

Agenda



Metro

600 NE Grand Ave.
Portland, OR 97232-2736

Workshop: **Joint TPAC/MTAC/RTP Work Groups Workshop on 2018 RTP**
Date: Friday, April 14, 2017
Time: 10:00 a.m. to noon
Place: Metro Regional Center, Council chamber
Purpose: Discuss updated project evaluation framework and measures
Outcome(s): Feedback on updated project evaluation framework and measures to continue shaping MTAC and TPAC's recommendation to MPAC and JPACT

10:00 a.m.	Welcome, purpose & introductions	Tom Kloster
10:10 a.m.	2018 RTP Evaluation and Refinement Process Overview <i>Review of process and timeline for building, evaluating, and refining draft RTP investment strategy</i>	Kim Ellis
10:25 a.m.	Project Evaluation Overview <i>Review of project evaluation purpose, feedback and key refinements to framework and measures in response to feedback</i>	Kim Ellis and Tyler Frisbee
10:45 a.m.	Feedback on Updated Draft Project Evaluation Framework and Measures <i>Participants provide additional feedback on updated framework and draft measures for evaluating individual projects.</i>	All
11:45 a.m.	Next Steps	Tom Kloster
Noon	Adjourn	

Memo



Metro

600 NE Grand Ave.
Portland, OR 97232-2736

Date: April 7, 2017
To: TPAC, MTAC and Interested Parties
From: Kim Ellis, RTP Project Manager
Subject: Partner Feedback on DRAFT RTP Project Evaluation Framework and Measures

PURPOSE

Attached are comments received on the draft project evaluation framework and criteria since the March 17 technical workshop of TPAC, MTAC and interested members of the RTP performance, equity, freight, safety, and transit work groups.

NEXT STEPS

A second workshop will be held on April 14 from 10 AM to Noon at Metro in the council chamber. The April 14 workshop provides an opportunity to continue discussion of the criteria and how they will be used in the 2018 RTP update prior to presenting a project evaluation proposal and draft criteria to the Metro Council and regional policy committees for discussion and consideration in April and May.

/Attachments

1. City of Tigard (3/18/17 and 3/20/17)
2. ODOT (3/23/17)
3. City of Portland (3/23/17)
4. Multnomah County Public Health (3/24/17)
5. Clackamas County (3/24/17)
6. Washington County (3/27/17)
7. Multnomah County (3/28/17)

From: Buff Brown <BuffB@tigard-or.gov>
Date: Monday, March 20, 2017 at 3:02 PM
To: Kim Ellis <kim.ellis@oregonmetro.gov>
Subject: RE: Comments on Criteria

Kim – I have attached a spreadsheet format of Tigard’s scoring system. The goal is to be able to score each project in 15-20 minutes, requiring no analysis, but some thought and knowledge of the project. Each criterion (mostly) has a range of 0 to 3, with some going negative (can go to -2), and one having a chart that can go up to a score of 6. Really good projects get 18ish, and bad ones get 4 to 7. We use the score to pick 300% of the money we have (for the time-period), and then have the public (and committees) rank just those projects, then decide from there.

I agree with some, that if it makes it on the RTP, the counties will decide on their own what they want to do, but the score can possibly get projects off the list that are not aligned with the goals of the RTP, and will inform the funding sources as to how they meet (or don’t meet) the goals.

From: Buff Brown <BuffB@tigard-or.gov>
Date: Saturday, March 18, 2017 at 3:32 PM
To: Kim Ellis <kim.ellis@oregonmetro.gov>
Subject: Comments on Criteria

Kim,

Yesterday was my first real RTP meeting. I had some thoughts after the meeting and thought I’d get them to you while they are fresh on my mind. I really have not read the material well, but am responding to the presentations given yesterday.

Here are some comments:

Mode-neutral criteria:

I do like that all the projects are scored under the same criteria – mode neutral. We do this in Tigard with an eye toward our Strategic Vision of walkability.

Use Mode Shift with or instead of VMT:

I would include Mode Shift as a criterion. VMT is a decent proxy for safety, but mode share is really a single indicator that benefits many of the goals, and we seem to avoid saying it. Mode share affects safety, health, pollution, infrastructure costs, and equity. Using Mode shift consolidates many of these indices. For example, a road diet may reduce VMT, but it is substantially better if it includes a cycle-track or exclusive bus lanes, which both reduces VMT and improves the LOS of other modes.

No Freeway VMT exemption:

VMT on Freeways should be a criterion. Growing VMT on highways grows VMT on the entire network. The fact that DOTs tend to focus on moving cars and trucks quickly, including in urban centers, results in the major sources of funding going to projects that induce VMT, and degrade lower-cost, city-friendly mode options. Metro need to be keeping induced VMT for freeway projects instead of staying neutral, or giving freeways a pass.

Equity criteria:

Your Equity criteria currently appears very geographic, and could be looking at the cost/passenger-mile on a modal basis. This could include both the user costs and the actual infrastructure costs, and could include the external costs per mode (health cares costs, environment costs, land costs, etc.). Then each project is analyzed as to what trip-types (mode) it induces/benefits and then what are the costs to users, etc.. It would also be good to have trip profiles (from surveys?) of low-income and communities of color to show what modes are used and what modes are best, and to juxtapose this with the trip-types that each project induces/benefits to show what demographic it benefits.

Metro actions:

The standard projects that will do well with the criteria being considered are bike/walk/transit projects, but a major cause of congestion is that driving is massively under-charged to the user. The best way to correct this is congestion pricing, which suburbs are unlikely to offer. Metro is the right regional agency to study and recommend congestion pricing projects. Metro also is the right agency to recommend and score road-diet and lane-repurpose projects throughout the region. Can we put that on Metro's agenda at some point?

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POINTS

		3	2	1	0	-1	-2	
Project Factors	In Plan*	Adopted City Master Plans/Special Area Plans	Unadopted City Plans	External Plans (Metro, ODOT, etc.)	Not in a Plan			
	Walk Along	follow chart below						
	Walk Across	Substantially improves the walking environment across a ROW. *3	Moderately improves. *2	Mildly, but positively improves. *1	No effect	Hurts the walkability (e.g., adds intersection turn lane)		
	Connectivity	Creates a new connection for all modes	Creates a new connection for some modes	Improves a connection for bike/ped or improves a road alignment	N/A			
	Intersection relief	Highly Congested †3	Moderately Congested †2	Mildly Congested †1	Not Congested			
Project Factors [Total]								

		3	2	1	0		
Location Factors	Corridor Demand	High demand Corridor (~20,000 trips/day)**	Medium demand (~10,000 trips/day)	Low demand (~3000 trips/day)	This area has very little demand		
	Solution Impact	Establishes a critical link. **3	An important link. **2	link of low importance. **1	no effect		
	Natural Resource Impact				no effect	Moderate impact on Nature Areas ††	Large impact (2 or more of Moderate impacts)
Location Factors [Total]							

Access Factors	Creates improved access to:	Nature	1
		School	1
		Parks	1
		Transit Network	1
		Bike Network	1
		Equity/Opportunity	1
		Commercial Area/Node	1
Access Factors [Total]			
Grand Total			

	Vehicle ADT				
	Less than 200	200 to 1,000	1,000 to 5,000	5,001 to 12,000	More than 12,000
wide (>5 ft) sidewalks w planter strip both sides	3	3	3	3	3
buffered (planter strip or bike lanes) sidewalks both sides	3	3	3	2	2
curb-tight sidewalks both sides	3	3	2	2	1
One side buffered sidewalk	3	2	2	1	1
One side curb-tight sidewalk	2	2	1	1	0
Edge pavement > 4 feet	2	1	1	0	0
Edge pavement < 4 feet	1	1	0	0	-1
Gravel Path	1	0	0	-1	-2
Dirt Path	0	0	-1	-2	-3
Travel lane Only	0	-1	-2	-3	-3

* In Plan examples:

- 3 = TSP, Greenways Master Plan, Downtown Connectivity Plan, CIP, River Terrace Plan
- 2 = Wash Square Plan, Neighborhood Trails, Triangle Plan, Strategic Vision Goal 1 Plan
- 1 = RTP, Metro TSMO, SWC SIS, Metro Regional Trails

*3 Ped bridge, New midblock Crossing where Pedestrian had no ROW; RRFB or Hawk light and painted crossing, Stop sign where none existed.

*2 Pedestrian island at marked crossing, RRFB at marked crossing, road diet (reduced lanes to cross), raised crosswalk

*1 bump outs, improved pavement markings, reduced curb radii, all-way stop signal for ped xing, ped signal heads

†3 At daily (weekday) peak periods, wait exceeds 2 signal cycles, or que exceeds 2 block lengths.

†2 Above criteria, but not daily; or daily (weekday) wait exceeds 1 signal cycle, or que exceeds 1 block length, for more than 4 hours/day.

†1 Above criteria, but not daily; or daily (weekday or weekend) wait exceeds 1 signal cycle for more 2 hours/day.

** This project is along or parallel to a corridor with a very high level of demand for movement (20,000 cars/day is an indicator)

**3 final gap fill and/or eliminating of real barrier. From a real challenge to easy. Pedestrian bridge. Cal-de-sac connection.

**2 An influential solution. A midblock crossing that is still challenging. A Cal-de-sac connection that zig-zags or is isolated.

**1 A new sidewalk where many gaps remain. A widening of a path. A chip path that provides a non-ideal walkway.

†† Project likely to cross through or encroach onto one of the following: floodway (NOT floodplain), significant wetland, or sensitive lands tree location or for a project OTHER THAN TRAILS that encroaches on Goal 5 highest value habitat. (These are specific layers in Tigard Maps)

Subject: Comments on RTP project criteria

Date: Thursday, March 23, 2017 at 3:14:34 PM Pacific Daylight Time

From: RAHMAN Lidwien

To: Kim Ellis, John Mermin, Tyler Frisbee

CC: MAKLER Jon, PUTNEY Mandy

Following up on last Friday's Workshop, here are ODOT's specific comments on the proposed RTP project criteria;

- Air Quality and Climate Change: don't think that "facilities to separate bicycles from vehicle lanes" on designated freight routes (if that is the intent – it is not clear) should get additional points for improving traffic flow, on top of the points such a project would already get above under the heading of reducing VMT and providing an alternative to SOVs. That's double-counting for certain bike treatments on or parallel to freight facilities. Is there evidence that separating bicycles from freight improves flow and thus contributes to better air quality?
- Congestion Relief: delete the words "in a corridor" – a project should only get points for reducing congestion where it happens, not somewhere else in the same corridor. What is the definition of corridor anyway?
- Same page: delete the words "this should be documented in an adopted plan". Reductions in delay are not typically documented in adopted plans. Modeling results are part of background documents, not part of adopted plans. ODOT analysis results are never part of plans adopted by the OTC. It would be OK to say more generically "this should be documented through transportation analysis."
- Environmental Protection: delete this whole category. None of this information is available at the system planning stage, which only defines the "general location of planned improvements" (the RTP is a system plan). It will not help you distinguish between projects. All major projects must comply with NEPA and will therefore be sited and designed to avoid/minimize/mitigate negative environmental impacts.
- Equity and Access to Opportunity, footnote 16: do not assume that facilities that *travel through* an area provide access. Freeways and Expressways by definition do not provide access – they are designed to provide mobility with very limited access.
- Freight and Goods Movement, footnote 22: do not assume that a project improves access to industrial areas if it merely *passes through* such an area. Freeways and Expressways by definition do not provide access – they are designed to provide mobility with very limited access.
- Placemaking and 2040 Centers support, footnote 30: being on a facility that ultimately terminates in a center or travels through a center" does not assure that a particular project *somewhere along that facility* will serve a Center. The facility should actually provide access into the Center, and the project itself should be near enough or big enough that it provides increased mobility (i.e. reduces congestion or travel time) and accessibility to or within a Center. Same page: development densities should be transit-supportive not just for residential uses/numbers of households, but for other uses as well. The Urban Growth Management Functional Plan, title 6 (Metro Code 3.07.640) sets standards of persons per acre for the Central City, Regional and Town Centers, Station Communities, Corridors, and Main Streets. Consider using these same standards for defining transit-supportiveness.
- Transportation Resilience: it seems silly to give this criterion as many points as all the others, especially since it is an all or nothing point system for this one.

Again, based on our conversation earlier last week, ODOT recommends that the individual project information be collected as part of the Call for Projects, but that the scores not be reported out as part of the initial findings for the system performance evaluation. Instead, we recommend that Metro staff use the project scores to suggest potential refinements or swaps within the project lists (timing, phasing, constrained versus strategic) based on where the system performance is not adequately moving towards achieving the

Desired Regional Outcomes and RTP performance targets. Then provide the scores and the staff suggestions as resources for the jurisdictions to have those regional conversations at the Coordinating Committees in February-April 2018. In other words, don't rank all projects region-wide based on aggregate system performance, but assess projects based on system performance in specific geographic subareas. A bike project in Gresham is not going to help air quality in Hillsboro, or freight delays from Hillsboro to Wilsonville....

Thank you for the opportunity to comment,

Lidwien Rahman
Principal Planner
ODOT Region 1
123 NW Flanders
Portland OR 97209
Phone: (503) 731-8229

Subject: PBOT comments on performance evaluation measures

Date: Thursday, March 23, 2017 at 1:32:31 PM Pacific Daylight Time

From: Gray, Judith

To: Kim Ellis, Tyler Frisbee

Hi Kim & Tyler,

I want to share a comment about the safety measure, though I think you already heard this from Margi. That is, the Transportation Safety measure includes “agency adopted safety plan” but Margi pointed out to me that most agencies don’t have one and we don’t really have a standard for what that would be. We have Vision Zero which is a highly ambitious policy and we will be developing specific projects for the TSP. But I don’t know that that will count; or if some agencies will suggest projects that we don’t agree are “safety.”

I always remember when the traffic engineer in Tigard wanted to add a third left turn lane onto 99W because he felt that the back ups were causing cars to divert onto local neighborhood streets and therefore we needed to accommodate more cars with the added turn lane.

I’ll ask Peter Hurley to send a few projects for testing the evaluation approach.

Judith Gray

Transportation Planning Section

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Subject: Comments on criteria

Date: Friday, March 24, 2017 at 4:47:53 PM Pacific Daylight Time

From: Brendon HAGGERTY

To: Kim Ellis

Hi Kim,

Last Friday's workshop was really informative and productive, thanks for putting together a great meeting. I had a few comments on the RTP criteria that I wanted to make sure I got to you in writing. Most of them were discussed last week, but please be in touch if there's anything I can clarify.

- As Jae noted, a way to indicate magnitude, such as how many trips are served, would help make the project-level evaluations more meaningful.
- I want to emphasize the importance of physical activity, especially since it will start to stand out if we move to a more quantitative evaluation in the future. I think it's worthwhile to convert the language of the equity & access criterion from "improve public health" to "increase physical activity." Since air quality and safety are squarely covered elsewhere, this would be one good place to emphasize it.
- I'd like to see a way to prioritize reducing air pollution in areas already burdened by high concentrations of pollutants. In some ways the criteria accomplish that as they are (e.g. bottlenecks are likely to be in areas with lots of pollution), but I wanted to highlight this as an intention.
- As I mentioned at the meeting, I think the concept of a project "serving" a community needs some clarification. One way to do that would be to think of it in terms of where benefits from a project accrue and where burdens accrue. For example, I-5 technically serves North Portland, but it's a regional benefit with localized costs.
- Several performance measures in the Climate Smart Strategy were to be addressed by the 2018 RTP. Where are those included in various layers of RTP evaluation?

