions**
   Chair Tom Kloster called the workshop meeting to order at 9:30 a.m., and welcomed everyone. Introductions were made.

2. **Comments From the Chair and Committee Members**
   Kelly Betteridge with TriMet announced they are recruiting for the position Eric Hesse recently vacated as well as the new GM.
   Jon Makler announced Mandy Putney has accepted the position of Policy & Development Regional Manager at Region 1, replacing Kelly Brooks. The Major Projects Manager position is now vacant and will be open for recruitment soon.

3. **Public Communications on Agenda Items** – None

4. **2018 Growth Management Decision: Buildable Land Estimates** Ted Reid provided an overview of why Metro is inventorying buildable land as part of the work to inform the 2018 urban growth management decision. The inventory process raises some interesting questions around uncertainty in forecasting.

   Jeff Frkonja provided a revised 2018-2038 Regional Growth Forecast Reference handout with additional information from last month. As the Urban Growth Management process continues with analysis of development trends, buildable land inventory, regional forecasts and other topics, the Metro Research Center has formed the Land Use Technical Advisory Group. They are asking members of this committee and your partners to help keep local officials informed and engaged with issues pertinent to urban growth management.

   A timeline was provided with scenario forecasts testing, capacity forecasting, and the release of a draft Urban Growth Report (UGR) toward the end of June. The five cities proposing UGB expansions have a deadline of May 31, 2018 for their full proposals. Metro staff is working with proposers to establish forecast assumptions. New to the review process is an advisory group review of city proposals.

   Buildable Lands Inventory (BLI) identifies capacity by inventorying vacant land, and forecasting market-driven multi-family, redevelopment, and infill. Data for 2007-2015 show redevelopment and infill increasing in importance for development. Infill and redevelopment supplied more than half of new housing in the 2007 to 2015 time period.

   Jeannine Rustad commented that the areas of North Bethany and South Copper Mt. are expected to be built between 5-10 years. With the right land brought into the inventory, vacant land will be used quickly. Chris Deffebach asked for clarification on the chart with percentage of developable land, comparing infill with vacant land. Glenn Koehrsen asked if rules and regulations were being factored in with the forecasts. Mr. Frkonja acknowledged the BLI accounts for adopted zoning. Tom Armstrong commented on the City of Portland issuing 7,400 building permits in 2007. There are still 10,000 pre-inclusionary housing units in the pipeline. They are monitoring the current slow-down in the market with higher labor costs and construction issues. Mr. Frkonja added that recent Accessory Dwelling Units (ADU) construction is up markedly in the Portland area.

New data used to enhance BLI methods include multi-family and mixed use redevelopment capacity, ADU capacity, and residential and commercial proportional assumptions for mixed use zones. Two scenarios of redevelopment capacity were developed. One being a statistical analysis of observed 2007-15 markets, and price thresholds set by Delphi process used in the last cycle. These scenarios enabled Metro to reflect uncertainty in future redevelopment capacity, apply observed data (required by state law), address stakeholder feedback, better understand factors influencing redevelopment, and give Metro Council "decision space" to manage uncertainty.

The statistical approach provided key factors with noticeable effects. Factors push redevelopment in the same direction region-wide but vary in scale inside vs. outside Portland.
Higher tax lot value is less likely for redevelopment
Higher value neighborhood is less likely for redevelopment
Larger lot size is more likely for redevelopment
Closer to city center is more likely for redevelopment (included for Portland only)

For the price threshold approach, a panel of private and public sector experts set strike price thresholds by broad geographies. A chart was given illustrating how the two methods create different scenarios.

Discussion was held on Accessory Dwelling Units (ADUs) and the uncertainty of forecasting due to the future of Portland's SDC waiver, the potential in other jurisdictions and uses other than long-term housing. Members requested information on how ADUs might be used as long-term housing and/or short-term rentals, what the economic impact would be using square footage with various size units, data that showed a mix of units with useful measurement for policy decisions. Metro staff will monitor findings from an in-progress survey by Portland State University's Institute for Sustainable Studies that may address some of these questions.

The 2018 Buildable Lands Inventory Draft 3 Summaries was provided. It showed Residential Units Capacity, and Employment Acres Capacity Forecasts, with both statistical and threshold approaches. Comments included:
- Dramatically different numbers with these 2 approaches. How useful are these approaches with such variance, and will there be an interpretive framed approach for each available.
- How close to reality are these data approaches for making sense.
- Where are the age demographics with population projections in the data? Housing needs and sizes will change.
- Acknowledgement was given to the staff on time and effort.
- What level of transportation investment is needed for the land uses depicted in these approaches?
- Regarding parking lots/spaces, how is this calculated in the forecasts? It would help to define impacts of future forecasts with parking needs.
- More description with the logic between Portland and other parts of the region with these approaches.
- The statistical method appears to do a better job with redevelopment and infill locations, but greatly underestimates likely capacity, particularly in Portland
- Concern with the 2 approaches, given the unknowns, particularly with market pricing.
- City limits across counties and annexation issues. It would help to define these areas more clearly in tables and on maps.

5. **Regional Leadership Forum #4 Takeaways and Initial Recommendations for Refining 2018 RTP Investment Priorities** Kim Ellis thanked those that were able to attend the Regional Leadership Forum March 2. The forum helped set up refinements for jurisdictions as we move forward. Ms. Ellis pointed to handouts provided for her presentation 1) Regional Leadership Forum Summary, 2) What we heard during the public comment period, and 3) the Discussion Worksheet from the Forum.

With the goal to finalize the 2018 RTP by the end of the year, work is being taken to incorporate these refinements on project plans. The Discussion Worksheet from the Forum shows mixed results, with some disappointment not making as much progress as hoped, with more work needed for funding. We are also working with limitations to what has been planned and developed to this point, staying within budgets and resources, and providing both regional and local priorities. Recommendations are being asked for areas of improvement as these are presented to TPAC, JPACT and Metro Council.

Referring to the Regional Leadership Forum Summary, seven key takeaways were formed as recommended ways for jurisdictions to refine their draft project lists to better meet the region's shared goals.
   1. We can make more near-term progress on key regional priorities – equality, safety, travel options and congestion.
   2. This is an opportunity to reduce disparities and barriers that exist for historically marginalized communities.
   3. Prioritize projects that focus on safety in high injury corridors.
   4. Accelerate transit service expansion.
   5. Tackle congestion and manage travel demand.
   6. Prioritize completion of biking and walking network gaps.
   7. We must continue to build public trust through inclusive engagement, transparency and accountability.

Comments from the committees:
   - The prioritization looks good with the issues we face.
   - Surprised no environmental issues are on this list, such as storm water, green infrastructure, and climate smart. There is a need to call them out more specifically.
   - On the discussion worksheet, safety good and bad news provides a misleading description saying 60% of projects are on high injury corridors, and less than half of projects on high injury corridors have safety as a primary or secondary purpose. More definition of safety needs to be pulled out from the data related to high injury corridors.
   - It was stated at the Forum that HB2017 funding would meet or exceed transit smart services. Where is the data that supports this?
   - There was a strong theme from the Forum on leading with equity.
   - Regarding climate smart, with required state law and Metro with partners providing performance measurements for this issue, it was recommended we have the same performance measurements for safety and equity as they are perceived as top priorities. We should document how and why this was done.
   - For the RTP adoption, the equity plan is part of this. A break out of costs/budget percentages is recommended. Example: high crash corridors
   - Possibility and likelihood of tradeoffs. Knowing we'll have additional funding for transit dollars, possible different categories and projects may go beyond "advancing" projects. Each jurisdiction has its own constrained budget that we may now go beyond in future planning.
   - With the potential project changes relating to RTP policy chapters, not all of the project movements need to be shown in the chapters. Placing them more in strategies is advised.

- Jurisdictions should share tools; we are not changing projects in the same way. It's challenging for local jurisdictions to view regional plans when boundaries are crossed.
- Lack of focus on isolated communities; with access to transit, different modes of transit can be utilized beyond big buses.
- The intent of project in the list can be misleading, especially with safety. Categories given for choice were not appropriate for the project. Recommended we name critical strategies and goals we seek to achieve.
- We cannot not have safety in projects. The challenge is how to identify this. The public will not be looking at the project descriptions, so the percentage of safety reported needs to be showcased for the value it is. Ways to consider are identifying projects that make it safer vs. new projects that are retrofitted with safety elements. Defining safety in next round needed.
- Documentation with safety the same requirements for documentation of equity in project proposals? Is there a same process for equity identification issues as there are for safety? Equity needs to include a funding criteria factor in projects that can be measureable.
- The top priorities from the Discussion worksheet and MetroQuest survey don't match up. Ms. Ellis provided more background on where these came from and will be compiled more clearly with the refinement process.
- More opportunities to talk about equity in the next phases of the RTP projects. In the next few weeks, guidance could come from Metro staff on equity issues that are more specific. A forum on these issues is needed.
- At past Forum no mention was made on Vision Zero. This was disappointing. We are creating transformational changes in planning and this should be discussed and documented.
- It may be difficult to leverage projects around when funding is not known. Jurisdictions are also doing additional work in projects in the RTP. It's challenging to include not only the project list priorities details, but tell a broader story.
- Safety related to roadways, yes. However, safety also relates to transit access and personal safety.
- If we can't modify the RTP, why are we here?
- Since Metro adopted the Climate Smart communities, we have known the primary way of implementing and reaching it was through the 2018 RTP. We are legally bound to do it. We either changes some projects or tell a bigger story. This includes equity and safety.
- Why are we not downsizing the evaluation plan in order to meet the priorities set?
- Table discussion at the Forum centered on air quality and impacts to low-income communities. Not mentioned in these materials. Measurements would be welcome.
- Safety projects (new) vs. safety improvements on existing projects.
- Jurisdictions are trying to meet all the criteria on projects. A recommendation to have a JPACT round robin of reviews was suggested.

6. **MAP-21 Performance Measures and Targets Input – CMAQ** Grace Cho provided an overview on the federally required Moving Ahead for Progress in the 21st Century (MAP-21) performance targets required to be developed by MPOs, state DOTs, and transit agencies. She noted for Metro, as the MPO, the MAP-21 performance targets are to be developed as part of the 2018 RTP and must be completed by autumn 2018. The reason she was before TPAC and MTAC was to discuss the region's input on two statewide MAP-21 performance targets being set by ODOT and need to be set by May 2018. Because of unique circumstances around applicability and eligibility, ODOT staff asked the Portland region to provide direction around two performance targets related to CMAQ. Metro staff has developed recommendations around these performance measures to provide to ODOT, which are outlined in the memo with the timeline and process for OTC adoption. Ms. Cho is available for future questions.

7. **2021-2024 STIP Funding Programs Overview** Jon Makler provided an overview of the 2021-2024 State Transportation Improvement Program (STIP), starting with the STIP Development Timeline. When concluded, the Oregon Transportation Commission (OTC) will adopt in late June, 2020. The first deadline in the process is April 2018 with the 150% Lists. ODOT will scope projects on these lists to refine the cost estimates prior to programming the STIP; prioritization must yield the 100% lists by July 2019.

   ODOT is responsible for the 150% list and 3-months scoping process. Fix-It programs (bridge operations, preservation, safety, agency mandates) have $30 million allocation funds in Region 1. When the 150% list is available, ODOT will transmit to partners in the region for help identifying leverage with investments on these projects.

   Leverage programs in the 2021-24 STIP include improvements to state highway (Region 1 Allocation: $8,483,573), safety (Region 1 Allocation: $10,680,000) and active transportation (Region 1 Allocation: $7,746,000). These are for 3-year amounts. Leverage programs principles include meeting community needs not addressed by Fix-it projects, maximizing resources by leveraging priority improvements, allowing for flexibility while maintaining transparency, projects that should be consistent with plans and on a list of identified needs, and documented investments to inform outcome-based planning/programming.

   Mr. Makler briefly described what activities in the leverage programs were ineligible or eligible. The basis of eligibility will help determine which projects to scope, which will be done in a very short time, using $1 million total for scoping. Optimal data from leveraging and eligibility with partners will allow ODOT to narrow the list from 150% to 100%, using select criteria, public review and partner input. When the 150% lists are known, ODOT will be contacting jurisdictions to help identify opportunities for leverage. Mr. Makler and members of his staff are reaching out to local agencies and he welcomes direct follow up. Future consultations at the TPAC table will be available also.

