Agenda

Metro

Meeting: Transportation Policy Alternatives Committee (TPAC) Special Workshop
Date: Tuesday, December 13, 2022
Time: 1:00 to 3:00 p.m.
Place: Virtual meeting held via Zoom
 Connect with Zoom
 Passcode: 563582
 Phone: 877-853-5257   (Toll Free)

1:00 p.m. **Call meeting to order, declaration of quorum and introductions** Chair Kloster
- Committee input on Creating a Safe Space at TPAC (Chair Kloster)
- Updates from committee members around the Region (all)
- Public communications on agenda items

1:10 p.m. **Overview of 2023 Regional Transportation Plan (RTP) Schedule and Call for Projects Process** Kim Ellis, Metro
Purpose: Provide an overview of the Call for Projects process and timeline.

1:25 p.m. **Draft 2023 Regional Transportation Plan (RTP) Revenue Forecast Assumptions** Ted Leybold, Metro
Purpose: Present key assumptions underlying the draft revenue forecast and project list cost targets for the Call for Projects and provide an update on development of the draft revenue forecast.

2:10 p.m. **Outcomes-Based Technical Analysis: Project List Assessment** Eliot Rose, Metro
Purpose: Seek TPAC input on revisions to the project list assessment measures.

2:55 p.m. **Committee comments on creating a safe space at TPAC** Chair Kloster

3:00 p.m. **Adjournment** Chair Kloster

Metro respects civil rights

Metro fully complies with Title VI of the Civil Rights Act of 1964, Title II of the Americans with Disabilities Act , Section 504 of the Rehabilitation Act and other statutes that ban discrimination. If any person believes they have been discriminated against regarding the receipt of benefits or services because of race, color, national origin, sex, age or disability, they have the right to file a complaint with Metro. For information on Metro's civil rights program, or to obtain a discrimination complaint form, visit oregonmetro.gov/civilrights or call 503-797-1890. Metro provides services or accommodations upon request to persons with disabilities and people who need an interpreter at public meetings. If you need a sign language interpreter, communication aid or language assistance, call 503-797-1890 or TDD/TTY 503-797-1804 (8 a.m. to 5 p.m. weekdays) 5 business days before the meeting. All Metro meetings are wheelchair accessible. Individuals with service animals are welcome at Metro facilities, even where pets are generally prohibited. For up-to-date public transportation information, visit TriMet's website at trimet.org

Thông báo về sự Metro không kỳ thị của

Metro tôn trọng dân quyền. Muốn biết thêm thông tin về chương trình dân quyền của Metro, hoặc muốn lấy đơn khiếu nại về sự kỳ thị, xin xem trong www.oregonmetro.gov/civilrights. Nếu quý vị cần thông dịch viên ra dấu bằng tay, trợ giúp về tiếp xúc hay ngôn ngữ, xin gọi số 503-797-1700 (từ 8 giờ sáng đến 5 giờ chiều vào những ngày thường) trước buổi họp 5 ngày làm việc.

Повідомлення Metro про заборону дискримінації

Metro з повагою ставиться до громадянських прав. Для отримання інформації про програму Metro із захисту громадянських прав або форми скарги про дискримінацію відвідайте сайт www.oregonmetro.gov/civilrights. або Якщо вам потрібен перекладач на зборах, для задоволення вашого запиту зателефонуйте за номером 503-797-1700 з 8.00 до 17.00 у робочі дні за п'ять робочих днів до зборів.

Metro 的不歧視公告

尊重民權。欲瞭解Metro民權計畫的詳情，或獲取歧視投訴表，請瀏覽網站 www.oregonmetro.gov/civilrights。如果您需要口譯方可參加公共會議，請在會議召開前5個營業日撥打503-797-1700（工作日上午8點至下午5點），以便我們滿足您的要求。

Ogeysiiska takooris la'aanta ee Metro

Metro waxay ixtiraamtaa xuquuqda madaniga. Si aad u heshid macluumaad ku saabsan barnaamijka xuquuqda madaniga ee Metro, ama aad u heshid warqadda ka cabashada takoorista, booqo www.oregonmetro.gov/civilrights. Haddii aad u baahan tahay turjubaan si aad uga qaybqaadatid kullan dadweyne, wac 503-797-1700 (8 gallinka hore illaa 5 gallinka dambe maalmaha shaqada) shan maalmo shaqo ka hor kullanka si loo tixgaliyo codsashadaada.

Metro의 차별 금지 관련 통지서

Metro의 시민권 프로그램에 대한 정보 또는 차별 항의서 양식을 얻으려면, 또는 차별에 대한 불만을 신고 할 수www.oregonmetro.gov/civilrights. 당신의 언어 지원이 필요한 경우, 회의에 앞서 5 영업일 (오후 5시 주중에 오전 8시) 503-797-1700를 호출합니다.

Metroの差別禁止通知

Metroでは公民権を尊重しています。Metroの公民権プログラムに関する情報について、または差別苦情フォームを入手するには、www.oregonmetro.gov/civilrights。までお電話ください公開会議で言語通訳を必要とされる方は、Metroがご要請に対応できるよう、公開会議の5営業日前までに503-797-1700（平日午前8時～午後5時）までお電話ください。

សេចក្ដីជូនដំណឹងអំពីការមិនរើសអើងរបស់ Metro

ការគោរពសិទ្ធិពលរដ្ឋរបស់ ។ សំរាប់ព័ត៌មានអំពីកម្មវិធីសិទ្ធិពលរដ្ឋរបស់ Metro ឬដើម្បីទទួលពាក្យបណ្ដឹងរើសអើងសូមចូលទស្សនាគេហទំព័រ www.oregonmetro.gov/civilrights។ បើលោកអ្នកត្រូវការអ្នកបកប្រែភាសានៅពេលអង្គ ប្រជុំសាធារណៈ សូមទូរស័ព្ទមកលេខ 503-797-1700 (ម៉ោង 8 ព្រឹកដល់ម៉ោង 5 ល្ងាច ថ្ងៃធ្វើការ) ប្រាំព្រឹវថ្ងៃ ថ្ងៃធ្វើការ មុនថ្ងៃប្រជុំដើម្បីអាចឲ្យគេសម្រួលតាមសំណើរបស់លោកអ្នក ។

إشعار بعدم التمييز من Metro

تحترم Metro الحقوق المدنية. للمزيد من المعلومات حول برنامج Metro للحقوق المدنية أو لإيداع شكوى ضد التمييز، يُرجى زيارة الموقع الإلكتروني www.oregonmetro.gov/civilrights. إن كنت بحاجة إلى مساعدة في اللغة، يجب عليك الاتصال مقدماً برقم الهاتف 503-797-1700 (من الساعة 8 صباحاً حتى الساعة 5 مساءً، أيام الاثنين إلى الجمعة) قبل خمسة (5) أيام عمل من موعد الاجتماع.

Paunawa ng Metro sa kawalan ng diskriminasyon

Iginagalang ng Metro ang mga karapatang sibil. Para sa impormasyon tungkol sa programa ng Metro sa mga karapatang sibil, o upang makakuha ng porma ng reklamo sa diskriminasyon, bisitahin ang www.oregonmetro.gov/civilrights. Kung kailangan ninyo ng interpreter ng wika sa isang pampublikong pulong, tumawag sa 503-797-1700 (8 a.m. hanggang 5 p.m. Lunes hanggang Biyernes) lima araw ng trabaho bago ang pulong upang mapagbigyan ang inyong kahilingan.

Notificación de no discriminación de Metro

Metro respeta los derechos civiles. Para obtener información sobre el programa de derechos civiles de Metro o para obtener un formulario de reclamo por discriminación, ingrese a www.oregonmetro.gov/civilrights . Si necesita asistencia con el idioma, llame al 503-797-1700 (de 8:00 a. m. a 5:00 p. m. los días de semana) 5 días laborales antes de la asamblea.

Уведомление о недопущении дискриминации от Metro

Metro уважает гражданские права. Узнать о программе Metro по соблюдению гражданских прав и получить форму жалобы о дискриминации можно на веб-сайте www.oregonmetro.gov/civilrights. Если вам нужен переводчик на общественном собрании, оставьте свой запрос, позвонив по номеру 503-797-1700 в рабочие дни с 8:00 до 17:00 и за пять рабочих дней до даты собрания.

Avizul Metro privind nediscriminarea

Metro respectă drepturile civile. Pentru informații cu privire la programul Metro pentru drepturi civile sau pentru a obține un formular de reclamație împotriva discriminării, vizitați www.oregonmetro.gov/civilrights. Dacă aveți nevoie de un interpret de limbă la o ședință publică, sunați la 503-797-1700 (între orele 8 și 5, în timpul zilelor lucrătoare) cu cinci zile lucrătoare înainte de ședință, pentru a putea să vă răspunde în mod favorabil la cerere.

Metro txoj kev ntxub ntxaug daim ntawv ceeb toom

Metro tributes cai. Rau cov lus qhia txog Metro txoj cai kev pab, los yog kom sau ib daim ntawv tsis txaus siab, mus saib www.oregonmetro.gov/civilrights. Yog hais tias koj xav tau lus kev pab, hu rau 503-797-1700 (8 teev sawv ntxov txog 5 teev tsaus ntuj weekdays) 5 hnub ua hauj lwm ua ntej ntawm lub rooj sib tham.

January 2021

Memo

Date: December 9, 2022

To: Transportation Policy Alternatives Committee (TPAC) and interested parties

From: Kim Ellis, RTP Project Manager

Subject: 2023 RTP Call for Projects Process and Timeline

PURPOSE

This memo provides an overview of the process and timeline for the 2023 RTP Call for Projects. The purpose of the Call for Projects is to collaboratively update the region's near-term and long-term investment priorities for the 2023 Regional Transportation Plan (RTP) to support regional goals for equity, safety, climate, mobility and economy.

ACTION REQUESTED

No action is requested.

BACKGROUND

A major update to the Regional Transportation Plan (RTP) is underway. The RTP is the state- and federally-required long-range transportation plan for the Portland metropolitan area. The RTP is the blueprint for transportation in our region and a key tool for implementing the region's 2040 Growth Concept and Climate Smart Strategy. Together, these plans will help ensure that greater Portland thrives by connecting people to their jobs, families, schools and other important destinations and by allowing business and industry to create jobs and move goods to market.

Dramatic changes have unfolded since the RTP was last updated five years ago, many documented in the 2018 RTP Emerging Transportation Trends Study. As greater Portland continues to emerge from the disruptions of the pandemic and respond to other urgent trends and challenges, the 2023 RTP update provides an opportunity for all levels of government to work together to deliver a better transportation future.

The timeline for the update is shown in **Figure 1**.
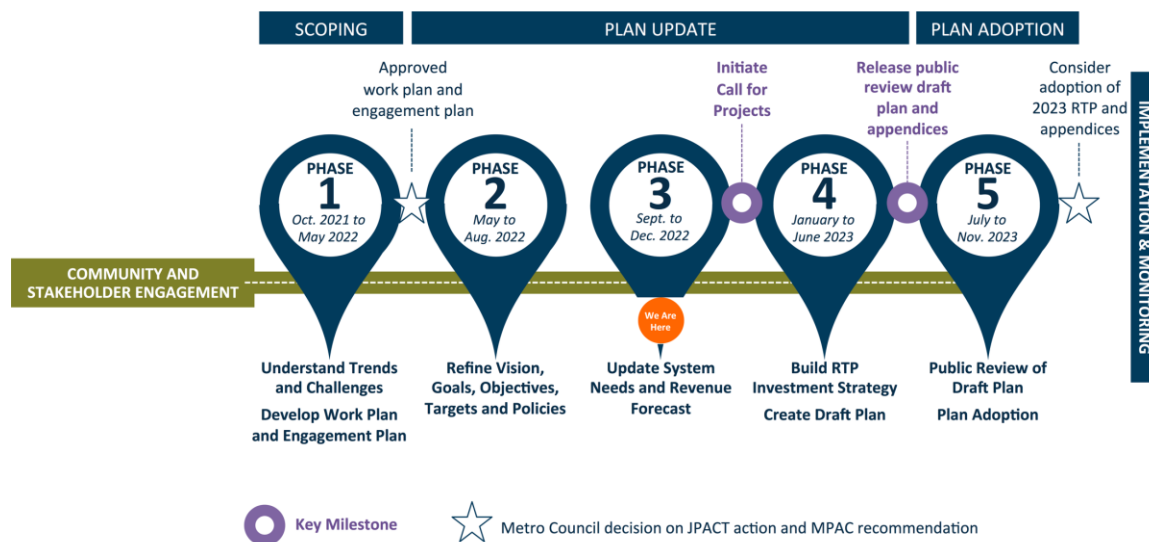
During the past year, the RTP project team has worked with stakeholders and decision makers to update the region's vision and goals for the transportation system and understand the region's transportation trends[1] and needs[2 and 3], and priorities for investment.

This work reflects extensive engagement[4] with local elected officials, public agencies, Tribal governments, community-based organizations, business groups and the community at large and policy discussions by JPACT, the Metro Policy Advisory Committee (MPAC) and Metro Council. Community engagement activities completed in phases two and three of the RTP update are summarized in **Attachment 2** as well as key planned engagement activities in phase 4. Technical work, engagement and policy discussions will continue in 2023 to further develop new policies related to mobility and pricing, and to update the High Capacity Transit Strategy and Climate Smart Strategy.

A number of activities have been completed and work in several areas will continue into 2023. This work will information RTP Call For Projects. Following is a summary of this work with links to more information.

2023 RTP draft vision and goals - An updated vision and five goals are guiding the 2023 RTP. The revised vision and goals are informed by the input of the public, agency staff and consulting agencies, and shaped by MPAC, JPACT and Metro Council. The revised vision and goals serve as the foundation for the policy framework for the 2023 RTP Call for Projects.

Research - Research is foundational to the 2023 RTP and for Metro's ongoing transportation planning. In the first three phases of the RTP update, Metro worked with regional partners and industry experts to build from recent stakeholder input and develop the following:

Draft 2023 RTP Goals developed by JPACT and Metro Council

- Emerging transportation trends technical memo and summary
- Safe and Healthy Urban Arterials policy brief and fact sheet
- Equitable transportation funding research report
- Expert review panel on the climate and transportation
- Regional Freight Delay and Commodities Movement Study

Needs Assessment – Presented to MPAC at the November meeting, the draft needs assessment uses the latest available data organized around the updated RTP goals of safety, equity, climate, mobility and a thriving economy. The region's transportation needs are conveyed using maps, data

---

[1] The emerging transportation trends research summary is available at:
https://www.oregonmetro.gov/sites/default/files/2022/10/12/Metro-Emerging-Trends-summary-final_1.pdf
[2] Factsheets summarizing the regional transportation needs assessment are available at:
https://www.oregonmetro.gov/sites/default/files/2022/11/29/2023-RTP-Needs-Assessment-fact-sheets.pdf
[3] Research about trends and needs of the region's urban arterials is available at:
https://www.oregonmetro.gov/sites/default/files/2022/10/24/Safe%20and%20healthy%20urban%20arterials%20policy%20brief.pdf
[4] Summaries of engagement on the vision and goals, needs and priorities for investment are available at:
https://www.oregonmetro.gov/public-projects/2023-regional-transportation-plan/engagement

and input from stakeholders. A set of fact sheets provides an overview of the assessment work done to-date. The needs assessment provides information for use by local, regional and state partners as they work together to update the RTP investment priorities. The needs assessment will continue to be developed into 2023.