Have a great weekend,
Brendon

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March 24, 2017

Re: Comments on 2018 RTP Project Performance Criteria by Clackamas County Department of Transportation and Development

Dear Kim and Tyler:

Thank you for the efforts that Metro staff and the members of the RTP Working Groups have put into developing the Project Performance Criteria for the 2018 RTP. We at Clackamas County have been very engaged in the process and have appreciated the thoughtful discussion and consideration given to input provided. The development and application of performance criteria for the projects in a regional transportation plan is a very complex process and Metro is clearly leading the nation in the approach that is being proposed. Our transportation planning staff has reviewed the proposed Project Evaluation Criteria in response to your request at the March 17 workshop and we would like to provide the following written comments for your consideration.

1. Use of the Project Performance Criteria in Developing the RTP

Based on discussions with Metro staff and presentations at RTP work groups, MTAC, TPAC, we been working to understand the manner in which the project evaluation criteria will be applied in developing the RTP investment strategy. The clearest statements that we have found on that issue are in the March 8, 2017 memo from Tyler Frisbee and Kim Ellis to MTAC and TPAC. Below are several quotes from that memo that have been most helpful to us:

March 8, 2017 Memo from Frisbee/Ellis Page 5:

“Project evaluation is one of several tools to support decision-making in 2017 and 2018 – including public input, system performance analysis, transportation equity analysis, and regional policy discussion. For the 2018 RTP update, the scoring from the project evaluation could assist the Metro Council and JPACT in comparing proposed investments and making policy recommendations on near- and longer-term investment priorities for limited federal, state and regional funding.”

March 8, 2017 Memo from Frisbee/Ellis Page 5 & 6:

“The project evaluation would identify expected outcomes of the projects and be reported to policymakers along with the planned system performance and transportation equity analysis of the overall 2018 RTP Investment Strategy. JPACT and the Metro Council will be asked for direction on how the information is presented. Possible ways to use the information include:

- *relative ranking or tiering (e.g., top third, middle third, lower third) of projects by total evaluation score by infrastructure type*
- *relative ranking or tiering (e.g., top third, middle third, lower third) of projects by total evaluation score by measure”*

Based on those statements we understand the following:

- a. Decision making on the projects included in the “Constrained” and “Strategic” sections of the RTP will be made by Metro Council and JPACT based on the following:
 - i. Project Evaluation
 - ii. Public Input
 - iii. System Performance Analysis

- iv. Transportation Equity Analysis
- v. Regional Policy Analysis
- b. The projects will be tiered based on the Project Evaluation Score
- c. This list of projects organized by Project Evaluation Score will be presented as the starting point for development of the transportation investment strategy.
- d. Although not stated, we think it is highly likely that projects will be placed in the investment strategy in the order of the Project Evaluation Score. As a result, the projects that do not score sufficiently high on the Project Evaluation will not be included in the fiscally constrained list for the 2018 RTP.

Based on this understanding of the process, it appears that although the Project Evaluation is not the sole deciding factor in determining if projects are included in the “Constrained” section of the plan, the Project Evaluation will be a very important component in that decision making process. We are concerned that members of the public and elected officials do not understand the impact the Project Evaluation will have on the inclusion of projects in the fiscally constrained list for the RTP. To rectify this, we recommend that the description of the use of the Project Evaluation in the RTP should be presented in a much simpler manner. A very simple Gantt chart organized by month between now and the proposed date of RTP adoption with lines to represent the most critical steps in the process, and a clear explanation of the analysis that will be applied at each step will greatly assist all stakeholders in understanding the role of the evaluation criteria. We also think that chart should clearly state the manner in which the projects would be ranked in the lists presented to JPACT and Metro Council.

2. **Treatment of Coordinating Committee Priorities** - It is also important for our policymakers to understand how projects will be treated that are identified as a priority by the coordinating committees but do not score well on the project evaluation. It is confusing that the Coordinating Committees are being asked to submit a recommendation / endorsement for a list of projects organized in the order of priority within three groupings (highest 2018-2027, high priority 2028-2040, additional priority 2028-2040) without the benefit of knowing how the projects have scored via the Project Evaluation criteria.

3. **Application of the Project Evaluation Criteria**

There are two important issues regarding the application of the Project Evaluation Criteria that we want to bring to your attention. These issues are serious enough that they completely offset the value of the Project Evaluation.

- a. **Bias** – The proposal calls for self-evaluation of projects by the project sponsors. Given the importance of the Project Evaluation Criteria in organizing the lists of projects that will be used to create the “Constrained” list, we anticipate that the Project Evaluation by the sponsors will be biased. Such a result will undermine the credibility and usefulness of the project evaluation. We recommend that the Project Evaluation be conducted by professionals that are not project sponsors, such as a county level transportation technical committee.
- b. **Complexity** – The Project Evaluation Criteria are very complex and require a great deal of judgment. We think that the criteria could be significantly simplified and that doing so will eliminate many of the issues identified in Clackamas County’s comments.

4. Project Evaluation of Projects In the Constrained Project List of the 2014 RTP

We are also concerned about the manner in which the Project Evaluation will be applied to the current fiscally constrained list of projects in the 2014 RTP. Although the March 8, 2017 memo states that the project performance evaluation is not intended to be used to remove projects from the RTP there are other outcomes that are not addressed. It seems possible based on that statement that projects could be moved from the fiscally constrained list in the 2014 RTP to the “Strategic” category in the 2018 RTP. That outcome would be difficult to explain to members of the public, project sponsors and elected officials. The fiscally constrained project list in the 2014 RTP represents the best consensus that is available at this point on regional transportation priorities. There needs to be a definitive statement on the treatment of projects in the fiscally constrained list of the 2014 RTP so that all stakeholders can fully understand the implications of the project evaluation process for the existing consensus on transportation improvements.

5. Project Evaluation By Mode

Our recommendation is that the evaluation and comparison of proposed projects should be conducted by mode. There are two concerns that have led us to this conclusion.

- The first is that the effects of the projects that will be evaluated is heavily dependent on the mode. Specifically, some of the criteria apply to certain modes, and other criteria apply to other modes, but none of the criteria apply to all the modes. As an example, the Placemaking and 2040 Centers criteria have little relevance for a major highway improvement, and the Freight and Goods Movement criteria have little relevance for a town center. Unless the project evaluation criteria perfectly balance all 12 Key Factors, the Project Evaluation criteria will be biased towards particular types of projects and biased away from others. This issue could be eliminated by evaluating the projects by modes and only evaluating the projects for a particular mode for the Key Factors that are specifically benefited by that mode.
- Further, project evaluation by mode enables an appropriate understanding of the scale of the benefits for each project. The scale and importance of an improvement is very dependent upon the vantage point of the observer. For example, a major capacity improvement to a controlled access highway provides a small, incremental benefit in the lives of hundreds of thousands of users per day by reducing their safety risk and delay, while also providing important economic benefits. That small benefit might be imperceptible to the average user but could provide large benefits for the region when summed for all those who experience benefits. A high capacity transit improvement might provide a more noticeable benefit to several thousand riders per day by reducing their transportation/parking costs. Such a benefit would be more obvious to the user of that high capacity transit project, but it could provide lesser overall benefit to the region. A Safe Routes to School project could provide a very obvious benefit to several hundred children and parents due to increased activity, improved health and safety. That benefit might be very obvious to those children and their parents, but be imperceptible on a regional scale. All of these projects types provide important benefits and are justifiably being considered for inclusion in the transportation investment strategy. But given the differences in the scale of the benefits, it is impossible to compare such diverse projects across modes and draw reasonable conclusions about the importance of each project.

Conducting the evaluation by mode will eliminate these problems and focus the discussion on the benefits that are provided by each mode and enable a comparison of the benefits provided across similar projects. So, while it makes little sense to compare the benefits of a highway capacity project, a high capacity transit project and a Safe Routes to School Project, a comparison of all the projects in modal categories will enable members of the public and policymakers to understand the relative costs and benefits of each and structure a balanced transportation investment strategy that optimizes the choices to meet all 12 Key Factors.

6. Project Evaluation Criteria

Reviewing the project evaluation criteria for the 12 key factors, there appear to be issues in the way the evaluation criteria are to be applied and we would like to provide the following comments that we think would improve the Project Evaluation Criteria:

- a. **Gatekeeper Criteria** - We think that there are some project evaluation criteria that are so important they should be viewed as “gatekeepers.” The “gatekeeper” criteria should be treated as a “Yes/No” criteria. Projects should not even be considered for inclusion in the 2018 RTP if the project fails the gatekeeper criteria. We think there are three specific criteria that fall into this category.
 - i. **Public Engagement and Community Support** – This criteria focuses almost exclusively on the adoption of the project into a planning document after appropriate public input. This criteria is so important that it should be a “gatekeeper.” We believe that no project that has not been adopted in a plan or won’t be included in a plan to be adopted before adoption of the 2018 RTP next year should be included.
 - ii. **Environmental Protection** - Environmental protection is an important goal for all infrastructure investments. Impact to the environment is another “gatekeeper” – projects that can be clearly identified as having an unmitigated impact to important environment resources should not even be considered in the process. If the project sponsors cannot identify how any identified environmental impacts will be mitigated, then the project does not deserve to be included in the 2018 RTP. We believe the best approach is to turn the environmental protection criteria into a “Yes/No” type of gatekeeper criteria.
- b. **Leverage and Accountability** – Leverage and accountability are very important characteristics of projects and something of great concern to the elected officials and members of the public. However, very few projects in the RTP have a financial plan in place that would allow these issues to be assessed or compared. Leverage and accountability are much easier to evaluate for projects that are ready to move into active development stages and already have a detailed financial plan. We think the important “gatekeeper” criteria for longer term projects in the RTP is commitment by the agency or local government to participate financially in the development of the project. Understandably, for longer term projects that have not yet entered project development phases, the project sponsor may only be able to indicate an intent to participate financial without specific commitments. But, if a proposed project cannot secure sufficient support so that there is some commitment on the part of the project sponsor to participate financially, then the project should not be in the 2018 RTP.

- c. **Current Conditions Used to Assess Future Benefits** – In some cases, current conditions are used to assess future benefits. For example the Jobs and Economic Development factor has two evaluation metrics – Improve Access to Areas of High Job Concentration, and Improve Access to Targeted Industries. Both metrics are based on the concentration of employment that currently exists or on existing employment in targeted industries. A Regional Transportation Plan is a long term planning document and addresses transportation needs over a 25 year or longer period of time. It is our experience that conditions can radically change over such periods of time. Existing industries or employment areas could change or cease to exist. New industries or employment areas could come into existence and require transportation improvements. New business sectors that do not even exist today could come into being and be identified as targeted industries 25 years in the future. We think the criteria should include consideration of employment areas that are planned as well as the existing uses on the ground today. This will help us incorporate projects that support the 2040 land use concept for emerging urban areas.
- d. **Transportation Safety Project Evaluation** – We have several concerns about the Project Evaluation criteria for Transportation Safety:
 - i. **Safety Measures** – The Project Evaluation Criteria for Transportation Safety is focused on the FHWA Safety Countermeasures. Although helpful, these are mainly focused on arterials streets or at locations where the active transportation network crosses arterial streets. Emphasis of these measures biases the project evaluation criteria towards safety issues on arterials while de-emphasizing safety recommendations for other modes or functional classes. We believe that the criteria should accept any proposed safety measure and recommend that the ODOT Safety Measure list be used.
 - ii. **Designated High Risk Locations or High Injury Locations** – The identification of high risk locations or high injury corridors is an approach currently being used within Portland. It has not been universally adopted by other jurisdictions. It is important that this criteria allow each jurisdiction to identify high priority areas for safety improvements in a manner that is consistent with their own processes. We request that you generalize this criteria to recognize any type of safety priority designation.
- e. **Exposure to Crash Risk** – As we understand the Exposure to Crash Risk measure, it will be used to assess system level safety impacts on historically marginalized communities. For this criteria, VMT is being treated as a proxy for crash risk. TAZs that have higher VMT are assumed to have higher crash risk exposure, with that VMT analyzed per square mile. There are several problems with this approach that we would like to call to your attention:
 - i. **Using VMT as a Proxy for Crash Risk** – For large geographic areas – the nation, states or even large metropolitan areas there is a high correspondence between VMT and crash risk. As a result, current and future forecasts of VMT can be used for larger geographic areas as a proxy for crash risk. However, the same relationship between VMT and crashes does not exist for small areas like Traffic Analysis Zones or Census Tracts. For those small areas there is not a direct correlation between VMT and crash risk and the use of VMT as a proxy for crash risk for small geographic areas is inappropriate.

ii. **Assessing Crash Risk only for Links in the Regional Travel Demand Model –**

Another issue with this approach is that it can only be applied to road network links that compose the regional travel demand model network. Roads that are not included in the regional travel demand model will not be assessed. Depending on the size of a TAZ and the completeness of the network in the model, a great deal of VMT that occurs in a TAZ will not be included in the analysis. As a result, trying to make a forecast of the future exposure to crash risk for the entire population of a TAZ or Census Tract based solely on a forecast of VMT on the model links is a complete misuse of the regional travel demand model.

Given these concerns, we do not believe that VMT can be used to assess crash risk for small geographic areas and cannot serve as an approach to forecasting crash risk. We suggest that forecasting crash risk for small geographic units is impossible due to the very large number of factors that contribute to crash risk and the fundamental randomness of crashes. As a result, we suggest you do not even attempt to forecast crashes or crash risk. Rather, we recommend that you focus on providing a persuasive analysis of the existing areas with high crash risk based on the best existing data that you have available. We suggest the following approach: Analyze the geo-located crash data for a recent time period and normalize it on a per capita basis for each census tract. The unit for the data resulting from such an analysis would be “crashes per capita,” something much easier to explain to elected officials and the public and solidly grounded in data. Map the data to identify the census tracts with the highest crashes per capita. Then compare that data with the analysis of marginalized communities. This will result in an identification of areas with high exposure to crashes and also the correspondence of such areas with the marginalized communities. The result will be an exhibit that will be much more helpful for the public and elected officials in their decision making process.

f. **Air Quality and Climate Change criteria** - The stated purpose of this criteria is to gauge how well a specific project reduces air pollutants and greenhouse gas emissions. This is extremely difficult to gauge, and applicants may not have the tools available to give the ability to accurately respond to the criteria.

- Demonstrating that a specific project will reduce VMT is difficult. While adding a bike path may not ADD VMT, there is not a way to demonstrate that a particular investment in a project **reduces VMT**. Perhaps the reference to VMT should be removed.
- Demonstrating “avoiding or mitigating emissions” also is difficult. Perhaps being clear on what type of projects these are would more directly address this criteria.
- How many projects in the current RTP “rely on a proven alternative technology”? How many projects over \$10 M would fall into this category? This seems as if it is directly aimed at “cleaner buses” or something along those lines. It may not be too useful in helping us differentiate the high dollar investments in the RTP.