8. **Adjourn**
   There being no further business, workshop meeting was adjourned by Chair Kloster at 12:00 p.m.
   Meeting minutes submitted by,
   Marie Miller
   TPAC Recorder

Item	DOCUMENT TYPE	DOCUMENT DATE	DOCUMENT DESCRIPTION	DOCUMENT NO.
1	Agenda	3/7/2018	March 7, 2018 Joint TPAC/MTAC Workshop Agenda	030718T-01
2	Work Program	2/28/2018	2018 Combined TPAC/MTAC Workshop Work Program	030718T-02
3	Meeting Minutes	2/7/2018	Meeting minutes from Feb. 7, 2018 Joint TPAC/MTAC Workshop meeting	030718T-03
4	Handout	Feb. 2018	2018-2038 Regional Growth Forecast Quick Reference, revised Feb. 2018	030718T-04
5	Handout	March 2018	Regional Leadership Forum 4 Summary	030718T-05
6	Handout	Feb. 2018	RTP What we Heard: online survey, community leaders' forum, Metro Councilor briefings, project website	030718T-06
7	Handout	March 2018	Regional Leadership Forum 4, Discussion Worksheet	030718T-07
8	Memo	3/7/2018	TO: TPAC/MTAC FROM: Grace Cho and Ted Leybold, Metro RE: MAP-21 Performance Measures and Targets – CMAQ Program	030718T-08
9	Memo	3/7/2017	TO: TPAC/MTAC FROM: Jon Makler, ODOT Region 1 Planning Manager RE: 2021-2024 STIP, Draft Leverage Program Guidelines	030718T-09
10	Handout	March 2018	2021-2024 STIP Funding Allocations	030718T-10
11	Presentation	3/7/2018	UGM Analytic Process: Buildable Land Inventory	030718T-11
12	Presentation	3/7/2018	2021-24 STIP, Background and Overview	030718T-12

Memo

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

Date: March 29, 2018

To: Transportation Policy Alternatives Committee (TPAC), Metro Technical Advisory
           Committee (MTAC) and interested parties

From: Kim Ellis, RTP Project Manager

Subject: Draft 2018 RTP Goals, Objectives and Policies – DISCUSSION DRAFT

PURPOSE

Provide TPAC and MTAC with draft 2018 RTP goals, objectives and policies proposed as a starting point for review and discussion at the joint workshop on April 4.

ACTION REQUESTED

Initial feedback on the draft goals, objectives and policies is requested at the joint workshop. Additional feedback is requested by Wednesday, April 11.

Staff will prepare a revised draft of the goals, objectives and policies for further review and discussion by TPAC, MTAC, the Metro Council and regional policy committees in May.

BACKGROUND

Through the 2018 Regional Transportation Plan update, the Metro Council is working with leaders and communities throughout the region to plan the transportation system of the future by updating the region's shared transportation vision and investment strategy for the next 25 years.

In May 2017, as part of the 2018 RTP update, the Joint Policy Advisory Committee on Transportation (JPACT) and the Metro Council approved an updated vision statement and directed staff to review the adopted 2014 RTP policy chapter to identify and recommend refinements for consideration by the Metro Council and regional policy advisory committees in 2018. Staff completed a comprehensive review of the 2014 RTP policy chapter (including RTP goals and objectives) to identify gaps in policy, existing policies that would benefit from further clarification, and opportunities to further integrate adopted Climate Smart Strategy policies as well policies for equity, safety and congestion.

Based on the policy review, staff propose the following:

1. **Divide the existing 91-page policy chapter into two policy chapters** to separate the vision, goals, objectives and performance targets from the policies that address specific topics (e.g, safety, equity, climate smart and emerging technologies) and the modal networks.
2. **Reflect the vision statement approved by MPAC, JPACT and the Metro Council**.
3. **Update the RTP goals and objectives** to:
     - clarify the distinction between the vision, goals, objectives, performance targets and policies and their role in performance-based planning and decision-making;
     - simplify language to reduce jargon and be more accessible to public audiences;
     - reduce redundancy between the goals and objectives;
     - make the goal statements more people and outcomes focused (most are transportation infrastructure focused)
     - better reflect values and priority outcomes identified through the RTP update process;
     - make the objectives more specific and measurable (in some cases the objectives were policy or actions); and

- better align the objectives with existing or desired data, including the updated system evaluation and transportation equity measures and updates to the RTP performance targets to meet regional goals and federal and state requirements.

> Proposed 2018 RTP goals and objectives are attached in two formats – a clean version with all changes accepted and a second version that is in ~~strikethrough~~ and <u>underscore</u> format. The 2014 RTP Goals and Objectives, unchanged, are also provided for reference.

4. **Add new policy sections (and related policies)** for safety, equity, Climate Smart Strategy and emerging technologies.

5. **Update the existing modal policies and system maps**, particularly the throughways/arterials, transit and freight policies and system maps for each network.

   Proposed refinements seek to:

   - add a new freight safety policy and update existing freight policies and system map to be consistent with the draft Regional Freight Strategy;
   - expand existing policies for transit to reflect desired outcomes for accessibility, convenience, frequency, reliability, and affordability and update and system map to be consistent with the draft Regional Transit Strategy; and
   - clarify and expand policies for throughways and arterials to reflect adopted policy and desired outcomes related to access, connectivity, safety, reliability and congestion.
   - make minor revisions to the bike and pedestrian policies and system maps, reflecting that the regional bike and pedestrian network policies were extensively reviewed and updated as part of development of the 2014 Regional Active Transportation Plan.
   - update Transportation System Management and Operations policies to integrate new and revised policies proposed in the draft Regional Travel Options Strategy.

> Proposed new and revised policies are attached in two formats – a clean version with all changes accepted and a second version that is in ~~strikethrough~~ and <u>underscore</u> format. The 2014 RTP Policies, unchanged, are also provided for reference.

   Detailed descriptions of each policy area are being updated, and new descriptions are being developed for the new policy sections identified above. Staff recommendations for the RTP system maps and performance targets are not complete.

The 2014 RTP Policy Chapter can be viewed [here](#).

The updated draft policy chapters (including system maps and performance targets) will be available in May for review and input prior to release for public review in late-June.

Attachments
1. Moving from Vision to Action framework (3/22/18)
2. Proposed 2018 RTP Goals and Objectives – discussion draft – 3/29/18 (clean version)
3. Proposed 2018 RTP Goals and Objectives – discussion draft – 3/29/18 (track changes version; shows additions and revisions to 2014 RTP Goals and Objectives)
4. 2014 RTP Goals and Objectives (unchanged; provided for reference)
5. Proposed 2018 RTP Transportation System Policies – discussion draft – 3/29/18 (clean version)
6. Proposed 2018 RTP Transportation System Policies – discussion draft – 3/29/18 (track changes version; shows additions and revisions to 2014 RTP Policies)

Moving from Vision to Action

Vision
Aspirational statement of what the region is trying to achieve over the long-term through policy and investment decisions

Goal
States a desired outcome toward which actions are focused to make progress toward the vision over the long-term

Objective
Identifies a measurable desired outcome and means for achieving a goal(s) to guide actions within the plan period

Policy
Sets a preferred direction or course of action that describes what must be done to achieve desired outcome(s)

Action
Discrete steps to make progress toward desired outcome(s)

Strategy = a series of actions to achieve desired outcomes

Targets & Performance measures
Targets define a specific level of performance required to achieve policies and objective(s) in the near- and medium-term to ensure we achieve the long-term goal(s) and vision
Measures monitor progress toward meeting target(s)

3/22/18

Example
Moving from vision to action

Vision

Create indelible memories that last a lifetime.

Goal

Capture a bigger market share of storytelling in social media.

Objective

- Increase engagement.
- Increase community participation.

Policy

- Provide genuine opportunities for public contributions.
- Ensure people are informed.

Action

- Publish excellent blog content.
- Update blog web interface to improve user experience.

Target

- By 2040, increase by 50% the number of followers and shares, with a 20% increase by 2020 and 30% increase by 2030.
- By 2040, double the number of blog posts per month, with a 20% increase by 2020 and 50% increase by 2030.

Performance measure

- # of blog posts per month
- # of followers
- # of shares

PROPOSED 2018 RTP GOAL AND OBJECTIVES DISCUSSION DRAFT – 3/29/18

SHARED VISION FOR THE REGIONAL TRANSPORTATION SYSTEM

Transportation planning and investment decisions and the region's desired land use, social, economic and environmental outcomes are so interconnected that success of the 2040 Growth Concept hinges significantly on achieving the plan's goals and objectives.

The RTP vision statement represents an aspirational view of the future of the region's transportation system and reflects the values and desired outcomes expressed by the public, policymakers and community and business leaders engaged in development of the Regional Transportation Plan.

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

Approved by the Metro Policy Advisory Committee, Joint Policy Advisory Committee on Transportation, and the Metro Council in May 2017.

This vision is further described through the goals and objectives presented in this chapter.

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PROPOSED 2018 RTP GOAL AND OBJECTIVES DISCUSSION DRAFT – 3/29/18

GOAL 1: Vibrant Communities

The greater Portland region is a great place to live, work and play where people can afford to live and can easily reach jobs, schools, shopping, services, and recreational opportunities from their home whether by walking, biking, transit, shared trip or driving.

- **Objective 1.1 2040 Growth Concept Implementation** – Focus growth and investment in designated 2040 growth areas (the Portland central city, regional and town centers, corridors, main streets, and employment and industrial areas).
- **Objective 1.2 Walkable Communities** – Increase the share of households in walkable, mixed-use areas served by frequent transit service.
- **Objective 1.3 Affordable Location-Efficient Housing Choices** – Increase the number and diversity of regulated affordable housing units within walking distance of frequent transit service.
- **Objective 1.4 Access to Community Places[1]** – Increase the number and types of community places that households can reach within a reasonable travel time for all modes of travel.

Summary of changes from 2014 RTP

- Previous title: Foster Vibrant Communities and Efficient Urban Form
- Goal statement revised to be more people and place focused
- Objective 1.1 revised for more consistency with Transportation Planning Rule and to better reflect intent
- Old Objective 1.2 Parking Management revised and moved to Transportation System Management and Operations policies
- New Objective 1.2 added to reflect Climate Smart Strategy policy outcome
- Objective 1.3 Affordable Housing revised to integrate Old Objective 8.3 Housing Diversity language with concept of "Support the preservation and production of regulated affordable housing units and managing the impacts of new transportation investments on housing affordability" included in new equity policy section.
- New Objective 1.4 – added to reflect priority transportation equity outcome

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[1] Community places is defined as key local destinations such as schools, libraries, grocery stores, pharmacies, hospitals and other medical facilities, general stores, and other places that provide key services and/ or daily needs.

GOAL 2: Shared Prosperity

People have access to jobs, goods and services and businesses have access to workers, goods and markets in a diverse, inclusive, innovative, sustainable and strong economy that equitably benefits all of the people and businesses of the greater Portland region.

- **Objective 2.1 Connected Region** – Build an integrated system of throughways, arterial streets, freight routes and intermodal facilities, transit services and bicycle and pedestrian facilities, with efficient connections between modes, that provide access to jobs, markets and other destinations within and beyond the region.
- **Objective 2.2 Access to Industry and Freight Intermodal Facilities** – Increase access to industry and freight intermodal facilities by a seamless freight transportation system that includes air cargo, pipeline, trucking, rail, and marine services to facilitate efficient and competitive shipping choices for goods movement in, to and from the region.
- **Objective 2.3 Access to Jobs and Talent** – Attract new businesses and family-wage jobs and retain those that are already located in the region to increase the number and types of jobs that households can reach within a reasonable travel time.
- **Objective 2.4 Transportation and Housing Affordability** – Reduce the share of income that households in the region spend on transportation to lower overall household spending on transportation and housing.

Summary of changes from 2014 RTP
- Previous title: Sustain Economic Competitiveness and Prosperity
- Goal statement reworded
- Objective 2.1 previously titled Reliable and Efficient Travel and Market Area Access revised to remove overlap with Objectives 2.2 and 2.3 and focus on providing integrated system that provides access to jobs, markets and other destinations
- Old Objective 2.2 –Regional Passenger Connectivity - integrated with Objective 2.1 (and reflected in transit policies)
- Old Objective 2.3 Metropolitan Mobility (now Objective 4.6 Mobility and Reliability) revised to focus on person-trip and freight mobility and reliability to better tie to MAP-21 measures
- New Objective 2.2 Access to Industry and Freight Intermodal Facilities – moved from Goal 3 – Objective 3.4 Shipping Choices
- Old Objective 2.3 – Freight Reliability -integrated in updated Objective 2.2 and new Objective 2.3
- New Objective 2.3 added to reflect new emphasis on multimodal access to jobs
- Old Objective 2.5 – Job Retention and Creation – integrated into updated Objective 2.3
- New Objective 2.4 moved from Goal 8 – Objective 8.4 Transportation and Housing Costs to broaden prosperity considerations to include reduced spending on housing and transportation

GOAL 3: Transportation Choices

People throughout the region have convenient, healthy and affordable options that connect them to jobs, school, services, and other destinations, support active living and reduce transportation-related pollution.

- **Objective 3.1 Travel Choices** – Increase shared trips and walking, bicycling, and use of transit to achieve regional mode share targets.
- **Objective 3.2 Active Transportation System Completion** – Complete all gaps in regional bicycle and pedestrian networks.
- **Objective 3.3 Access to Transit** – Increase household and job access to frequent transit service.
- **Objective 3.4 Access to Active Travel Options** – Increase household and job access to planned regional bike and walk networks.

