Clackamas County Coordinating Committee

Promoting partnership among the County, its Cities, and Special Districts

C4 Metro Subcommittee
Agenda

Wednesday, April 19, 2017
7:30 AM – 9:00 AM

Clackamas County Development Services Building
Room 120
150 Beavercreek Road, Oregon City, OR 97045

7:30 a.m. **Welcome & Introductions**

8:15 a.m. **MPAC Issues**
- *2018 Regional Transportation Plan (RTP) Update*

7:35 a.m. **JPACT Issues**
- *National Multimodal Freight Network Map Updates – Jon Makler, ODOT*
- *Metro 10 year Active Transportation Plan – Ted Leybold, Metro*

9:00 a.m. **Adjourn**

Attachments:	**JPACT/MPAC Work Programs**	**Page 02**
	Staff Memo Detailing Discussion Items	**Page 06**
	Memo re Building the 2018 RTP Investment Strategy	**Page 07**
	Draft 10 year Active Transportation Strategy memo	**Page 40**
	2017-18 Unified Planning Work Program	**Page 49**

For additional information, contact Karen Buehrig at karenb@clackamas.us or 503-742-4683.

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2017 JPACT Work Program

As of 4/13/17

Items in italics are tentative; ***bold*** *denotes required items*

April 20, 2017	**May 18, 2017**
• Chair comments TBD (5+ min) ○ D.C. Trip Report Back • **Resolution No. 17-4785,** For the Purpose of Amending the 2015-18 Metropolitan Transportation Improvement Program (MTIP) to Modify and/or Add New Projects as Part of the March 2017 Formal MTIP Amendment Involving a Total of Twelve Affected Projects for ODOT, TriMet, and Multnomah County (**consent**) • Recommended Additions to the National Highway Freight Network – Information/Discussion (Tim Collins, Metro; 10 min) • 2018 RTP Update: Building the RTP Investment Strategy – Information/Discussion (Ellis, Metro; 20 min) • 2018 RTP Update: Vision Zero and Regional Transportation Safety Action Plan– Information/Discussion (Lake McTighe, Metro; 20 min) • Draft Unified Planning Work Program (UPWP) 2017-2018 – Recommendation (John Mermin, Metro; 10 min) April 5-6: JPACT D.C. Trip	• Chair comments TBD (5+ min) • 2018 RTP Update: Building the RTP Investment Strategy – Recommendation (Ellis, Metro; 20 min) • 2018 RTP: Regional Transit Strategy – Information/Discussion (Jamie Snook, Metro; 20 min) • 2018 RTP: Regional Freight Plan Update – Information/Discussion (Tim Collins, Metro; 20 min) • Powell-Division Transit LPA and RTP Amendment – Recommendation (Elizabeth Mros-O'Hara, Metro; 20 min) • Recommended Additions to the National Multimodal Freight Network – Recommendation (T. Collins, Metro; 5 min)
June 15, 2017	**July 20, 2017**
• Chair comments TBD (5+ min) • 2018-2021 Metropolitan Transportation Improvement Program (MTIP) – Information/Discussion (Ted Leybold/Grace Cho, Metro; TBD)	• Chair comments TBD (5+ min) • 2018 RTP: Digital Mobility (Frisbee, Metro; TBD) • 2018 RTP: Resilience (Ellis, Metro; TBD) • 2018-2021 Metropolitan Transportation Improvement Program (MTIP) – Recommendation (Ted Leybold /Grace Cho, Metro; TBD)

August 17, 2017 • Chair comments TBD (5+ min)	**September 21, 2017** • Chair comments TBD (5+ min)
October 19, 2017 • Chair comments TBD (5+ min)	**November 16, 2017** • Chair comments TBD (5+ min) • 2018 RTP: Project Update (Ellis, Metro; TBD)
December 21, 2017 • Chair comments TBD (5+ min)	

RTP Regional Leadership Forums:

- **April 2016:** RTP Regional Leadership Forum #1 (Exploring Big Ideas for Our Transportation Future)
- **September 2016:** RTP Regional Leadership Forum #2 (Building the Future We Want)
- **December 2016:** RTP Regional Leadership Forum #3 (Connecting Our Priorities to Our Vision)
- **February 2018**: RTP Regional Leadership Forum #4 (Drafting Our Shared Plan for the Region)

Parking Lot:

- Southwest Corridor Plan
- Land use & transportation connections
- Prioritization of projects/programs
- Westside Freight Study/ITS improvements
- All Roads Safety Program (ODOT)
- Air Quality program status update
- Washington County Transportation Futures Study (TBD)