As you may know, representatives from Clackamas County are very interested in how individual projects can be scored to tell us their potential impact on improving air quality and/or reducing carbon emissions. Whatever criteria is chosen, we anticipate it will be looked at closely for its ability to accurately reflect a project’s true impact on air quality and/or carbon emission reduction.

Subject: RTP project criteria

Date: Monday, March 27, 2017 at 5:32:41 PM Pacific Daylight Time

From: Christina Deffebach

To: Tyler Frisbee, Kim Ellis

CC: Steve L Kelley, Dyami Valentine, Erin Wardell

Tyler and Kim

Attached are Washington County LUT staff comments on the project evaluation criteria and process in a memo form Steve Kelley.

Highlighting a few of the key points that respond to the questions you asked specifically, we recommend:

- A higher cost threshold – in the \$25 M range, to limit the analysis to the more significant projects.
- Endorsement of the project list for regional, state, federal funding by the coordinating committees - don't complicate it with extra points. This can be done with endorsement of the full RTP project list.
- Use high, medium, low, not points. This will keep the evaluation at the right level; the points will carry too much weight for minor differences.
- Keep the list flexible as we may need to add/revise the list to respond to changing federal/state grant criteria or local conditions. The list should be advisory, not require an RTP amendment to change.
- Simplify and reduce the evaluation categories and criteria. Some suggestions, detailed more in the attachment, include:
 - Dropping the public engagement and support criteria– all projects were supported in their TSPs and smaller communities cannot generate the letters of support that larger communities can.
 - Eliminating references in the criteria to smaller projects that could be funded by RTO/TSMO
 - Consolidating the criteria-- for example combining whether or not it serves 2040 centers and employment centers – Too much emphasis on where the project is located won't tell us if it is a good project. A bad project can be located in a good area and get points.
 - Through the evaluation, it should be possible for a good project be valued, even if it is good in only one category, as opposed to a project that may score medium in multiple categories. The evaluation allow for a project's unique value.

In addition to these recommendations, the attached memo identifies several points for clarification and/or revision for the proposed criteria for you to consider for the criteria you retain.

Thank you for your hard work in laying out such an ambitious proposal. It will be good for the region to have a solid sense of the top priority projects that are truly regionally significant.

We still have much to work through in the logistics of pulling this investment list together and Washington County staff look forward to working with you on it.

Christina Deffebach | Policy Analyst

Washington County Department of Land Use & Transportation

Office of the Director

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Plan Responsibly. **Build** Safely. **Live** Well.



MEMORANDUM

DATE: March 27, 2017
TO: Tyler Frisbee & Kim Ellis, Metro
FROM: Steve Kelley, Senior Planner
SUBJECT: Comments on Draft 2018 RTP Project Criteria

Below are Washington County Department of Land Use & Transportation staff comments on the Draft 2018 RTP Project Criteria. We appreciate the hard work and initiative that has gone into developing the RTP Project Criteria. We have a number of concerns and/or suggestions to improve the project performance criteria. These are detailed in the table below. Thank you for the opportunity to review and provide comments.

Section	Comment
Cost Threshold	The threshold for project evaluation should be at least \$25M+ as those projects are most likely to require federal and/or state funding. Projects that exceed \$100M should perhaps be reported in a separate category.
Process to account for local/state priorities	Recommend a process which allows the Coordinating Committees to endorse the list of submitted projects with high, medium and low scores, and not offer additional points for the projects. The endorsement should be comprehensive, including ODOT and TriMet projects for the county, which should be approved by these agencies.
General Comments	The evaluation process is described as a tool to develop a regional pipeline of capital projects that can also serve as a communication strategy. As such, the evaluation should allow projects to highlight the purpose and value that the proposed investment is intended to serve in the community. The alternative is to allow different categories of projects to be considered independently.
	Costs are not listed in any of the evaluation criteria. The evaluation criteria should include a comparison between the magnitude of the problem being addressed and the magnitude of the investment proposed. As currently structured none of the evaluation categories articulate the benefits as compared to the costs.
	Washington County staff recommends using a “High, Medium or Low” rating rather than a point type of scoring methodology. This recommendation is based on our experience with project selection and performance measures. The reasons for this recommendation include: <ul style="list-style-type: none">• As a communication tool a High, Medium or Low rating is just as valuable as a point total but does not suggest that two otherwise generally comparable projects are better or worse than each other. Suggesting that a project is better or worse than another with a point score may be necessary for funding decisions but is not helpful when applied at a planning level.• It is possible that a lower scoring RTP project will seek funding rather than a higher scoring RTP project due to changing development, leverage opportunities or other factors. With a point scoring method, advancing a lower scoring RTP project for funding may raise community questions and concerns.

Section	Comment
	<ul style="list-style-type: none"> A lower scoring RTP project may score better in an application for funding than a higher scoring RTP project, due to the details of the application criteria. A different scoring result may raise concerns and questions about both the RTP and the funding program.
	<p>If a project is not scored because it is anticipated to be funded entirely with local revenue, it should not be excluded from applying for Federal or State funding in the future. Being nimble and flexible can be critical when applying for funding.</p>
	<p>As noted by several participants at the 3/18/2017 workshop, a performance measures workgroup should be convened to consider the best way to incorporate project criteria into the RTP. This group could review the results of some pilot tests on existing projects</p>
Criteria Comments	<p>In general, the proposed scoring system is too complex with too many categories. It should be both simplified and allow for different categories of projects.</p>
	<p>The comments below identify several points where the criteria can be dropped or simplified and also offer suggestions if the detailed criteria are retained, such as elimination of criteria that relate to small projects that could be funded through RTO/TSMO.</p>
Air Quality and Climate Change	<p>The 2 points for alternative energy seems to relate to a different type of investment than transportation infrastructure. It seems unlikely that alternative energy projects will meet a \$25M+ threshold. Suggest using a different evaluation for non-infrastructure investments. These projects can be funded with future TSMO/RTO grants which should not be included in the major capital project evaluation.</p>
Congestion Relief	<p>Many local TSPs have NOT adopted an off-peak congestion assessment. This assessment was not required by the RTFP.</p>
Environmental Protection	<p>At the planning stage the difference between improves, restores or effectively mitigates is generally unknown. Therefore, the difference between 1, 2, or 3 points is unclear.</p>
	<p>Providing 4 points for projects within the UGB seems odd. Most projects will be inside the UGB, those outside will effect either agricultural or forest land, seldom both.</p>
	<p>The improves fish passage criteria awards points for projects that cross streams but does not award points for projects that do not.</p>
	<p>It is unclear how any transportation investment would reduce stormwater runoff. Perhaps better wording is necessary (reduce impervious surface or mitigate stormwater runoff?)</p>
Equity and Access to Opportunity	<p>Using Census Tracts for equity-related data may not accurately show locations of Communities of Concern.</p>
	<p>Impact of transportation projects may not be due to direct proximity to a tract with a higher percentage of a Community of Concern. For example, a project may provide transit access or a faster travel time in between a particular tract and an employment area although the project is miles away.</p>
Freight and Goods Movement	<p>The freight mobility criteria are too limited and need to be reconsidered. As currently structured, only projects on ODOT facilities, or that separate freight modes, would qualify for maximum points. Other projects intended to serve freight should score better than they would with this proposal.</p>
Jobs and Economic Development	<p>This could be simplified by structuring the same as the placemaking/2040 centers or combining with it. Job density is not the right measure for job importance – value of jobs or wages would be more appropriate or the magnitude of the transportation</p>

Section	Comment
	problem. No definition of target industries has been adopted in the RTP. Considering moving the brownfields reference to the environmental criteria.
Leverage and Accountability	The criteria should include documented prior commitments.
Placemaking and 2040 Centers Support	Corridors should be added to the list. See comments about the jobs – consider simplifying. These criteria seem to reward the land use; not describe the merits of the project.
Public Engagement and Community Support	Public Engagement is required in Transportation System Plans (TSP) and is a significant component of any adoption process. Any project submitted must be consistent with the adopted TSP. Therefore, any project submitted must come through a public engagement process. This category is redundant with the criteria for submittal and should be dropped.
Transportation Safety	The “high injury corridors” have not been adopted and should not be considered as formal criteria until they have been.
Transportation Resilience	Regional emergency transportation routes have not been adopted. In many cases they were created without coordination with emergency service providers and such providers do not use them.
	Add a measure of system redundancy that awards the development of alternative connections and for access available to emergency service providers.
Travel Options	Redefine this to be active transportation projects and list priority by the categories in the active transportation plan (Bike Blvd, etc)
	Again, drop points for tools and strategies; these will not be above the cost threshold and will be included in RTO/TSMO applications.

Subject: Discussion draft for project criteria

Date: Tuesday, March 28, 2017 at 9:13:42 AM Pacific Daylight Time

From: Jessica BERRY

To: Kim Ellis, Tyler Frisbee

CC: Joanna VALENCIA, Katherine McQUILLAN

Hi Kim and Tyler,

Here are our comments regarding the March 10 project criteria discussion draft.

Thanks for all your efforts putting together a document outlining the review of RTP projects. It is a comprehensive and thorough document. Below I've outlined some of our general concerns or questions we still have. After that I've provided comments on the specific criteria.

General Questions & Concerns

We continue to be unclear about whether this is truly an informational exercise or if it will ultimately be used to prioritize projects in the regional transportation plan. We will also want clarity as we move forward on the cost level associated with the evaluation. Is the cost threshold for evaluation purposes only or do you see it becoming a key threshold criteria for projects in the RTP? There has been some talk about the threshold for evaluation being anywhere from all projects that would likely seek regional, state, or federal funding to only those over more than \$50M. Will projects under the determined threshold (and therefore not evaluated using the criteria) still be included in the constrained list of the RTP and still eligible for funding in the future? Is it anticipated that these criteria will also be used as criteria in future funding cycles? Or would we expect the criteria to change?

Can we have some clarity on how these project evaluation criteria relate back to the system evaluation criteria that work groups have been developing. Does each type/category of system evaluation criterion have a corresponding project evaluation criteria? To be most effective it seems that they should. It would be nice for this to be clearly laid out for the workgroups and TPAC/MTAC.

We realize that not all projects will score well under all criteria. Is there a way moving forward to be able to sort the projects by the criteria under which they do score well? For instance for a future Fast Lane type fund source, would we be able to re-sort the projects using the freight related criteria only to determine which project should go after that fund source?

Should any of the criteria be weighted or have more/less weight than another? Is Transportation Safety equal to Air Quality? What about Seismic Resiliency? And how might we be able to adjust the weighting of these criteria in the future when we are looking at different fund programs?

The following are comments specific to each of the criteria.

1. Air Quality - is it possible to dial in how much reduction in VMT warrants 3 points vs. 2 points?
2. Congestion Relief - the criteria in the congestion relief section require that projects be on corridors/roads/locations that are recognized in adopted plans. We often have traffic studies associated with development projects, these traffic studies can identify problem intersections/roads that have delay not associated with a future development. We would like to be able to use this information to support applying for a project, even if it is not yet folded into an adopted plan.
3. Environmental Protection - the criterion for "Protect critical areas" has 2 points for helping to

restore habitat and 1 point for mitigating impacts. What would this look like in an actual evaluation? How are these different?

4. Equity and Access to Opportunity - The criteria that reference higher or lower than regional rate for historically marginalized communities - are higher and lower defined by a percent? How are "priority community destinations" identified? Is the number of community destinations as important as the type of facility?
5. Freight and Goods Movement -
6. Jobs and economic Development - Will the densities and number of jobs be set? Or can it vary by jurisdiction? Densities vary across the region.
7. Leverage and Accountability - We are not certain that the number of different fund sources is as important as the amount of funds being leveraged.
8. Placemaking and 2040 Centers Support - sometimes a project will close a gap that connects two or more regional centers. How can this criteria include points for access to transit as well?
9. Public Engagement and Community Support - The public engagement criterion has a 7 point catchall for a project that has been identified as THE top priority for a political body (emphasis added). The intent of this seems good (as it would allow for a jurisdiction to provide overriding support), but can you be more specific on what that looks like? Is it a board action? Does the Coordinating committee have the same clout as the City council of the implementing agency, what about a neighborhood association?
10. Transportation Safety - Crash data requires a willing driver to report it. Therefore it under-reports bike/ped accidents. The criteria appear to be using only documented accidents. Using only documented crashes doesn't take into account perceived safety. Perceived safety is a difficult data to collect and report but this should get better with technology that allows users to report experience. What are the "proven safety counter measures"? If an agency doesn't have an adopted safety plan, we would still want to evaluate different project solutions. Please clarify High injury corridors. Is this the map that the Safety work group is developing?
11. Transportation Resilience - We support this criterion
12. Travel Options - This criterion speaks the most directly to transit and access to transit. How well will transit and access to transit project score with the other criteria?

Thanks again for giving us an opportunity to review. You've put a lot of thought and effort into this and we appreciate it.

Thanks,
Jessica

Jessica Berry, AICP
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Transportation Division - Planning and Development
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Email: jessica.berry@multco.us

Memo



Metro

600 NE Grand Ave.
Portland, OR 97232-2736

Date: March 31, 2017
To: MTAC, TPAC and interested parties
From: Tyler Frisbee, Policy Innovation Manager and Kim Ellis, RTP Project Manager
Subject: Project Performance Criteria Options and Workshop Feedback

PURPOSE

This memo outlines feedback received from participants in the March 17, 2017 workshop on project performance criteria for the 2018 RTP. Per that discussion, it also attempts to clarify decisions that TPAC will be asked to make a recommendation on regarding the project performance criteria. TPAC is being asked for feedback on the questions outlined in Section Four.

FEEDBACK

1. Better articulate purpose, use and goals

- **Informs and supports local choices.** Builds database of project information that agencies and coordinating committees can use to refine draft projects in 2018.
- **Shows community benefits.** Provides information on community and/or mobility corridor benefits, complementing regional system-level performance evaluation and transportation equity analysis.
- **Increases transparency and accountability.** Tool for communicating to the public and policymakers what benefits (and impacts) projects will deliver, which can ultimately play a critical role in building public support for more transportation funding.
- **Better connects planning and investment decisions.** Continues evolution of outcome-focused, performance-based planning and investment decisions in the region.
 - o DOTs and peer MPOs are using project criteria to select projects for inclusion in long-range plans and to allocate funding in transportation improvement programs.
 - o U.S. DOT peer-exchange recommended mode-neutral criteria where possible; this is something the region currently lacks.¹
 - o Expand on policy-maker expectations, increasingly competitive federal environment based on outcomes.
 - o Support policy-makers interest in developing a regional pipeline of projects to focus regional energy on project development and investment.
 - o We have existing modal/topical plans and project priorities (Regional Transit Strategy - including High Capacity Transit Plan, Regional Active Transportation Plan, Regional Freight Plan, Regional TSMO Plan, Regional Transportation Safety Plan, Climate Smart Strategy and RFFA Pipeline), but struggle to articulate how they fit together and identify how to fund critical projects to maximize impact of limited funding. The RTP should set in place a framework for addressing that deficiency.