Summary of changes from 2014 RTP

- Previous title: Expand Transportation Choices
- Description reworded, references reducing pollution
- Goal 3 revised to be more focused on people and reducing drive alone trips and reliance on the automobile
- Objective 3.1 updated title from Travel Choices
- Old Objective 3.2 – Vehicle Miles of Travel moved to Objective 8.3
- New Objective 3.2 added to explicitly track completion of the regional active transportation network
- Old Objective 3.3 – Equitable Access and Barrier Free Transportation moved to New Objective 9.2
- New Objective 3.3 Access to Transit added to reflect equitable outcomes and related measure
- Old Objective 3.4 Shipping Choices moved to Goal 2, Objective 2.3 Access to Freight and Freight Intermodal Facilities and freight network policies
- New Objective 3.4 Access to Active Travel Options- added to reflect equitable outcomes and related measure

GOAL 4: Reliability and Efficiency

People and businesses are able to reliably and efficiently reach their destinations because the transportation system is managed and optimized to ease congestion and improve mobility for people and moving freight.

- **Objective 4.1 Travel Management** – Increase transit, freight, arterial and throughway corridors that are actively managed using real-time data and decision-making systems.
- **Objective 4.2 Travel Information** – Increase travelers, households and businesses with access to comprehensive, integrated, universally accessible, and real-time travel information.
- **Objective 4.3 Incident Management** – Reduce incident clearance times on the region's transit, arterial and throughway networks through improved traffic incident detection and response.
- **Objective 4.4 Demand Management** – Increase households and businesses with access to outreach, education, incentives and other tools that increase shared trips and use of travel options.
- **Objective 4.5 Congestion Pricing** – Consider pricing strategies to manage vehicle congestion and encourage shared trips and use of transit.
- **Objective 4.6 Regional Mobility** – Maintain reasonable person-trip and freight mobility and reliable travel times for all modes in the region's major travel corridors.

Summary of changes from 2014 RTP

- Previous title: Emphasize Effective and Efficient Management of the Transportation System
- Description updated to people and business focus
- Revised objectives to be measurable and reflect Climate Smart Strategy monitoring targets
- Objective 4.1 title updated from Traffic Management and revised to add specificity
- Objective 4.2 title updated from Traveler Information and revised to add specificity
- Objective 4.3 wording slightly revised
- Objective 4.4 wording slightly revised
- Objective 4.5 wording simplified
- New Objective 4.6 was moved from Goal 2, Old Objective 2.3 Metropolitan Mobility and revised to focus on person-trip and freight mobility and reliability to better tie to MAP-21 measures

GOAL 5: Safety and Security

People's lives are saved, crashes are avoided and people and goods are secure when traveling in the region.

- **Objective 5.1 Transportation Safety** – Eliminate fatal and severe injury crashes for all modes of travel.
- **Objective 5.2 Transportation Security** – Reduce the vulnerability of the public and critical passenger and freight transportation infrastructure to crime and terrorism.

Summary of changes from 2014 RTP
- Previous title: Enhance Safety and Security
- Description reworded
- Objective 5.1 updated to reflect Vision Zero goal for RTP
- Objective 5.2 updated to include reference to terrorism from Objective 5.3
- Objective 5.3 moved to new Goal 10 Fiscal Stewardship –Objective 10.2 Preparedness and Resiliency

GOAL 6: Healthy Environment

The greater Portland region's environmental, water, historic and cultural resources are protected and preserved.

- **Objective 6.1 Environmental Resources** – Avoid, minimize or mitigate negative impacts on fish and wildlife habitat conservation areas and protected water features.
- **Objective 6.2 Historic and Cultural Resources** – Avoid, minimize or mitigate negative impacts on protected historic and cultural resources.
- **Objective 6.3 Water Quality and Quantity** – Protect the region's water quality and natural stream flows.
- **Objective 6.4 Energy Conservation** - Reduce transportation-related consumption of energy and reliance on sources of energy derived from petroleum and gasoline.

Summary of changes from 2014 RTP

- Previous title: Promote Environmental Stewardship
- Description slightly reworded
- 6.1 title updated from Natural Environment
- Old Objective 6.2 Clean Air moved to Goal 7 Healthy People Objective 7.3
- New Objective 6.2 Historic and Cultural Resources added to respond to federal metropolitan planning requirements
- Objective 6.4 was titled Energy and Land Consumption, reference to land consumption removed (fulfills federal metropolitan planning requirements)
- Objective 6.5 Climate Change moved to Goal 8 Climate Protection Objective 8.2

GOAL 7: Healthy People

People enjoy safe, comfortable and convenient travel options that support active living and increased physical activity, and transportation-related pollution that negatively impacts public health are minimized.

- **Objective 7.1 Active Living** – Improve public health by providing safe, comfortable and convenient transportation options that support active living and physical activity to meet daily needs and access services.
- **Objective 7.2 Pollution Impacts** – Minimize noise, run-off and other transportation-related pollution health impacts.
- **Objective 7.3 Clean Air** – Reduce transportation-related air pollutants, including and air toxics emissions.

Summary of changes from 2014 RTP

- Previous title: Enhance Human Health
- Objective 7.1 Active Living slightly reworded
- Objective 7.2 reflected in Arterial and Throughway Network, Transit Network and Freight Network policies
- New Objective 7.3 moved from Objective 6.2 to reflect connection between clean air and public health

Goal 8: Climate Protection[2]
The health and prosperity of people living in the greater Portland region are improved and the impacts of climate change are minimized as a result of reducing transportation-related greenhouse gas emissions.

- **Objective 8.1 Climate Smart Strategy Implementation** – Implement policies, investments and actions identified in the adopted Climate Smart Strategy, including coordinating land use and transportation; making transit convenient, frequent, accessible and affordable; making biking and walking safe and convenient; and managing parking and travel demand.
- **Objective 8.2 Greenhouse Gas Emissions Reduction** – Meet adopted targets for reducing transportation-related greenhouse gas emissions.
- **Objective 8.3 Vehicle Miles Traveled** – Reduce vehicle miles traveled per capita.
- **Objective 8.4 Low and No Emissions Vehicles** – Support state efforts to transition Oregon to cleaner, low carbon fuels and increase the use of more fuel-efficient vehicles, including electric and alternative fuel vehicles.
- **Objective 8.5 Climate accountability** – Track progress implementing the regional strategy to meet adopted targets for reducing greenhouse gas emissions from light-duty vehicle travel.

Summary of changes from 2014 RTP
- Was Goal 11
- Previous title: Demonstrate Leadership on Reducing Greenhouse gas Emissions
- Description reworded
- Old Goal 8 Ensure Equity now Goal 9 Equity
- New Objective 8.1 Climate Smart Strategy Implementation combines and consolidates Old Objectives 11.1 Land Use and Transportation Integration, 11.3 Regional and Community Transit Network Access and 11.8 Streets and Highways Network into a single objective and is reflected in the Regional System policies section
- Old Objective 11.1 Land Use and Transportation Integration integrated into Goal 1 Objective 1.1 2040 growth Concept Implementation
- New Objective 8.2 Climate Protection updates Old Objective 6.5 Climate Change
- New Objective 8.3 Vehicle Miles Traveled was Objective 3.2.
- New Objective 8.4 Low and No Emissions Vehicles was Objective 11.2 Clean Fuels and Clean Vehicles
- New Objective 8.5 was Objective 11. 9 Metro Actions and Objective 11.9 Partner Actions
- Old Objectives 11.4, 11.5, 11.6, and 11.7 integrated into Goals

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[2] Goal 11: Demonstrate Leadership on Reducing Greenhouse Gas Emissions" was adopted by Ordinance No. 14-1346B in December 2014 and was amended into Chapter 2- Transportation of the Regional Framework Plan, and the 2014 RTP.

GOAL 9: Equitable Transportation

People have access to safe, healthy and affordable transportation and housing choices and the transportation-related disparities and barriers experienced by historically marginalized communities, particularly communities of color, are eliminated.

- **Objective 9.1 Transportation Equity** – Reduce existing disparities and avoid disproportionate adverse impacts to historically marginalized communities related to access, safety, affordability, and health outcomes, with a focus on race.
- **Objective 9.2 Barrier Free Transportation** – Reduce barriers in the transportation system affecting historically marginalized communities, with a focus on race, and serve the travel needs of people with low income, youth, older adults and people with disabilities.

Summary of changes from 2014 RTP
- Previous title: Ensure Equity
- Was Goal 8
- Goal statement was updated to more specifically reflect equity outcomes and address reducing disparities and barriers. Given that people of color are the most likely to face significant barriers related to access, safety, affordability, and health outcomes, focusing on reducing the barriers faced by those communities is the most effective way to reduce barriers for all historically marginalized communities.
- Objective 9.1 Environmental Justice was Objective 8.1 and replaced by Transportation Equity objective
- Objective 9.2 Barrier Free Transportation was Objective 8.2 Coordinated Human Services Transportation Needs
- Old Objective 8.3 – Housing Diversity, integrated into Objective 1.2 Affordable Location Efficient Housing Choices
- Old Objective 8.4 Transportation and Housing Costs moved to Goal 2 Objective 2.5 Housing and Transportation Costs

GOAL10: Fiscal Stewardship

Regional transportation planning and investment decisions provide the best return on public investments.

- **Objective 10.1 Infrastructure Condition** – Adequately maintain existing regional transportation infrastructure and services to maximize their useful life, minimize maintenance costs, and eliminate maintenance backlogs.
- **Objective 10.2 Preparedness and Resiliency** – Reduce vulnerability of regional transportation infrastructure to natural disasters, climate change and hazardous incidents.
- **10.2Objective 10.3 Sustainable Funding** – Develop new revenue sources to offset projected declines in gas taxes and other current sources to build, operate and maintain the regional transportation system.
- **Objective 10.4 Efficient Project Delivery** – Reduce unnecessary project delivery delays (which add to project costs).

<u>Summary of changes from 2014 RTP</u>
- Was Goal 9
- Previous title: Ensure Fiscal Stewardship
- Goal statement slightly reworded
- Objective 10.1 Infrastructure Condition was Objective 9.1 Asset Management
- Old Objective 9.2 Maximize Return on Public Investment integrated into goal description
- New Objective 10.2 Preparedness and Resiliency moved from Goal 5 Objective 5.3 Terrorism, Natural Disasters and Hazardous Materials Incidents and slightly revised (terrorism integrated into Objective 5.2)
- Objective 10.3 Sustainable Funding was Objective 9.3 Stable and Innovative Funding
- New Objective 10.4 Efficient Project Delivery added to respond to MAP-21 national goal

GOAL 11: Transparency and Accountability

The public and affected stakeholders have meaningful opportunities to provide input on regional transportation decisions that are guided by data and analyses, meaningful engagement and performance-based planning, and government, business and community leaders collaborate in an open and transparent manner.

- **Objective 11.1 Meaningful Public Engagement –** Increase public engagement and input in all levels of decision-making in developing and implementing the regional transportation plan with a focus on vulnerable populations and historically marginalized communities, particularly people of color, English language learners and people with low income.
- **Objective 11.2 Meaningful Stakeholder Engagement –** Increase stakeholder engagement and input in all levels of decision-making, in developing and implementing the regional transportation plan, including local, regional, state and federal transportation agencies and transportation providers, resource agencies, business and community stakeholders, and owners and operators of the regional transportation system.
- **Objective 11.3 Performance-Based Planning** – Make transportation investment decisions using a performance-based planning approach aligned with the RTP goals, and supported by meaningful engagement and multimodal data and analysis.
- **Objective 11.4 Coordination and Cooperation** – Improve coordination and cooperation among the owners and operators of the region's transportation system.

Summary of changes from 2014 RTP
- Was Goal 10
- Previous title: Deliver Accountability
- Goal statement slightly updated
- Objective 11.1 was Objective 10.1 Meaningful Input Opportunities updated to focus on public engagement, particularly vulnerable populations and historically marginalized communities
- New Objective 11.2 was part of Objective 10.1 but separated to distinguish between public and stakeholder engagement
- New Objective 11.3 added to reflect MAP-21 performance based planning requirements for regional transportation planning and decision-making process)
- Objective 11.4 was Objective 10.2; revised to focus on coordination and cooperation

PROPOSED 2018 RTP GOAL AND OBJECTIVES DISCUSSION DRAFT – 3/29/18

SHARED VISION FOR THE REGIONAL TRANSPORTATION SYSTEM

Transportation planning and investment decisions and the region's desired land use, social, economic and environmental outcomes are so interconnected that success of the 2040 Growth Concept hinges significantly on achieving the plan's goals and objectives.

The RTP vision statement represents an aspirational view of the future of the region's transportation system and reflects the values and desired outcomes expressed by the public, policymakers and community and business leaders engaged in development of the Regional Transportation Plan.

> **In 2040, everyone in the Portland metropolitan region will share in a prosperous, equitable economy and exceptional quality of life sustained by a safe, reliable, healthy, and affordable transportation system with travel options.**
>
> *Approved by the Metro Policy Advisory Committee, Joint Policy Advisory Committee on Transportation, and the Metro Council in May 2017.*

This vision is further described through the goals and objectives presented in this chapter.

****

Each 2014 RTP goal and objective is included in its entirety, with proposed ~~deletions in strikethrough~~ and <u>proposed additions in underscore.</u>

Table of contents

PROPOSED 2018 RTP GOAL AND OBJECTIVES DISCUSSION DRAFT – 3/29/18

Each 2014 RTP goal and objective is included in its entirety, with proposed ~~deletions in strikethrough~~ and proposed additions in underscore.