Policy updates - The 2023 Regional Transportation Plan will continue to build on the 2018 RTP to develop policies and strategies that address transportation needs and priorities in the region. Some of the new and updated policies in the 2023 RTP include the following. Work on each of these policy areas will continue into 2023:

- **Regional Mobility Policy**: The 2023 RTP will test and refine an updated Regional mobility policy. The updated policy takes a holistic approach to measuring mobility, using vehicle miles traveled per capita, system completeness for all modes and reliability of the region's throughways. The updated policy will support the region in advancing shared goals for transportation and land use. One key outcome of the policy update is cross-agency coordination and collaboration to implement updated transportation plans and state land use rules.

- **Climate Smart Update**: The 2023 Regional Transportation Plan will include an update to the Climate Smart Strategy and will set policies to help the greater Portland region advance its climate goals and meet the greenhouse gas emissions reduction targets mandated by the state. In June 2022, Metro held an expert panel to learn from national experts about the best practices and tools being used nationally to assess and monitor climate impacts of transportation. A recording and summary of the panel discussion are available. In November 2022, JPACT and Metro Council discussed the materials included in this packet and provided feedback on top strategies for updating the Climate Smart Strategy and next steps. MPAC will have an opportunity to provide feedback at the December meeting.

- **High Capacity Transit Strategy**: Metro is updating the high capacity transit component of the Regional Transportation Plan (RTP). This High Capacity Transit Strategy update will address new policy questions about the future of high capacity transit, such as light rail and rapid bus, in the greater Portland region. The strategy will re-envision the network with the addition of bus rapid transit and establish a "pipeline" of investments that will help the region develop the future high capacity transit system. MPAC has provided feedback at key milestones. This work will continue in 2023.

- **Regional Pricing Policies:** Metro has been developing draft regional pricing policies for the 2023 RTP, working with Metro's technical and policy advisory committees and Metro Council. This work incorporates the findings and recommendations from the Regional Congestion Pricing Study accepted by Joint Policy Advisory Committee on Transportation and the Metro Council in 2021. Draft pricing policies will be subject to further discussion and refinement along with other RTP polices starting in March 2023. This work is being coordinated with ODOT's Tolling Program and Urban Mobility Office.

Policy Framework for the Call for Projects
A key next step in the process of developing the 2023 RTP is updating the near-term and long-term investment priorities for greater Portland through the Call for Projects. These investment priorities will include two lists of transportation projects that have been prioritized for funding in the near-term (next seven years) and long-term (next 22 years). A third list will include additional priorities that advance RTP goals or need further study but that do not fit within the financial budget of the plan. The policy framework in **Attachment 1** will guide the development of the investment priority lists, pending support from JPACT and Metro Council on December 15.

As noted previously, the policy framework reflects the culmination of significant research, engagement[5], and policy discussions by JPACT, MPAC and Metro Council.

Technical work, engagement and policy discussions will continue in 2023 (in phase 4) to further develop new policies related to mobility and pricing, and to update the High Capacity Transit Strategy and Climate Smart Strategy.

Figure 2. Work Leading to the Call for Projects
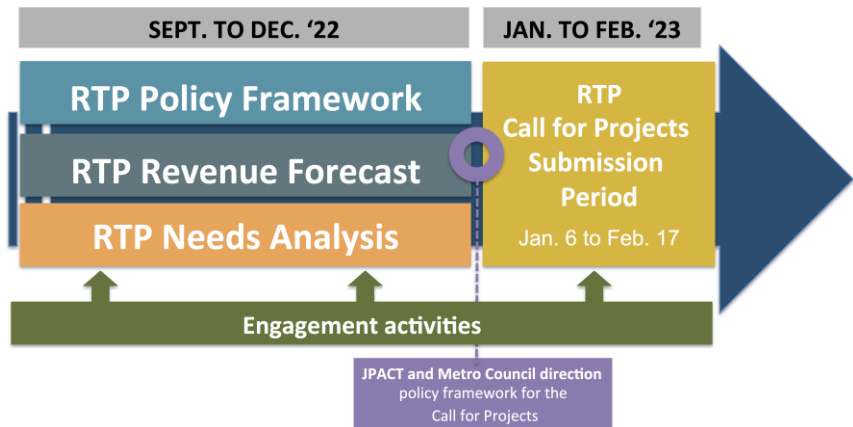
Revenue forecast for the 2023 RTP financially constrained project list

The region has limited transportation funding, which must be used strategically to meet the extensive needs of the people who live and work here. The RTP revenue forecast is an important part of the call for projects process, providing an estimate of how much funding can be reasonably expected to be available during the life of the plan (2023-2045) both for capital projects and for maintaining and operating the existing transportation system.

Financial assumptions for the RTP revenue forecast are being developed in cooperation with staff from cities, counties and transportation agencies. The RTP revenue forecast will include revenues raised at the federal, state, regional and local levels for transportation projects and programs to be included or accounted for in the 2023 RTP.

In order for projects to be eligible to receive federal and state funding, they must be on the *Constrained* project list. The total cost of the updated financially constrained RTP project list must meet the financial constraints identified by the revenue forecast being developed for the 2023 RTP. The *Constrained* project list will be prioritized into near-term (2023-2030) and long-term (2031-2045) priorities – based on the RTP financially constrained revenue forecast. Additional investments that advance RTP policy priorities or need further study but that do not fit within the financially constrained revenue forecast can be recommended for the *Strategic* project list for the 2031 to 2045 time period. The revenue forecast may continue to be revised as additional information becomes available throughout the development of the 2023 RTP.

A separate memo describes additional information about the draft revenue forecast and draft project list cost targets.

Overview of the Timeline and Process for Updating the RTP Project List

Staff from each coordinating committee, the city of Portland and transportation agencies (ODOT, TriMet, SMART and Port of Portland) are asked to work together and with their policymakers to develop a coordinated, draft project list to advance local, regional and state priorities for the regional transportation system on behalf of their jurisdiction or agency. Each jurisdiction needs to submit their draft project list and all project information during the call for projects submission window, which is between January 6 and February 17, 2023.

---

[5] Summaries of engagement on the vision and goals, needs and priorities for investment are available at:
https://www.oregonmetro.gov/public-projects/2023-regional-transportation-plan/engagement

Figure 3. Overview of the call for projects timeline
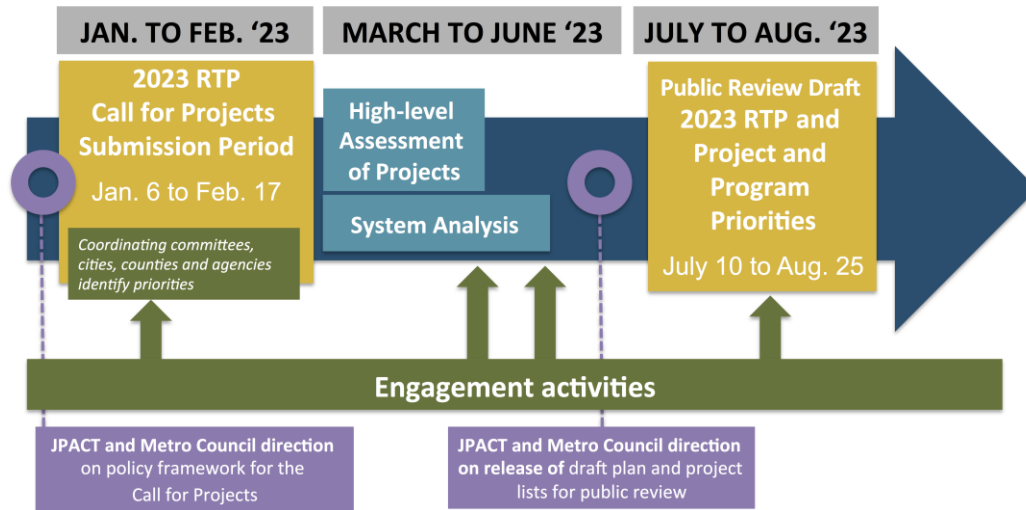
Projects primarily come from local transportation system plans, but also from transit service and master plans, park and trail plans, corridor plans, and other transportation studies that were developed and adopted through a public process with opportunities for public comment.

To be eligible to be included in the RTP, projects must:
1. Be located on the designated regional transportation system.
2. Help achieve regional vision, goals and policies for the transportation system.
3. Cost at least $2 million or be bundled with similar projects to meet the cost threshold.
4. Come from adopted plans or strategies developed through a planning process that identified the project to address a transportation need on the regional transportation system.
5. Have been identified through a public planning process that met the appropriate requirements for public involvement, including having provided opportunities for public comment, with specific efforts to engage communities of color, people with low-incomes and people with limited English proficiency.

To prepare for the start of the Call for Projects, shown in **Figure 3**, staff have already started reviewing the adopted 2018 RTP project list as a starting point to determine which projects have been completed, which projects are likely to be carried over to the 2023 RTP Project List and which projects may need to be updated as part of the process. While many of the projects and programs in the 2018 RTP will be carried forward, with updated costs and, sometimes, refinements to project details and construction timeframes, new projects identified in local transportation system plan updates and other public planning processes may be added.

For 2018 RTP projects[6] already in the RTP Project Hub database, much of the information will already be available. Some information will need to be updated, or added for new projects. Several resources and tools are being developed and will be available to support jurisdictional partners, including the on-line RTP Hub database, a project submission guide, project cost estimate guidance and excel workbook, online maps and geospatial data of the 2018 RTP projects, RTP policy framework maps, and RTP needs assessment maps and related data. Examples of the types of

---

[6] Existing 2018 RTP Projects can be viewed at:
https://www.arcgis.com/apps/webappviewer/index.html?id=73e94a0343ea487e82b4830fead7c88e&extent=-13751666.1848%2C5656339.7069%2C-13586562.2037%2C5748675.6371%2C102100

investments that will address local, regional and state transportation needs on the regional transportation system and regional transportation challenges is provided in **Attachment 3**.

Initial draft lists must be submitted by ODOT, TriMet, SMART, the City of Portland and county coordinating committees **by Feb. 17**. Staff from each jurisdiction must also submit updated or new details about the project and documentation of public engagement **by Feb. 17** through an on-line project hub to support the evaluation and public review process that will follow.

Once the Call for Projects closes, Metro will complete an outcomes-based technical analysis of how the draft project list advances the RTP vision, goals and policies in the RTP Policy Framework to support planned engagement activities in April and May 2022. This analysis consists of two parts: a high-level assessment of individual projects and a system-wide analysis of all projects. A separate memo describes the outcomes-based technical analysis that Metro staff will conduct of the draft project list and system performance.

While new projects cannot be added and changes to project information cannot be made after Feb. 17, refinements to the draft project list information submitted on Feb. 17 may be identified between the end of February and May 24 in response to public feedback or findings from the technical analysis. Refinements are anticipated to be limited to the prioritization of projects, including changes to strategic vs. constrained lists, project timing, project scope/description, and project cost, for example. Proposed refinements to the project list must be communicated to Metro no later than May 24. **By May 24**, all agencies must submit a letter of support from their governing body endorsing the projects submitted during the call for projects and documenting any refinements proposed to the draft list submitted on Feb. 17.

These refinements will be presented to JPACT and the Metro Council in June when Metro will seek support to release the draft plan and project list for public comment. At that point, no other changes can be made to projects or supporting information, pending the 45-day public comment period. This step supports transparency and awareness of the process and projects for the public, community partners and elected and appointed officials responsible for implementing the projects.

NEXT STEPS
A 2023 schedule of discussions and planned engagement activities is under development. A summary of key dates and next steps follows.

Dec. and Jan.	TPAC continues development of the financially constrained revenue forecast and other technical assumptions needed to support the RTP Call for Projects
Dec. 14, 2022	MPAC discussion on Policy Framework for 2023 RTP Call for Projects
Dec. 15, 2022	JPACT action on TPAC recommendation on the Policy Framework for 2023 RTP Call for Projects
Dec. 15, 2022	Metro Council action on JPACT recommendation
Jan. 6, 2023	Metro releases the call for projects
Feb. 17, 2023	**DEADLINE:** County Coordinating Committees, the City of Portland, ODOT, the Port of Portland, TriMet and SMART submit draft project lists to Metro; individual city, county and agency staff also submit all updated project information for their projects to Metro through online system called the RTP Project Hub.
March-June 2023	Metro conducts outcomes-based technical analysis of the draft project list and system performance.

Metro engages members of the public, regional advisory committees, policymakers and other stakeholders on the draft project list and the technical analysis. This will include hosting an on-line comment opportunity that provides an opportunity for the public to provide input on the draft project list. Community based organizations start engaging community members in transportation priorities and telling community stories.

May 24, 2023   **DEADLINE:** All agencies who are sponsoring a project for consideration in the RTP must have their Board or Council or other governing body endorse those projects by submitting a letter of support. While new projects cannot be added and changes to project information cannot be made after Feb. 17, refinements to the project list may be identified between the end of February and May 24 in response to public feedback or findings from the technical analysis. Proposed refinements to the project list must be communicated to Metro no later than May 24.

Input on the assessment of projects, along with public input on the system analysis findings will be considered by decision-makers and project agencies as they continue to work together to finalize the draft RTP project priorities for public review in Summer 2023.

Metro continues to work with technical and policy advisory committees and Metro Council to develop the 2023 RTP Public Draft Plan, including policies (Ch.3), the financial plan (Ch.5) and future planning work (Ch.8)

JPACT and Metro Council consider public input and technical analysis before providing direction on release of the draft RTP and list of project and program priorities for public review

July 10 to Aug. 25   45-day public comment period on the public review draft plan (and draft list of project priorities) with hearing(s)

Sept.-Nov. 2023   Metro staff document public comments received and work with TPAC and MTAC to develop recommendations for consideration by MPAC, JPACT and Metro Council

November 2023   JPACT and Metro Council consider adoption of the 2023 RTP (and updated project and program priorities)

For more information about the update, visit oregonmetro.gov/rtp.