¹ https://ntl.bts.gov/lib/55000/55000/55082/NCDOT_cross-modal_12-16-14.pdf

2. Recommend expanding exempt projects

Initial Metro staff recommendation below

- 100% locally funded projects
- Road and transit maintenance and operations (unless adding new capacity)
- RFFA active transportation projects selected for project development (new)
- planning projects and studies (new)
- ROW, PE, and construction projects with significant committed funding (updated)
- freight rail and marine terminal projects (new)

3. Determine schedule changes to allow for more coordination at sub-jurisdiction level and more feedback opportunities

Initial Metro staff recommendation below

- **March 31** - bring options and revised proposal to TPAC for discussion (Tyler and Tom)
- *April 5 - move April 5 MTAC discussion to April 19* (updated)
- **April 14** - use some or all of April 14 workshop for criteria discussion pending detailed feedback from partners
- **April 19** - bring options and revised proposal to MTAC for discussion (Tyler and Kim)
- **TBD date** - schedule a third workshop for call for projects if April 14 workshop held to finalize project evaluation criteria (new)
- **April 28** - seek TPAC rec'd to JPACT
- **May 2** - brief Council on status of constrained revenue forecast, funding level of overall RTP investment strategy, and draft criteria/project evaluation approach
- **May 3** - seek MTAC rec'd to MPAC (updated)
- **May 10** - seek MPAC recommendation
- **May 18** - seek JPACT's recommendation
- **May 30** - seek Council direction to move forward with Call for projects, as planned
- **June 1** – Release Call for Projects
- **July 21** – Deadline for Agencies to submit project information on-line, with endorsements from governing bodies no later than July 31.
- **July to Oct. 2017** – Metro evaluates draft strategy, collects feedback from local jurisdictions, and documents any significant analysis or methodology issues to be raised for discussion at future meetings of the RTP subcommittee and appropriate RTP work groups
- **Oct. to Dec. 2017** – Metro reviews draft system-level and transportation equity analysis findings with RTP work groups, MTAC, TPAC and technical coordinating committees to identify system remaining deficiencies and shape recommendations to regional policy committees and the Metro Council for addressing serious deficiencies, as needed (updated)
- **Oct. 2017 to March 2018** - Metro reviews system performance and transportation equity analysis measures with the appropriate RTP work groups to recommend refinements to measures for use in Round 2 analysis (updated)
- **Jan. 2018** – On-line public comment opportunity on draft project lists and findings
- **Feb. 2018** – Metro Council convenes Regional Leadership Forum 4 (updated)
 - o Discuss regional findings, public input and staff recommendations for addressing any identified serious deficiencies
 - o Discuss updated funding information

- Provide direction on refining projects to match funding and address identified serious deficiencies, if any (e.g., timing and/or changes to the constrained project list and strategic project list)
- **Feb. to April 2018** – Cities, counties, Metro, ODOT, Port, TriMet and SMART work through technical and policy coordinating committees to identify investment strategy refinements (updates to be submitted by April 29)

4. Options for MTAC/TPAC discussion at upcoming meetings (new)

Following workshop suggestions to clearly outline specific framework questions, Metro staff are seeking feedback on the following questions regarding the project performance criteria framework.

* Initial Metro staff recommendation below

Scoring options

- A. High, Medium, Low rating
- B. Numeric scores*

Cost threshold options

- A. Every agency applies draft project criteria on top 5-10 projects as part of piloting draft project criteria in Call for Projects; all projects greater than \$10 million will apply criteria during refinement step in 2018 *
- B. \$10 million or greater
- C. \$25 million or greater
- D. \$50 million or greater

Project costs affecting cost threshold trigger

- A. Planning, ROW, PE and construction even if listed separate as projects in RTP
- B. ROW, PE and construction even if listed separate as projects in RTP (future)*
- C. All project phases (including past planning, PE, ROW and construction)

2019-21 RFFA Pipeline Options

- A. Have all RFFA pipeline projects go through project evaluation
- B. Exempt all RFFA pipeline projects – Highway bottlenecks (e.g., I-5/Rose Quarter, OR 217, Ph. 1 I-205/Abernethy Bridge, Ph. 2 I-205 widening), SW Corridor Project and Division Transit Project
- C. Exempt RFFA pipeline projects that have completed or initiated corridor refinement plan, NEPA, PE and/or significant project development

Criteria options

- A. Outcome-focused, mode-neutral criteria*
 - all modes evaluated
- B. Modal-specific criteria
 - Tailor criteria based on mode being evaluated
- C. Weighted criteria

Timing options for applying criteria

- A. During call for projects as "pilot", followed by a review in the Fall and "official" application in 2018 as part of refining strategy from Jan. to April 2018*
- B. Post update to inform future transportation funding discussions, next RFFA, next RTP
- C. During first round of Call for Projects

Memo



Metro

600 NE Grand Ave.
Portland, OR 97232-2736

Date: April 10, 2017
To: TPAC, MTAC and RTP Performance, Equity, Freight, Safety, and Transit Work Groups
From: Kim Ellis, RTP Project Manager
Subject: Updated DRAFT 2018 RTP project criteria

PURPOSE

Attached are updated draft project criteria proposed for further discussion and refinement at the April 14 technical workshop of TPAC, MTAC and interested members of the RTP performance, equity, freight, safety, and transit work groups.

ACTION REQUESTED

The April 14 workshop provides an opportunity to continue in-depth discussion of the criteria and how they will be used in the 2018 RTP update:

1. What feedback do you have on the updated draft project criteria?

NEXT STEPS

Metro staff will update the updated draft project criteria based on input from this workshop and include with materials for further discussion by MTAC on April 19 and TPAC on April 28 prior to presenting a project evaluation proposal and draft criteria to the Metro Council and regional policy committees for discussion and consideration in May.

/Attachment

1. DRAFT Project Evaluation Process and Criteria Proposed for Testing (version 2.0) (4/10/17)
2. DRAFT Project Evaluation Process and Criteria Proposed for Testing Updated (version 2.0) in track changes (4/10/17)

April 10, 2017

4/14/17 TPAC/MTAC Workshop Draft

2018 Regional Transportation Plan DRAFT Project Evaluation Process and Criteria Proposed for Testing (Version 2.0)

INTRODUCTION

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

- 1.) Provide jurisdictions with information about the impact large-scale projects have on our regional goals and regional transportation system;
- 2.) Provide transparency to the public about the return on investment they receive by building regional projects;
- 3.) Help develop a mode-neutral project development pipeline so that the region is consistently working to advance a mix of multi-modal projects to address regional needs.

These project-level criteria, developed based on the adopted RTP goals and objectives, will first be tested and refined on a subset of capital projects recommended for inclusion in the RTP. During the first Call for Project phase, Metro staff are recommending that application of the draft criteria be limited to capital projects submitted by each sponsoring agency during the 2018 RTP Call of Projects with a total cost of \$10 million or greater. The city of Portland, ODOT, TriMet, Port of Portland and each county will be asked to apply the criteria to at least 5 of their respective project submittals. All other agencies will be asked to apply the criteria to at least 1 their respective project submittals. During the second Call for Projects phase in 2018, Metro staff are recommending that all projects over \$10 million be evaluated.

BACKGROUND

How the project evaluation criteria will be used

The project-level criteria provide information as to how the project helps advance the goals and objectives of the RTP. At no point will the project evaluation criteria be used to determine whether a project moves forward, or where it fits in a development timeline. The criteria are intended to simply provide information in a consistent, mode-neutral way. This information can then be used by policy-makers to identify regional priorities for future funding. The project-level criteria will also allow local jurisdictions to make better informed decisions to finalize the projects and programs they will recommend for the 2018 RTP (e.g., timing, phasing, and constrained vs. strategic project lists).

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

April 10, 2017

4/14/17 TPAC/MTAC Workshop Draft

Use of the score

In order to compare "apples to apples," when the projects are presented they will be grouped and reported with similar project types. Local agency staff will then use that information to identify refinements to the initial project lists (e.g., timing, phasing, and constrained vs. strategic project lists) to address deficiencies identified through the system evaluation and/or the transportation equity analysis.

Steps to determine projects to include in the transportation plan

The evaluation score resulting from this process is just one piece of information used to determine the projects to be included in the transportation plan. Local jurisdictions and county coordinating committees will play the strongest role in determining what projects are put forward for inclusion in the plan, and then agency and public input, technical analysis (e.g., the system performance and transportation equity analysis), discussion by the Metro Council and regional policy advisory committees, and funding will help shape the final list.

In January 2018, the initial list of projects proposed by agencies will be shared with the general public along with the system performance and transportation equity analysis for comments and input. Based on the input and any updates to the forecast of available funding, the initial list of projects to be included in the RTP will be updated by agencies for the final draft Regional Transportation Plan in April 2018. At that time, all projects greater than \$10 million in cost will apply the refined criteria.

The final draft project list will then undergo a second round of system performance and transportation equity analysis and a final round of agency and public input before adoption in 2018.

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

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

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

DRAFT 2018 RTP PROJECT CRITERIA

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1. AIR QUALITY AND CLIMATE CHANGE | 10 POINTS 4

2. CONGESTION RELIEF | 10 POINTS 5

3. ENVIRONMENTAL PROTECTION | 10 POINTS..... 6

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

5. FREIGHT AND GOODS MOVEMENT | 10 POINTS 10

6. JOBS AND ECONOMIC DEVELOPMENT | 10 POINTS 11

7. LEVERAGE AND COST-EFFECTIVENESS | 10 POINTS 13

8. PLACEMAKING AND 2040 CENTERS SUPPORT | 10 POINTS 14

9. TRANSPORTATION SAFETY | 10 POINTS 15

10. TRAVEL OPTIONS | 10 POINTS 16

BONUS: TRANSPORTATION RESILIENCE | 5 POINTS 17

BONUS: POLITICAL SUPPORT | 5 POINTS 17

1. AIR QUALITY AND CLIMATE CHANGE | 10 points

This measure addresses how well a project avoids or reduces vehicle emissions impacts to health, the environment, and climate change¹.

<p>Purpose: Reduce air quality and greenhouse gas emissions related impacts to people and the environment. How well does the project reduce air pollutants including air toxics, criteria pollutants and greenhouse gas emissions²? How well does the project avoid impacts to sensitive populations?</p>		
Choose one	3	The project will reduce vehicle miles of travel <u>and</u> eliminate single occupancy vehicle trips by providing travel options (e.g., provision of transit service, transit supportive elements, and/or biking or walking facilities).
	2	The project will reduce vehicle miles of travel, but does not eliminate single occupancy vehicle trips—e.g. shortening vehicle trips through the use of a park and ride facility, wayfinding, or creating a more direct route (e.g., street connectivity).
	0	The project does not reduce vehicle miles of travel.
3	The project will reduce vehicle idling and related emissions through the use of technology such as traffic signal coordination, transit or freight signal priority, variable speed signs, ramp metering where it does not currently exist, etc.	
2	The project avoids or will result in reduced vehicle emissions in areas with high concentrations of air toxics and particulate matter. ^{3 and 4}	
2	The project avoids or will result in reduced vehicle emissions within ¼-mile of sensitive land uses (e.g., daycare facilities, hospitals, social services facilities, schools, and retirement homes). ⁵	

¹ 2014 Climate Smart Strategy (Dec. 2014)

² Criteria air pollutants refer to the six pollutants (carbon monoxide, lead, nitrogen oxides, ozone, particulate matter, and sulfur dioxide) for which the Environmental Protection Agency has established National Ambient Air

² Criteria air pollutants refer to the six pollutants (carbon monoxide, lead, nitrogen oxides, ozone, particulate matter, and sulfur dioxide) for which the Environmental Protection Agency has established National Ambient Air Quality Standards under the Clean Air Act. Air toxics refer to the nine pollutants Metro and the Oregon Department of Environmental Quality have identified and have agreed to report when a RTP air quality analysis is conducted because they pose national and regional-scale public health risk.

³ A regional map of locations with high concentrations of air toxics and particulate matter will be provided for reference, The question is designed for sponsors to be able to receive points if either they are not located within an area with high concentrations of air toxics or particulate matter, or if they are located within such an area but they include elements to reduce potential vehicle emissions.

⁴ Projects with demonstrated to reduce vehicle emissions have been defined by the federal Congestion Mitigation Air Quality Program (www.fhwa.dot.gov/environment/air_quality/cmaq/reference) and include: traffic signalization, HOV lanes, freeway management, shared ride programs (e.g., vanpool, shared ride), park-and-ride lots, travel demand management, provision of new biking and walking facilities, transit investments (new service and enhanced service), bus replacements, alternative fuel vehicles, freight intermodal projects, and diesel emission reduction (diesel engine retrofits and idle reduction techniques).

⁵ These reflect populations of people who are most prone to respiratory issues that may be aggravated by air pollution. The question is designed for sponsors to be able to receive points if either they are not located within ¼-mile of these sensitive populations, or if they are located within such an area but they include elements to reduce potential vehicle emissions.

10 points maximum score

2. CONGESTION RELIEF | 10 points

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

Points	Purpose: Reduction of existing congestion.		
	How well does the project address existing congestion? How large is the scale of the congestion the project addresses?		
	Choose one	2	The project improves travel time reliability and reduces delay ⁶ on a facility identified as an existing bottleneck, chokepoint, or otherwise having a congestion issue.
		1	The project improves travel time reliability and reduces delay ⁷ at an intersection identified as an existing bottleneck, chokepoint, or otherwise having a congestion issue.
	Purpose: Reduction of potential future congestion.		
	How well does the project address forecasted future congestion?		
	Choose one	2	The project improves travel time reliability and reduces delay ⁸ on a facility anticipated to have a future congestion issue.
		1	The project improves travel time reliability and reduces delay ⁹ at an intersection anticipated to have a future congestion issue.
	Purpose: Incorporates congestion relief strategies.		
	How well does the project improve multi-modal capacity and efficiencies?		
	1	The project includes transportation system management and operations strategies, such as traffic signal coordination, transit signal priority, incident management and intelligent transportation systems (ITS). ¹⁰	
	1	The project includes geometric changes that increase access management or improve traffic flow and/or turning movements.	
	1	The project increases transit capacity or is supportive of transit. ¹¹	
	1	The project provides new biking facilities.	
1	The project provides new walking facilities.		
1	The project includes high occupancy vehicle lanes, tolling or other pricing strategies.		
10 points maximum score			

⁶ This should be documented in an adopted plan or through a transportation analysis in support of the adopted corridor plan, area plan or transportation system plan.

⁷ Same as above footnote.

⁸ Same as above footnote.

⁹ Same as above footnote.

¹⁰ A checklist of TSMO strategies will be provided.

¹¹ "Supportive of transit" includes those projects that provide new facilities or services, including dedicated rights-of-way for transit, improved transit service, new biking or walking connections, park-and-rides, transit centers, and transit oriented development.