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

The greater Portland region is a great place to live, work and play where people can afford to live and can easily reach ~~Land use and transportation decisions are linked to optimize public investments, reduce greenhouse gas emissions and support active transportation options and~~ jobs, schools, shopping, services, and recreational opportunities from their home ~~and housing proximity~~ whether by walking, biking, transit, shared trip or driving.

- **Objective 1.1 ~~Compact Urban Form and Design~~ 2040 Growth Concept Implementation** – ~~Use transportation investments to focus growth in and provide multi-modal access to 2040 Target Areas and ensure that development~~ Focus growth and investment in designated 2040 ~~Target~~ growth a~~A~~reas (the Portland central city, regional and town centers, corridors, main streets, and employment and industrial areas).~~is consistent with and supports the transportation investments.~~
- ~~**Objective 1.2 Parking Management** – Minimize the amount and promote the efficient use of land dedicated to vehicle parking.~~
- **Objective 1.2 Walkable Communities** – Increase the share of households in walkable, mixed-use areas served by frequent transit service.
- **Objective 1.3 Affordable Location-Efficient Housing Choices** – Increase the number and diversity of ~~Support the preservation and production of~~ regulated affordable housing units ~~in the region.~~ within walking distance of frequent transit service.
- **Objective 1.4 Access to Community Places[1]** – Increase the number and types of community places that households can reach within a reasonable travel time for all modes of travel.

Summary of changes from 2014 RTP
- Previous title: Foster Vibrant Communities and Efficient Urban Form
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- Objective 1.3 Affordable Housing revised to integrate Old Objective 8.3 Housing Diversity language with concept of "Support the preservation and production of regulated affordable housing units and managing the impacts of new transportation investments on housing affordability" included in new equity policy section.
- New Objective 1.4 – added to reflect priority transportation equity outcome

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[1] Community places is defined as Key local destinations such as schools, libraries, grocery stores, pharmacies, hospitals and other medical facilities, general stores, and other places that provide key services and/ or daily needs.

PROPOSED 2018 RTP GOAL AND OBJECTIVES DISCUSSION DRAFT – 3/29/18

Each 2014 RTP goal and objective is included in its entirety, with proposed ~~deletions in strikethrough~~ and proposed additions in underscore.

GOAL 2: ~~Sustain Economic Competitiveness and~~ Shared **Prosperity**

People have access to jobs, goods and services and businesses have access to workers, goods and markets in ~~Multi-modal transportation infrastructure and services support the region's well-being and~~ a diverse, inclusive, innovative, sustainable and ~~growing regional and state~~ strong economy that equitably benefits all of the people and businesses of the greater Portland region.

- **Objective 2.1** Connected Region ~~Reliable and Efficient Travel and Market Area Access~~ – ~~Provide for reliable and efficient multi-modal local, regional, interstate and intrastate travel and market area access through~~ Build a~~n~~ ~~seamless and well-connected~~ integrated system of throughways, arterial streets, freight ~~services~~ routes and intermodal facilities, transit services and bicycle and pedestrian facilities, with efficient connections between modes, that provide access to jobs, markets and other destinations within and beyond the region.
- ~~Objective 2.2 Regional Passenger Connectivity – Ensure reliable and efficient connections between passenger intermodal facilities and destinations in and beyond the region to improve non-auto access to and from the region and promote the region's function as a gateway for tourism.~~
- ~~Objective 2.3 Metropolitan Mobility – Maintain sufficient total person-trip and freight capacity among the various modes operating in the Regional Mobility Corridors to allow reasonable and reliable travel times through those corridors.~~
- ~~Objective 2.4 Freight Reliability – Maintain reasonable and reliable travel times and access through the region, as well as between freight intermodal facilities and destinations within and beyond the region, to promote the region's function as a gateway for commerce.~~
- **Objective 2.2** Access to Industry and Freight Intermodal Facilities – Increase access to industry and freight intermodal facilities by a seamless freight transportation system that includes air cargo, pipeline, trucking, rail, and marine services to facilitate efficient and competitive shipping choices for goods movement in, to and from the region.

3

- Previous title: Sustain Economic Competitiveness and Prosperity
- Goal statement reworded
- Objective 2.1 previously titled Reliable and Efficient Travel and Market Area Access revised to remove overlap with Objectives 2.2 and 2.3 and focus on providing integrated system that provides access to jobs, markets and other destinations
- Old Objective 2.2 –Regional Passenger Connectivity - integrated with Objective 2.1 (and reflected in transit policies)
- Old Objective 2.3 Metropolitan Mobility (now Objective 4.6 Mobility and Reliability) revised to focus on person-trip and freight mobility and reliability to better tie to MAP-21 measures
- New Objective 2.2 Access to Industry and Freight Intermodal Facilities – moved from Goal 3 – Objective 3.4 Shipping Choices
- Old Objective 2.3 – Freight Reliability -integrated in updated Objective 2.2 and new Objective 2.3
- New Objective 2.3 added to reflect new emphasis on multimodal access to jobs
- Old Objective 2.5 – Job Retention and Creation – integrated into updated Objective 2.3
- New Objective 2.4 moved from Goal 8 – Objective 8.4 Transportation and Housing Costs to broaden prosperity considerations to include reduced spending on housing and transportation

PROPOSED 2018 RTP GOAL AND OBJECTIVES DISCUSSION DRAFT – 3/29/18

- **Objective 2.3~~5 Job Retention and Creation~~Access to Jobs and Talent** – Attract new businesses and family-wage jobs and retain those that are already located in the region to increase the number and types of jobs that households can reach within a reasonable travel time.
- **Objective 2.4 Transportation and Housing Affordability** – Reduce the share of income that households in the region spend on transportation to lower overall household spending on transportation and housing.

4

PROPOSED 2018 RTP GOAL AND OBJECTIVES DISCUSSION DRAFT – 3/29/18

Each 2014 RTP goal and objective is included in its entirety, with proposed ~~deletions in strikethrough~~ and <u>proposed additions in underscore.</u>

GOAL 3: ~~Expand~~ **Transportation Choices**

~~Multi-modal transportation infrastructure and services provide all residents of~~<u>People throughout</u> the region ~~with~~ <u>have</u> convenient, <u>healthy and</u> affordable ~~and equitable~~ options ~~for accessing~~<u>that connect them to</u> ~~housing,~~ jobs, <u>school,</u> services, ~~shopping, educational, cultural and recreational opportunities~~<u>and other destinations</u>~~,~~ <u>support active living and reduce transportation-related pollution</u>~~, and facilitate competitive choices for goods movement for all businesses in the region~~.

- ~~.~~**Objective 3.1 Travel Choices** – ~~Achieve modal targets for l~~<u>I</u>ncrease~~d~~ <u>shared trips and</u> walking, bicycling, <u>and</u> use of transit <u>to achieve regional mode share targets</u>~~and shared ride and reduced reliance on the automobile and drive alone trips~~.
- ~~**Objective 3.2 Vehicle Miles of Travel** - Reduce vehicle miles traveled per capita.~~
- ~~**Objective 3.3 Equitable Access and Barrier Free Transportation** - Provide affordable and equitable access to travel choices and serve the needs of all people and businesses, including people with low income, youth, older adults and people with disabilities, to connect with jobs, education, services, recreation, social and cultural activities.~~
- ~~**Objective 3.4 Shipping Choices** – Support multi-modal freight transportation system that includes air cargo, pipeline, trucking, rail, and marine services to facilitate competitive choices for goods movement for businesses in the region.~~
- <u>**Objective 3.2 Active Transportation System Completion** – Complete all gaps in regional bicycle and pedestrian networks.</u>
- <u>**Objective 3.3 Access to Transit** – Increase household and job access to frequent transit service.</u>
- <u>**Objective 3.4 Access to Active Travel Options** – Increase household and job access to planned regional bike and walk networks.</u>

Summary of changes from 2014 RTP

- Previous title: Expand Transportation Choices
- Description reworded, references reducing pollution
- Goal 3 revised to be more focused on people and reducing drive alone trips and reliance on the automobile
- Objective 3.1 updated title from Travel Choices
- Old Objective 3.2 – Vehicle Miles of Travel moved to Objective 8.3
- New Objective 3.2 added to explicitly track completion of the regional active transportation network
- Old Objective 3.3 – Equitable Access and Barrier Free Transportation moved to New Objective 9.2
- New Objective 3.3 Access to Transit added to reflect equitable outcomes and related measure
- Old Objective 3.4 Shipping Choices moved to Goal 2, Objective 2.3 Access to Freight and Freight Intermodal Facilities and freight network policies
- New Objective 3.4 Access to Active Travel Options- added to reflect equitable outcomes and related measure

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Each 2014 RTP goal and objective is included in its entirety, with proposed ~~deletions in strikethrough~~ and proposed additions in underscore.

GOAL 4: ~~Emphasize Effective and Efficient Management of the Transportation System~~Reliability and Efficiency
People and businesses are able to reliably and efficiently reach their destinations because the transportation system is managed and optimized to ease congestion and improve mobility for people and moving freight~~Existing and future multi-modal transportation infrastructure and services are well-managed to optimize capacity, improve travel conditions for all users and address air quality and greenhouse gas emissions reduction goals~~.

- **Objective 4.1** ~~Traffic~~ Travel **Management** – Increase transit, freight, arterial and throughway corridors that are ~~Apply technology solutions to a~~actively managed ~~the transportation system~~using real-time data and decision-making systems.
- **Objective 4.2 Travel~~er~~ Information** – Increase travelers, households and businesses with access to ~~Provide~~ comprehensive, integrated, universally accessible, and real-time travel~~er~~ information ~~to people and businesses in the region~~.
- **Objective 4.3 Incident Management** – ~~Improve traffic incident detection and~~ Reduce incident clearance times on the region's transit, arterial and throughway~~s~~ networks through improved traffic incident detection and response.
- **Objective 4.4 Demand Management** – Increase households and businesses with access to outreach, education, incentives and other tools ~~Implement services, incentives and supportive infrastructure to increase telecommuting, walking, biking, taking transit, and carpooling, and shift travel t~~o~~hat off-peak periods~~increase shared trips and use of travel options.
- **Objective 4.5** ~~Value~~ Congestion **Pricing** – ~~Consider~~Consider ~~a wide range of value~~ pricing strategies to manage vehicle congestion and encourage shared trips and use of transit~~and techniques as a management tool, including but not limited to parking management to encourage walking, biking and transit ridership and selectively promote short-term and long-term strategies as appropriate~~.
- **Objective 4.6 Regional Mobility** – Maintain reasonable person-trip and freight mobility and reliable travel times for all modes in the region's major travel corridors.

Summary of changes from 2014 RTP
- Previous title: Emphasize Effective and Efficient Management of the Transportation System
- Description updated to people and business focus
- Revised objectives to be measurable and reflect Climate Smart Strategy monitoring targets
- Objective 4.1 title updated from Traffic Management and revised to add specificity
- Objective 4.2 title updated from Traveler Information and revised to add specificity
- Objective 4.3 wording slightly revised
- Objective 4.4 wording slightly revised
- Objective 4.5 wording simplified
- New Objective 4.6 was moved from Goal 2, Old Objective 2.3 Metropolitan Mobility and revised to focus on person-trip and freight mobility and reliability to better tie to MAP-21 measures

Each 2014 RTP goal and objective is included in its entirety, with proposed deletions in strikethrough and proposed additions in underscore.

GOAL 5: ~~Enhance~~ Safety and Security

~~Multi-modal transportation infrastructure and services~~ People's lives are saved, crashes are avoided and people and goods are ~~safe and~~ secure when traveling in the region~~for the public and goods movement~~.

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

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Each 2014 RTP goal and objective is included in its entirety, with proposed ~~deletions in strikethrough~~ and proposed additions in underscore. Text in green has been moved to another goal area.

GOAL 6: ~~Promote~~ Healthy Environment~~al Stewardship~~ ~~Promote responsible stewardship of the~~The greater Portland region's ~~natural~~environmental, water, ~~community,~~ historic and cultural resources are protected and preserved.

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

Summary of changes from 2014 RTP
- Previous title: Promote Environmental Stewardship
- Description slightly reworded
- 6.1 title updated from Natural Environment
- Old Objective 6.2 Clean Air moved to Goal 7 Healthy People Objective 7.3
- New Objective 6.2 Historic and Cultural Resources added to respond to federal metropolitan planning requirements
- Objective 6.4 was titled Energy and Land Consumption, reference to land consumption removed (fulfills federal metropolitan planning requirements)
- Objective 6.5 Climate Change moved to Goal 8 Climate Protection Objective 8.2

Each 2014 RTP goal and objective is included in its entirety, with proposed ~~deletions in strikethrough~~ and proposed additions in underscore.

GOAL 7: ~~Enhance Human~~ Healthy People

~~Multi-modal transportation infrastructure and services provide~~People enjoy safe, comfortable and convenient travel options that support active living and increased physical activity, and ~~minimize~~ transportation-related pollution that negatively impacts ~~human~~ public health are minimized.