/Attachment

- Attachment 1. Policy Framework for the 2023 RTP Call for Projects
- Attachment 2. RTP Community Engagement Summary
- Attachment 3. Examples of RTP Projects and Programs

DRAFT Policy Framework for the
2023 Regional Transportation Plan Call for Projects

On December 2, 2022, TPAC recommended that JPACT accept this policy framework for the 2023 RTP Call for Projects.

The Regional Transportation Plan brings city, county, regional and state priority transportation projects together to create a coordinated regional transportation priority list for the period from 2023 to 2045. It is a key step for these projects to qualify for potential state, and federal funding. All types of projects are included in the Regional Transportation Plan list – highways, key roads, transit, freight, biking and walking as well as programs. The current list includes more than 1,100 projects.

This document provides more information about the policy framework that will guide updating the list of Regional Transportation Plan project and program priorities. Dramatic changes have unfolded since the RTP was last updated five years ago, many documented in the 2023 RTP Emerging Transportation Trends Study. As greater Portland continues to emerge from the disruptions of the pandemic and respond to other urgent trends and challenges, the 2023 Regional Transportation Plan update provides an opportunity forall levels of government to work together to deliver a better transportation future.

An outcomes-based approach
An outcomes-based approach means updating the plan's project priorities guided by a vision and goals that describe what communities want greater Portland to be in the future. Measurable objectives and performance targets are used to evaluate performance over time of the investments recommended in the plan and to monitor how the transportation system is performing between scheduled plan updates, which occur every five years.

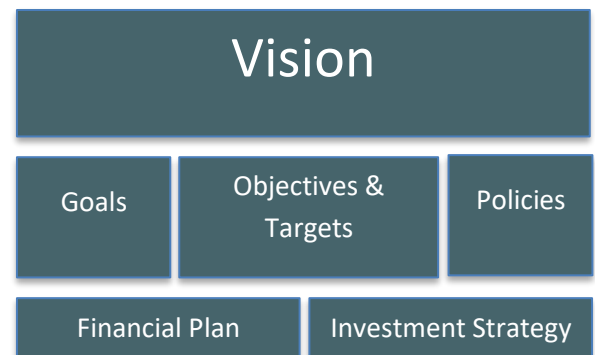**Figure 1** shows the elements of this outcomes-based approach.

Figure 1. 2023 RTP outcomes-based planning approach

Vision and goals
The people of greater Portland have said they want a better transportation future, no matter where they live, where they go each day, or how they get there. The vision and goals, shown in **Figure 2**, describe what people have said is most important to achieve with the updated RTP – more equitable transportation, a safer system, a focus on climate action and resilience, a thriving economy and options for mobility. Developed by the Joint Policy Advisory Committee on Transportation (JPACT) and Metro Council in 2022, this vision and five goals, along with other RTP policies, will guide updating the list of RTP project and program priorities.

Vision--->

Everyone in the greater Portland region will have **safe, reliable, affordable, efficient, and climate-friendly** travel options that allow people to **choose to drive less** and support **equitable, resilient, healthy and economically vibrant communities and region**.

Figure 2. 2023 RTP vision and goals

Policy Framework for the 2023 RTP Call for Projects
The policy framework for the Call for Projects includes:

- **RTP outcomes-based approach** described above;

- **Draft 2023 RTP vision and goals** developed by JPACT and Metro Council for the 2023 RTP**:**

  <u>Goals</u> (developed in 2022 by JPACT and Metro Council)
  o **Equitable Transportation -** Transportation system disparities experienced by Black, Indigenous and people of color and people with low incomes, are eliminated. The disproportionate barriers people of color, people with low incomes, people with disabilities, older adults, youth and other marginalized communities face in meeting their travel needs are removed.

  o **Climate Action and Resilience -** People, communities and ecosystems are protected, healthier and more resilient and carbon emissions and other pollution are substantially reduced as more people travel by transit, walking and bicycling and people travel shorter distances to get where they need to go.

  o **Thriving Economy -** An economically vibrant greater Portland region includes centers, ports, industrial areas, employment areas, and other regional destinations that are accessible through a variety of multimodal connections that help people, communities, and businesses thrive and prosper.

  o **Safe System -** Traffic deaths and serious crashes are eliminated and all people are safe and secure when traveling in the region.

  o **Mobility Options -** People and businesses can reach the jobs, goods, services and opportunities they need by well-connected, low-carbon travel options that are safe, affordable, convenient, reliable, efficient, accessible, and welcoming.

- **Supporting measurable objectives and performance targets** that the region wants to achieve with investments in the transportation system to realize the plan's vision and goals – these will continue to be reviewed and refined in 2023; and

- **Supporting policies** that guide planning and investment in each part of the regional transportation system to achieve the plan's vision and goals include:

  o **2040 Growth Concept map and supporting policies** that identify priority areas and investments to support current and planned land uses, including centers, downtowns and main streets, ports, industrial areas, employment areas, and other regional destinations that are accessible through a variety of multimodal connections;

  o **RTP transportation network maps and supporting RTP modal and design policies** that designate the regional system for transit, motor vehicle, freight, bicycle and pedestrian travel and priorities for investment;

  o **Equity Focus Areas map and supporting RTP equity policies** that identify priority areas and investments to advance equity;

  o **High Injury Corridors and Intersections map and supporting RTP safety policies** that identify priority corridors to improve safety;

- o **High capacity transit network map (draft) and supporting RTP policies (draft)** that identify priority corridors ready for high capacity transit investment; these will continue to be reviewed and refined in 2023 ;

- o **Congestion management network map and supporting RTP congestion management policies** that identifies priority corridors to comprehensively manage congestion consistent with congestion management process policies in Chapter 3 of the RTP;

- o **Draft policies related to pricing and regional mobility** that will continue to be reviewed and refined in 2023; and

- o **Other existing Chapter 3 policies** that will be reviewed and may be refined in 2023.

In addition to the RTP policy framework, the call for projects is informed by public engagement, adopted regional plans, strategies, policies, federal and state policies and requirements, the RTP needs assessment, the revenue forecast, and other elements as illustrated in Figure 3. Many of these elements have been under development since the adoption of the 2018 RTP.

Figure 3. Elements informing the 2023 RTP call for projects

These elements come together to inform the policy framework for call for projects and provide additional information to guide how investments in roads, bridges, bikeways, sidewalks, transit service and other needs are addressed and prioritized. The elements reflect extensive engagement with local elected officials, public agencies, Tribal governments, community-based organizations, business groups and the community at large.

2023 REGIONAL TRANSPORTATION PLAN

Community Engagement Summary

December 6, 2022

Engagement for the 2023 Regional Transportation Plan is guided by the public engagement plan approved by the Joint Policy Advisory Committee on Transportation (JPACT) and Metro Council in May 2022.

Community engagement activities completed in phases two and three of the RTP update are summarized below as well as key planned engagement activities in phase 4. Additional engagement is planned for phase 5, as part of the RTP adoption process.

- **Online public survey #2** (September 7 to October 17, 2022)
  The online interactive survey asked for input on transportation needs and priority investments. It was available in English, Spanish, Vietnamese, Simplified Chinese, and Russian and collected responses from 1,191 participants. Metro partnered with Community Engagement Liaisons to increase survey participation among underserved and underrepresented communities. Liaisons organized survey engagement activities for community members in Multnomah, Clackamas and Washington Counties. A summary report is available here.

- **Community leaders' forum #2** (October 13, 2022)
  The second community leaders' forum for the 2023 RTP shared how community input has helped to shape the updated RTP vision and goals and provided participants with information to support community organizations in engaging in the 2023 RTP project list development and refinement. A summary report is available here.

- **Community events and advisory committees** (September – November 2023)
  Community members have been engaged in the High Capacity Transit (HCT) Strategy policy framework and draft vision at events across the region. The in-person events were hosted in partnership with TriMet and community organizations including Portland Community College Cascade, Rosewood Initiative, Centro Cultural and Slavic Family. The TriMet Transit Equity Advisory Committee and TriMet Committee on Accessible Transportation have also been engaged in the HCT Strategy policy framework and vision. More information about the HCT Strategy is available here. A summary of engagement on the HCT policy framework and vision is forthcoming.

- **Black Indigenous and People of Color business forum** (August 10, 2022)
  The listening session asked business owners/leaders of color throughout the region to share their transportation-related needs and experiences. A summary report is available here.

- **Joint Policy Advisory Committee on Transportation and Metro Council Workshops Series** (5 workshops in 2022)
  Metro Council and JPACT members discussed key policy topics in support of the RTP update at a series of five workshops. Community members presented at the workshops

focused on regional pricing, safe and healthy urban arterials and high capacity transit, to introduce each topic from community perspectives. [Recordings of the workshops are available here.](#)

- **Tribal engagement** (ongoing)
  The project team has been working closely with Metro's Tribal Policy Advisor to understand the Tribes interests in regional transportation planning and build relationships between the Tribes and Metro planning staff. Meetings to-date have focused on receiving input on the RTP vision and goals, potential environmental mitigation strategies identified in the RTP, and data and resources for the environmental analysis on RTP project and program priorities in 2023.

Upcoming engagement
Community engagement in spring 2023 will seek feedback on the draft investment priorities and ask community members and other stakeholders if the draft lists reflect projects that will advance the region's desired outcomes. Engagement will include continued conversations with public agencies, Tribal governments, community-based organizations, business representatives and the community at large. Key engagement activities will include:

- **Community Based Organization-led engagement** (Dec 2022 - June 2023)
  Engagement led by community-based organizations is an important strategy for Metro meaningfully engaging Black, Indigenous and people of color (BIPOC) community members. Metro is partnering with seven community based organizations: Centro Cultural, Community Cycling Center, Next Up, OPAL, The Street Trust, Unite Oregon and Verde. These community partners will engage and elevate the voices of communities of color in Clackamas, Multnomah and Washington Counties, with a focus on engaging people at the intersection of multiple communities who have been historically underrepresented in decision-making processes. Community partners will engage throughout the winter and spring of 2023 and input will be shared the agency staff and decisions makers. This engagement is also intended to continue growing the capacity of communities of color to engage in regional and local transportation decisions, including future decisions beyond the 2023 RTP.

- **Online public survey** (April 2022)
  A third interactive public survey will invite broad engagement in the draft investment strategy. The survey will again be promoted in collaboration with Community Engagement Liaisons to increase survey participation among communities who are typically underrepresented in online survey feedback.

Engagement of businesses, public agencies and other stakeholders has occurred through other activities. **Summaries of all engagement conducted to date can be found at**: https://www.oregonmetro.gov/public-projects/2023-regional-transportation-plan/engagement.

Attachment 3. Examples of RTP Projects and Programs

Projects

Bridge and road maintenance

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

Bus and rail vehicle maintenance and replacement

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

Complete streets for all users

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

Freight access to industry and ports

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

Throughway expansion

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

Main street retrofits

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

Seismic upgrades

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

Street connections and expansion

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

Transit service enhancement and expansion

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

Walking and biking connections

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

Programs

Affordable transit pass program

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

Programs and incentives to reduce vehicle trips

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

Smart technology and traffic management

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

Transit amenities

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

Transit oriented development

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

Transportation safety and education programs

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

Transportation services for older adults and people with disabilities

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

Other tools that could be supported by policies

Emerging market-based technologies

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

High occupancy vehicle/tolled lanes, express lanes/congestion pricing

High occupancy vehicle (HOV) lanes, high occupancy tolled (HOT) lanes, tolling, managed lanes, congestion pricing

Metro

Memo

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

Date: December 9, 2022

To: Transportation Policy Alternatives Committee (TPAC) and interested parties

From: Ted Leybold, Resource Development Manager and Kim Ellis, RTP Project Manager

Subject: Draft revenue forecast and cost targets assumptions and methods for the 2023 Regional
            Transportation Plan Call for Projects

PURPOSE
This memo describes the methods used to create the draft transportation revenue forecast and the creation of draft cost targets for the 2023 Regional Transportation Plan (RTP) Call for Projects.

BACKGROUND
Development of the draft revenue forecast for the 2023 RTP is an important part of the call for projects process. The draft forecast provides an estimate of how much funding can be reasonably expected to be available during the life of the plan (2023-2045) both for capital projects and for maintaining and operating the existing transportation system.

Financial assumptions for the RTP revenue forecast are being developed in cooperation with staff from cities, counties and transportation agencies. The RTP revenue forecast will include revenues raised at the federal, state and local levels for transportation projects and programs to be included or accounted for in the 2023 RTP.

FEDERAL AND STATE REVENUE FORECAST DESCRIPTION
The transportation revenue forecast for the 2023 RTP began with the creation of the Financial Assumptions for the Development of Metropolitan Transportation Plans, led by the Oregon Department of Transportation in cooperation with Metropolitan Planning Organizations and transit agencies within Oregon. This document provides a statewide forecast of all federal and state transportation revenues anticipated in Oregon through fiscal year 2049. It also provides guidance on issues such as transportation related cost inflation rates and growth rates for transportation related revenue sources. The statewide forecast of federal and state funding needed to be narrowed to those funds to be utilized within the Metro area.

Federal and State Formula Funds: The statewide forecast provided anticipated distribution of federal and state revenues that are distributed by formulas to Oregon local agencies, transit agencies and ODOT at a statewide scale, utilizing current funding levels, historic growth rates and historic or anticipated distribution rates. Metro staff then worked with ODOT financial staff to forecast how much of those formula funds were reasonable to assume as available to the Metro area utilizing the same methodological criteria as the statewide forecast.

Federal and State Discretionary Funds: Discretionary federal funding (funding from competitive grant processes) was also provided by the statewide forecast for Oregon. Federal Highway Administration discretionary grants were forecasted to be awarded at the statewide level to be 50% awarded to local agencies and 50% to ODOT. Again, Metro staff worked with ODOT staff to forecast how much of these funds was reasonable to forecast would flow to the Metro area. However, each MPO has the flexibility to identify specific projects that are expected to be nationally competitive in targeted federal grant programs and forecast those funds as reasonably available.

Three projects are forecasted to receive funding from specific Federal Highway Administration discretionary awards:

- I-5 Interstate Bridge Replacement Program ($1.5 billion),

- I-5/Rose Quarter ($250 million placeholder), and

- Earthquake Ready Burnside Bridge ($500 million).

ODOT and Multnomah County will need to demonstrate during the RTP Call for Projects process the funding capacity to provide the local match needed to secure these funds to the projects identified to receive them. To accommodate these project specific awards, the general flow of forecasted federal discretionary funding to the Metro area for ODOT projects and for local agency projects was reduced to reflect the reasonable ability of the region to be awarded multiple discretionary federal funding grants over the plan period.