3. ENVIRONMENTAL PROTECTION | 10 points

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

Points	Purpose: Protect habitat and resource lands.		
	How well does the project minimize impact to designated lands?		
	3	The project does not impact (e.g. cross) a high value habitat area ¹² or resource habitat on designated lands. ¹³	
	2	The project does not impact designated agricultural lands.	
	2	The project does not impact designated forest lands.	
	Purpose: Improve fish passage and water quality.		
	How well does the project support fish passage by removing barriers or improve water quality by improving hydrological functions or correcting poor stormwater runoff flow?		
	Choose one	3	The project does not impact (e.g. cross) a protected water feature (e.g., stream, Title 3 wetland, river). ¹⁴
		2	The project removes barriers to fish passage <u>AND</u> uses designs to improve hydrological functions in the area, such as reducing impervious surface or correcting poor stormwater runoff flow/drainage.
		1	The project removes barriers to fish passage <u>OR</u> uses designs to improve hydrological functions in the area, such as reducing impervious surface or correcting poor stormwater runoff flow/drainage.
10 points maximum score			

¹² The Regional Conservation Strategy designates lands as high value resource habitat. High value habitat areas ranked in the top one-third of all habitat areas because of the type, location and size of their habitat. Resource habitats are those areas with the top 25% modeled score of high value habitat or riparian quality. Habitat quality took into account factors such as habitat interior, influence of roads, total patch area, relative patch area, habitat friction, wetlands, and hydric soils. The riparian areas took into account criteria of floodplains, distance from streams, and distance from wetlands. The analysis and modeled scoring was conducted for the entire Portland-Vancouver region and conducted through a collaborative effort with partners across the region and topic area experts through the development in the Resource Conservation Strategy process. More detail about the high value habitats can be found at www.regionalconservationstrategy.org.

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

¹⁴ As defined the Urban Growth Management Functional Plan, protected water features include: Title 3 wetlands, rivers, streams and drainages and drainages downstream from the point at which 100 acres or more are drained to that water feature (regardless of whether it carries year-round flow), streams carrying year-round flow, springs which feed streams and wetlands, natural lakes, intermittent streams and seeps downstream of the point at which 50 acres are drained and upstream of the point at which 100 acres are drained to that water feature.

4. EQUITY AND ACCESS TO OPPORTUNITY | 10 points

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

Points	Purpose: Advance social equity.		
	How well does this project improve access to opportunity in areas that have higher than the regional rate for historically marginalized communities ¹⁵ ?		
	Choose one	3	The project improves access to opportunity to or from an area with 3 or more communities with higher than the regional rate. ¹⁶
		2	The project improves access to opportunity to or from an area with 2 communities with higher than the regional rate.
		1	The project improves access to opportunity to or from an area with 1 community with higher than the regional rate.
	Purpose: Increase physical activity.		
	How well does the project increase opportunities for physical activity ¹⁷ ?		
	Choose one	2	The project increases opportunities for physical activity in areas that have higher than the regional rate for historically marginalized communities.
		1	The project increases opportunities for physical activity.
		0	The project does not increase opportunities for physical activity.
Purpose: Improve access to family-wage jobs.			
How well does this project improve access to family-wage jobs?			
3	The project increases access to areas which have or are forecasted to have more than 50% low- and/or middle-wage ¹⁸ related employment. ¹⁹		

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

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

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

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

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

Purpose: Improve access to community places.		
How well does this project improve access to priority community destinations?		
Choose one	3	The project improves access ²⁰ to 3 or more priority destinations ²¹ .
	2	The project improves access to 2 priority destinations.
	1	The project improves access to 1 priority destination.
10 points maximum score		

Related definitions:

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

Community	Definition	Geography Threshold*	Date Source
People of Color	Persons who identify as non-white, includes Native Americans, African Americans, Asian Americans and Pacific Islanders, Latinos or Hispanics.	Census tracts above the regional rate (26.5%) for people of color.	2010 Decennial Census
Low-Income	Households with incomes equal to or less than 200% of the Federal Poverty Level (2016); adjusted for household size	Census tracts above the regional rate (31.8%) for Household with Lower-Income	American Community Survey, 2011-2015
Limited English Proficiency	Persons who identify as unable “to speak English very well.”	Census tracts above the regional rate (8.5%) for Limited English Proficiency all languages combined OR those census tracts which were identified as “safe harbor” tracts for individual language isolation. ²²	
Older Adults	Persons 65 years of age and older	Census tracts above the regional rate for Older Adults (11%) AND Young People (22.8%)	2010 Decennial Census
Young People	Persons 17 years of age and younger		
Person living with a disability	Persons who identify as having a limitation of normal physical,		American Community Survey,

²⁰ Improving access refers to projects that are located within ¼-mile of or connect to the specific area. A project can connect to an area by either 1) terminating or traveling through that area, or 2) being on a facility that ultimately terminates in or travels through that area as long as the facility or service does not limit access (e.g., limited-access freeway) to that area.

²¹ Priority community destinations are defined as existing community destinations that provide key services and/or daily needs for people in the region, including health, essential retail, financial, food and medical destinations. Because the Quarterly Census of Economic and Wages data being used for the transportation equity analysis has confidentiality limitations at the project level, a community destinations checklist will be included in the on-line application for agencies to select from to calculate this score.

²² Safe Harbor is a provision within Title VI of the Civil Rights Act of 1964, which addresses for when and how agencies are to provide language assistance to limited English proficiency persons to ensure access to all public resources. The safe harbor provision mainly addresses translation of documents and language assistance, however for analysis purposes, it may help to identify areas where additional attention is warranted because of a concentration of language isolation. Safe harbor applies when a language isolated group constitutes 5 percent or 1,000 persons of the total population in the given area.

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Community	Definition	Geography Threshold*	Date Source
	mental, social activity. There are varying types (functional, occupational, learning), degrees (partial, total) and durations (temporary, permanent) of disability.		2011-2015 as documented in TriMet's <i>Coordinated Transportation Plan for Seniors and Persons with Disabilities</i>

5. FREIGHT AND GOODS MOVEMENT | 10 points

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

Points	Purpose: Improve freight mobility.		
	How well does the project provide benefits to freight-related system users by improving travel time reliability, and efficiency for freight haulers (all freight modes), and how well does the project reduce conflicts?		
	Choose one	3	The project is located on a facility identified as a Tier 1 freight bottleneck location in ODOT's Freight Bottleneck Locations. ²³
		2	The project is located on a facility identified as a Tier 2 freight bottleneck location in ODOT's Freight Bottleneck Locations.
		1	The project is located on a facility identified as a Tier 3 freight bottleneck location in ODOT's Freight Bottleneck Locations or a facility identified as a freight bottleneck in the Regional Freight Plan or adopted local agency plan.
	2	The project improves connectivity between freight modes OR reduces conflict between freight modes (e.g. freight rail track upgrades that connect to marine terminals, grade separation of road and freight rail crossings).	
	Purpose: Access to industrial land and freight intermodal facilities.		
	How well does the project support planned development in regionally designated industrial areas, ²⁴ other freight-related areas, including brownfield sites, and key freight generators? ²⁵		
	Choose one	3	The project improves freight access within or to ²⁶ more than one regionally designated industrial area, employment area, regional center or the Portland central city (or between a regional industrial area and a Regional Freight Route or a freight intermodal facility).
		1	The project improves freight access within or to one regional industrial area, regional employment area, regional center, the Portland central city or a freight intermodal facility.
2	The project is located on a facility designated on the Regional Freight Network.		
10 points maximum score			

²³ <https://www.oregon.gov/ODOT/TD/TP/Pages/FreightHighwayBottlenecks.aspx>

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

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

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

6. JOBS AND ECONOMIC DEVELOPMENT | 10 points

This measure addresses the extent to which projects support existing and new businesses, and job creation.

Points	Purpose: Improve access to areas of high job concentration.		
	How well does the project support access to jobs (e.g., census tracts with large job concentrations or 2040 centers, corridors, industrial and employment areas designated on the 2040 Growth Concept map)?		
	Choose one	3	The project serves an area that has an employment density of at least XX ²⁷ total jobs per acre, and is planned (has unused zoned capacity) to accommodate a density of at least XX jobs per acre. (Areas that currently exceed the higher threshold would receive points here as well).
		2	The project serves an area that has an employment density of at least XX total jobs per acre, and is planned (has unused zoned capacity) to accommodate a density of at least XX jobs per acre.
		1	The project serves an area that has an employment density of XX jobs per acre.
	Purpose: Improve access to targeted industries.		
How well does the project support job retention, expansion or revitalization efforts by improving access to targeted industries (e.g., census tracts with large job concentrations of target industries)? ²⁸			
Choose one	3	Project provides new or substantially improved access to an area with a high job concentration of target industries. ²⁹	
	2	Project provides new or substantially improved access to an area with a moderate job concentration of target industries. ³⁰	
	1	Project provides new or substantially improved access to an area with a low job concentration of target industries.	

Jobs and economic development criteria are continued on the next page

²⁷ The job concentration measures could be based on a threshold for jobs per acre or a tiered threshold (e.g., top third job density, middle third, bottom third). A methodology would need to be developed.

²⁸ The greater Portland region features a wide range of businesses and industries with a concentration in seven key sectors identified by Greater Portland Inc. (e.g., clean technology, computers and electronics, software and media, metals and machinery, athletic and outdoor, science and technology and emerging industries).

²⁹ This could be defined as investments on a facility located in a census tract with high job concentrations among GPI’s identified industries by NAICs code.

³⁰ This could be defined as investments on a facility located in a census tract with high job concentrations among GPI’s identified industries by NAICs code.

JOBS AND ECONOMIC DEVELOPMENT (continued)

<p>Purpose: Improve access to priority industrial lands. How well does the project support job retention, expansion or revitalization efforts by improving access to priority industrial lands or improve market readiness and redevelopment potential of Tier 1, Tier 2 or Tier 3 regional industrial sites and areas with brownfield sites?</p>		
Choose one	3	Project improves access to priority industrial lands <u>AND</u> an area with a high concentration of brownfield sites. ^{31, 32}
	2	Project improves access to priority industrial lands <u>OR</u> an area with a high concentration of brownfield sites. ³³
	1	Project improves access to other industrial lands <u>OR</u> a brownfield site(s).
<p>Purpose: Improve access to economic opportunity. How well does the project provide access to job-related training or educational opportunities (e.g., vocational schools, community colleges, universities)?</p>		
1	The project improves access to institutions that provide job-related training or educational opportunities.	
10 points maximum score		

³¹ Prioritized lands are defined in Title 4 of the Urban Growth Management Functional Plan (Title 4, Industrial and Other Employment areas Map, dated October 2014), Regionally Significant Industrial areas and Oregon’s Certified Shovel Ready sites.

³² Metro [2012 Brownfields Scoping Report](#)

³³ Portland area [2014 Site Readiness Report](#)

7. LEVERAGE AND COST-EFFECTIVENESS | 10 points

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

Points	Purpose: Funding leverage.		
	How well does the project leverage federal, state, regional, local and private funding?		
	Choose one	3	Project is anticipated to leverage funding from 3 or more sources.
		2	Project is anticipated to leverage funding from 2 sources.
		1	Project is anticipated to leverage funding from 1 source.
	Purpose: Readiness.		
	Does the project have committed funding and has it completed project development?		
	2	Project already has committed funding for project development, ROW acquisition and/or construction (e.g., included in current CIP, MTIP/RFFA, and/or STIP).	
	2	Project has completed detailed planning, design and/or engineering.	
	Purpose: Cost-effectiveness. ³⁴		
How cost-effective is the project?			
Choose 1	3	Project has a high cost-effectiveness ratio relative to other projects.	
	2	Project has a moderate cost-effectiveness ratio relative to other projects.	
	1	Project has a low cost-effectiveness ratio relative to other projects.	
10 points maximum score			

³⁴ This will be calculated by Metro staff during the evaluation.

8. PLACEMAKING AND 2040 CENTERS SUPPORT | 10 points

This measure addresses the extent to which projects support existing and new population and employment in centers. In addition, the measure addresses the extent to which projects support transit oriented development, development of housing in centers, accessibility to/from/within the center, and compatibility with the character of the community in which a project is located.

Points	Purpose: Improve access to 2040 centers.		
	How well does the project provide increased mobility and accessibility for designated 2040 center(s) – Portland central city and regional centers, town centers, and stations communities?		
	3	The project provides increased mobility and accessibility within the Portland central city <u>OR</u> a regional center <u>OR</u> by connecting two or more regional centers. ³⁵	
	2	Provides increased mobility and accessibility by connecting into one regional center or connecting two or more town centers or station communities.	
	1	Provides increased mobility and accessibility by connecting into one town center or station community.	
	Purpose: Increase access to transit supportive land use. How well is the project supported by the following land use and planning characteristics?		
	Choose one	3	Existing development densities are transit supportive ²² (have housing and job densities greater than 250 persons per acre). ³⁶
		2	Existing development densities are transit supportive (have housing and job densities greater than 60 persons per acre).
		1	Existing development densities are transit supportive (have housing and job densities greater than 39 persons per acre).
	1	Adopted comprehensive plan or subarea plan specifically identifies the area as a location for additional transit supportive growth (will have housing and job densities greater than 39 persons per acre).	
1	Project is located in an area designated in an adopted plan as a high capacity transit station area (includes light rail, commuter rail, bus rapid transit, intermodal stations).		
1	Zoning in area encourages a mix of uses to provide for housing, jobs, and services. ³⁷		
10 points maximum score			

³⁵ A project may be assumed to improve access to, within, or between centers if it touches, passes through, or is completely contained within a center as long as the facility or service does not limit access (e.g., limited-access freeway) to the center(s).

³⁶ The persons per acre thresholds are from Title 6 of the Urban Growth Management Functional Plan (Metro Code 3.07.640).

³⁷ As defined in Title 6 of the Urban Growth Management Functional Plan (Metro Code 3.07.640), mixed-use development includes areas of a mix of at least two of the following land uses and includes multiple tenants or ownerships: residential, retail and office. This definition excludes large, single-use land uses such as colleges, hospitals, and business campuses.

9. TRANSPORTATION SAFETY | 10 points

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

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

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

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

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

10. TRAVEL OPTIONS | 10 points

This measure addresses the extent to which projects increase alternatives to driving alone. The measure also addresses the extent to which projects incentivize or facilitate an individual's use of those alternatives.

Points	Purpose: Increase alternatives to driving alone and their use.		
	How well does the project increase alternatives to driving alone and makes it more convenient to walk, bike and use transit?		
	Choose 1	3	The project adds incentives or removes barriers ⁴¹ or completes a significant regional transit network gap (e.g., no service currently exists in area) or regional biking and/or walking network gap, (e.g., it crosses a major barrier, such as a freeway or river).
		2	The project completes a regional transit, biking or walking network gap but there are other available routes (no major barriers).
		1	The project addresses a deficiency on the regional transit, biking or walking network. ⁴²
	Choose 1	3	The project includes 5 or more design elements in bike and/or pedestrian checklist or provides physical separation from vehicle traffic.
		2	The project includes 5 or more design elements in bike and/or pedestrian checklist, not physically separated from vehicle traffic.
		1	The project includes 3 or more design elements in bike and/or pedestrian checklist, not physically separated from vehicle traffic.
	Purpose: Improve first mile/last mile biking and walking connections to transit, biking.		
	How well does the project improve connections between modes of travel, especially for bicyclists and pedestrians accessing transit?		
2	The project completes a gap in the regional bicycle network within 2 miles ⁴³ of a regional transit stop. ⁴⁴		
2	The project completes a gap in the regional pedestrian network within 1/2-mile of a regional transit stop. ⁴⁵		
10 points maximum score			

⁴¹ Incentives include elements, but are not limited to elements such as transit pass subsidies and other commuter benefits, non-SOV mode priority, and HOV priority adding bicycle and pedestrian facilities (e.g. an arterial widening project that includes new sidewalks and/or bicycle lanes) and otherwise facilitating the use of bicycle and pedestrian travel (e.g. providing bicycle parking at a park-and-ride-facility, constructing ADA-compliant curb ramps). Removing barriers refers to (but is not limited to) projects that complete missing links (e.g. a bicycle/pedestrian project that connects together an existing trail or constructs ADA-compliant curb ramps).