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2017 MPAC Work Program

As of 4/4/17

Items in italics are tentative; ***bold*** *denotes required items*

Wednesday, April 12, 2017 • ICE Discussion (45 min) • Vision Zero and Regional Transportation Safety Action Plan Update – Information/Discussion (Lake McTighe, Metro; 45 min)	**Wednesday, April 26, 2017** • 2018 RTP Update: Building the RTP Investment Strategy – Information/Discussion (Ellis, Metro; 40 min) • 2018 RTP: Regional Freight Plan Update – Information/Discussion (Tim Collins, Metro; 30 min)
Wednesday, May 10, 2017 • 2018 RTP: Regional Transit Strategy – Information/Discussion (Jamie Snook, Metro; 40 min) • Powell-Division Transit LPA and RTP Amendment – Recommendation (Elizabeth Mros-O'Hara, Metro; 30 min) • 2018 RTP Update: Building the RTP Investment Strategy – Recommendation (Ellis, Metro; 40 min)	**Wednesday, May 24, 2017** • *Eco-Industrial Strategies and Lessons Learned from Gresham Vista Business Park – Information/Discussion (Shannon Stadey, City of Gresham/Ken Anderton, Port of Portland; 30 min)*
Wednesday, June 14, 2017	**Wednesday, June 28, 2017**
Wednesday, July 12, 2017	**Wednesday, July 26, 2017** • *2018 RTP: Digital Mobility (Frisbee, Metro; TBD)* • *2018 RTP: Resilience (Ellis, Metro; TBD)*

Wednesday, August 9, 2017 • Regional Business Food Scraps Policy Update (Jennifer Erickson/Pam Peck, Metro; 30 min)	**Wednesday, August 23, 2017** – ***cancelled***
Wednesday, September 13, 2017	**Wednesday, September 27, 2017**
Wednesday, October 11, 2017	**Wednesday, October 25, 2017**

Upcoming events:

- December 2017: RTP Regional Leadership Forum #4 (Drafting Our Shared Plan for the Region)
- June 2018: RTP Regional Leadership Forum #5 (Finalizing Our Shared Plan for the Region)

Parking Lot:

- Presentation on health & land use featuring local projects from around the region
- Greater Portland, Inc. update
- "Unsettling Profiles" presentation by Coalition of Communities of Color
- Washington County Transportation Futures Study
- System development charges (SDCs)
- City of Portland inclusionary housing
- November 2017: 2018 RTP – Investment Strategy Findings and Background on Regional Leadership Forum #4
- Economic Value Atlas
- Affordable housing grants

C4 Metro Subcommittee Staff Memo

Re: Items to be discussed under JPACT Issues and MPAC Issues
Date: April 13, 2017

Summary

1) 2018 RTP Update: Building the RTP Investment Strategy (Discussion Item JPACT/MPAC)

Updating the 2018 Regional Transportation Plan is a three-year effort. As was discussed at last month's C4 Metro Subcommittee meeting, the project is about halfway through the process and we are about to engage in a fairly intensive task that is referred to as the "Call for Projects." The memo included in the JPACT packet outlines the Vision and 2018 RTP Policy Framework. It also describes the Evaluation Framework that will be used. At the C4 Metro Subcommittee meeting, we will provide a brief update on the evaluation process and discuss a few key upcoming dates for the "Call for Projects."

Attachment: Memo Regarding Building the 2018 RTP Investment Strategy

2) Metro 10-year Active Transportation Strategy Hand out (Updates from the Chair)

Ted Leybold from Metro will be attending to describe the process that has been underway to create a 10 year Active Transportation Strategy. Attached is a DRAFT handout that will be shared at JPACT, with the intent of being used to illustrate the most important Active Transportation projects throughout the Metro area.

Attachment: Draft 10 year Active Transportation Strategy memo and handout.

3) Recommended additions to the National Highway Freight Network (Discussion item)

The Fixing America's Surface Transportation (FAST) Act required that State Freight Plans address Critical Urban Freight Corridors (CUFC) and Metro, as the MPO for the Portland metropolitan area is responsible for designating the CUFC in the urban area. There is a limited amount of roadway, 34.7 miles in the Portland Metro area, which can be designated as CUFC. The proposed additions to the National Highway Freight Network map emerged from a set of roadways recommended by Metro and reviewed by a Freight subcommittee. Amendments proposed by ODOT were discussed at TPAC, which then resulted in the proposal included in the JPACT packet. This discussion is of particular interest to Clackamas County because the limited amount of roadway that Metro is allowed to designate as CURC is not enough to cover all of the important freight connections. The one area indicated on the map as "Future critical route segment to add to the NHFM if more miles are allotted by ODOT" is located through the City of Milwaukie, along 99E and Hwy 224.