Federal Transit Administration discretionary grant award forecasts are also included in the forecast, tailored specifically to projecting TriMet and SMART's historic performance in winning awards in specific FTA grant funding categories, including:

- FTA Capital Improvement Grants (CIG) – up to $4,683,750,000

The draft revenue forecast also assumes State contributions to specific HCT projects as match to FTA discretionary grant awards. In addition, the region needs to document up to $3 billion of funding capacity from other sources to provide the local match needed to secure FTA CIG funds. Draft documentation of this must be submitted to Metro staff by Feb. 17, 2023. This documentation may continue to be revised as additional information becomes available throughout the development of the 2023 RTP.

ODOT revenues forecast to be available within the Metro area have been identified but have not yet been finalized by ODOT. A forecast of tolling revenues is under development by ODOT. An update on the development these forecasts will be provided at the workshop.

LOCAL AGENCY AND TRANSIT PROVIDER REVENUE FORECAST DESCRIPTION
Local agencies, including TriMet, SMART and the Port of Portland, worked with Metro to provide forecasts of locally generated revenues and agency costs to maintain and operate their transportation systems. Revenues not needed or used to maintain and operate their systems were forecast as available to fund capital projects. There is variance across the region in local agency revenues available for capital projects, depending on what sources agencies collect and how these revenues are spent on maintaining and operating the local system. Local revenues available for capital projects for the 2023 RTP are summarized in **Attachment 1**. Data for some Clackamas and East Multnomah County local agencies are still being refined.

CREATION OF PROJECT LIST COST TARGETS FOR THE CALL FOR PROJECTS
Local agency revenue available for capital projects is the foundation of the cost targets shown in **Attachment 2**. State and federal funds forecasted to available in the Metro region were then added for local agencies, transit agencies and ODOT. Federal formula funds forecasted to be available to local projects through the Metro MPO Regional Flexible Fund Allocation process were first reduced by those funds expected to be allocated to region-wide programs (e.g. the Regional Travel Options program and the payment of bonded debt) based on historical levels, prior to distributing the

remaining amounts as cost capacity available to the Coordinating Committees for local projects for purposes of the Call for Projects.

Attachment 2 provides a draft of the project list cost target information that will be available for the call for projects. As previously noted, data for some Clackamas and East Multnomah County local agencies are still being refined. In addition, cost targets for ODOT are pending data from ODOT. Agencies that operate at the regional level (e.g., ODOT, TriMet, Metro and the Port of Portland) will work together with the County Coordinating committees and the City of Portland to leverage funding cost target capacity of multiple agencies when coordinating the nomination of projects.

Consistent with the adopted RTP work plan, three levels of investment are defined for the 2023 RTP, with each level representing a statement of priority. The first and second levels, together, are known as the financially constrained project list under federal and state law. In order for projects to be eligible to receive federal and state funding, they must be on the *Constrained Priorities* project list. The RTP Constrained Priorities will be prioritized into near-term (2023-2030) and long-term (2031-2045) priorities – based on the financially constrained revenue forecast in the RTP.

- The first level of priority, **the *Near-term Constrained Priorities,*** will represent the highest priority transportation project and program investments for near-term (2023-2030).

- The second level of priority, **the *Long-term Constrained Priorities*** will represent the highest priority transportation project and program investments for long-term (2031-2045).

- The third level of priority, **the *Long-term Strategic Priorities***, will represent additional investments that advance RTP goals or need further study but that do not fit within the financially constrained revenue forecast, but the region agrees to work together to complete remaining planning work and identify funding to advance these priorities in the 2031-2045 time period. This investment level is recommended to be equal to the financially constrained cost target.

NEXT STEPS
Metro staff will continue working with agencies to finalize the draft revenue forecast and cost targets for the 2023 RTP Call for Projects. Discussions among regional partners of other needed revenues for securing HCT funding will continue.

/Attachments
- Attachment 1. Local Agency Revenues for Capital Projects Summary
- Attachment 2. Project List Costs Targets for the 2023 RTP Call for Projects

Draft Local Agency Revenue Forecasts for 2023 to 2045   **12/9/22**

Clackmas County and Cities Local Revenue Estimates for Capital Needs for 2023 to 2045

Agency	2023-2030 Capital Revenues	2031-2045 Capital Revenues	Total Local Revenues for Capital Needs
Clackamas County	$ 37,539,896	$ 102,554,028	$ 140,093,924
Gladstone	$ 78,923	$ 235,605	$ 314,529
Happy Valley	$ 45,604,403	$ 128,795,796	$ 174,400,199
Lake Oswego	$ 25,582,009	$ 61,203,779	$ 86,785,788
Milwaukie	$ 19,404,649	$ 56,006,578	$ 75,411,227
NCPRD	$ 7,582,969	$ 20,261,994	$ 27,844,963
Oregon City	$ 37,163,116	$ 101,524,715	$ 138,687,831
West Linn	$ 51,326,730	$ 131,663,361	$ 182,990,091
Wilsonville	$ 15,924,235	$ 42,550,188	$ 58,474,423
Federal/State Discretionary Share	$ 74,921,485	$ 245,350,851	$ 320,272,335
Total:	$ 315,128,415	$ 890,146,895	$ 1,205,275,310

Multnomah County and Cities Local Revenues for Capital Needs for 2023 to 2045

Agency	2023-2030 Capital Revenues	2031-2045 Capital Revenues	Total Local Revenues for Capital Needs
Multnomah County	$ 352,432,757	$ 139,726,503	$ 492,159,260
Fairview	$ 52,457	$ 125,501	$ 177,957
Gresham	$ 37,156,548	$ 99,283,771	$ 136,440,320
Troutdale	$ 3,403,891	$ 9,613,257	$ 13,017,148
Wood Village	$ 2,085,316	$ 5,572,048	$ 7,657,365
Federal/State Discretionary Share	$ 440,651,503	$ 133,124,441	$ 573,775,943
Total:	$ 835,782,472	$ 387,445,521	$ 1,223,227,993

Portland Local Revenue Estimates for Capital Needs Summary for 2023 to 2045

Agency	2023-2030 Capital Revenues	2031-2045 Capital Revenues	Total Local Revenues for Capital Needs
Portland	$ 277,622,930	$ 801,153,758	$ 1,078,776,688
Federal/State Discretionary Share	$ 177,505,731	$ 581,290,965	$ 758,796,696
Total:	$ 455,128,661	$ 1,382,444,723	$ 1,837,573,384

Washington County and Cities Local Revenues for Capital Needs Summary for 2023 to 2045

Agency	2023-2030 Capital Revenues	2031-2045 Capital Revenues	Total Local Revenues for Capital Needs
Washington County	$ 677,566,528	$ 1,972,148,905	$ 2,649,715,432
Beaverton	$ 81,525,130	$ 226,669,408	$ 308,194,538
Cornelius	$ 9,152,378	$ 26,780,356	$ 35,932,735
Durham	$ 1,401,625	$ 4,101,230	$ 5,502,855
Forest Grove	$ 18,908,234	$ 55,326,520	$ 74,234,754
Hillsboro	$ 315,181,956	$ 487,090,340	$ 802,272,296
King City	$ 3,737,666	$ 10,936,613	$ 14,674,279
Sherwood	$ 33,425,531	$ 96,974,326	$ 130,399,857
Tigard	$ 73,792,779	$ 191,182,279	$ 264,975,058
Tualatin	$ 22,381,977	$ 63,759,023	$ 86,141,000
THPRD	$ 38,341,227	$ 82,159,773	$ 120,501,000
Federal/State Discretionary Share	$ 145,212,728	$ 475,538,711	$ 620,751,438
Total:	$ 1,420,627,758	$ 3,692,667,483	$ 5,113,295,242

Draft RTP cost targets for capital projects, in millions of YOE dollars
(*subject to refinement*)

Agency/County coordinating committee	Constrained List Cost Target		Strategic List Cost Target	Total RTP List Cost Target
	2023-2030 (millions, YOE dollars)	**2031-2045** (millions, YOE dollars)	**2031-2045** (millions, YOE dollars)	**2023-2045** (millions, YOE dollars)
City of Portland	$455.13	$1,382.44	$1,837.57	$3,675.15
Clackamas County, Cities, & NCPRD	$315.13	$890.15	$1,205.28	$2,410.55
Multnomah County and Cities	$835.78	$387.45	$1,223.23	$2,446.46
Washington County, Cities & THPRD	$1,420.63	$3,692.67	$5,113.30	$10,226.59
Oregon Dept. of Transportation	$0.000	$0.000	$0.000	$0.000
TriMet & SMART (Transit Capital)	$2,274.20	$3,744.80	$910.00	$6,929.00
Metro	$87.00	$259.80	$0.00	$346.80
Port of Portland	$17.04	$36.52	$53.57	$107.13

Table Notes:

- Operations and maintenance cost data for some agencies in Clackamas County and East Multnomah County is being finalized to determine capital cost targets for those areas. The draft cost targets reflect an extension of 2018 RTP data in the meantime.
- Multnomah County data assumes $500M of federal discretionary funds dedicated to Earthquake Ready Burnside Bridge project.
- Financially constrained transit capital funds available require identification of available financially constrained state and local match funds during the planning process or may be moved to Strategic project list.
- The draft revenue forecast and cost targets for ODOT are awaiting final data from ODOT.

Metro

Memo

Date: December 8, 2022

To: Transportation Policy Alternatives Committee (TPAC) and interested parties

From: Kim Ellis, RTP Project Manager and Eliot Rose, Senior Transportation Planner

Subject: Outcomes-Based Technical Analysis for the 2023 Regional Transportation Plan

PURPOSE

This memo summarizes the approach for assessing the draft list of project and program priorities for the 2023 Regional Transportation Plan consistent with the RTP policy framework.

This memo reflects updates made to address comments provided by the Transportation Policy Alternatives Committee (TPAC) on Dec. 2, 2022. Comments focused on the high level assessment. Changes have been made in cases where there was consensus among TPAC members and the necessary data and policies are in place to support the recommended change.

Changes made to Table 2 and Table 3 in response to the Dec. 2 comments are shown in green ~~strikethrough~~ and underscore text and include:

Draft 2023 RTP Goals developed by JPACT and Metro Council

- Revising the second Equity measure to provide credit for projects that also complete gaps in the active transportation or transit network.
- Adding a resilience measure to the system analysis.
- Revising the second Safety measure to include high injury intersections.
- Revising the first Mobility measure to provide credit for completing gaps in the motor vehicle network.
- Revising the first Economy measure to reflect projects that are located in new growth areas (e.g., urban growth boundary expansion areas).
- Renaming the "access to destinations" Economy measure to "access to jobs" for clarity.

How will projects and the transportation system be evaluated to measure progress toward RTP goals?

Once the Call for Projects closes, Metro will complete an outcomes-based technical analysis of how the draft project list advances the RTP vision, goals and policies in the RTP Policy Framework. This analysis consists of two parts: a high-level assessment of individual projects and a system-wide analysis of all projects.

The first part of the analysis is a high-level GIS-based assessment of the individual projects. The assessment takes a policy-driven look at the project's location, design elements and context. The assessment will be used to show how individual projects, as well as the collective set of RTP projects, advance each of the five regional goals. Projects will receive a rating for how well they perform relative to each of the goals and measures described in Table 2. Metro staff will conduct the assessment and prepare materials detailing the outcomes in March 2022 to support planned engagement activities in April and May 2022.

The high-level assessment is designed to:

- **Produce results that are clear and easy to communicate, interpret and compare**. The high-level assessment will be done in GIS, using automated processes. The measures included in the high-level assessment consist of a series of yes-or-no questions that are easy to answer based on established RTP policies and regional datasets, as well as the information provided by agency leads through the Call For Projects. The aim is to report whether each project in the RTP meets each goal using a simple rating scale (see Table 4 below for an example), and on how many resources the RTP collectively invests in advancing each goal. The ratings are not intended to account for all the nuances of what makes a "good" transportation project. RTP elements like the High Capacity Transit Strategy and the Freight Delay and Commodities Movement Study will define which transit and freight projects meet the region's needs in depth. The high-level assessment is designed to complement these analyses and allow for a consistent assessment of the wide array of RTP projects.

- **Highlight projects that meet multiple RTP goals.** Prior RTP work and feedback from agency and community members have repeatedly highlighted that many projects in the RTP serve multiple goals. For example, providing high-frequency transit in key locations supports climate, mobility, and equity goals. Though there are unique measures associated with each goal area, they are designed to reflect the fact that certain types of projects that advance multiple goals – particularly bicycle, pedestrian and transit projects that are needed to provide a complete set of affordable and sustainable transportation options given that the region's motor vehicle network is much more fully built out than other modal networks. The assessment will be focused on highlighting these projects and synergies.

- **Reflect the "typical" RTP project**. One of the goals of the RTP process is to coordinate transportation and land use planning. Land use is a major driver of transportation choices, so this typically means that the RTP aims to coordinate transportation investments in 2040 growth areas, Equity Focus Areas, and other key areas. Major projects, such as new light rail lines or large throughway projects, can also influence surrounding land use patterns, potentially creating new centers of activity. However, the vast majority of RTP projects are relatively small in scale. These projects, when well coordinated with other projects and plans, play an important role in implementing the region's 2040 land use and community visions. The high-level assessment focuses on capturing how transportation projects are concentrated in the areas where the region has prioritized investment, and does not account for major projects' potential to alter land uses. This is an important consideration, but it is likely to be captured in the in-depth analyses that major projects typically conduct as part of their individual project development process.

- **Measurable with the available time, resources and information provided by nominating agencies**. There are more than 1,000 projects in the RTP and the plan update must be adopted in November 2023 to maintain compliance with Federal regulations. In order to fit within the RTP timeline, the high-level assessment is designed to be automated using existing maps and data and the information provided by nominating agencies through the Call for Projects. Given these constraints, the measures are straightforward, simple, and

broadly applicable to support an automated evaluation process and to provide decision-makers with clear and actionable results.

The second part of the evaluation is a system analysis of how the RTP performs with respect to performance measures and targets that reflect RTP goals. This analysis will assess how the overall package of projects advance regional goals and make progress toward regional performance targets, using richer and more complex measures than we are able to use during the high-level assessment.[1] This phase includes more in-depth equity, climate and environmental analyses that are required by the federal and state regulations that govern the RTP as well as an analysis of overall system performance that measures progress toward the outcomes identified in RTP goals. The system analysis uses Metro's travel model and other analytical tools, as well as the information from the high-level assessment. The system analysis accounts not only for the projects and policies in the RTP, but also for factors such as projected population and job growth.

The following section provides more detail about how both of parts of the evaluation will be conducted, including how each of the goal areas will be evaluated and how results of the high-level assessment will be presented to policymakers and stakeholders. **Table 2** summarizes the key questions that the high-level assessment and system analysis will look to answer for each of the five RTP goals.