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

⁴³ Need to determine appropriate threshold, consistent with Regional Active Transportation project development work.

⁴⁴ Regional Transit Network Map (adopted July 2014 or draft updated map under development in 2018 RTP update)

⁴⁵ Regional Transit Network Map (adopted July 2014 or draft updated map under development in 2018 RTP update)

BONUS: TRANSPORTATION RESILIENCE | 5 points

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

Points	Purpose: Improve system redundancy and disaster preparedness.	
	How well does the project improve disaster preparedness and emergency response? (Specific focus on regional emergency transportation routes (ETRs) ⁴⁶ designated by the Regional Disaster Preparedness Organization or agency adopted plan)	
	3	The project is located on a designated emergency transportation route in the event of a regional emergency and improves preparedness of the facility to evacuate people or to move personnel, supplies, and equipment to heavily damaged areas in the event of a regional emergency.
	2	The project provides alternative routes and/or new access for emergency service providers to respond to emergencies.
5 points maximum score		

BONUS: POLITICAL SUPPORT | 5 points

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

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

⁴⁶ An Emergency Transportation Route or ETR is defined as a route needed during a major regional emergency or disaster to move response resources such as personnel, supplies, and equipment to heavily damaged areas or serve as an evacuation route.

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April 10, 2017

4/14/17 TPAC/MTAC Workshop Draft

2018 Regional Transportation Plan DRAFT Project Evaluation Process and Criteria (Version 2.0)

INTRODUCTION

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

- 1.) Provide jurisdictions with information about the impact large-scale projects have on our regional goals and regional transportation system;
- 2.) Provide transparency to the public about the return on investment they receive by building regional projects;
- 3.) Help develop a mode-neutral project development pipeline so that the region is consistently working to advance a mix of multi-modal projects to address regional needs.

These project-level criteria, developed based on the adopted RTP goals and objectives, will first be tested and refined on a subset of capital projects recommended for inclusion in the RTP. During the first Call for Project phase, Metro staff are recommending that application of the draft criteria be limited to capital projects submitted by each sponsoring agency during the 2018 RTP Call of Projects with a total cost of \$10 million or greater. The city of Portland, ODOT, TriMet, Port of Portland and each county will be asked to apply the criteria to at least 5 of their respective project submittals. All other agencies will be asked to apply the criteria to at least 1 their respective project submittals. During the second Call for Projects phase in 2018, Metro staff are recommending that all projects over \$10 million be evaluated.

BACKGROUND

How the project evaluation criteria will be used

The project-level criteria provide information as to how the project helps advance the goals and objectives of the RTP. At no point will the project evaluation criteria be used to determine whether a project moves forward, or where it fits in a development timeline. The criteria are intended to simply provide information in a consistent, mode-neutral way. This information can then be used by policy-makers to identify regional priorities for future funding. The project-level criteria will also allow local jurisdictions to make better informed decisions to finalize the projects and programs they will recommend for the 2018 RTP (e.g., timing, phasing, and constrained vs. strategic project lists).

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

Use of the score

In order to compare "apples to apples," when the projects are presented they will be grouped and reported with similar project types. Local agency staff will then use that information to identify refinements to the initial project lists (e.g., timing, phasing, and constrained vs. strategic project lists) to address deficiencies identified through the system evaluation and/or the transportation equity analysis.

Steps to determine projects to include in the transportation plan

The evaluation score resulting from this process is just one piece of information used to determine the projects to be included in the transportation plan. Local jurisdictions and county coordinating committees will play the strongest role in determining what projects are put forward for inclusion in the plan, and then agency and public input, technical analysis (e.g., the system performance and transportation equity analysis), discussion by the Metro Council and regional policy advisory committees, and funding will help shape the final list.

In January 2018, the initial list of projects proposed by agencies will be shared with the general public along with the system performance and transportation equity analysis for comments and input. Based on the input and any updates to the forecast of available funding, the initial list of projects to be included in the RTP will be updated by agencies for the final draft Regional Transportation Plan in April 2018. At that time, all projects greater than \$10 million in cost will apply the refined criteria.

The final draft project list will then undergo a second round of system performance and transportation equity analysis and a final round of agency and public input before adoption in 2018.

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

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

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

DRAFT 2018 RTP PROJECT CRITERIA	PAGE
1. AIR QUALITY AND CLIMATE CHANGE 10 POINTS	4
2. CONGESTION RELIEF 10 POINTS	5
3. ENVIRONMENTAL PROTECTION 10 POINTS	7
4. EQUITY AND ACCESS TO OPPORTUNITY 10 POINTS	8
5. FREIGHT AND GOODS MOVEMENT 10 POINTS	11
6. JOBS AND ECONOMIC DEVELOPMENT 10 POINTS	12
7. LEVERAGE AND COST-EFFECTIVENESS 10 POINTS	14
8. PLACEMAKING AND 2040 CENTERS SUPPORT 10 POINTS	15
9. TRANSPORTATION SAFETY 10 POINTS	17
10. TRAVEL OPTIONS 10 POINTS	18
BONUS: TRANSPORTATION RESILIENCE 5 POINTS	20
BONUS: POLITICAL SUPPORT 5 POINTS	20

1. AIR QUALITY AND CLIMATE CHANGE | 10 points

This measure addresses how well a project avoids or reduces vehicle emissions impacts to health, the environment, and climate change, as well as potential shifts towards cleaner fuels as directed by the 2014 Climate Smart Strategy¹.

Points	Purpose: Reduce air quality and greenhouse gas emissions related impacts to people and the environment.		
	How well does the project reduce air pollutants including air toxics, criteria pollutants and greenhouse gas emissions ² ? How well does the project avoid impacts to sensitive populations?		
	Choose one	3	The project will reduce vehicle miles of travel and eliminate <u>single occupancy</u> vehicle trips by providing <u>an alternative to single occupancy vehicle travel options (e.g., provision of transit service, transit supportive elements, and/or biking or walking facilities).</u>
		2	The project will reduce vehicle miles of travel, but does not eliminate <u>single occupancy</u> vehicle trips—e.g. shortening <u>auto-vehicle</u> trips through the use of a park and ride facility, <u>wayfinding</u> , or creating a more direct route (e.g., street connectivity).
		0	The project does not reduce vehicle miles of travel.
	Choose one	3	The project will improve traffic flow on a designated regional freight facility³, and will reduce idling by trucks (e.g., through signal coordination, by removing a bottleneck, or provision of facilities to separate bicycles from the vehicle lanes).
		2	The project will improve traffic flow (e.g., through signal coordination, by removing a bottleneck, or provision of facilities to separate bicycles from the vehicle lanes).
		0	The project does not improve traffic flow.
	3	The project will reduce vehicle idling and related emissions through <u>the use of technology such as traffic signal coordination, transit or freight signal priority, variable speed signs, ramp metering where it does not currently exist, etc.</u>	
	2	<u>The project avoids or will result in reduced vehicle emissions in areas with high concentrations of air toxics and particulate matter.</u> ^{4 and 5}	

¹ 2014 Climate Smart Strategy (Dec. 2014)

² Criteria air pollutants refer to the six pollutants (carbon monoxide, lead, nitrogen oxides, ozone, particulate matter, and sulfur dioxide) for which the Environmental Protection Agency has established National Ambient Air

² Criteria air pollutants refer to the six pollutants (carbon monoxide, lead, nitrogen oxides, ozone, particulate matter, and sulfur dioxide) for which the Environmental Protection Agency has established National Ambient Air Quality Standards under the Clean Air Act. Air toxics refer to the nine pollutants Metro and the Oregon Department of Environmental Quality have identified and have agreed to report when a RTP air quality analysis is conducted because they pose national and regional-scale public health risk.

³ ~~2014 Regional Freight Network Map (July 2014)~~

⁴ ~~A regional map of locations with high concentrations of air toxics and particulate matter will be provided for reference, The question is designed for sponsors to be able to receive points if either they are not located within an area with high concentrations of air toxics or particulate matter, or if they are located within such an area but they include elements to reduce potential vehicle emissions.~~

⁵ ~~Projects with demonstrated to reduce vehicle emissions have been defined by the federal Congestion Mitigation Air Quality Program (www.fhwa.dot.gov/environment/air_quality/cmaq/reference) and include: traffic signalization, HOV lanes, freeway management, shared ride programs (e.g., vanpool, shared ride), park-and-ride lots, travel demand management, provision of new biking and walking facilities, transit investments (new service~~

	2	The project avoids or will avoid or mitigate result in reduced vehicle emissions within ¼-mile of sensitive land uses (e.g., daycare facilities, hospitals, social services facilities, schools, and retirement homes). ⁶
Purpose: Increase use of clean technology. How well does the project use alternative energy, cleaner fuels, or less energy?		
	2	The project explicitly relies on a proven alternative energy technology.⁷
10 points maximum score		

2. CONGESTION RELIEF | 10 points

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

Purpose: Reduction of existing congestion. How well does the project address existing congestion? How large is the scale of the congestion the project addresses?			
Points	Choose one	2	<u>The project improves travel time reliability and reduces delay⁸ on a facility identified as an existing bottleneck, chokepoint, or otherwise having a congestion issue. This should be documented in an adopted plan or through a transportation analysis in support of the adopted plan. The project provides a demonstrable reduction in delay for an identified problem that occurs during the off-peak hours of travel (from noon to 1 PM). This should be documented in an adopted plan.</u>
		1	<u>The project improves travel time reliability and reduces delay⁹ at an intersection identified as an existing bottleneck, chokepoint, or otherwise having a congestion issue. This should be documented in an adopted plan or through a transportation analysis in support of the adopted plan. The project provides a demonstrable reduction in delay for an identified problem that occurs during the morning or evening peak hours of travel (from 7-9 AM or 4-6 PM). This should be documented in an adopted plan.</u>
Purpose: Reduction of potential future congestion. How well does the project address forecasted future congestion?			

and enhanced service), bus replacements, alternative fuel vehicles, freight intermodal projects, and diesel emission reduction (diesel engine retrofits and idle reduction techniques).

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

⁷ ~~Proven alternative energy technology refers to an approach or technology that has already been demonstrated to reduce reliance on traditional fuels. For example, electric vehicle charging stations, new transit service using electric, hybrid or other alternative technologies or fuels other than diesel or gasoline could fit under this category.~~

⁸ This would be demonstrated in a transportation analysis conducted for a corridor plan, area plan or transportation system plan update.

⁹ This would be demonstrated in a transportation analysis conducted for a corridor plan, area plan or transportation system plan update.

Choose one	2	The project provides a demonstrable improves travel time reliability and reduces delay ¹⁰ on a facility anticipated to have a future congestion issue. <i>This should be documented in an adopted plan or through a transportation analysis in support of the adopted plan.</i>
	1	The project improves travel time reliability and reduces delay ¹¹ at an intersection anticipated to have a future congestion issue. <i>This should be documented in an adopted plan or through a transportation analysis in support of the adopted plan.</i>
Purpose: Improves system efficiency Incorporates congestion relief strategies. How well does the project improve multi-modal capacity and efficiencies improve person throughput on the regional transportation system?		
31	The project includes employs transportation system management and operations strategies, such as traffic signal coordination, transit signal priority, incident management and, intelligent transportation systems (ITS). ¹² tolling, high occupancy vehicle, and/or is supportive of transit, biking or walking.	
1	The project includes geometric changes that increase access management or improve traffic flow and/or turning movements.	
1	The project increases transit capacity or is supportive of transit. ¹³	
1	The project provides new biking facilities.	
1	The project provides new walking facilities.	
1	The project includes high occupancy vehicle lanes, tolling or other pricing strategies.	
10 points maximum score		

¹⁰ Same as above footnote.

¹¹ Same as above footnote.

¹² A checklist of TSMO strategies will be provided.

¹³ “Supportive of transit” includes those projects that provide new facilities or services, including dedicated rights-of-way for transit, improved transit service, new biking or walking connections, park-and-rides, transit centers, and transit oriented development.

3. ENVIRONMENTAL PROTECTION | 10 points

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

Points	Purpose: Protect critical areas.		
	How well does the project minimize habitat loss, alteration and fragmentation in designated lands?		
	Choose one	3	The project does not affect or improves high value habitat areas or resource habitat on designated lands.
		2	If the project affects high value habitat areas or resource habitat on designated lands, it helps to restore the high value areas or resource habitats.
		1	If the project affects high value habitat areas or resource habitat on designated lands, it effectively mitigates impacts to designated high value areas and habitats.
	Purpose: Protect habitat and resource lands.		
	How well does the project minimize impact to designated agricultural or forest lands?		
	3	The project does not impact (e.g. cross) a high value habitat area ¹⁴ or resource habitat on designated lands. ¹⁵	
	2	The project does not impact designated agricultural lands.	
	2	The project does not impact designated forest lands.	
Purpose: Improve fish passage and water quality.			
How well does the project support fish passage by removing barriers or improve water quality by improving hydrological functions or reducing <u>correcting poor</u> stormwater runoff flow?			
Choose one	3	The project does not impact (e.g. cross) a protected water feature (e.g., stream, Title 3 wetland, river). ¹⁶	
	2	The project removes barriers to fish passage or <u>AND</u> uses <u>designs</u>	

¹⁴ The Regional Conservation Strategy designates lands as high value resource habitat. High value habitat areas ranked in the top one-third of all habitat areas because of the type, location and size of their habitat. Resource habitats are those areas with the top 25% modeled score of high value habitat or riparian quality. Habitat quality took into account factors such as habitat interior, influence of roads, total patch area, relative patch area, habitat friction, wetlands, and hydric soils. The riparian areas took into account criteria of floodplains, distance from streams, and distance from wetlands. The analysis and modeled scoring was conducted for the entire Portland-Vancouver region and conducted through a collaborative effort with partners across the region and topic area experts through the development in the Resource Conservation Strategy process. More detail about the high value habitats can be found at www.regionalconservationstrategy.org.

¹⁵ Designated lands include those areas designated for protection through zoning or another mechanism by a government agency. The designated lands include: high value habitat areas designated in the Regional Conservation Strategy, areas designated in Title 13 of the Urban Growth Management Functional Plan, and local agency designated resource habitat areas.