- **Objective 7.1 Active Living** – Improve public health by ~~Provide~~ providing safe, comfortable and convenient transportation options that support active living and physical activity to meet daily needs and access services.
- **Objective 7.2 Pollution Impacts** – Minimize noise, ~~impervious surface~~run-off and other transportation-related pollution health impacts ~~on residents in the region to reduce negative health effects~~.
- **Objective 7.3 Clean Air** – Reduce transportation-related air pollutants, including and air toxics emissions.

Summary of changes from 2014 RTP
- Previous title: Enhance Human Health
- Objective 7.1 Active Living slightly reworded
- Objective 7.2 reflected in Arterial and Throughway Network, Transit Network and Freight Network policies
- New Objective 7.3 moved from Objective 6.2 to reflect connection between clean air and public health

Each 2014 RTP goal and objective is included in its entirety, with proposed ~~deletions in strikethrough~~ and proposed additions in underscore. Text in green has been moved from another goal area.

Goal ~~11~~8: ~~Demonstrate~~ Climate ~~Leadership~~Protection ~~on Reducing Greenhouse Gas Emissions~~[2]

~~It is the policy of the Metro Council to implement the regional strategy to meet adopted targets for reducing greenhouse gas emissions from light-duty vehicle travel while creating healthy and equitable communities and a strong economy~~. The health and prosperity of people living in the greater Portland region are improved and the impacts of climate change are minimized as a result of reducing transportation-related greenhouse gas emissions.

- **Objective 8.1 Climate Smart Strategy Implementation** – Implement policies, investments and actions identified in the adopted Climate Smart Strategy, including coordinating land use and transportation; making transit convenient, frequent, accessible and affordable; making biking and walking safe and convenient; and managing parking and travel demand.
- **Objective ~~6.5~~8.2 ~~Climate Change~~Greenhouse Gas Emissions Reduction** – Meet adopted targets for r~~Reducing~~e transportation-related greenhouse gas emissions ~~and meet adopted targets for educing greenhouse gas emissions from light vehicle travel.~~
- **Objective 8.3 Vehicle Miles Traveled** – Reduce vehicle miles traveled per capita.
-
- ~~**Objective 8.1 Land Use and Transportation Integration** – Continue to implement the 2040 Growth Concept to support a compact urban form to reduce vehicle miles traveled and increase the use of transit and zero or low carbon emission travel options, such as bicycling, walking, and electric vehicles.~~
- **Objective ~~11.2~~ 8.34 ~~Clean Fuels and Clean~~Low and No Emissions Vehicles** – Support state efforts to transition Oregon to cleaner, low carbon fuels and increase the use of more fuel-efficient vehicles, including electric and alternative fuel vehicles.
- ~~**Objective11.3 Regional and Community Transit Network and Access** – Make transit convenient, frequent, accessible and~~

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[2] Goal 11: Demonstrate Leadership on Reducing Greenhouse Gas Emissions" was adopted by Ordinance No. 14-1346B in December 2014 and was amended into Chapter 2- Transportation of the Regional Framework Plan, and the 2014 RTP.

Summary of changes from 2014 RTP
- Was Goal 11
- Previous title: Demonstrate Leadership on Reducing Greenhouse gas Emissions
- Description reworded
- Old Goal 8 Ensure Equity now Goal 9 Equity
- New Objective 8.1 Climate Smart Strategy Implementation combines and consolidates Old Objectives 11.1 Land Use and Transportation Integration, 11.3 Regional and Community Transit Network Access and 11.8 Streets and Highways Network into a single objective and is reflected in the Regional System policies section
- Old Objective 11.1 Land Use and Transportation Integration integrated into Goal 1 Objective 1.1 2040 growth Concept Implementation
- New Objective 8.2 Climate Protection updates Old Objective 6.5 Climate Change
- New Objective 8.3 Vehicle Miles Traveled was Objective 3.2.
- New Objective 8.4 Low and No Emissions Vehicles was Objective 11.2 Clean Fuels and Clean Vehicles
- New Objective 8.5 was Objective 11. 9 Metro Actions and Objective 11.9 Partner Actions
- Old Objectives 11.4, 11.5, 11.6, and 11.7 integrated into Goals

~~affordable by investing in new community and regional transit connections, expanding and improving existing transit services, improving bicycle and pedestrian access to transit, and implementing reduced fare programs for transit-dependent communities, such as youth, older adults, people with disabilities and people with low income.~~

- ~~**Objective 11.4 Active Transportation Network** - Make biking and walking the safest, most convenient and enjoyable transportation choices for short trips for all ages and abilities by completing gaps and addressing deficiencies in the region's bicycle and pedestrian networks.~~

- ~~**Objective 11.5 Transportation Systems Management and Operations** - Enhance fuel efficiency and system investments and reduce emissions by using technology to actively manage and fully optimize the transportation system.~~

- ~~**Objective 11.6 Transportation Demand Management** - Implement programs, services and other tools that provide commuters and households with information and incentives to expand the use of travel options, including carsharing, and reduce drive alone trips.~~

- ~~**Objective 11.7 Parking Management** - Implement locally-defined approaches to parking management in Centers, Corridors, Station Communities and Main Streets served by frequent transit service and active transportation options to make efficient use of vehicle parking and land dedicated to parking.~~

- ~~**Objective 11.8 Streets and Highways Network** - Invest strategically in streets and highways to make them safe, reliable and connected to support the movement of people and goods.~~

- **Objective** ~~11.9~~8.45 ~~Metro Actions~~Climate accountability -~~—~~ Track progress ~~Take actions to~~ implement~~ing~~ the regional strategy to meet adopted targets for reducing greenhouse gas emissions from light-duty vehicle travel.

- ~~**Objective** 11.10 Partner Actions - Encourage local, state and federal governments and special districts to consider implementing actions in the *Toolbox of Possible Actions* in locally tailored ways to help the region meet adopted targets for reducing greenhouse gas emissions from light-duty vehicle travel~~

PROPOSED 2018 RTP GOAL AND OBJECTIVES DISCUSSION DRAFT – 3/29/18

Each 2014 RTP goal and objective is included in its entirety, with proposed ~~deletions in strikethrough~~ and proposed additions in underscore.

GOAL ~~8~~9: ~~Ensure Equity~~ Equitable Transportation

People have access to safe, healthy and affordable transportation and housing choices and the transportation-related disparities and barriers experienced by historically marginalized communities, particularly communities of color, are eliminated.~~The benefits and adverse impacts of regional transportation planning, programs and investment decisions are equitably distributed among population demographics and geography, considering different parts of the region and census block groups with different incomes, races and ethnicities~~

- ~~**Objective 8.1 Environmental Justice** – Ensure benefits and impacts of investments are equitably distributed by population demographics and geography.~~
- **Objective 9.1 Transportation Equity** – Reduce existing disparities and avoid disproportionate adverse impacts to historically marginalized communities related to access, safety, affordability, and health outcomes, with a focus on race.
- **Objective 9.2 Barrier Free Transportation** – Reduce barriers in the transportation system affecting historically marginalized communities, with a focus on race, and serve the travel needs of people with low income, youth, older adults and people with disabilities.
- ~~**Objective 8.2 Coordinated Human Services Transportation Needs** – Ensure investments in the transportation system provide a full range of affordable options for people with low income, elders and people with disabilities consistent with the Tri-County Coordinated Human Services Transportation Plan (CHSTP).~~
- ~~**Objective 8.3 Housing Diversity** – Use transportation investments to achieve greater diversity of housing opportunities by linking investments to measures taken by the local governments to increase housing diversity.~~
- ~~**Objective 8.4 Transportation and Housing Costs** – Reduce the share of households in the region spending more than 50 percent of household income on housing and transportation combined.~~

Summary of changes from 2014 RTP

- Previous title: Ensure Equity
- Was Goal 8
- Goal statement was updated to more specifically reflect equity outcomes and address reducing disparities and barriers. Given that people of color are the most likely to face significant barriers related to access, safety, affordability, and health outcomes, focusing on reducing the barriers faced by those communities is the most effective way to reduce barriers for all historically marginalized communities.
- Objective 9.1 Environmental Justice was Objective 8.1 and replaced by Transportation Equity objective
- Objective 9.2 Barrier Free Transportation was Objective 8.2 Coordinated Human Services Transportation Needs
- Old Objective 8.3 – Housing Diversity, integrated into Objective 1.2 Affordable Location Efficient Housing Choices
- Old Objective 8.4 Transportation and Housing Costs moved to Goal 2 Objective 2.5 Housing and Transportation Costs

PROPOSED 2018 RTP GOAL AND OBJECTIVES DISCUSSION DRAFT – 3/29/18

TRACK CHANGES FORMAT

Each 2014 RTP goal and objective is included in its entirety, with proposed ~~deletions in strikethrough~~ and proposed additions in underscore.

GOAL ~~9~~10: ~~Ensure~~ Fiscal Stewardship

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

- **Objective ~~9.1~~10.1 Infrastructure Condition~~Asset Management~~** – Adequately ~~update, repair and~~ maintain existing regional transportation ~~facilities~~ infrastructure and services to ~~preserve their function, maintain~~ maximize their useful life, minimize maintenance costs, and eliminate maintenance backlogs.

- **Objective 10.2 Preparedness and Resiliency** – Reduce vulnerability of regional transportation infrastructure to natural disasters, climate change and hazardous incidents.

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- ~~**Objective 9.2**10.2 **Maximize Return on Public Investment** - Make transportation investment decisions that use public resources effectively and efficiently, using a performance-based planning approach supported by data and analyses that include all transportation modes.~~

- **Objective ~~9.3~~10.3 ~~Stable and Innovative~~Sustainable Funding** – ~~Stabilize existing transportation revenue~~ Develop new revenue sources to offset projected declines in gas taxes and other current sources ~~and innovative long-term sources of funding adequate~~ to build, operate and maintain the regional transportation system ~~for all modes of travel at the federal, state, regional and local level~~.

- **Objective 10.4 Efficient Project Delivery** – Reduce unnecessary project delivery delays (which add to project costs).

Summary of changes from 2014 RTP
- Was Goal 9
- Previous title: Ensure Fiscal Stewardship
- Goal statement slightly reworded
- Objective 10.1 Infrastructure Condition was Objective 9.1 Asset Management
- Old Objective 9.2 Maximize Return on Public Investment integrated into goal description
- New Objective 10.2 Preparedness and Resiliency moved from Goal 5 Objective 5.3 Terrorism, Natural Disasters and Hazardous Materials Incidents and slightly revised (terrorism integrated into Objective 5.2)
- Objective 10.3 Sustainable Funding was Objective 9.3 Stable and Innovative Funding
- New Objective 10.4 Efficient Project Delivery added to respond to MAP-21 national goal

PROPOSED 2018 RTP GOAL AND OBJECTIVES DISCUSSION DRAFT – 3/29/18

Each 2014 RTP goal and objective is included in its entirety, with proposed ~~deletions in strikethrough~~ and proposed additions in underscore.

GOAL ~~10~~11: ~~Deliver~~ Transparency and Accountability

The public and affected stakeholders have meaningful opportunities to provide input on regional transportation decisions that are guided by data and analyses, meaningful engagement and performance-based planning, ~~region's~~ and government, business ~~, institutional~~ and community leaders ~~work together~~collaborate in an open and transparent manner ~~so the public has meaningful opportunities for input on transportation decisions and experiences an integrated, comprehensive system of transportation facilities and services that bridge governance, institutional and fiscal barriers~~.

- **Objective ~~10~~11.1 Meaningful ~~Input Opportunities~~Public Engagement** – ~~Provide meaningful input opportunities for~~Increase public engagement and input in all levels of decision-making in developing and implementing the regional transportation plan with a focus on vulnerable populations and historically marginalized communities, particularly people of color, English language learners and people with low income ~~interested and affected stakeholders, including people who have traditionally been underrepresented, resource agencies, business, institutional and community stakeholders, and local, regional and state jurisdictions that own and operate the region's transportation system in plan development and review~~.

- **Objective 11.2 Meaningful Stakeholder Engagement –** Increase stakeholder engagement and input in all levels of decision-making, in developing and implementing the regional transportation plan, including local, regional, state and federal transportation agencies and transportation providers, resource agencies, business and community stakeholders, and owners and operators of the regional transportation system.

- **Objective 11.3 Performance-Based Planning** – Make transportation investment decisions using a performance-based planning approach aligned with the RTP goals, and supported by meaningful engagement and multimodal data and analysis.

- **Objective ~~10~~11.~~2~~4 Coordination and Cooperation** – ~~Ensure representation in regional transportation decision-making is equitable from among all affected jurisdictions and stakeholders and l~~Improve coordination and cooperation among the ~~public and private~~ owners and operators of the region's transportation

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Summary of changes from 2014 RTP
- Was Goal 10
- Previous title: Deliver Accountability
- Goal statement slightly updated
- Objective 11.1 was Objective 10.1 Meaningful Input Opportunities updated to focus on public engagement, particularly vulnerable populations and historically marginalized communities
- New Objective 11.2 was part of Objective 10.1 but separated to distinguish between public and stakeholder engagement
- New Objective 11.3 added to reflect MAP-21 performance based planning requirements for regional transportation planning and decision-making process)
- Objective 11.4 was Objective 10.2; revised to focus on coordination and cooperation

system ~~so the system can function in a coordinated manner and better provide for state and regional transportation needs~~.