Table 2: Measuring progress towards RTP goals

RTP goal	High-level assessment	System analysis
Equitable transportation: Transportation system disparities experienced by Black, Indigenous and other people of color and people with low incomes are eliminated. The disproportionate barriers people of color, people with low incomes, people with disabilities, older adults, youth and other marginalized communities face in meeting their travel needs are removed.	Is the project located in an Equity Focus Area? Is the project in an investment category that underserved people identified as a priority through RTP community engagement (transit, bike and pedestrian) or does the project complete a gap in the RTP bicycle, pedestrian or transit networks?	Does the RTP benefit Equity Focus Areas at least as much, if not more, than other communities in the region? Key performance measures: • Access to ~~destinations~~jobs (EFAs vs. other areas) • System completion (EFAs vs. other areas) • System completion near transit (EFAs vs. other areas)
Climate action and resilience: People, communities and ecosystems are protected, healthier and more resilient and carbon emissions and other pollution are substantially reduced as more people travel by transit, walking and bicycling and	Does the project have a high or medium greenhouse gas reduction potential?[2] Is the project located on a Regional Emergency Transportation Route or Statewide Seismic Lifeline Route?	Does the RTP meet vehicle miles traveled per capita reduction targets? Does the RTP meet transit, bicycle and pedestrian mode share targets? How much does the RTP invest in improvements to Regional Emergency and Seismic Lifeline routes? How much is

---

[1] Performance targets are quantitative benchmarks used to assess the region's progress in carrying out the RTP vision through its investment priorities. These performance targets are the highest order evaluation measures in the RTP performance-based policy framework – providing key criteria by which progress towards the plan goals can be assessed. A complete description of the regional performance targets is found in Chapter 2 of the 2018 RTP. These will be reviewed and refined in 2023 to align with the revised RTP goals, new and updated 2023 RTP policies and state requirements. Updates will also be informed by the system analysis and subsequent policy discussions by JPACT and Metro Council.

[2] As defined in the 2014 Climate Smart Strategy https://www.oregonmetro.gov/climate-smart-strategy

RTP goal	High-level assessment	System analysis
people travel shorter distances to get where they need to go.		invested in making these routes seismically resilient? Key performance measures: • Total GHG emissions • GHG emissions per capita • Vehicle miles traveled per capita • Mode share
Safe system: Traffic deaths and serious crashes are eliminated, and all people are safe and secure when traveling in the region.	Is the project identified as safety project?[3] Is the safety project on a high injury corridor or high injury intersection?	Does the RTP meet regional safety targets? Key performance measures: • Fatal and serious crashes • System completion, especially in 2040 growth areas and near transit.
Mobility options: People and businesses can reach the jobs, goods, services and opportunities they need by well-connected, low-carbon travel options that are safe, affordable, convenient, reliable, efficient, accessible and welcoming.	Does the project complete a gap in the region's RTP pedestrian, bicycle, or transit or motor vehicle networks? Does the project include ADA-, pedestrian-, bicycle- or transit-supportive design elements or system management[4] elements?	Does the RTP meet targets for completing the multimodal transportation system? Does the RTP meet vehicle miles traveled per capita reduction targets? Does the RTP meet targets for reliable travel on throughways?[5] Key performance measures: • System completeness • VMT per capita • Reliability on throughways (based on travel speed)
Thriving economy: An economically vibrant greater Portland region includes centers, ports, industrial areas, employment areas and other regional destinations that are accessible through a variety of multimodal connections that help people, communities and businesses thrive and prosper.	Is the project located in a 2040 center, station community, industrial area or, employment area or urban growth boundary expansion area?[6] Is the project located in an area that offers higher-than-average access to jobs destinations?	Does the RTP improve freight, transit, bicycle and pedestrian access that serve centers and industrial and employment areas? Does the RTP increase access by auto and transit to destinations jobs? Key performance measures: • Access to destinations jobs • System completeness in 2040 growth areas • Access to bicycle/pedestrian facilities and transit stops

---

[3] Identified as a safety project through a state or local process.

[4] As defined in the Regional Transportation System Management and Operations Strategy.

[5] As defined in the draft Regional Mobility Policy to be tested / refined through the 2023 RTP update.

[6] Under state law, every six years, the Metro Council looks at growth forecasts and development trends and decides whether to expand the urban growth boundary (UGB). In 2010, the Metro Council designated urban reserves - areas to be considered for future housing, jobs and services. The Metro Council also adopted a policy that these potential new urban areas would need concept plans to be considered for inclusion in the UGB. The last expansion of the UGB boundary occurred in 2018. This measure would credit all UGB expansion areas, which are shown in blue and green on this map.

Implementing the high-level project assessment

Metro staff will apply the high-level assessment to all capital projects included in the constrained RTP project list. Capital projects are the projects that have the potential to change how people travel, and therefore to influence future progress toward regional goals. This does not mean that operations and maintenance are not important – these investments are critical to continue to maintain the progress that previous RTP capital projects made toward goals.

However, the benefits of operations and maintenance are typically already accounted for as part of the analysis of the underlying capital projects when these projects enter the RTP, so it would be double-counting their benefits to also include them in the high-level assessment. Furthermore, operations and maintenance projects are funded from separate sources than capital projects, which can make it challenging to compare results across these two categories. This approach may not capture the benefit of certain RTP programmatic investments that have region-wide benefits; there are a small enough set of such investments that Metro staff intend to recommend qualitative ways of evaluating them through further conversations with partners.

For the high-level assessment, Metro staff will develop GIS scripts and other automated methods to answer the questions in Table 2 for each capital project in the RTP. **Table 3** summarizes the data sources and methods that Metro staff will use for the assessment.

Table 3: High-level assessment methods and data sources

RTP Goal	Measure	Data source(s)[7]	Assessment method
Equity	Is the project located in an Equity Focus Area?	Equity Focus Area map, *project location*	Projects that are located fully or partly within an Equity Focus Area receive credit.
Equity	Is the project in an investment category that underserved people identified as a priority through ~~RTP~~ regional community engagement (transit, bike and pedestrian) or does the project complete a gap in the RTP bicycle, pedestrian or transit network?	Prior regional community engagement on equity,[8] ~~Regional Mobility Policy summary of input from marginalized communities on transportation priorities for greater Portland,~~ RTP network gap maps, *investment category, project location*	Projects in the following investment categories receive credit: Active Transportation, Transit (High Capacity, Better Bus, or Other), or projects that complete a gap in the regional active transportation network as part of a throughway, roadway or bridge project receive credit.
Climate	Does the project have a high or medium greenhouse gas reduction potential?[9]	Climate Smart Strategy, *investment category*	Project impact will be assessed based alignment between the investment category and the strategies assessed in Climate Smart, as follows: High carbon reduction strategies:

---

[7] Italics indicate data provided by nominating agencies through the Call for Projects.

[8] Since the development of the 2018 RTP, Metro has heard repeatedly through multiple outreach engagements with underserved marginalized communities that access to transit and safety while walking and biking are priorities. This input has emphasized that an equitable transportation system has travel options that are reliable, affordable, and accessible to all. Results of this outreach are summarized in the 2018 RTP Transportation Equity Evaluation, Regional Mobility Policy summary of input from marginalized communities on transportation priorities for greater Portland, 2023 RTP Summary of Survey #2, and Black, Indigenous, and People of Color Owned Small Business Listening Session Summary prepared for the 2023 RTP update.

[9] As defined in the 2014 Climate Smart Strategy https://www.oregonmetro.gov/climate-smart-strategy

RTP Goal	Measure	Data source(s)[7]	Assessment method
			• Pricing Programs • Transit (High Capacity, Better Bus, or Other) • Transit-oriented Development Medium carbon reduction strategies: • Active Transportation • Transportation Demand Management • Transportation System Management (Technology) High carbon reduction projects receive more credit than medium-impact ones.
Climate	Is the project located on a Regional Emergency Transportation Route or Statewide Seismic Lifeline Route?	Regional Emergency Transportation Route map, Statewide Seismic Lifeline Route maps, *project location*	Projects that fully or partially overlap with the routes identified in either one of these maps receive credit.
Safety	Is the project identified as safety project?	Agency identified consistent with RTP definition,[10]	Projects receive credit if the lead agency identifies a project as meeting definition of a safety project.
Safety	Is the safety project on a high injury corridor or high injury intersection?	High Injury Corridors map, *project location*	Projects that fully or partially overlap with a high-injury corridor or intersection receive credit.
Mobility	Does the project complete a gap in the region'sRTP pedestrian, bicycle or transit or motor vehicle networks?	RTP network gap maps, *project location*, *investment category*	Projects that fully or partially overlap with a gap in one of the modal networks and that are in a relevant investment category receive credit. For example, a project that overlaps with a gap in the pedestrian system and is in the Active TransportatioRoadway investmenta category would receive credit.
Mobility	Does project include ADA-pedestrian-, bicycle- or transit-supportive design	Agency identified Pproject design elements	Projects receive credit if they include any of the design elements identified through the call for projects.[11]

---

[10] Safety projects and programs are identified by agencies in safety action plans and other plans and studies. Safety projects have the primary purpose of preventing and reducing fatal and serious injury crashes addressing a documented safety problem at a documented high injury or high-risk location (including Regional High Injury Corridors and Intersections) with one or more proven safety countermeasure(s).

Safety projects address a safety problem (occurrence and risk of fatal and serious injury crashes) that has been identified and documented through an analysis of crash and risk data in in safety plans or other plans and studies. And the project or program addresses the identified safety problem using proven safety countermeasures such as road diets, medians and pedestrian crossing islands, pedestrian hybrid beacons, roundabouts, access management, reflective backplates, safety edge, enhanced curve delineation, and rumble strips, or programs such as Safe Routes to School, messaging and behavioral programs.

[11] These elements include: buffer treatment and benches, lighting intersections & marked crossings, overpass or underpass, priority intersection treatments/raised median island, pedestrian signal or beacon, sidewalk infill, universal access and ADA compliance, sidewalk reconstruction/improvements, bicycle boulevards, bicycle parking, on-street bikeway or bike lane, overpass or underpass, priority treatments at intersections& crossings, buffered bikeways, protected bikeways/cycletracks, new trail/multi-use path or extension, treatments (pull-outs, seating, wayfinding), high visibility trail street crossings, new rail infrastructure/connection, new rapid bus infrastructure/connection, new bus line/connection, new transit vehicles, transit center, stop or station, park and rides, Enhanced transit corridor investment, other priority/enhanced transit toolbox designs, new service.

RTP Goal	Measure	Data source(s)[7]	Assessment method
	or system management elements?		
Economy	Is the project located in a 2040 center, station community, industrial area, or employment area or urban growth boundary expansion area?	2040 Growth Concept map, Title 4 Map, Title 6 Map, Metro UGB Expansion History map, *project location*	Projects that fully or partially overlap with one of the relevant land use types will be awarded credit.
Economy	Is the project located in an area that offers higher-than-average access to destinationsjobs?	Economic Value Atlas access to all jobs across all modes and times of day,[12] *project location*	Projects that fully or partially overlap a zone where access to jobs is higher than the regional average receive credit.

Metro staff will likely use qualitative symbols to display whether projects receive full, partial, or no credit for each measure and in each goal area. This will help decision-makers identify projects that advance multiple goals and understand how individual projects contribute to each of the RTP goal areas. **Table 4** illustrates how Metro staff will present the results of the high-level assessment for a set of hypothetical example projects.

Table 4: Illustrative high-level assessment results for individual projects

Project	Equity			Climate			Safety			Mobility			Economy		
	Equity Focus Area	Equity priority	*Equity total*	Climate benefit	Emergency route	*Climate total*	Safety project	High injury network /intersection	*Safety total*	Gap completion	Design elements	*Mobility total*	2040 land uses/ UGB Expansion Area	Access to jobs	*Economy total*
Example project #1	●	◎	◐	◐	●	◐	●	◎	◐	●	●	●	●	●	◐
Example project #2	●	●	●	●	◎	◐	●	●	●	●	●	●	●	●	◐
Example project #3	●	●	●	◐	◎	◎	●	◎	◐	◎	●	◐	◎	◎	◎

● Full credit
◐ Partial credit
◎ No credit

As shown in Table 4, projects will receive a rating for how well they perform relative to each of the goal areas. This will help decision-makers identify projects that advance multiple goals and understand how individual projects contribute to each of the RTP goal areas.
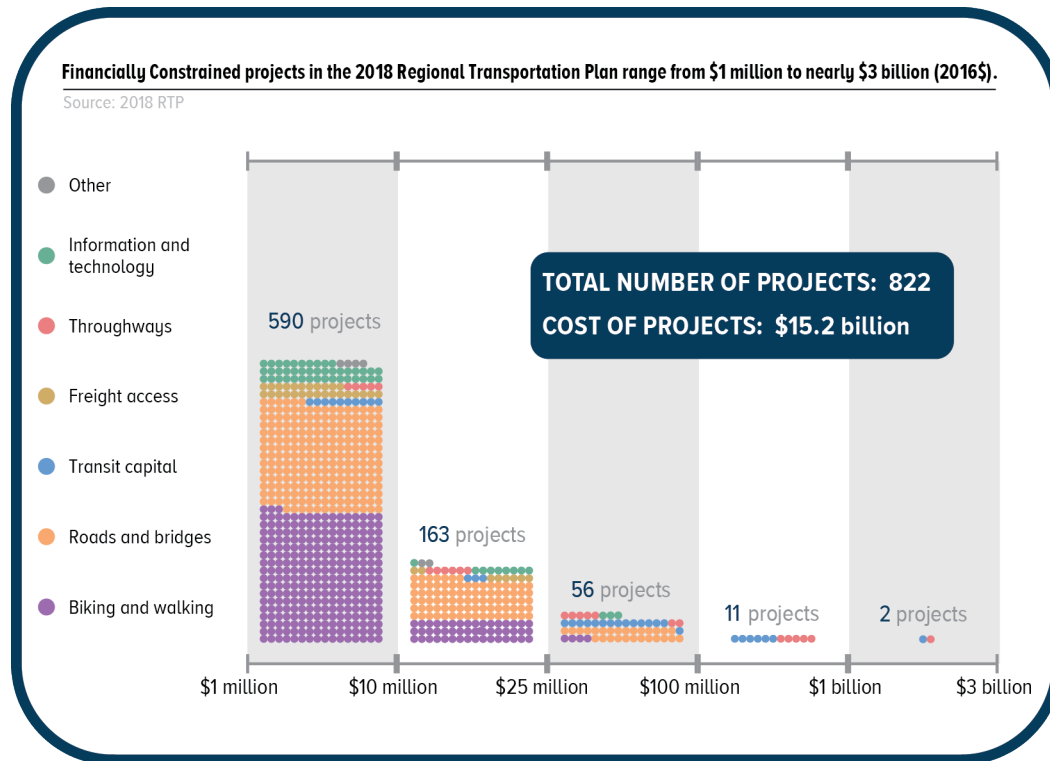
---

[12] To view the relevant layer, navigate to the Economic Value Atlas, deselect the "Measures" check box in the upper-left corner of the screen, scroll through the menu of measures below, and select the People > Job Access layer. Metro staff will be preparing a GIS layer containing this data for use in the high-level assessment.