Attachment: 2017-18 Unified Planning Work Program. PowerPoint given to TPAC

For additional information, please contact:
Karen Buehrig, Transportation Planning Supervisor karenb@clackamas.us

Memo

Metro
600 NE Grand Ave.
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Date: April 10, 2017
To: Joint Policy Advisory Committee on Transportation (JPACT) and interested parties
From: Kim Ellis, RTP Project Manager
Subject: Building the 2018 RTP Investment Strategy

PURPOSE

This memo provides an update on the process and timeline for building the 2018 Regional Transportation Plan (RTP) Investment Strategy.

ACTION REQUESTED

The purpose of this agenda item is to provide an update and receive initial feedback from the Joint Policy Advisory Committee on Transportation (JPACT) on the following policy questions:

1. Do you have comments for staff on the updated vision statement for the future of transportation in the Portland metropolitan region?
2. Do you have comments for staff about the process for updating and evaluating the region's near- and long-term investment priorities?

JPACT's feedback will help staff prepare final recommendations and guidance to support building the 2018 RTP Investment Strategy. In May, JPACT will have an opportunity to discuss funding information and be asked to make a policy recommendation to the Metro Council to guide building the RTP Investment Strategy. **JPACT's policy recommendation will include three parts:**

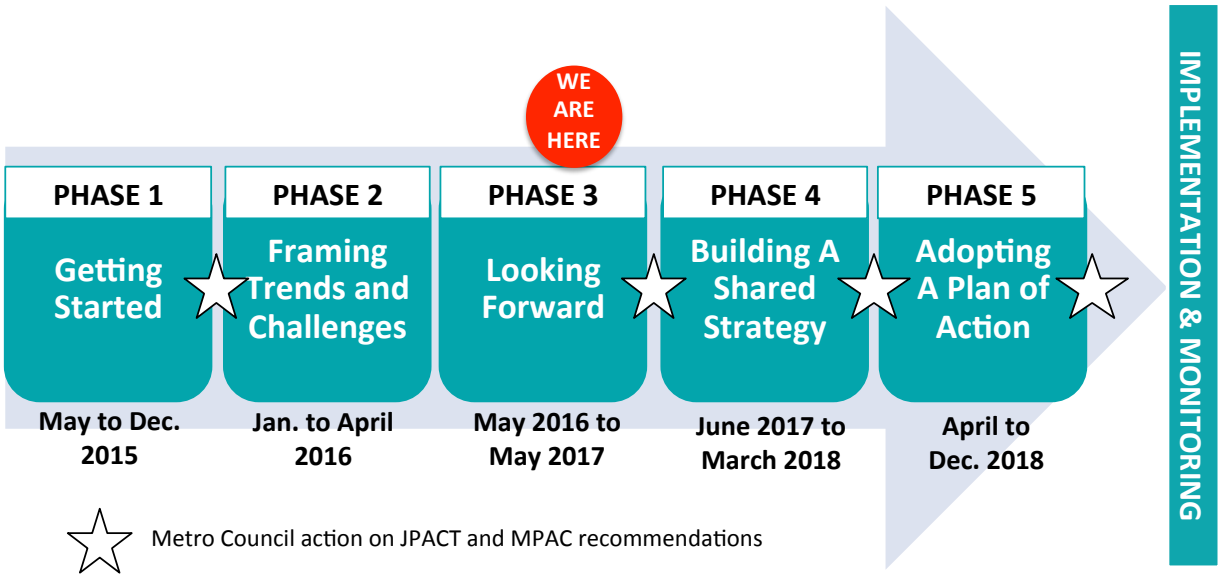
1. **Updated vision and 2018 RTP policy framework** to guide building the draft RTP Investment Strategy for further review and refinement.
2. **Updated RTP evaluation framework** that includes updated system performance and transportation equity measures and project criteria identified for testing through the analysis of the draft RTP Investment Strategy. The evaluation framework will be subject to further refinement in 2018 based on the analysis.
3. **Recommended funding level for the overall RTP Investment Strategy**. The funding level will be subject to further refinement in 2018 to reflect upcoming state, regional and/or local funding actions.