2014 Regional Transportation Plan | Goals and objectives for transportation[1]

The 2014 RTP Goals and Objectives are provided for reference and comparison with the draft 2018 RTP Goals and Objectives.

GOAL 1: Foster Vibrant Communities and Efficient Urban Form

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

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

GOAL 2: Sustain Economic Competitiveness and Prosperity

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

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

GOAL 3: Expand Transportation Choices

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

- **Objective 3.1 Travel Choices** - Achieve modal targets for increased walking, bicycling, use of transit and shared ride and reduced reliance on the automobile and drive alone trips.
- **Objective 3.2 Vehicle Miles of Travel** - Reduce vehicle miles traveled per capita.
- **Objective 3.3 Equitable Access and Barrier Free Transportation** - Provide affordable and equitable access to travel choices and serve the needs of all people and businesses, including people with low income, youth, older adults and people with disabilities, to connect with jobs, education, services, recreation, social and cultural activities.
- **Objective 3.4 Shipping Choices** – Support multi-modal freight transportation system that includes air cargo, pipeline, trucking, rail, and marine services to facilitate competitive choices for goods movement for businesses in the region.

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

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

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

GOAL 5: Enhance Safety and Security

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

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

GOAL 6: Promote Environmental Stewardship

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

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

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

GOAL 7: Enhance Human Health
Multi-modal transportation infrastructure and services provide safe, comfortable and convenient options that support active living and physical activity, and minimize transportation-related pollution that negatively impacts human health.
- **Objective 7.1 Active Living** – Provide safe, comfortable and convenient transportation options that support active living and physical activity to meet daily needs and access services.
- **Objective 7.2 Pollution Impacts** – Minimize noise, impervious surface and other transportation-related pollution impacts on residents in the region to reduce negative health effects.

GOAL 8: Ensure Equity
The benefits and adverse impacts of regional transportation planning, programs and investment decisions are equitably distributed among population demographics and geography, considering different parts of the region and census block groups with different incomes, races and ethnicities.
- **Objective 8.1 Environmental Justice** – Ensure benefits and impacts of investments are equitably distributed by population demographics and geography.
- **Objective 8.2 Coordinated Human Services Transportation Needs** - Ensure investments in the transportation system provide a full range of affordable options for people with low income, elders and people with disabilities consistent with the Tri-County Coordinated Human Services Transportation Plan (CHSTP).
- **Objective 8.3 Housing Diversity** - Use transportation investments to achieve greater diversity of housing opportunities by linking investments to measures taken by the local governments to increase housing diversity.
- **Objective 8.4 Transportation and Housing Costs**– Reduce the share of households in the region spending more than 50 percent of household income on housing and transportation combined.

GOAL 9: Ensure Fiscal Stewardship
Regional transportation planning and investment decisions ensure the best return on public investments in infrastructure and programs and are guided by data and analyses.
- **Objective 9.1 Asset Management**– Adequately update, repair and maintain transportation facilities and services to preserve their function, maintain their useful life and eliminate maintenance backlogs.
- **Objective 9.2 Maximize Return on Public Investment** - Make transportation investment decisions that use public resources effectively and efficiently, using a performance-based planning approach supported by data and analyses that include all transportation modes.
- **Objective 9.3 Stable and Innovative Funding** – Stabilize existing transportation revenue while securing new and innovative long-term sources of funding adequate to build, operate and maintain the regional transportation system for all modes of travel at the federal, state, regional and local level.

GOAL 10: Deliver Accountability
The region's government, business, institutional and community leaders work together in an open and transparent manner so the public has meaningful opportunities for input on transportation decisions and experiences an integrated, comprehensive system of transportation facilities and services that bridge governance, institutional and fiscal barriers.
- **Objective 10.1 Meaningful Input Opportunities -** Provide meaningful input opportunities for interested and affected stakeholders, including people who have traditionally been underrepresented, resource agencies, business, institutional and community stakeholders, and local, regional and state jurisdictions that own and operate the region's transportation system in plan development and review.
- **Objective 10.2 Coordination and Cooperation** - Ensure representation in regional transportation decision-making is equitable from among all affected jurisdictions and stakeholders and improve coordination and cooperation among the public and private owners and operators of the region's transportation system so the system can function in a coordinated manner and better provide for state and regional transportation needs.

Goal 11: Demonstrate Leadership on Reducing Greenhouse Gas Emissions
It is the policy of the Metro Council to implement the regional strategy to meet adopted targets for reducing greenhouse gas emissions from light-duty vehicle travel while creating healthy and equitable communities and a strong economy.
- **Objective 11.1 Land Use and Transportation Integration** - Continue to implement the 2040 Growth Concept to support a compact urban form to reduce vehicle miles traveled and increase the use of transit and zero or low carbon emission travel options, such as bicycling, walking, and electric vehicles.
- **Objective 11.2 Clean Fuels and Clean Vehicles** - Support state efforts to transition Oregon to cleaner, low carbon fuels and increase the use of more fuel-efficient vehicles, including electric and alternative fuel vehicles.
- **Objective 11.3 Regional and Community Transit Network and Access** - Make transit convenient, frequent, accessible and affordable by investing in new community and regional transit connections, expanding and improving existing transit services, improving bicycle and pedestrian access to transit, and implementing reduced fare programs for transit-dependent communities, such as youth, older adults, people with disabilities and people with low income.
- **Objective 11.4 Active Transportation Network** - Make biking and walking the safest, most convenient and enjoyable transportation choices for short trips for all ages and abilities by completing gaps and addressing deficiencies in the region's bicycle and pedestrian networks.
- **Objective 11.5 Transportation Systems Management and Operations** - Enhance fuel efficiency and system investments and reduce emissions by using technology to actively manage and fully optimize the transportation system.
- **Objective 11.6 Transportation Demand Management** - Implement programs, services and other tools that provide commuters and households with information and incentives to expand the use of travel options, including carsharing, and reduce drive alone trips.
- **Objective 11.7 Parking Management** - Implement locally-defined approaches to parking management in Centers, Corridors, Station Communities and Main Streets served by frequent transit service and active transportation options to make efficient use of vehicle parking and land dedicated to parking.
- **Objective 11.8 Streets and Highways Network** - Invest strategically in streets and highways to make them safe, reliable and connected to support the movement of people and goods.
- **Objective 11. 9 Metro Actions** - Take actions to implement the regional strategy to meet adopted targets for reducing greenhouse gas emissions from light-duty vehicle travel.
- **Objective 11.10 Partner Actions** - Encourage local, state and federal governments and special districts to consider implementing actions in the *Toolbox of Possible Actions* in locally tailored ways to help the region meet adopted targets for reducing greenhouse gas emissions from light-duty vehicle travel.

PROPOSED 2018 RTP TRANSPORTATION SYSTEM POLICIES DISCUSSION DRAFT – 3/29/18

Proposed changes accepted

The Regional Transportation Plan, or RTP, includes a broad range of policies, each describing a preferred direction or course of action to achieve desired outcomes. The policies, if implemented, will help the region make progress toward the RTP's vision, goals and objectives for the regional transportation system.

The policies guide the development and implementation of the regional transportation system, informing regional transportation planning and investment decisions made by the Joint Policy Advisory Committee on Transportation (JPACT) and the Metro Council. However, it is unlikely that all policies will be relevant to every decision. The JPACT and the Metro Council will weigh and balance applicable policies. In cases where there are competing directions embodied by different policies, JPACT and the Metro Council retain the authority to choose the direction they believe best embodies the RTP vision and goals as a whole.

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Transportation Safety Policies *(this policy section is new to the RTP)*

1. **Focus safety efforts on eliminating traffic deaths and severe injury crashes.** *(new for consistency with and to support implementation of updated draft safety strategy)*

2. **Prioritize safety investments in high injury and high risk corridors and intersections.** *(new for consistency with and to support implementation of updated draft safety strategy)*

3. **Prioritize vulnerable users with higher risk of being involved in a serious crash, including people of color, people with low incomes, people with disabilities, people walking, bicycling, and using motorcycles, people working in the right-of-way, youth and older adults.** *(new for consistency with and to support implementation of updated draft safety strategy)*

4. **Increase safety and security for all modes of travel and for all people through the planning, design, construction, operation and maintenance of the transportation system.** *(new for consistency with and to support implementation of updated draft safety strategy)*

5. **Make safety a key consideration in all transportation projects and avoid replicating a known safety problem with any project or program.** *(new for consistency with and to support implementation of updated draft safety strategy)*

6. **Employ a Safe System approach and use data and analysis tools to support data-driven decision-making.** *(new for consistency with and to support implementation of updated draft safety strategy)*

7. **Utilize safety and engineering best practices to identify low-cost and effective treatments that can be implemented systematically in shorter timeframes than large capital projects.** *(new for consistency with and to support implementation of updated draft safety strategy)*

Transportation Equity Policies *(this policy section is new to the RTP)*

1. **Embed equity into the planning and implementation of transportation projects, programs, policies and strategies to comprehensively consider the benefits and impacts of transportation. (***new; supports implementation of Title VI, Executive Order 12989 and Metro's Strategic Plan to Advance Racial Equity, Diversity and Inclusion***)**

2. **Focus transportation equity efforts on eliminating disparities and barriers experienced by historically marginalized communities, particularly communities of color and people with low income. (***new; supports implementation of Title VI, Executive Order 12989 and Metro's Strategic Plan to Advance Racial Equity, Diversity and Inclusion***)**

3. **Use inclusive decision-making processes that provide meaningful opportunities for communities of color and other historically marginalized communities to engage in the development and implementation of transportation plans, projects and programs. (***new; supports implementation of Title VI, Executive Order 12989 and Metro's Strategic Plan to Advance Racial Equity, Diversity and Inclusion***)**

4. **Use engagement and other methods to collect and assess data to understand the transportation-related disparities, needs, and priorities of communities of color and other historically marginalized communities. (***new; supports implementation of Title VI, Executive Order 12989 and Metro's Strategic Plan to Advance Racial Equity, Diversity and Inclusion***)**

5. **Prioritize transportation investments that eliminate disparities and barriers for historically marginalized communities related to safety, access, affordability, and community health, with a focus on communities of color and people with low income. (***new; supports implementation of Title VI, Executive Order 12989 and Metro's Strategic Plan to Advance Racial Equity, Diversity and Inclusion***)**

6. **Evaluate transportation plans, policies, programs and investments to understand the extent to which transportation-related disparities and barriers experienced by communities of color and other historically marginalized communities are being eliminated. (***new; supports implementation of Title VI, Executive Order 12989 and Metro's Strategic Plan to Advance Racial Equity, Diversity and Inclusion***)**

7. **Support family-wage job opportunities and a diverse construction workforce through inclusive hiring practices and contracting opportunities for investments in the transportation system.** *(new; supports implementation of Title VI, Executive Order 12989 and Metro's Strategic Plan to Advance Racial Equity, Diversity and Inclusion and the Construction Career Pathways Program)*

8. **Ensure investments in the transportation system anticipate and minimize the effects of displacement and other affordability impacts, with a focus on communities of color and other historically marginalized communities. (***new; supports implementation of Title VI, Executive Order 12989 and Metro's Strategic Plan to Advance Racial Equity, Diversity and Inclusion***)**

Climate Smart Strategy Policies

1. **Implement adopted local and regional land use plans.** *(existing in the adopted Climate Smart Strategy)*

2. **Make transit convenient, frequent, accessible and affordable.** *(existing in the adopted Climate Smart Strategy)*

3. **Make biking and walking safe and convenient.** *(existing in the adopted Climate Smart Strategy)*

4. **Make streets and highways safe, reliable and connected.** *(existing in the adopted Climate Smart Strategy)*

5. **Use technology to actively manage the transportation system and ensure that new and emerging technologies affecting the region's transportation system support shared trips and other Climate Smart Strategy policies and strategies.** *(existing in the adopted Climate Smart Strategy)*

6. **Provide information and incentives to expand the use of travel options.** *(existing in the adopted Climate Smart Strategy)*

7. **Make efficient use of vehicle parking and land dedicated to parking.** *(existing in the adopted Climate Smart Strategy)*

8. **Support Oregon's transition to cleaner fuels and more fuel-efficient vehicles in recognition of the external impacts of carbon and other vehicle emissions.** *(existing in the adopted Climate Smart Strategy)*

9. **Secure adequate funding for transportation investments.** *(existing in the adopted Climate Smart Strategy)*

Arterial and Throughway Network Policies

1. **Preserve and maintain the region's arterial network in a manner that improves safety, security and resiliency while minimizing life-cycle cost and impact on the environment.** *(new to address MAP-21 asset management and resiliency requirements)*

2. **Build a principal arterial network of throughways and highways planned for up to six through travel lanes and auxiliary lanes between interchanges.** *(added; reflects adopted RTP policy)*

3. **Actively manage and optimize arterial streets and throughways to reduce congestion, improve mobility and reliability, and maintain accessibility within limited financial resources.** *(added; reflects adopted RTP policy)*