In addition, Metro staff will report on the total percentage of the RTP constrained capital project budget that is associated with projects that receive credit for each measure – both for near-term projects that will be implemented by 2030 and for all projects included in the RTP, which runs through 2045. This will enable decision-makers to understand the extent to which the RTP invests in and prioritizes projects across the RTP goals. **Table 5** illustrates what the results might look like using illustrative figures that are not based on the current or previous RTP project lists.
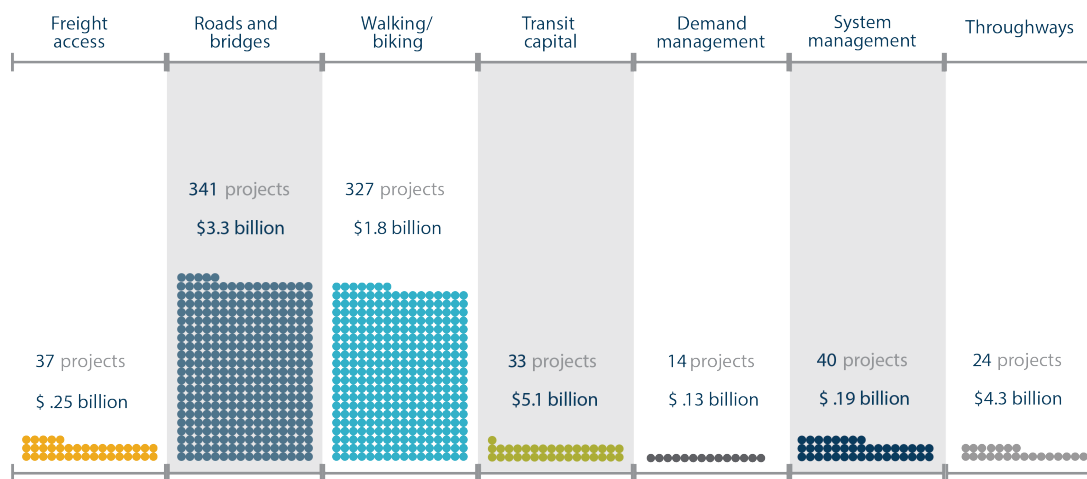
Table 5: Illustrative high-level assessment results for all RTP capital investments

| | | Illustrative Results | |
| | | % RTP constrained capital budget spent on projects | |
RTP Goal	**Measures**	**2030**	**2045**
Equity	Located in an Equity Focus Area	67%	55%
Equity	In an investment category that underserved people identified as a priority through regional~~RTP~~ community engagement or completes a gap in the RTP bicycle, pedestrian or transit networks	35%	33%
Equity	Meets both of the above measures	25%	21%
Climate	Has a high or medium greenhouse gas reduction potential	41%	39%
Climate	Located on a Regional Emergency Transportation Route or Statewide Seismic Lifeline Route	35%	44%
Climate	Meets both of the above measures	20%	19%
Safety	Identified as a safety project	67%	72%
Safety	On a high injury corridor or high injury intersection	30%	34%
Safety	Meets both of the above measures	16%	18%
Mobility	Completes a gap in the ~~region's~~RTP pedestrian, bicycle~~or~~, transit or motor vehicle networks	52%	44%
Mobility	Includes ADA- pedestrian-, bicycle- or transit-supportive design or system management elements	80%	85%
Mobility	Meets both of the above measures	46%	43%
Economy	Located in a 2040 center, station community, industrial area~~or~~, employ~~ment~~ area or urban growth boundary expansion area	35%	31%
Economy	Located in an area that offers higher-than-average access to ~~destinations~~jobs	55%	50%
Economy	Meets both of the above measures	35%	31%

Other infographics will be used communicate the range of costs and types of investments as shown in the figures that follow.
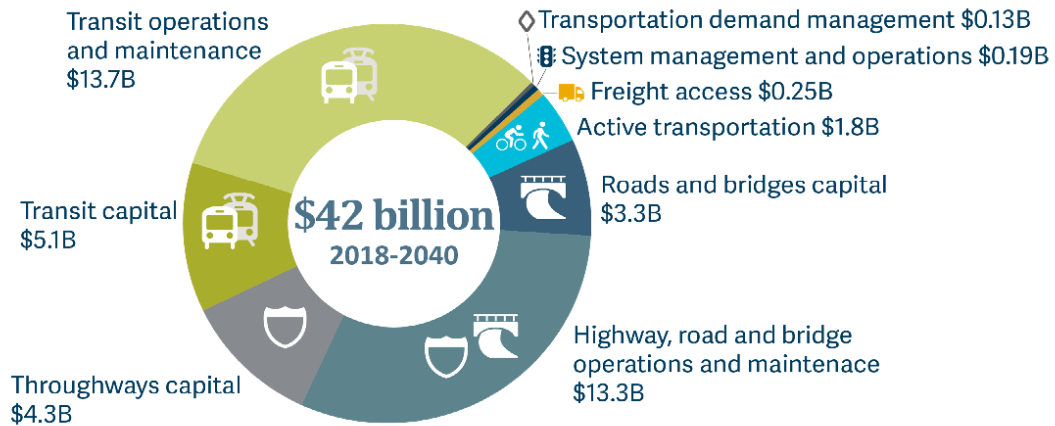
Financially Constrained projects in the 2018 Regional Transportation Plan range from $1 million to nearly $3 billion (2016$).
Source: 2018 RTP

Legend:
- Other
- Information and technology
- Throughways
- Freight access
- Transit capital
- Roads and bridges
- Biking and walking

TOTAL NUMBER OF PROJECTS: 822
COST OF PROJECTS: $15.2 billion

590 projects
163 projects
56 projects
11 projects
2 projects

$1 million $10 million $25 million $100 million $1 billion $3 billion

Roads, bridges and walking/biking had the most projects in the 2018 Regional Transportation Plan.

Freight access	Roads and bridges	Walking/ biking	Transit capital	Demand management	System management	Throughways
	341 projects	327 projects				
	$3.3 billion	$1.8 billion				
37 projects			33 projects	14 projects	40 projects	24 projects
$ .25 billion			$5.1 billion	$ .13 billion	$ .19 billion	$4.3 billion

Does not include transit service or operations and maintenance of the transportation system.
Source: 2018 RTP Constrained Project List

*What does the 2018 Regional Transportation Plan give us?

Transit operations and maintenance $13.7B

◇ Transportation demand management $0.13B

System management and operations $0.19B

Freight access $0.25B

Active transportation $1.8B

Roads and bridges capital $3.3B

$42 billion
2018-2040

Transit capital $5.1B

Highway, road and bridge operations and maintenace $13.3B

Throughways capital $4.3B

By the numbers

$4.3 billion to relieve highway bottlenecks

$4.5 billion for expanding light rail

$3.3 billion to help improve safety in equity focus areas

$1.8 billion to complete biking and walking connections

$1 billion for projects that focus on safety

$537 million for enhanced bus service

$417 million for regional trails

$254 million to improve access to rail and marine terminals

$189 million for smart technology to improve traffic flow on major streets

*Source: 2018 Regional Transportation Plan (Chapter 6)
Costs have been rounded and are in 2016 dollars.

Stay in touch with news, stories and things to do.
oregonmetro.gov/news

Follow oregonmetro

For more information on the 2018 Regional Transportation Plan, explore the interactive project map or read the final documents, visit **oregonmetro.gov/rtp**.

Metro

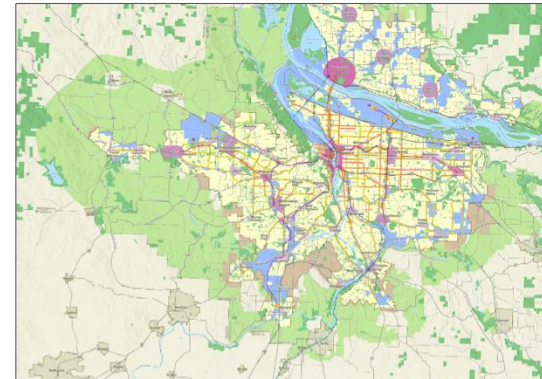Materials following this page were distributed at the meeting.

2023 Regional Transportation Plan

Overview of Timeline and Process for Call for Projects

Kim Ellis, RTP Project Manager

TPAC Workshop

Dec. 13, 2022

Metro

Today's purpose
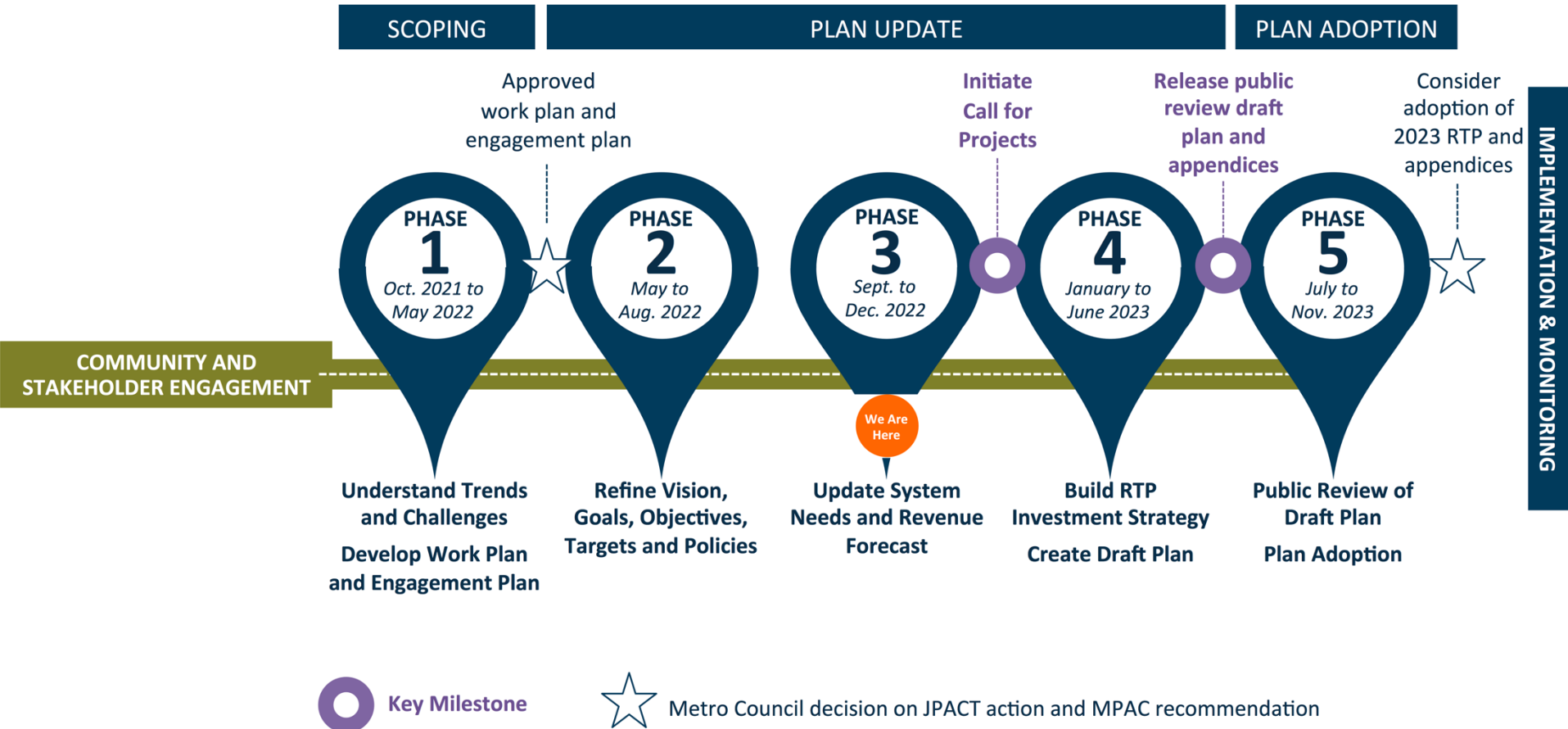
Review timeline and process for RTP Call for Projects

Continue work with TPAC to develop the technical and financial assumptions needed to complete the Call for Projects

- Draft revenue forecast and project list cost targets
- High-level assessment of projects

Timeline for the 2023 RTP update

2023 RTP Call for Projects
Where we are going

JAN. TO FEB. '23

MARCH TO JUNE '23

JULY TO AUG. '23

**2023 RTP
Call for Projects
Submission Period**

Jan. 6 to Feb. 17

Coordinating committees, cities, counties and agencies identify priorities

High-level Assessment of Projects

System Analysis

**Public Review Draft
2023 RTP and
Project and
Program
Priorities**

July 10 to Aug. 25

Engagement activities

JPACT and Metro Council direction on policy framework for the Call for Projects

JPACT and Metro Council direction on release of draft plan and project lists for public review

2023 RTP Call for Projects
Where we are now

| SEPT. TO DEC. '22 | JAN. TO FEB. '23 |

RTP Policy Framework

RTP Revenue Forecast

RTP Needs Analysis

**RTP
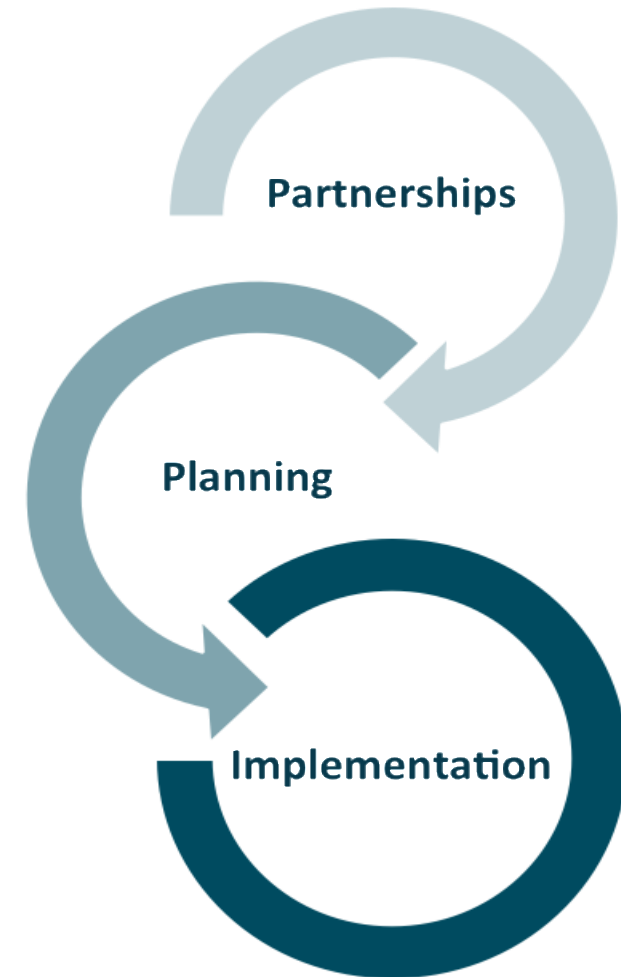Call for Projects
Submission
Period**

Jan. 6 to Feb. 17

Engagement activities

JPACT and Metro Council direction
policy framework for the
Call for Projects

Updating the region's priorities

- **Call for Projects from Jan. 6 to Feb. 17, 2023**

- **Cities, counties, agencies and county coordinating committees build draft RTP list** for evaluation, review, and refinement:

  - ➢ **Constrained priorities** – region's top priorities given current funding outlook
    - ➢ **Near-term** (2023 to 2030)
    - ➢ **Long-term** (2031 to 2045)

  - ➢ **Strategic priorities** – additional priorities the region agrees to work together to advance (2031 to 2045)

- **Capital costs targets set budget** based on draft revenue forecast and determine how many projects may be submitted

Partnerships

Planning

Implementation

Where do RTP projects come from?*

- Transportation system plans

- Regional planning

- Concept planning

- Subarea, corridor and topical plans and studies

- Comprehensive plans

- Capital improvement plans

- Project development

- Transit service plans

- Legislature
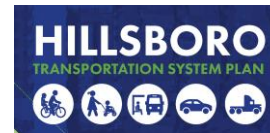
*All projects come from adopted plans, strategies or studies that had a public process with opportunities for public comment

What projects are eligible?