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

BACKGROUND

Our region's economic prosperity and quality of life depend on a transportation system that provides every person and business in the Portland metropolitan region with equitable access to safe, efficient, reliable, affordable and healthy transportation options. Through the 2018 RTP update, the Metro Council is working with communities throughout the region to plan the transportation system of the future by updating the region's shared transportation vision and investment strategy for the next 25 years.

Timeline for 2018 Regional Transportation Plan Update



THE OPPORTUNITY

Regional context - Past actions and policy direction

Much has changed in the region since the adoption of the Regional Transportation Plan (RTP) and Regional Active Transportation Plan (ATP) in 2014. Since the adoption of the 2014 RTP and ATP, several projects have been completed (e.g., Sellwood Bridge, Portland-Milwaukie Light Rail, Sunrise Project (Phase 1, Unit 1). In addition, TriMet completed plans for expanding local and regional transit service, and the Metro Council and JPACT adopted an ambitious strategy – called the Climate Smart Strategy – for reducing greenhouse gas emissions that necessitates a significant expansion of transit service. In addition, as the federal and state funding landscape has changed, the region is playing a more active role in funding and financing its own projects, which has significant implications for project development and prioritization.

The upcoming Call for Projects will build a draft 2018 RTP Investment Strategy (resulting in updates to the projects and programs in the RTP), providing an opportunity to follow through on those plans and actions and more recent regional policy commitments adopted by JPACT and the Metro Council. These commitments include the more recent Regional Flexible Funds allocation decision to advance three priority bottleneck projects (I-5/Rose

Quarter, OR 217, and I-205 widening – Ph. 1: I-205/Abernethy Bridge and Ph. 2: I-205 mainline), two priority transit projects (the Southwest Corridor and Division Transit projects), and active transportation project development work to accelerate construction of active transportation projects in the region. These priorities were reaffirmed by JPACT and the Metro Council through adoption of the region's 2017 Regional Policy and Funding Priorities for State Transportation Legislation on February 16 and March 2, respectively.

Federal and State context

Additionally, the federal government completed rulemaking to implement two federal transportation bills with a new emphasis on outcomes, system performance, and transparency and accountability in the transportation decision-making process. In 2016, a Governor-appointed task force work conducted a series of forums to identify statewide transportation priorities. In 2017, the State of Oregon is likely to unveil a new transportation funding bill that would set state investment priorities for the next several years.

Nonetheless, federal and state funding is on the decline while the need for transportation investments in the Portland region continues to grow. The adopted 2014 RTP includes more than 1,250 projects, with a total estimated cost of $36 billion, including maintenance and operations of the transportation system. That cost is significantly more than our region's current spending on transportation investments, the majority of which is being spent on maintenance and operations.

In the past, a generous federal match, significant state funding, and more flexibility at the local level meant that the financing for previous projects was more straightforward. Conditions have changed and future investments will likely require voter approval. This requires the region to take a different approach to identifying investment priorities, communicating about them, and bringing them forward in a transparent manner focused on explaining to stakeholders and the public the benefits they can expect from a project as well as the overall 2018 RTP Investment Strategy.

BUILDING THE 2018 RTP INVESTMENT STRATEGY

Call for Projects to build a draft investment strategy

The changing landscape of transportation funding and policy highlights the need for the region to review its priorities, be strategic, and make refinements to near and long-term investments identified to address regional transportation challenges. To this end, the 2018 RTP Call for Projects provides an opportunity to develop an updated strategy for how the region will leverage local, regional, state, federal funds to advance local, regional and state priorities for the regional transportation system as part of an existing public process. In effect, the region will work together to define a pipeline of regional transportation projects to fund and construct to address regional challenges, reflect public priorities and maximize progress toward the region's shared vision and goals for the further of transportation.

Consistent with the adopted RTP work plan, two levels of investment will be assumed for the 2018 RTP Investment Strategy.

- The first level, the *Constrained Priorities* (also known as the Financially Constrained project list under federal law), will represent the highest priority transportation investments for the plan period (2018-2040). In order for projects to be eligible to receive federal and state funding, they must be on the *Constrained Priorities* project list.
- The second level, the *Additional Priorities*, will represent other priority investments that the region agrees to work together to fund and construct in the 2028-2040 time period.

Thus, the 2018 RTP Investment Strategy will be comprised of the *Constrained Priorities* project list and the *Additional Priorities* project list.