4. **Build a well-connected network of arterial streets ideally spaced at approximately 1 mile apart and planned for up to four travel lanes to accommodate regional travel, support safe crossings and encourage walking, bicycling and access to transit for all ages and abilities.** *(added; reflects adopted RTP policy)*

5. **Preserve capacity on the region's arterial network with well-connected collector and local streets that improve local access and circulation and provide direct vehicle, bicycle and pedestrian access to transit for all ages and abilities, arterial streets and adjacent land uses.** *(revised to add more definition of adopted RTP policy; previously policy 2)*

6. **Address safety needs on the arterial network through coordinated implementation of cost-effective crash reduction engineering measures, education, and enforcement.** *(new; reflects increased focus on improving safety using a Safe System approach)*

7. **Build a well-connected network of arterial, collector and local streets that prioritize safe and convenient pedestrian, bicycle and transit access for all ages and abilities using Complete Street design approaches.** *(revised to reflect adopted RTP policy; previously policy 1)*

8. **Minimize environmental impacts of the arterial network using Green Street infrastructure design approaches.** *(added; reflects adopted RTP policy)*

9. **Use the Interim Regional Mobility Policy to identify arterial and throughway network deficiencies.** *(added; reflects existing RTP interim mobility policy)*

10. **Address arterial deficiencies and bottlenecks by optimizing system operations and vehicle capacity with system and demand management strategies, transit service and connectivity improvements that include pedestrian and bicycle facilities prior to building new motor vehicle capacity.** *(revisions reflect existing RTP policy and federal congestion management process, and increased focus on addressing regional bottlenecks and growing congestion with system and demand management strategies, transit expansion and connectivity improvements to support the most efficient and reliable travel outcomes; previously policy 3)*

11. **Consider use of congestion pricing to manage congestion when one or more lanes are being added to throughways and highways. (***reflects existing RTP policies and requirements identified for RTP corridor refinement planning)*

12. **Demonstrate that the planned system of through lanes, transit service, bicycle and pedestrian infrastructure, and system and demand management strategies cannot adequately address arterial deficiencies and bottlenecks prior to strategically adding motor vehicle capacity beyond the planned system. (***added; reflects existing RTP policies, Oregon Transportation Plan policies and the federal Congestion Management Process)*

PROPOSED 2018 RTP TRANSPORTATION SYSTEM POLICIES   Proposed changes DISCUSSION DRAFT – 3/29/18   accepted

Transit Network Policies

1. **Provide a seamless, integrated, affordable, safe and accessible transit network that serves people equitably, particularly communities of color and other historically marginalized communities, and people who depend on transit or lack travel options.** *(new)*

2. **Preserve and maintain the region's transit infrastructure in a manner that improves safety, security and resiliency while minimizing life-cycle cost and impact on the environment.** *(new to address MAP-21 asset management and resiliency requirements)*

3. **Make transit more frequent by expanding regional and local frequent service transit and improving local service transit.** *(minor revisions to consolidate policies and highlight frequency; combines policy 3 and 4)*

4. **Make transit more convenient by expanding high capacity transit (through the System Expansion Policy framework) and the region's enhanced transit network, and supporting expanded commuter rail and intercity transit service to neighboring communities.** *(minor revisions to consolidate policies and highlight convenience; combines policy 3 and 4)*

5. **Make transit more accessible by improving pedestrian and bicycle access to transit stops and stations and using new mobility services to improve connections to high-frequency transit when walking, bicycling, or local bus service is not an option.** *(minor revisions to add language on role of new mobility services)*

6. **Use emerging technologies to provide better, more efficient transit service, focusing on meeting the needs of people for whom conventional transit is not an option.** *(new to add language on role of emerging technologies)*

7. **Ensure that transit is affordable, especially for people who depend on transit.** *(new to add language on transit affordability)*

Freight Network Policies

1. Plan and manage our multimodal freight transportation infrastructure using a systems approach, coordinating regional and local decisions to maintain seamless freight movement and access to industrial areas and intermodal facilities. *(minor revisions to add definition)*

2. Manage first-rate multimodal freight networks to reduce delay, increase reliability, improve safety and provide shipping choices.*(minor revisions to integrate existing goals and policies identified 2010 freight plan, and RTP Objective on shipping choices)*

3. Educate the public and decision-makers on the importance of freight and goods movement issues. (*added to reflect adopted RTP policy)*

4. Pursue a sustainable multimodal freight transportation system that supports the health of the economy, communities and the environment through clean, green and smart technologies and practices. *(existing; previously policy 5)*

5. Integrate freight mobility and access needs into land use and transportation plans and street design to protect industrial lands and critical freight corridors with access to commercial delivery activities. *(revised; previously policy 3)*

6. Invest in the region's multimodal freight transportation system, including road, air, marine and rail facilities, to ensure that the region and its businesses stay economically competitive. *(revised; previously policy 4)*

7. Eliminate fatalities and serious injuries caused by freight vehicle crashes with passenger vehicles, bicycles and pedestrians, by improving roadway and freight operational safety. *(new to address increased focus on safety for all modes of travel)*

Bicycling Network Policies

1. **Make bicycling the most convenient, safe and enjoyable transportation choice for short trips.** *(existing; removed distance reference)*

2. **Complete an interconnected regional network of bicycle routes and districts that is integrated with transit and nature and prioritizes seamless, safe, convenient and comfortable access to urban centers and essential daily needs, including schools and jobs, for all ages and abilities.** *(existing; minor language refinements for consistency across all policies and to emphasize system completion)*

3. **Complete a green ribbon of bicycle parkways as part of the region's integrated mobility strategy.** *(existing; minor language refinement to emphasize system completion)*

4. **Improve bike access to transit.** *(existing; minor language refinement)*

5. **Ensure that the regional bicycle and pedestrian network equitably serves all people.** *(existing)*

Pedestrian Network Policies

1. **Make walking the most convenient, safe and enjoyable transportation choice for short trips.** *(existing; removed distance reference)*

2. **Complete a well-connected network of pedestrian routes and safe street crossings that is integrated with transit and nature and prioritizes seamless, safe, convenient and comfortable access to urban centers and essential daily needs, including schools and jobs, for all ages and abilities.** *(existing; minor language refinements for consistency across all policies)*

3. **Create walkable downtowns, centers, main streets and station communities that prioritize safe, convenient and comfortable pedestrian access for all ages and abilities.** *(existing)*

4. **Improve pedestrian access to transit for all ages and abilities.** *(existing)*

5. **Ensure that the regional pedestrian network equitably serves all people.** *(existing)*

Transportation System Management and Operations Policies

1. **Expand use of pricing strategies to manage travel demand on the transportation system.** *(added, reflects existing RTP policies and increased focus on addressing regional bottlenecks and growing congestion)*

2. **Expand use of advanced technologies and other tools to actively manage the transportation system.** *(existing, minor revisions)*

3. **Provide comprehensive, integrated, universally accessible and real-time travel information to people and businesses.** *(existing, minor revisions)*

4. **Improve incident detection and reduce clearance times on the region's transit, arterial and throughway networks.** *(existing, minor revisions)*

5. **Expand commuter programs, individualized marketing efforts and other tools throughout the region to increase awareness and use of travel options.** *(existing, minor revisions to reflect updates to Regional Travel Options Strategy)*

6. **Build public, non-profit and private sector capacity throughout the region to promote travel options.** *(existing, minor revisions to reflect updates to Regional Travel Options Strategy)*

7. **Manage parking in mixed-use areas served by frequent transit service and good biking and walking connections.** *(added; reflects existing RTP policy objective and Climate Smart Strategy policy area)*

Emerging Technologies Policies *(this policy section is new to the RTP)*

1. **Ensure that emerging technologies are accessible, available and affordable to all, and use these technologies to create more equitable communities.** *(new for consistency with and to support implementation of draft emerging technologies strategy)*

2. **Use emerging technologies to provide efficient travel options throughout the region to support shared trips, and transit, bicycling and walking.** *(new for consistency with and to support implementation of draft emerging technologies strategy)*

3. **Empower travelers to make the best choices for their trips and enable public agencies to plan and manage the transportation system using the best data available.** *(new for consistency with and to support implementation of draft emerging technologies strategy)*

4. **Anticipate, learn from and adapt to new developments in technology to advance the public interest.** *(new for consistency with and to support implementation of draft emerging technologies strategy)*

PROPOSED 2018 RTP TRANSPORTATION SYSTEM POLICIES DISCUSSION DRAFT – 3/29/18   TRACK CHANGES FORMAT

The Regional Transportation Plan, or RTP, includes a broad range of policies, each describing a preferred direction or course of action to achieve desired outcomes. The policies, if implemented, will help the region make progress toward the RTP's vision, goals and objectives for the regional transportation system.

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Each 2014 RTP policy is included in its entirety, with proposed ~~deletions in strikethrough~~ and proposed additions in underscore.

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4. **Increase safety and security for all modes of travel and for all people through the planning, design, construction, operation and maintenance of the transportation system.** *(new for consistency with and to support implementation of updated draft safety strategy)*

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6. **Employ a Safe System approach and use data and analysis tools to support data-driven decision-making.** *(new for consistency with and to support implementation of updated draft safety strategy)*

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PROPOSED 2018 RTP TRANSPORTATION SYSTEM POLICIES DISCUSSION DRAFT – 3/29/18

TRACK CHANGES FORMAT

Transportation Equity Policies *(this policy section is new to the RTP)*

1. **Embed equity into the planning and implementation of transportation projects, programs, policies and strategies to comprehensively consider the benefits and impacts of transportation.** *(new; supports implementation of Title VI, Executive Order 12989 and Metro's Strategic Plan to Advance Racial Equity, Diversity and Inclusion)*

2. **Focus transportation equity efforts on eliminating disparities and barriers experienced by historically marginalized communities, particularly communities of color and people with low income.** *(new; supports implementation of Title VI, Executive Order 12989 and Metro's Strategic Plan to Advance Racial Equity, Diversity and Inclusion)*

3. **Use inclusive decision-making processes that provide meaningful opportunities for communities of color and other historically marginalized communities to engage in the development and implementation of transportation plans, projects and programs.** *(new; supports implementation of Title VI, Executive Order 12989 and Metro's Strategic Plan to Advance Racial Equity, Diversity and Inclusion)*

4. **Use engagement and other methods to collect and assess data to understand the transportation-related disparities, needs, and priorities of communities of color and other historically marginalized communities.** *(new; supports implementation of Title VI, Executive Order 12989 and Metro's Strategic Plan to Advance Racial Equity, Diversity and Inclusion)*

5. **Prioritize transportation investments that eliminate disparities and barriers for historically marginalized communities related to safety, access, affordability, and community health, with a focus on communities of color and people with low income.** *(new; supports implementation of Title VI, Executive Order 12989 and Metro's Strategic Plan to Advance Racial Equity, Diversity and Inclusion)*

6. **Evaluate transportation plans, policies, programs and investments to understand the extent to which transportation-related disparities and barriers experienced by communities of color and other historically marginalized communities are being eliminated.** *(new; supports implementation of Title VI, Executive Order 12989 and Metro's Strategic Plan to Advance Racial Equity, Diversity and Inclusion)*

7. **Support family-wage job opportunities and a diverse construction workforce through inclusive hiring practices and contracting opportunities for investments in the transportation system.** *(new; supports implementation of Title VI, Executive Order 12989 and Metro's Strategic Plan to Advance Racial Equity, Diversity and Inclusion and the Construction Career Pathways Program)*

8. **Ensure investments in the transportation system anticipate and minimize the effects of displacement and other affordability impacts, with a focus on communities of color and other historically marginalized communities.** *(new; supports implementation of Title VI, Executive Order 12989 and Metro's Strategic Plan to Advance Racial Equity, Diversity and Inclusion)*

Climate Smart Strategy Policies

1. **Implement adopted local and regional land use plans.** *(existing in the adopted Climate Smart Strategy)*

2. **Make transit convenient, frequent, accessible and affordable.** *(existing in the adopted Climate Smart Strategy)*

3. **Make biking and walking safe and convenient.** *(existing in the adopted Climate Smart Strategy)*

4. **Make streets and highways safe, reliable and connected.** *(existing in the adopted Climate Smart Strategy)*

5. **Use technology to actively manage the transportation system and ensure that new and emerging technologies affecting the region's transportation system support shared trips and other Climate Smart Strategy policies and strategies.** *(existing in the adopted Climate Smart Strategy)*

6. **Provide information and incentives to expand the use of travel options.** *(existing in the adopted Climate Smart Strategy)*

7. **Make efficient use of vehicle parking and land dedicated to parking.** *(existing in the adopted Climate Smart Strategy)*

8. **Support Oregon's transition to cleaner fuels and more fuel-efficient vehicles in recognition of the external impacts of carbon and other vehicle emissions.** *(existing in the adopted Climate Smart Strategy)*

9. **Secure adequate funding for transportation investments.** *(existing in the adopted Climate Smart Strategy)*