Projects that:

☐ are located on the designated regional system and within the MPA boundary*

☐ help achieve RTP vision, goals, targets and policies

☐ come from adopted plans or strategies that had opportunities for public input

☐ cost at least $2 million or be bundled with like projects

*The metropolitan planning area (MPA) is designated as the Portland urbanized area under federal law and designated by the Governor of Oregon.

RTP Transportation Networks

8
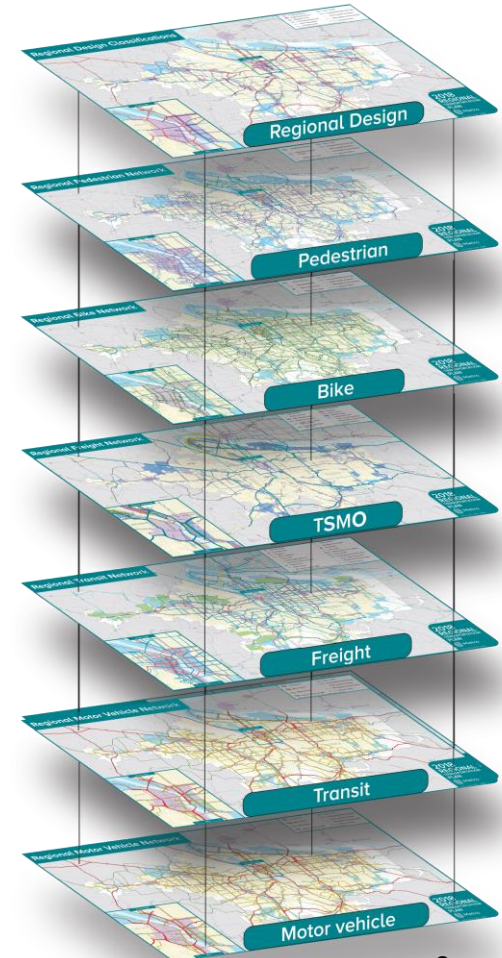
Policy framework for 2023 RTP

- RTP vision and goals

- Supporting measurable objectives and targets

- Supporting policies
  - 2040 Growth Concept map and policies
  - RTP transportation network maps and modal and design policies
  - Equity Focus Areas map and RTP equity policies
  - High Injury Corridors map and RTP safety policies
  - High capacity transit network map (draft) and RTP transit policies (draft)
  - Congestion management network map and RTP CMP policies
  - Other existing and new draft policies related to pricing and mobility

9
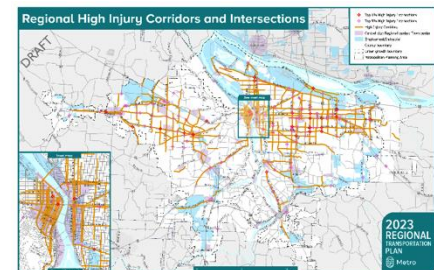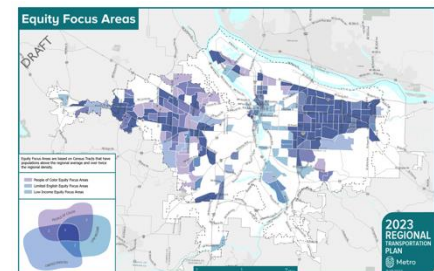
Outcomes-based technical analysis

High-level assessment of projects

- Show how individual projects and draft project list advance each RTP goal
- Highlight projects that advance multiple goals

System analysis

- Transportation analysis
- Equity analysis
- Climate analysis
- Environmental analysis

Developed by JPACT and Metro Council in 2022

10

Key dates

Jan. 6	**Call for Projects begins** and **online Project Hub database available**
Feb. 17	<u>Deadline #1</u> **Nominating agencies** submit required project information through online Project Hub <u>and</u> **coordinating committees** email project lists and endorsement letters to Metro
March-May	**Metro conducts technical analysis,** Metro and CBOs **seek public input on draft lists, and Metro reports input and findings** to Metro Council, Metro technical and policy committees, and county coordinating committees
May 24	<u>Deadline #2</u> **Nominating agencies submit letters of endorsement** from governing bodies (if not already submitted) and **final project list changes** in the Project Hub based on feedback and analysis
June 15/29	**Milestone:** JPACT/Metro Council consider input and technical findings and provide direction on releasing the draft RTP and updated priorities for public review and adoption

11

Resources and tools to support partners

RTP Hub online system and web page with resources:

- **Project Submission Guide** – a *how to guide with more details about information to be updated/submitted in the hub*

- **RTP Map Tool** – *online resource maps and geospatial data of 2018 RTP projects, policy framework maps and data*

- **Cost estimate guidance** and workbook

- **RTP Call for Projects staff liaisons –** *Lake McTighe and Ally Holmqvist*

Information will be available at: https://www.oregonmetro.gov/public-projects/2023-regional-transportation-plan/projects

12/2/22 TPAC Recommendation to JPACT

JPACT will take action on TPAC's recommendation on 12/15/22:

- accept the RTP Call for Projects Policy Framework *(see Attachment 1)* and

- direct staff to work with TPAC to fully develop the technical and financial assumptions needed to complete this work.

Questions and discussion

Draft 2023 RTP Revenue Forecast Assumptions and Project List Cost Targets

Ted Leybold, Resource Development Manager

TPAC Workshop

December 13, 2022

Revenue forecast elements

- **Local Agencies**
  - Locally generated revenues and State pass through
  - Federal funding to local agencies

- **Transit Agencies**
  - Locally generated revenues
  - State revenues to transit agencies
  - Federal funding

- **ODOT**
  - State generated revenues forecast to Metro region
 - Federal funding forecast to Metro region

Maintenance & Operations Costs

Demonstrate adequately maintaining and operating the federal aid system

- Most of the federal aid road system is on ODOT facilities
- Will utilize existing asset management reporting

Subtract maintenance and operations costs from revenue estimates to calculate funds available for capital projects

- Basis for cost targets for project submissions
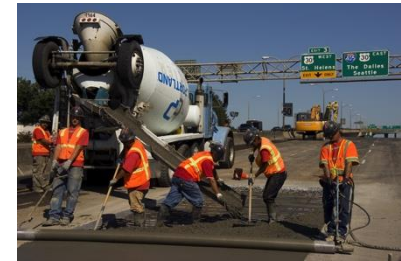
Draft revenue forecast calculations
Local Agencies

Local Agencies

- Locally generated revenues available after maintenance spending: $7.2 billion

- Federal funding to local agencies by sub-region: $2.7 billion total

  - Additional project specific federal discretionary award forecast for Burnside Bridge project

Draft revenue forecast calculations
Transit Agencies

Transit Agencies

- Federal funding
  - Programmatic funding
  - Capital Improvement Grant (CIG) funds (discretionary)
    - Potential funding based on capital plan
    - Must identify adequate match funding
- Locally generated revenues
- State revenues to transit agencies (e.g. STIF funds)

Draft revenue forecast calculations ODOT

ODOT

- Federal and State generated revenues forecast for ODOT spending in Metro region after spending on maintenance

- Federal discretionary funding for ODOT projects:

  - Project specific awards

    - I-5 Interstate Bridge Replacement (IBR)

    - I-5/Rose Quarter

  - Other discretionary

- Tolling revenues generated by IBR, I-205, and Regional Mobility Pricing Project (RMPP) will be forecasted

20

Draft local agency revenue forecast
(for capital projects)

12/9/22

Clackamas County and Cities Local Revenue Estimates for Capital Needs for 2023 to 2045

Agency	2023-2030 Capital Revenues	2031-2045 Capital Revenues	Total Local Revenues for Capital Needs
Clackamas County	$37,539,896	$102,554,028	$140,093,924
Gladstone	$78,923	$235,605	$314,529
Happy Valley	$45,604,403	$128,795,796	$174,400,199
Lake Oswego	$25,582,009	$61,203,779	$86,785,788
Milwaukie	$19,404,649	$56,006,578	$75,411,227
NCPRD	$7,582,969	$20,261,994	$27,844,963
Oregon City	$37,163,116	$101,524,715	$138,687,831
West Linn	$51,326,730	$131,663,361	$182,990,091
Wilsonville	$15,924,235	$42,550,188	$58,474,423
Federal/State Discretionary Share	$74,921,485	$245,350,851	$320,272,335
Total:	$315,128,415	$890,146,895	$1,205,275,310

21

2023 RTP Call for Projects
Draft local agency revenue forecast
(for capital projects)

Multnomah County and Cities Local Revenue Estimates for Capital Needs for 2023 to 2045

Agency	2023-2030 Capital Revenues	2031-2045 Capital Revenues	Total Local Revenues for Capital Needs
Multnomah County	$352,432,757	$139,726,503	$492,159,260
Fairview	$52,457	$125,501	$177,957
Gresham	$37,156,548	$99,283,771	$136,440,320
Troutdale	$3,403,891	$9,613,257	$13,017,148
Wood Village	$2,085,316	$5,572,048	$7,657,365
Federal/State Discretionary Share	$440,651,503	$133,124,441	$573,775,943
Total:	$835,782,472	$387,445,521	$1,223,227,993

Portland Local Revenue Estimates for Capital Needs for 2023 to 2045

Agency	2023-2030 Capital Revenues	2031-2045 Capital Revenues	Total Local Revenues for Capital Needs
Portland	$277,622,930	$801,153,758	$1,078,776,688
Federal/State Discretionary Share	$177,505,731	$581,290,965	$758,796,696
Total:	$455,128,661	$1,382,444,723	$1,837,573,384

2023 RTP Call for Projects
Draft local agency revenue forecast
(for capital projects)

Washington County and Cities Local Revenue Estimates for Capital Needs for 2023 to 2045

Agency	2023-2030 Capital Revenues	2031-2045 Capital Revenues	Total Local Revenues for Capital Needs
Washington County	$677,566,528	$1,972,148,905	$2,649,715,432
Beaverton	$81,525,130	$226,669,408	$308,194,538
Cornelius	$9,152,378	$26,780,356	$35,932,735
Durham	$1,401,625	$4,101,230	$5,502,855
Forest Grove	$18,908,234	$55,326,520	$74,234,754
Hillsboro	$315,181,956	$487,090,340	$802,272,296
King City	$3,737,666	$10,936,613	$14,674,279
Sherwood	$33,425,531	$96,974,326	$130,399,857
Tigard	$73,792,779	$191,182,279	$264,975,058
Tualatin	$22,381,977	$63,759,023	$86,141,000
THPRD	$38,341,227	$82,159,773	$120,501,000
Federal/State Discretionary Share	$145,212,728	$475,538,711	$620,751,438
Total:	$1,420,627,758	$3,692,667,483	$5,113,295,242

2023 RTP Call for Projects
Draft project list cost targets (capital projects)

Agency/County coordinating committee	Constrained List Cost Target		Strategic List Cost Target	Total RTP List Cost Target
	2023-2030 (millions, YOE dollars)	**2031-2045** (millions, YOE dollars)	**2031-2045** (millions, YOE dollars)	**2023-2045** (millions, YOE dollars)
City of Portland	$455.13	$1,382.44	$1,837.57	$3,675.15
Clackamas County, Cities, & NCPRD	$315.13	$890.15	$1,205.28	$2,410.55
Multnomah County and Cities	$835.78	$387.45	$1,223.23	$2,446.46
Washington County, Cities & THPRD	$1,420.63	$3,692.67	$5,113.30	$10,226.59
Oregon Dept. of Transportation	$0.000	$0.000	$0.000	$0.000
TriMet & SMART (Transit Capital)	$2,274.20	$3,744.80	$910.00	$6,929.00
Metro	$87.00	$259.80	$0.00	$346.80
Port of Portland	$17.04	$36.52	$53.57	$107.13

Table Notes:

- Operations and maintenance cost data for some agencies in Clackamas County and East Multnomah County is being finalized to determine capital cost targets for those areas. The draft cost targets reflect an extension of 2018 RTP data in the meantime.
- Multnomah County data assumes $500M of federal discretionary funds dedicated to Earthquake Ready Burnside Bridge project.
- Financially constrained transit capital funds available require identification of available financially constrained state and local match funds during the planning process or may be moved to Strategic project list.
- The draft revenue forecast and cost targets for ODOT are awaiting final data from ODOT.

Questions and discussion

Learn more about the Regional Transportation Plan at:

Kim Ellis, AICP

RTP Project Manager

kim.ellis@oregonmetro.gov

oregonmetro.gov/rtp

2023 RTP High-level project assessment: follow-up discussion

TPAC Workshop

December 13, 2022

Every evaluation oversimplifies things.

Good evaluations oversimplify things in a useful way.

High-level assessment goals and constraints

The high-level assessment is designed to show how RTP projects advance the five RTP goals. To be useful, it must:

- Reflect RTP policies and analyses
- Apply to the diverse set of RTP projects
- Fit within the RTP timeline and process
- Support partners in bringing projects into the RTP
- Provide clear information that decision-makers, partners and stakeholders can use to provide advance feedback on projects

What this means for the assessment measures

The measures used in the high-level assessment must:

- Rely on limited data – existing RTP maps and analyses or information provided through the call for projects
- Be simple (yes/no) questions
- Meaningfully differentiate between projects

Equity: use of EFAs

Draft measure: Is the project located in an Equity Focus Area?