¹⁶ As defined the Urban Growth Management Functional Plan, protected water features include: Title 3 wetlands, rivers, streams and drainages and drainages downstream from the point at which 100 acres or more are drained to that water feature (regardless of whether it carries year-round flow), streams carrying year-round flow, springs which feed streams and wetlands, natural lakes, intermittent streams and seeps downstream of the point at which 50 acres are drained and upstream of the point at which 100 acres are drained to that water feature.

			topractices for improving improve hydrological functions in the area, such as reducing stormwater runoff impervious surface or correcting poor stormwater runoff flow/drainage.
		2 1	The project removes barriers to fish passage OR uses designs to improve hydrological functions in the area, such as reducing impervious surface or correcting poor stormwater runoff flow/drainage. The project is designed to reduce stormwater runoff.
10 points maximum score			

4. EQUITY AND ACCESS TO OPPORTUNITY | 10 points

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

Points	Purpose: Advance social equity. How well does this project serve improve access to opportunity in areas that have higher than the regional rate for historically marginalized communities ¹⁷ ?		
	Choose one	3	The project serves improves access to opportunity to or from an area with 3 or more communities with higher than the regional rate. ¹⁸
		2	The project serves improves access to opportunity to or from an area with 1 or 2 communities with higher than the regional rate.
		1	The project serves improves access to opportunity to or from an area with 1 community with lower higher than the regional rate.
	Purpose: Improve Increase public health physical activity. How well does the project avoid creating new, mitigate existing or eliminate previous negative health impacts increase opportunities for physical activity ¹⁹ to areas that have higher than the regional rate for historically marginalized communities?		
	Choose one	3 2	The project increases opportunities for physical activity in areas that have higher than the regional rate for historically marginalized communities improves public health an area with three or more communities with higher than the regional rate.
		2 1	The project improves public health an area with two of these communities with higher than the regional rate increases opportunities

¹⁷ The Metro’s Transportation Equity Analysis and TriMet’s Coordinated Transportation Plan for Seniors and People with Disabilities (2016) data and maps will be available on-line to help respond to this criteria. Recognizing limitations of this data, locally developed data may also be used by project sponsors if cited in the project information materials submitted by jurisdictions during the Call for Projects.

¹⁸ For each population, an area (defined by census tracts or block groups depending on data availability) would be considered to have a concentration of that population if the area has a concentration above the regional rate within its respective boundary. Recognizing limitations of the regional data, locally developed data may also be used by project sponsors if cited in the project information materials submitted by jurisdictions.

¹⁹ In general, an improvement to environmental health corresponds to an improvement in human health. Therefore, the intent of these questions is to ~~identify~~ give projects points for providing opportunities for increased physical activity ~~or,~~ encouraging healthy community design such as complete streets, ~~improving air quality, reducing fatalities and serious injury crashes, etc.~~

			for physical activity.
		10	The project does not increase opportunities for physical activity. The project improves public health an area with one of these communities with higher than the regional rate.
Purpose: Improve access to family-wage jobs.			
How well does this project improve access to family-wage jobs?			
		13	The project increases access to areas which have or are projected/forecasted to have more than 50% serves an area that has low- and/or middle-wage ²⁰ related employment. ²¹
Purpose: Improve access to community places.			
How well does this project improve access to priority community destinations?			
Choose one		3	The project improves access ²² to 3 or more priority destinations ²³ .
		2	The project improves access to 2 priority destinations.
		1	The project improves access to 1 priority destination.
10 points maximum score			

Related definitions:

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

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

²⁰ Low-wage Jobs are defined as jobs which pay an annual salary between \$0 - \$39,999 and middle-wage jobs are defined as jobs which pay an annual salary between \$40,000 – \$65,000. The annual salary band was based on the average household size of three (3) and a combination of different income, program eligibility, and self-sufficiency definitions (HUD median income, UW self-sufficiency index, federal poverty level, and the Uniform Relocation Assistance and Real Property Acquisition Act).

²¹ Areas with 50% or greater of low and middle-wage jobs is determined through the assessment of industry and occupational wage profiles. The breakdowns are observed across each MetroScope forecast analysis zone.

²² Improving access refers to projects that are located within ¼-mile of or connect to the specific area. A project can connect to an area by either 1) terminating or traveling through that area, or 2) being on a facility that ultimately terminates in or travels through that area as long as the facility or service does not limit access (e.g., limited-access freeway) to that area.

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

Attachment 2

Community	Definition	Geography Threshold*	Date Source
	household size		
Limited English Proficiency	Persons who identify as unable “to speak English very well.”	Census tracts above the regional rate (8.5%) for Limited English Proficiency all languages combined <u>OR</u> those census tracts which were identified as “safe harbor” tracts for individual language isolation. ²⁴	
Older Adults	Persons 65 years of age and older	Census tracts above the regional rate for Older Adults (11%) AND Young People (22.8%)	2010 Decennial Census
Young People	Persons 17 years of age and younger		
<u>Person living with a disability</u>	<u>Persons who identify as having a limitation of normal physical, mental, social activity. There are varying types (functional, occupational, learning), degrees (partial, total) and durations (temporary, permanent) of disability.</u>		<u>American Community Survey, 2011-2015 as documented in TriMet’s Coordinated Transportation Plan for Seniors and Persons with Disabilities</u>

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

5. FREIGHT AND GOODS MOVEMENT | 10 points

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

Points	Purpose: Improve freight mobility.		
	How well does the project provide benefits to freight-related system users by improving travel time, reliability, and efficiency for freight haulers (all freight modes), and how well does the project reduce conflicts?		
	Choose one	3	The project is located on a facility identified as a Tier 1 freight bottleneck location in ODOT’s Freight Bottleneck Locations. ²⁵
		2	The project is located on a facility identified as a Tier 2 freight bottleneck location in ODOT’s Freight Bottleneck Locations.
		1	The project is located on a facility identified as a Tier 3 freight bottleneck location in ODOT’s Freight Bottleneck Locations or a facility identified as a freight bottleneck in the Regional Freight Plan or adopted local agency plan.
	2	The project improves connectivity between freight modes OR reduces conflict between freight modes (e.g. freight rail track upgrades that connect to marine terminals, grade separation of road and freight rail crossings) or bridge openings or between freight and one or more passenger modes—e.g. through a separation of modes such as a pedestrian overpass or separated parallel bicycle facility.	
	Purpose: Access to industrial land and freight intermodal facilities.		
	How well does the project support planned development in regionally designated industrial areas, ²⁶ other freight-related areas, including brownfield sites, and key freight generators? ²⁷		
Choose one	3	The project improves freight access within or to ²⁸ more than one regionally designated industrial area, employment area, regional center or the Portland central city (or between a regional industrial area and a Regional Freight Route or a freight intermodal facility).	
	1	The project improves freight access within or to one regional industrial area, regional employment area, regional center, the Portland central city or a freight intermodal facility.	
2	The project is located on a facility designated on the Regional Freight Network.		
10 points maximum score			

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

²⁶ Title 4 of the Urban Growth Management Functional Plan (Title 4, Industrial and Other Employment areas Map, dated October 2014)

²⁷ Access to freight generators is intended to capture the first/last-mile connections related to freight activities. Access may also be able to capture important *Regional Freight Plan* network connections. This criteria could be based on new data on Greater Portland Inc. target industry concentrations and/or Washington County Freight Study identification of freight generating industries.

²⁸ A project may be assumed to improve access to, within, or between industrial areas if it touches, passes through, or is completely contained within an industrial area **as long as the facility or service does not limit access (e.g., limited-access freeway) to that industrial area.**

6. JOBS AND ECONOMIC DEVELOPMENT | 10 points

This measure addresses the extent to which projects support existing and new businesses, and job creation.

Points	Purpose: Improve access to areas of high job concentration.		
	How well does the project support access to jobs (e.g., census tracts with large job concentrations or 2040 centers, corridors, industrial and employment areas designated on the 2040 Growth Concept map)?		
	Choose one	3	The project serves an area that has an employment density of at least XX ²⁹ total jobs per acre, and is planned (has unused zoned capacity) to accommodate a density of at least XX jobs per acre. (Areas that currently exceed the higher threshold would receive points here as well).
		2	The project serves an area that has an employment density of at least XX total jobs per acre, and is planned (has unused zoned capacity) to accommodate a density of at least XX jobs per acre.
		1	The project serves an area that has an employment density of XX jobs per acre.
	Purpose: Improve access to targeted industries.		
How well does the project support job retention, expansion or revitalization efforts by improving access to targeted industries (e.g., census tracts with large job concentrations of target industries)? ³⁰			
Choose one	3	Project provides new or substantially improved access to an area with a high job concentration of target industries. ³¹	
	2	Project provides new or substantially improved access to an area with a moderate job concentration of target industries. ³²	
	1	Project provides new or substantially improved access to an area with a low job concentration of target industries.	

Jobs and economic development criteria are continued on the next page

²⁹ The job concentration measures could be based on a threshold for jobs per acre or a tiered threshold (e.g., top third job density, middle third, bottom third). A methodology would need to be developed.

³⁰ The greater Portland region features a wide range of businesses and industries with a concentration in seven key sectors identified by Greater Portland Inc. (e.g., clean technology, computers and electronics, software and media, metals and machinery, athletic and outdoor, science and technology and emerging industries).

³¹ This could be defined as investments on a facility located in a corridor that serves a census tract with high job concentrations among GPI's identified industries by NAICs code.

³² This could be defined as investments on a facility located in a corridor that serves a census tract with high job concentrations among GPI's identified industries by NAICs code.

JOBS AND ECONOMIC DEVELOPMENT (continued)

<p>Purpose: Improve access to priority industrial lands. How well does the project support job retention, expansion or revitalization efforts by improving access to priority industrial lands or improve market readiness and redevelopment potential of Tier 1, Tier 2 or Tier 3 regional industrial sites and areas with brownfield sites?</p>		
Choose one	3	Project improves access to priority industrial lands and AND serves an area with a high concentration of brownfield sites. ^{33, 34}
	2	Project improves access to priority industrial lands or OR serves an area with a high concentration of brownfield sites. ³⁵
	1	Project serves an area with improves access to other industrial lands OR a brownfield site(s).
<p>Purpose: Improve access to economic opportunity. How well does the project provide access to job-related training or educational opportunities (e.g., vocational schools, community colleges, universities)?</p>		
1	The project is in an area with, or supports improves access to institutions that provide job-related training or educational opportunities.	
10 points maximum score		

³³ Prioritized lands are defined in Title 4 of the Urban Growth Management Functional Plan (Title 4, Industrial and Other Employment areas Map, dated October 2014), Regionally Significant Industrial areas and Oregon’s Certified Shovel Ready sites.

³⁴ Metro [2012 Brownfields Scoping Report](#)

³⁵ Portland area [2014 Site Readiness Report](#)

7. LEVERAGE AND ACCOUNTABILITY/COST-EFFECTIVENESS | 10 points

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

Points	Purpose: Funding leverage.		
	How well does the project leverage federal, state, regional and , local and private funding?		
	Choose one	3	More than X% of project cost has committed Project is anticipated to leverage funding from 3 or more sources.
		2	Project is anticipated to leverage More than X% of project cost has committed funding from 2-2 or more sources.
		1	Project is anticipated to leverage funding from 1 source More than X% of project cost has committed funding.
	Purpose: Readiness Supports other projects.		
	How well does the project support other projects? Does the project have committed funding and has it completed project development?		
	2	Project already has committed funding for project development, ROW acquisition and/or construction (e.g., included in current CIP, MTIP/RFFA, and/or STIP).	
	2	Project has completed detailed planning, design and/or engineering.	
	Purpose: Cost-effectiveness. ³⁶		
How cost-effective is the project?			
Choose 1	3	Project has a high cost-effectiveness ratio relative to other projects.	
	2	Project has a moderate cost-effectiveness ratio relative to other projects.	
	1	Project has a low cost-effectiveness ratio relative to other projects.	
10 points maximum score			

Note: These criteria are still under development. An updated table will be provided at the March 17 workshop.

³⁶ This will be calculated by Metro staff during the evaluation.

8. PLACEMAKING AND 2040 CENTERS SUPPORT | 10 points

This measure addresses the extent to which projects support existing and new population and employment in centers. In addition, the measure addresses the extent to which projects support transit oriented development, development of housing in centers, accessibility to/from/within the center, and compatibility with the character of the community in which a project is located.

Points	Purpose: Improve access to 2040 centers.		
	How well does the project provide increased mobility and accessibility for designated 2040 center(s) – Portland central city and regional centers, town centers, and stations communities?		
	3	The project provides increased mobility and accessibility within the Portland central city <u>OR</u> a regional center <u>OR</u> by connecting two or more regional centers. ^{37 38}	
	2	Provides increased mobility and accessibility by connecting into one regional center or connecting two or more town centers or station communities.	
	1	Provides increased mobility and accessibility by connecting into one town center or station community.	
	Purpose: Increase access to transit supportive land use. How well is the project supported by the following land use and planning characteristics?		
	Choose one	3	Existing development densities are transit supportive ²² (have housing <u>and job</u> densities greater than XX homes <u>250 persons</u> per <u>gross</u> -acre). ³⁹
		2	Existing development densities are transit supportive (have housing <u>and job</u> densities greater than XX homes <u>60 persons</u> per <u>gross</u> -acre).
		1	Existing development densities are transit supportive (have housing <u>and job</u> densities greater than XX homes <u>39 persons</u> per <u>gross</u> -acre).
	1	Adopted Cc comprehensive plan or subarea plan specifically identifies the area as a location for additional transit supportive growth (<u>will have housing and job densities greater than 39 persons per acre</u>).	
1	Project is located in an area designated <u>in an adopted plan</u> as a high capacity transit station area (includes light rail, commuter rail, bus rapid transit, intermodal stations).		
1	Zoning in area encourages a mix of uses to provide for housing, jobs, and services. ⁴⁰		

³⁷ A project can connect two centers by either 1) terminating or traveling through a center, or 2) being on a facility that ultimately terminates in a center or travels through a center as long as the facility or service does not limit access (e.g., limited-access freeway) to the centers.

³⁸ A project may be assumed to improve access to, within, or between centers if it touches, passes through, or is completely contained within a center as long as the facility or service does not limit access (e.g., limited-access freeway) to the center(s).

³⁹ ~~The housing density measure could be based on homes per acre thresholds or tiered thresholds, persons per acre thresholds are from Title 6 of the Urban Growth Management Functional Plan (Metro Code 3.07.640).~~

⁴⁰ As defined in Title 6 of the Urban Growth Management Functional Plan (Metro Code 3.07.640), mixed-use development includes areas of a mix of at least two of the following land uses and includes multiple tenants or ownerships: residential, retail and office. This definition excludes large, single-use land uses such as colleges, hospitals, and business campuses.

10 points maximum score

Note: These criteria are still under development to better connect criteria to TOD cluster typologies, RTP HCT system expansion policy and a new Enhanced Transit Corridor concept that has been identified during development of the Regional Transit Strategy. An updated table will be provided at the March 17 workshop.

PUBLIC ENGAGEMENT AND COMMUNITY SUPPORT

This measure addresses the extent to which projects were identified through a transparent public process that meets federal Title VI engagement requirements and the level of community and/or political support.