PROPOSED 2018 RTP TRANSPORTATION SYSTEM POLICIES DISCUSSION DRAFT – 3/29/18 TRACK CHANGES FORMAT

Arterial and Throughway Network Policies

1. **Preserve and maintain the region's arterial network in a manner that improves safety, security and resiliency while minimizing life-cycle cost and impact on the environment.** *(new to address MAP-21 asset management and resiliency requirements)*

2. **Build a principal arterial network of throughways and highways planned for up to six through travel lanes and auxiliary lanes between interchanges.** *(added; reflects adopted RTP policy)*

3. **Actively manage and optimize arterial streets and throughways to reduce congestion, improve mobility and reliability, and maintain accessibility within limited financial resources.** *(added; reflects adopted RTP policy)*

4. **Build a well-connected network of arterial streets ideally spaced at approximately 1 mile apart and planned for up to four travel lanes to accommodate regional travel, support safe crossings and encourage walking, bicycling and access to transit for all ages and abilities.** *(added; reflects adopted RTP policy)*

5. ~~Improve local and collector street connectivity~~ **Preserve capacity on the region's arterial network with well-connected collector and local streets that improve local access and circulation and provide direct vehicle, bicycle and pedestrian access to transit for all ages and abilities, arterial streets and adjacent land uses.** *(revised to add more definition of adopted RTP policy; previously policy 2)*

6. **Address safety needs on the arterial network through coordinated implementation of cost-effective crash reduction engineering measures, education, and enforcement.** *(new; reflects increased focus on improving safety using a Safe System approach)*

7. **Build a well-connected network of** ~~complete~~ **arterial, collector and local streets that prioritize safe and convenient pedestrian** ~~and~~ **, bicycle and transit access for all ages and abilities using Complete Street design approaches.** *(revised to reflect adopted RTP policy; previously policy 1)*

8. **Minimize environmental impacts of the arterial network using Green Street infrastructure design approaches.** *(added; reflects adopted RTP policy)*

9. **Use the Interim Regional Mobility Policy to identify arterial and throughway network deficiencies.** *(added; reflects existing RTP interim mobility policy)*

10. **Address arterial deficiencies and bottlenecks** ~~Maximize~~ **by optimizing system operations and vehicle capacity** ~~by implementing~~**with system and demand management strategies, transit service and connectivity improvements that include pedestrian and bicycle facilities prior to building new motor vehicle capacity**~~, where appropriate~~**.** *(revisions reflect existing RTP policy and federal congestion management process, and increased focus on addressing regional bottlenecks and growing congestion with system and demand*

management strategies, transit expansion and connectivity improvements to support the most efficient and reliable travel outcomes; previously policy 3)

11. **Consider use of congestion pricing to manage congestion when one or more lanes are being added to throughways and highways.** (*reflects existing RTP policies and requirements identified for RTP corridor refinement planning)*

12. **Demonstrate that the planned system of through lanes, transit service, bicycle and pedestrian infrastructure, and system and demand management strategies cannot adequately address arterial deficiencies and bottlenecks prior to strategically adding motor vehicle capacity beyond the planned system.** (*added; reflects existing RTP policies, Oregon Transportation Plan policies and the federal Congestion Management Process)*

Transit Network Policies

1. **Provide a seamless, integrated, affordable, safe and accessible transit network that serves people equitably, particularly communities of color and other historically marginalized communities, and people who depend on transit or lack travel options.** ~~Build the total network and transit-supportive land uses to leverage investments~~ *(new)*

2. **Preserve and maintain the region's transit infrastructure in a manner that improves safety, security and resiliency while minimizing life-cycle cost and impact on the environment.** *(new to address MAP-21 asset management and resiliency requirements)*

3. **Make transit more frequent by ~~Ee~~xpanding regional and local frequent service transit and limprovinge local service transit.** *(minor revisions to consolidate policies and highlight frequency; combines policy 3 and 4)*

4. **Make transit more convenient by ~~Ee~~xpanding high capacity transit (through the System Expansion Policy framework) and the region's enhanced transit network, and ~~Ss~~upporting expanded commuter rail and intercity transit service to neighboring communities.** *(minor revisions to consolidate policies and highlight convenience; combines policy 3 and 4)*

5. **Make transit more accessible by limprovinge pedestrian and bicycle access to transit stops and stations and using new mobility services to improve connections to high-frequency transit when walking, bicycling, or local bus service is not an option.** *(minor revisions to add language on role of new mobility services)*

6. **Use emerging technologies to provide better, more efficient transit service, focusing on meeting the needs of people for whom conventional transit is not an option.** *(new to add language on role of emerging technologies)*

7. **Ensure that transit is affordable, especially for people who depend on transit.** *(new to add language on transit affordability)*

Freight Network Policies

1. ~~Use a systems approach to p~~Plan ~~for~~ and manage our multimodal ~~the~~ freight ~~network~~transportation infrastructure using a systems approach, coordinating regional and local decisions to maintain seamless freight movement and access to industrial areas and intermodal facilities. *(minor revisions to add definition)*

2. Manage first-rate multimodal freight networks to ~~Reduce~~ reduce delay, ~~and~~ increase reliability, improve safety and provide shipping choices. *(minor revisions to integrate existing goals and policies identified 2010 freight plan, and RTP Objective on shipping choices)*

3. Educate the public and decision-makers on the importance of freight and goods movement issues. (*added to reflect adopted RTP policy*)

4. Pursue a sustainable multimodal freight transportation system that supports the health of the economy, communities and the environment through clean, green and smart technologies and practices. *(existing; previously policy 5)*

5. Integrate freight mobility and access needs into land use and transportation plans and street design to protect ~~protect~~ industrial lands and critical freight ~~transportation investments~~ corridors with access to commercial delivery activities. *(revised; previously policy 3)*

6. Invest in the region's multimodal freight transportation system, including ~~Look beyond the roadway network to address critical~~ road, air, marine and rail ~~needs~~ facilities, to ensure that the region and its businesses stay economically competitive. *(revised; previously policy 4)*

7. Eliminate fatalities and serious injuries caused by freight vehicle crashes with passenger vehicles, bicycles and pedestrians, by improving roadway and freight operational safety. *(new to address increased focus on safety for all modes of travel)*

Bicycling Network Policies

1. Make ~~walking and~~ bicycling the most convenient, safe and enjoyable transportation choice~~s~~ for short trips ~~less than three miles~~. *(existing; removed distance reference)*

2. ~~Build~~ Complete an interconnected regional network of bicycle routes and districts that is integrated with transit and nature ~~that~~ and prioritizes seamless, safe, convenient and comfortable access to urban centers and essential daily needs, including schools and jobs, for all ages and abilities. *(existing; minor language refinements for consistency across all policies and to emphasize system completion)*

3. ~~Build~~ Complete a green ribbon of bicycle parkways as part of the region's integrated mobility strategy. *(existing; minor language refinement to emphasize system completion)*

4. Improve bike~~-~~ access to transit ~~connections~~. *(existing; minor language refinement)*

5. Ensure that the regional bicycle and pedestrian network equitably serves all people. *(existing)*

Pedestrian Network Policies

1. Make walking ~~and bicycling~~ the most convenient, safe and enjoyable transportation choice~~s~~ for short trips ~~less than three miles~~. *(existing; removed distance reference)*

2. ~~Build~~ Complete a well-connected network of pedestrian routes~~, including~~ and safe street crossings~~,~~ that is integrated with transit and nature ~~that~~ and prioritize~~s~~ seamless, safe, convenient and comfortable access to urban centers and essential daily needs, including schools and jobs, for all ages and abilities. *(existing; minor language refinements for consistency across all policies)*

3. Create walkable downtowns, centers, main streets and station communities that prioritize safe, convenient and comfortable pedestrian access for all ages and abilities. *(existing)*

4. Improve pedestrian access to transit for all ages and abilities. *(existing)*

5. Ensure that the regional pedestrian network equitably serves all people. *(existing)*

Transportation System Management and Operations Policies

1. **Expand use of pricing strategies to manage travel demand on the transportation system.** *(added, reflects existing RTP policies and increased focus on addressing regional bottlenecks and growing congestion)*

2. **Expand ~~Uu~~se of advanced technologies, ~~pricing strategies~~ and other tools to actively manage the transportation system.** *(existing, minor revisions)*

3. **Provide comprehensive, integrated, universally accessible and real-time travel~~er~~ information to people and businesses.** *(existing, minor revisions)*

4. **Improve incident detection and reduce clearance times on the region's transit, arterial and throughway networks.** *(existing, minor revisions)*

5. **Expand commuter programs, individualized marketing efforts and other tools throughout the region ~~Implement incentives and programs~~ to ~~Increase~~ increase ~~access to~~awareness and use of travel options~~ and incent change~~.** *(existing, minor revisions to reflect updates to Regional Travel Options Strategy)*

6. **Build public, non-profit and private sector capacity throughout the region to ~~conduct~~ promote travel options~~ work~~.** *(existing, minor revisions to reflect updates to Regional Travel Options Strategy)*

7. **Manage parking in mixed-use areas served by frequent transit service and good biking and walking connections.** *(added; reflects existing RTP policy objective and Climate Smart Strategy policy area)*

Emerging Technologies Policies *(this policy section is new to the RTP)*

1. **Ensure that emerging technologies are accessible, available and affordable to all, and use these technologies to create more equitable communities.** *(new for consistency with and to support implementation of draft emerging technologies strategy)*

2. **Use emerging technologies to provide efficient travel options throughout the region to support shared trips, and transit, bicycling and walking.** *(new for consistency with and to support implementation of draft emerging technologies strategy)*

3. **Empower travelers to make the best choices for their trips and enable public agencies to plan and manage the transportation system using the best data available.** *(new for consistency with and to support implementation of draft emerging technologies strategy)*

4. **Anticipate, learn from and adapt to new developments in technology to advance the public interest.** *(new for consistency with and to support implementation of draft emerging technologies strategy)*

Materials following this page were distributed at the meeting.

In commemoration of the 50th Anniversary of the assassination of Martin Luther King, a video was shown at the beginning of the meeting. The link to this is here:

https://www.nbcnews.com/nightly-news/video/remembering-the-assassination-of-mlk-50-years-later-1192156227851

2018 Regional Transportation Plan
Draft Goals, Objectives and Policies
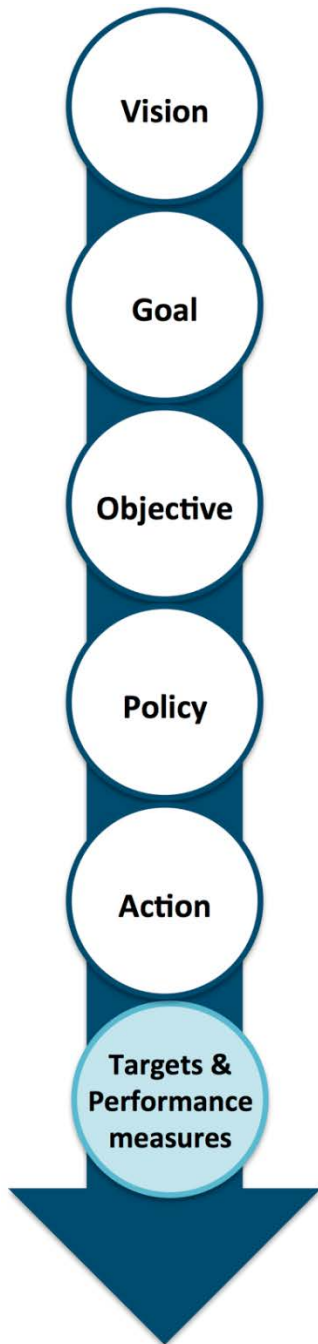**TPAC and MTAC Workshop | April 4, 2018**

Today's purpose

Seek initial feedback on:

- Draft revised goals and objectives

- Draft revised policies

Request additional feedback by April 11

Moving from Vision to Action

Focuses on outcomes and people

Supports performance-based planning and decision-making

Improves transparency and accountability

Our shared vision

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

Vision statement approved by the Metro Council, JPACT and MPAC in May 2017.

Revisions to goals and objectives

Make language more accessible; minimize jargon

Focus more on people and outcomes

Reflect values and priority outcomes identified through the process

Reduce redundancy

Make objectives more specific and measurable

Revisions to policies

Add **new** policies for **safety, equity, climate** and emerging **technologies**

Update existing policies to reflect **freight, safety, transit and regional travel options strategies**

Clarify existing policies for **throughways and arterials and system management** related to safety, reliability and congestion

Minor updates to **bike and pedestrian** policies

Next steps for policy chapters

April 11	Additional comments due
April 12-27	Update goals, objectives and policies and compile draft policy chapters for review
May 1	Metro Council review
May 4	TPAC review
May 16	MTAC review
May 17	JPACT review
May 23	MPAC review
May 24-June 28	Update policy chapters (and rest of RTP)
June 29 to Aug. 13	**Public review and comment** on draft plan, policies, strategies and project lists

Small group discussion
Draft Goal and Objectives

Is there anything missing?

Is there anything that is not clear/does not make sense?

Is there anything that you would change?

Small group discussion
Draft Policies

Is there anything missing?

Is there anything that is not clear/does not make sense?

Is there anything that you would change?

Report out of key themes