Feedback: EFAs are not an adequate framework for assessing equity.

Staff recommendation: No change.
- The adopted RTP directs the region to prioritize investments in Equity Focus Areas.
- Equity Focus Areas are used to evaluate other funding decisions.

Equity: defining "equity projects"

Draft measure: Is the project in an investment category that underserved people identified as a priority through RTP community engagement (transit, bike and ped)?

Feedback #1: Projects that do not primarily invest in transit or active transportation can still make improvements to these networks.

Staff recommendation: Change measure as follows:
Is the project in an investment category that underserved people identified as a priority through RTP community engagement *or does the project complete a gap in the multimodal transportation system*?

Equity: defining "equity projects"

Draft measure: Is the project in an investment category that underserved people identified as a priority through RTP community engagement (transit, bike and ped)?

Feedback #2: Projects that invest in the motor vehicle network can also benefit equity.

Staff recommendation: No change to equity measures; edit mobility measure to credit motor vehicle projects that advance regional goals: Does the project complete a gap in the RTP pedestrian, bicycle, transit *or motor vehicle* networks?

Why the continued equity focus on transit and active transportation?

- Different communities have different modal needs.
- When doing outreach to marginalized communities, we almost always hear a need for transit, often hear a need for active transportation, and rarely hear a need for driving.
- We always hear a need for affordable and accessible travel options. Transit and biking/walking are more affordable and accessible than driving.
- We always hear a need for multimodal access to destinations. We need to complete the transit and bike/ped networks to provide multimodal options.
- Crediting all modes would render this measure meaningless.

Climate: system-level resilience measures

Feedback: The proposed system-level evaluation does not capture climate resilience.

Staff recommendation:

- Report on total RTP spending on resilience (and on all other criteria and goals included in the high-level assessment).
- Develop system-level measures for resilience once a regional disaster preparedness plan is in place.

Economy: support for emerging centers

Draft measure: Is the project located in a 2040 center, station community, industrial area, or employment area?

Feedback: the high-level evaluation should capture whether transportation investments support planned growth in developing areas of the region.

Staff recommendation: Change measure as follows: Is the project located in a 2040 center, station community, industrial area, employment area, *or urban growth boundary expansion area?*

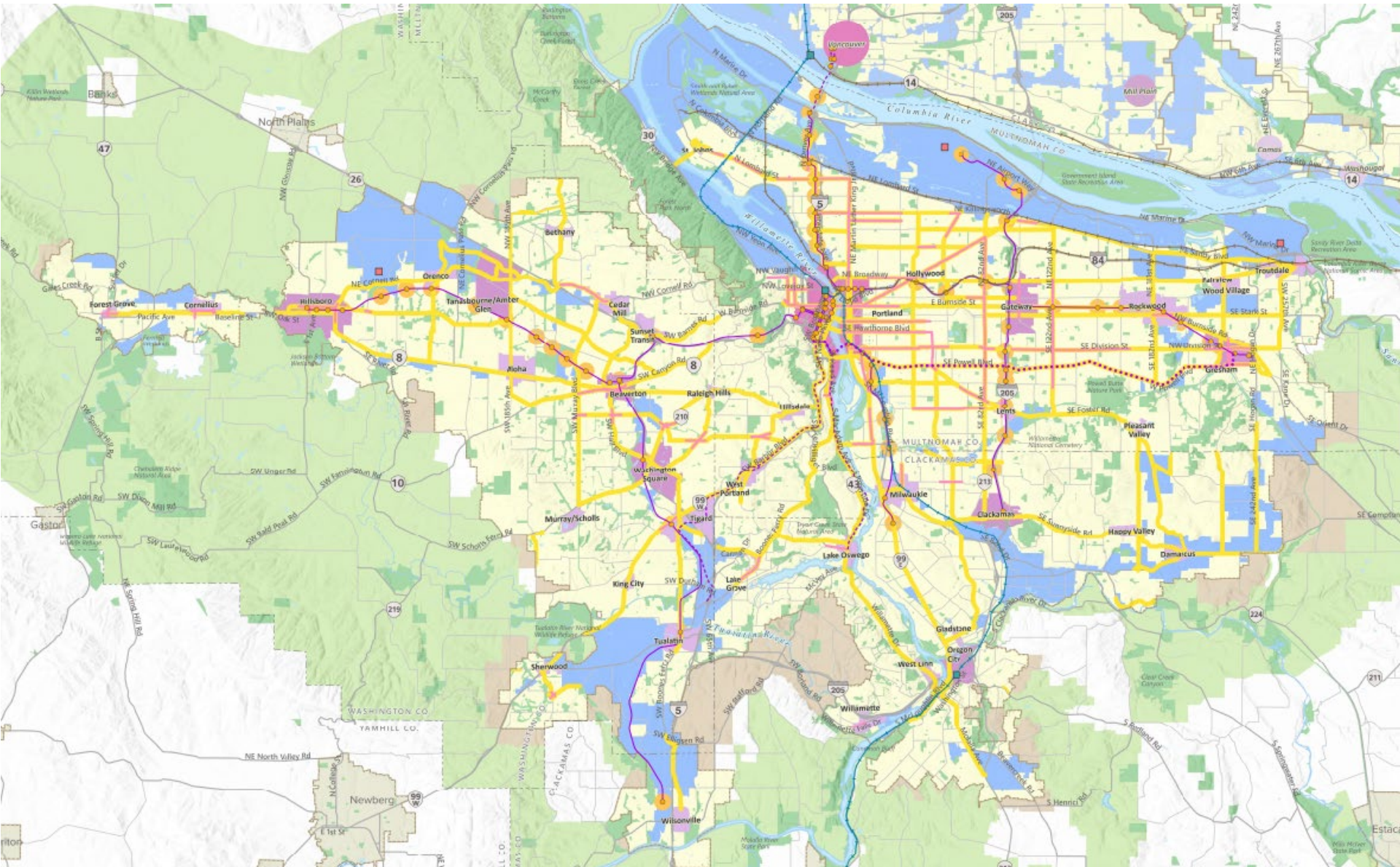# UGB Expansion Areas
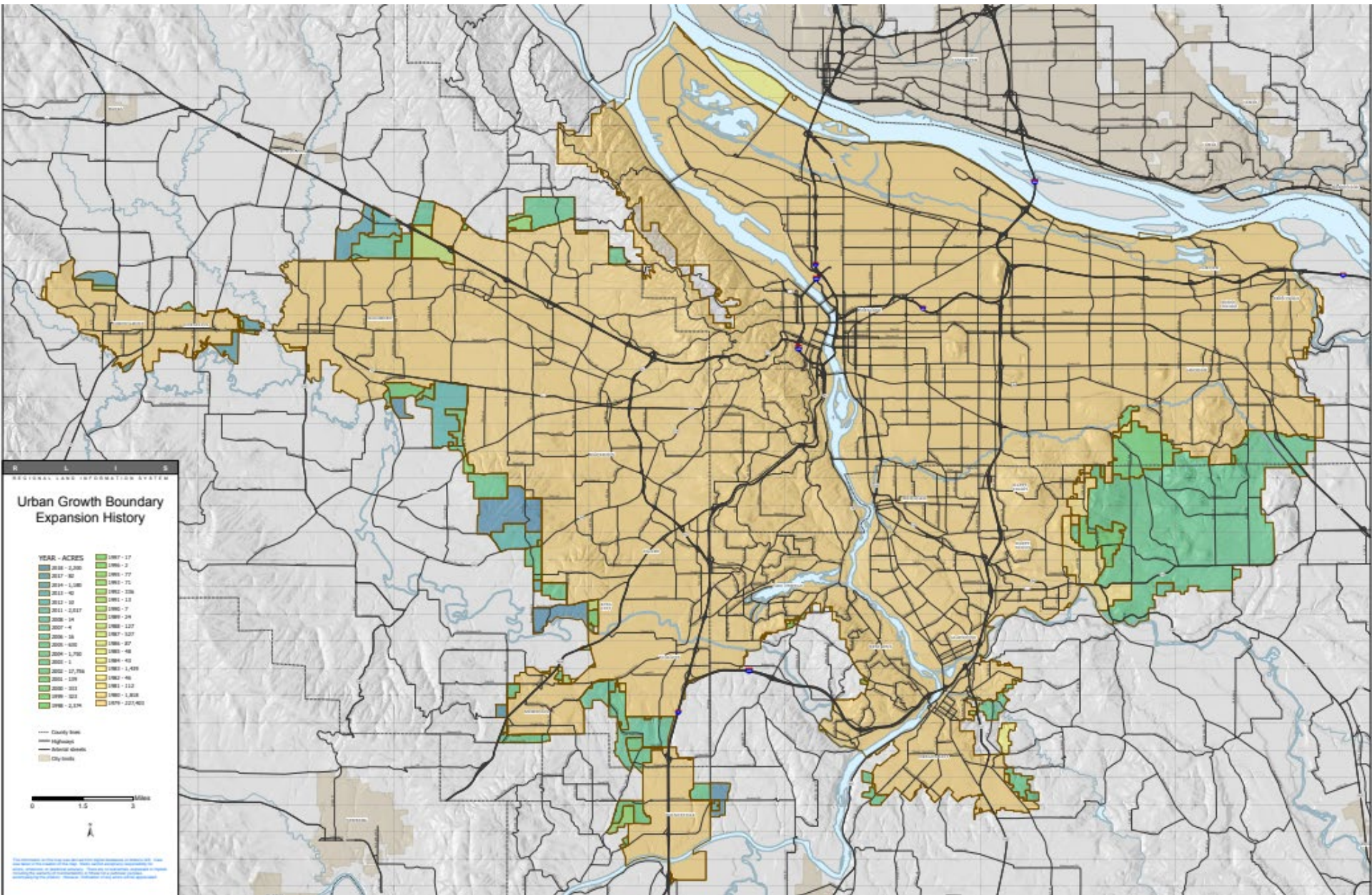
Economy: access to jobs

Draft measure: Is the project located in an area that offers higher-than-average access to jobs?

Feedback: What about increasing access in areas with lower-than-average access to jobs?

Staff recommendation: No change; show data and collect additional feedback.
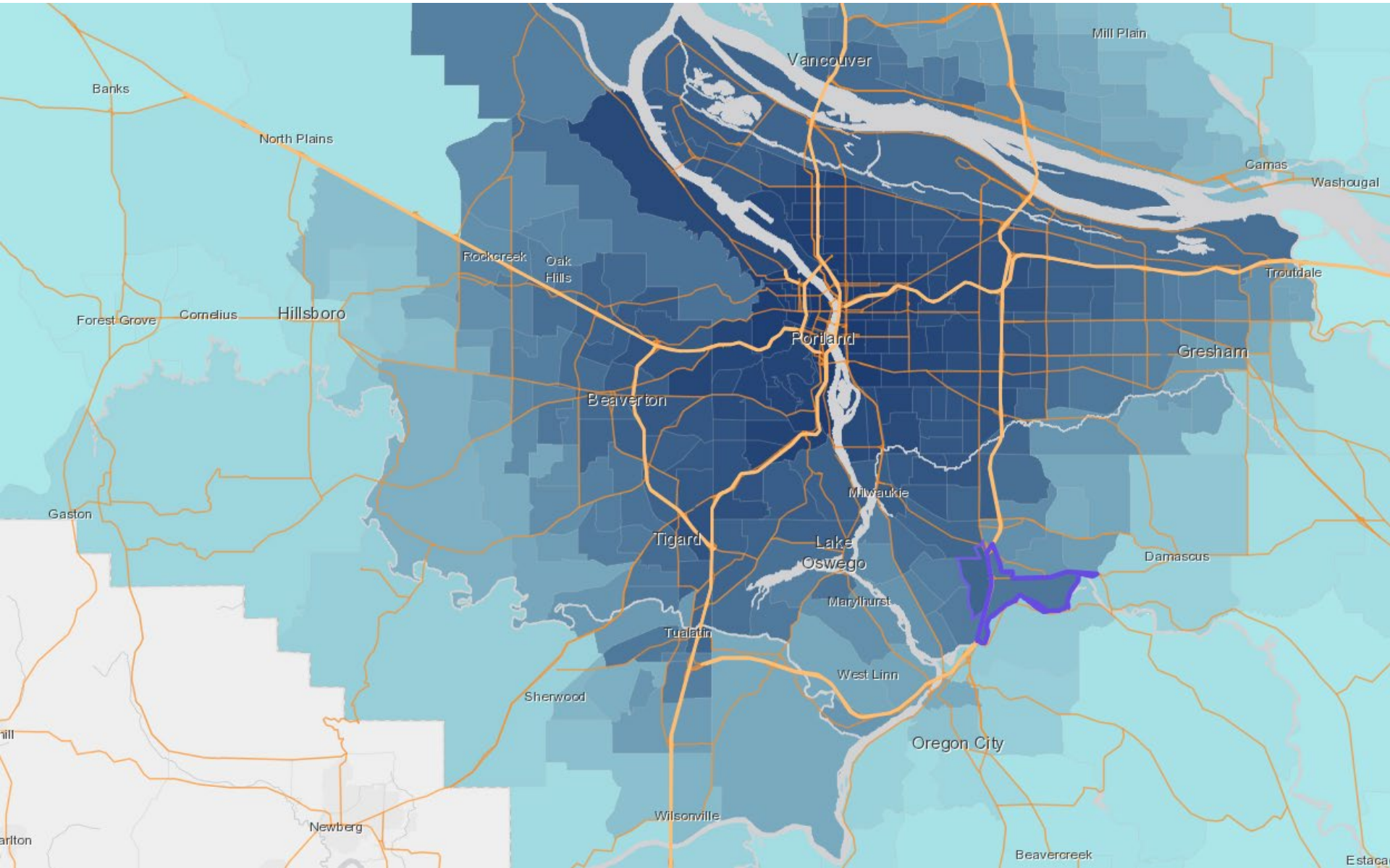
2040 growth areas cover some of the region...

This measure captures projects that help provide access to growth areas.

Reasons we recommended the draft measure

- The draft measure is also used in the RFFA evaluation.
- Areas that offer high levels of access typically have land uses that make for successful transportation projects.
- Adding credit for projects in UGB expansion areas is the best way to credit projects that support increases in access where we need them most.
- Crediting projects in both high-access and low-access areas would render the measure meaningless.

Other edits for clarity / consistency

- Under Safety, give credit to projects located both along high injury corridors *and at high injury intersections*.
- Under mobility, give credit to projects that include ADA-, pedestrian-, bicycle- or transit-supportive design elements *or system management elements*.
- Clarify that "access to destinations" is the same as "access to jobs."

eliot.rose@oregonmetro.gov
oregonmetro.gov