Points	Purpose: Identified through public process that meets Title VI engagement requirements How well does the project reflect community priorities identified through a public process?	
	Choose one	3
	2	Project is identified as a priority in an agency adopted plan or study developed through documented public engagement process that included specific engagement of historically marginalized communities.
	1	Project is identified in an agency adopted plan or study developed through a documented public engagement process.
	Purpose: Community/political support Is the project a very high priority for the communities it serves and/or their elected representatives?	
7	Project is recommended by a county level coordinating committee, city council, county board or other appointed/elected body as a top priority for the regional transportation system.	
10 points maximum score		

9. TRANSPORTATION SAFETY | 10 points

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

		Purpose: Reduce the number of fatal and serious injury crashes.	
		How well does the project address existing documented safety problem ⁴¹ <u>with proven countermeasures</u> to reduce fatal and serious injury crashes?	
Points	Choose one	10	The primary purpose of the project is to address a documented safety problem with one or more proven safety countermeasure(s). ^{42 and 43} The project addresses a documented safety problem with one or more proven safety countermeasure(s), or implements a project identified in an agency adopted safety plan, at a location on a designated on high injury corridor.
		88	The project addresses a documented safety problem <u>at a documented high injury or high risk location</u> with one or more proven safety countermeasure(s) or implements a project identified in an agency adopted safety plan.
		6	The project addresses a documented safety problem <u>high risk location</u> with one or more proven safety countermeasure(s) or implements a project identified in an agency adopted safety plan, on a designated high risk location or corridor. ⁴⁴
		4	The project improves safety with one or more proven safety countermeasure(s).
10 points maximum score			

TRANSPORTATION RESILIENCE

~~This measure addresses the extent to which projects improve system security and disaster preparedness.~~

⁴¹ ~~The safety problem should be documented through an analysis of crash data in support of an agency safety program, plan or strategy. Examples of such documentation include: locations designated on a regional or local high injury corridor, the Region 1 All Roads Transportation Safety (ARTS) program list or other locally-documented safety priority locations.~~

⁴² ~~Proven safety countermeasures have been documented by the Federal Highway Administration (FHWA) and Oregon Department of Transportation (ODOT) and include: road diets, medians and pedestrian crossing islands, pedestrian hybrid beacons, roundabouts, access management, reflective backplates, safety edge, enhanced curve delineation, and rumble strips. More information about these and other proven countermeasures can be found at: <https://safety.fhwa.dot.gov/provencountermeasures> and www.oregon.gov/ODOT/HWY/TRAFFIC-ROADWAY/docs/pdf/CRF_Appendix.pdf.~~

⁴³ ~~High Risk Corridors are identified in transportation safety plans or strategies, including the ODOT Pedestrian and Bicycle Safety Implementation Plan and may used to document responses to this criteria.~~

⁴⁴ ~~High Risk Corridors are identified in transportation safety plans or strategies, including the ODOT Pedestrian and Bicycle Safety Implementation Plan and may used to document responses to this criteria.~~

Points	Purpose: Improve system security and disaster preparedness. How well does the project improve security? (Specific focus on regional emergency transportation routes (ETRs) ⁴⁵ -designated by the Regional Disaster Preparedness Organization or agency adopted plan)	
	10	The project improves preparedness of an ETR to move personnel, supplies, and equipment to heavily damaged areas or serve as an evacuation route in the event of a regional emergency.
10 points maximum score		

10. TRAVEL OPTIONS | 10 points

This measure addresses the extent to which projects increase alternatives to driving alone. The measure also addresses the extent to which projects incentivize or facilitate an individual’s use of those alternatives.

Points	Purpose: Increase alternatives to driving alone and their use. How well does the project increase alternatives to driving alone and makes it more convenient to walk, bike and use transit?		
	Choose 1	3	The project <u>adds incentives or removes barriers</u> ⁴⁶ or completes a significant <u>regional transit network gap (e.g., no service currently exists in area) or regional biking and/or walking network gap</u> , (e.g., it crosses a major barrier, such as a freeway or river).
		2	The project completes a regional <u>transit, active transportation biking or walking network gap</u> but there are other available routes (no major barriers).
		1	The project <u>completes a gap addresses a deficiency o</u> in the regional <u>transit, active transportation biking or walking network</u> . ⁴⁷
	Choose 1	3	The project includes <u>5 or more design elements in bike and/or pedestrian checklist or provides physical separation from vehicle traffic</u> .
		2	The project includes <u>5 or more design elements in bike and/or pedestrian checklist, not physically separated from vehicle traffic</u> .
		1	The project includes <u>3 or more design elements in bike and/or pedestrian checklist, not physically separated from vehicle traffic</u> .
	2	The project <u>adds incentives</u> ⁴⁸ <u>or removes barriers</u> ⁴⁹ for individuals to	

⁴⁵ -An Emergency Transportation Route or ETR is defined as a route needed during a major regional emergency or disaster to move response resources such as personnel, supplies, and equipment to heavily damaged areas or serve as an evacuation route.

⁴⁶ Incentives include but are not limited to elements such as transit pass subsidies and other commuter benefits, non-SOV mode priority, and HOV priority, adding bicycle and pedestrian facilities (e.g. an arterial widening project that includes new sidewalks and/or bicycle lanes) and otherwise facilitating the use of bicycle and pedestrian travel (e.g. providing bicycle parking at a park-and ride-facility, constructing ADA-compliant curb ramps). Removing barriers refers to (but is not limited to) projects that complete missing links (e.g. a bicycle/pedestrian project that connects together an existing trail or constructs ADA-compliant curb ramps).

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

⁴⁸ -Incentives may include, but are not limited to, elements such as transit pass subsidies and other commuter benefits, non-SOV mode priority, and HOV priority.

⁴⁹ -Addressing barriers may include, but is not limited to, elements such as traveler training, traveler information and wayfinding, provision of bicycle parking, bicycle/pedestrian or other commuter facilities, safe routes to school

		bike, walk or use fixed-route transit, special needs transportation services, carshare services, or vanpools (may include intermediary facilities such as park-and-rides). ⁵⁰
	1	The project includes additional tools or strategies to reduce the share of drive-alone trips. ⁵⁴
		Purpose: Improve first mile/last mile biking and walking connections between-to transit, biking and walking facilities. How well does the project improve connections between modes of travel, especially for bicyclists and pedestrians accessing transit?
	2	The project completes a gap in the regional bicycle network within 2 miles⁵² of a regional transit stop. ⁵³
	2	The project completes a gap in the regional pedestrian network within 1/2-mile of a regional transit stop. ⁵⁴
10 points maximum score		

~~programs, or other transportation demand management approaches for individuals to use fixed-route transit, special needs transportation, or car-share or rideshare services.~~

~~⁵⁰ Incentives include elements such as adding bicycle and pedestrian facilities (e.g. an arterial widening project that includes new sidewalks and/or bicycle lanes) and otherwise facilitating the use of bicycle and pedestrian travel (e.g. providing bicycle parking at a park-and-ride facility, constructing ADA-compliant curb ramps). Removing barriers refers to (but is not limited to) projects that complete missing links (e.g. a bicycle/pedestrian project that connects together an existing trail or constructs ADA-compliant curb ramps).~~

~~⁵⁴ Additional tools or strategies may include car-share, carpool, and telecommute programs and related services.~~

⁵² Need to determine appropriate threshold, consistent with Regional Active Transportation project development work.

⁵³ Regional Transit Network Map (adopted July 2014 or draft updated map under development in 2018 RTP update)

⁵⁴ Regional Transit Network Map (adopted July 2014 or draft updated map under development in 2018 RTP update)

BONUS: TRANSPORTATION RESILIENCE | 5 points

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

Points	Purpose: Improve system redundancy and disaster preparedness. How well does the project improve disaster preparedness and emergency response? (Specific focus on regional emergency transportation routes (ETRs) ⁵⁵ designated by the Regional Disaster Preparedness Organization or agency adopted plan)	
	3	The project is located on a designated emergency transportation route in the event of a regional emergency and improves preparedness of the facility to evacuate people or to move personnel, supplies, and equipment to heavily damaged areas in the event of a regional emergency.
	2	The project provides alternative routes and/or new access for emergency service providers to respond to emergencies.
5 points maximum score		

BONUS: POLITICAL SUPPORT | 5 points

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

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

⁵⁵ An Emergency Transportation Route or ETR is defined as a route needed during a major regional emergency or disaster to move response resources such as personnel, supplies, and equipment to heavily damaged areas or serve as an evacuation route.



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Metro

2018 Regional Transportation Plan

Building the RTP Investment Strategy

RTP Workshop #2

April 14, 2017

Key outcomes for today

- Additional feedback on project evaluation framework choices
- Additional feedback on updated draft criteria



What is the RTP Investment Strategy?

RTP Investment Strategy Packages

- **Package 1 – Draft 10-year Constrained RTP investment Strategy (2027)**
Region's highest priority projects given our current funding outlook (2018-2027 in Constrained project list)
- **Package 2 – Draft Full Constrained RTP Investment Strategy (2040)**
Package 1 + high priority projects given our current funding outlook (2028-2040 in Constrained project list)
- **Package 3 – Draft Full RTP Investment Strategy (2040)**
Full Constrained RTP + additional priority projects the region agrees to work together to pursue funding to plan and build (2028-2040 in Strategic project list)

Call for Projects

June 1 to July 21, 2017

- Builds draft RTP Investment Strategy for evaluation and refinement – 2 levels of investment:
 - Constrained priorities, reflecting a more realistic funding outlook
 - Additional priorities (*aka Strategic*) the region agrees to work together to fund and build
- Projects must be on regional system, come from adopted plans, and cost more than \$1 million (or be bundled into program categories)
- Submittals identified collaboratively and coordinated through county coordinating committees and City of Portland

Advancing how we measure outcomes to inform priorities

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

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

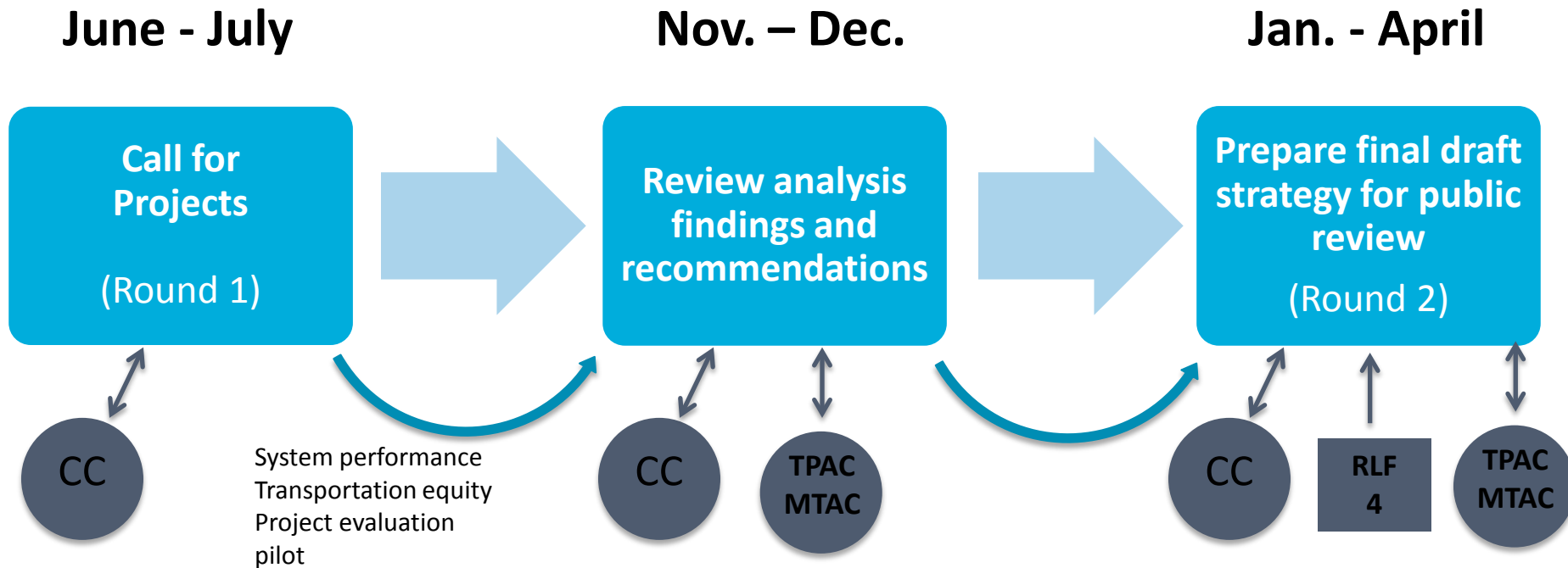


* Transportation equity to be measured across multiple outcomes to support federally-required Title VI and Environmental Justice Analysis.

Piloting project evaluation to inform strategy refinements

- Communication and decision-support tool
- Informs building the draft RTP investment strategy in 2017 and potential refinements in 2018 in response to the system performance and equity analysis and public input
- Limited to larger-scale capital projects likely to seek federal, state or regional funding
- Qualitative approach but scored
- Web-based form completed by project sponsors

Draft RTP Investment Strategy evaluation and refinement process



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

RTP Schedule Post-Call for Projects

- Summer-Fall '17 – Metro conducts system and equity evaluation and compiles feedback on project evaluation for performance work group
- Nov. – Dec. '17 – System performance and transportation equity evaluation reported to TPAC, MTAC and coordinating committees
- Jan. – Feb. '17 – Metro may seek TPAC/MTAC, JPACT/MPAC, and Metro Council recommendation on equity and greenhouse gas emissions findings
- March - April '18 – coordinating committees refine project list if they choose
 - All capital projects over cost threshold and likely to seek non-local funds now subject to project-level evaluation
- May - June '18 – TPAC/MTAC, JPACT/MPAC, Metro Council recommendation on Round 1 or Round 2 lists or hybrid
- Summer '18 – Public comment on overall RTP and modal/topical plans
- Oct. – Dec. '18 – Final RTP decision

Feedback from Workshop #1

- Better articulate purpose, use and goals
 - Inform and support local choices
 - Show community benefits
 - Increase transparency and accountability
 - Connect planning and investment decisions
- Expand exempt projects
- Build in more flex-time for coordination at sub-jurisdiction level
- Articulate framework choices for more discussion

Framework Choices

see memo dated March 31, 2017

- Scoring options
 - Numeric v. high-medium-low
- Cost-threshold options
- Project costs affecting cost-threshold trigger
 - What stage of study is included as cost?
- 2019-2021 RFFA Pipeline
 - Should they be evaluated?
- Criteria options
 - Mode-neutral, modal-specific, weighted
- Timing options for applying criteria

April RTP Discussions and Action

- April 19 Bring options and revised proposal/criteria to MTAC for discussion
 - April 20 Introduce JPACT to process and timeline for building the RTP Investment Strategy
 - April 26 Introduce MPAC to process and timeline for building the RTP Investment Strategy
 - April 28 Bring options and revised proposal/criteria to TPAC for discussion
- Seek TPAC rec'd to JPACT on Building RTP Strategy

May RTP Discussions and Action

- | | |
|--------|--|
| May 2 | Update Council on process for building RTP Strategy and revised proposal/criteria for discussion |
| May 5 | Seek MTAC rec'd to MPAC on building RTP Strategy |
| May 10 | Seek MPAC rec'd to Council on building RTP Strategy |
| May 18 | Seek JPACT rec'd to Council on building RTP Strategy |
| May 30 | Council direction to staff on building RTP Strategy |

Questions for today

1. Comments or suggestions on recommended framework choices
2. Comments or suggestions for further refinement of draft criteria



THANK YOU!

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