The purpose of the upcoming "call for projects" is three-fold:

1. **Develop a pipeline of priority projects on the regional transportation system** that are needed to support the 2040 Growth Concept vision, and regional transportation goals, and will need some combination of local, regional, state, and/or federal funding to be constructed in the 2018-2040 time period.
2. Provide an opportunity for regional partners to identify priorities for the regional transportation system and refinements needed to **update current Constrained priorities (adopted as the 2014 RTP Financially Constrained System in 2014) for the 2018-2040 time period** to address to local, regional and state needs on the regional system as well as planning efforts completed since July 2014 and more recent JPACT and Council policy direction.
3. Provide an opportunity for regional partners to **identify additional priorities to include in the 2018 RTP Investment Strategy for the 2028-2040 time period** that the region agrees to work together to fund and construct to address local, regional and state needs on the regional system.

Evaluating the draft RTP Investment Strategy

The RTP investment strategy analysis is intended to provide policymakers with better information about the region's investment priorities and the implications of our near-term and long-term transportation investment choices. The evaluation process will test proposed outcomes-based system performance and transportation equity measures, and project criteria to determine which measures can best evaluate whether the transportation system is successful in meeting regional goals and policies.

Two rounds of evaluation are planned, allowing for refinement of the draft system performance and transportation equity analysis measures and draft project evaluation criteria to address any shortcomings identified during the Round 1 evaluation.

The Round 1 analysis will be conducted on a 2015 base year, 2040 No Build and three RTP investment strategy packages:

Base Year (2015) –Assumes the 2015 transportation network and 2015 socioeconomic (population, household, and employment) data.

No Build (2040) – Assumes the region continues to grow as forecasted by 2040[1], but no improvements are made to the existing transportation system other than those that are currently under construction.

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)

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

The results of the first round of analysis and public input will inform Council, JPACT and MPAC recommendations to guide further refinement and a second round of evaluation of the RTP Investment Strategy in 2018.

[1] A 2040 regional household and employment growth forecast was prepared by Metro and reviewed by local governments to serve as the basis for the 2018 Regional Transportation Plan. The forecast was adopted by the Metro Council by Ordinance No. 16-1371 in October 2016.

ACTIVITIES SINCE THE FEBRUARY JPACT BRIEFING ON RTP

Since the last update to JPACT in February, staff continued to implement the adopted work plan and public engagement plan. A summary of accomplishments and activities underway follows.

- Staff prepared **updates to the draft vision statement** to reflect feedback received at the Dec. 2 Regional Leadership Forum for review by the technical advisory committees. The updated vision statement is provided in **Attachment 1** for feedback at the April meeting.
- Staff are preparing **materials to support the 2018 RTP Call for Projects** that is planned from June 1 to July 21, 2017. The materials will include instructions for how agencies coordinate and submit updates to existing RTP projects and programs to address local, regional and state transportation needs on the regional transportation system. The regional transportation system is summarized **in Attachment 2** for reference.
- Staff convened six **technical work groups** to develop information to support the update and upcoming call for projects. The Transportation Policy Alternatives Committee (TPAC) and the Metro Technical Advisory Committee (MTAC) are in the process of reviewing the information, and elements are being brought forward for JPACT discussion, including:
    - **Updated outcomes-based evaluation framework** resulting in updated and new system performance and transportation equity analysis measures that will be tested during modeling and analysis of the draft 2018 RTP Investment Strategy. The measures will evaluate performance of the strategy as a whole. The updated system performance and transportation equity analysis measures recommended for further testing this summer are summarized in **Attachment 3** for feedback at the April meeting.
    - **Updated financially constrained revenue forecast** that reflects a realistic outlook of the amount of local, state and federal transportation funding that is expected to be available from 2018 to 2040. The forecast will help illustrate the region's transportation funding outlook and support future regional discussions to identify potential funding tools and build broad support for more funding and the region's investment priorities. The draft forecast will be presented at the May meeting.
    - **Development of the Regional Transit Strategy** and **updates to the regional safety and freight plans**. An update on the Regional Transportation Safety Strategy will be presented at the April meeting. Updates on the Regional Transit Strategy and updates to the Regional Freight Strategy will be presented at the May meeting.

All work group materials are available on the project website at: oregonmetro.gov/rtp.

- In response to Metro Council direction, staff are working on two proposals for Council and JPACT direction in May:
  (1) Defining the **2018 RTP Investment Strategy funding level** (beyond the financially constrained revenue forecast) based on per-capita revenue assumptions extrapolated from our peer regions around the country. The draft funding level will be presented for consideration at the May meeting.
  (2) Developing a **project evaluation process for larger-scale capital projects that are anticipated to seek federal, state or regional funding**. Projects that are anticipated to be 100 percent locally funded would be excluded from the project evaluation. The draft project evaluation criteria are summarized in **Attachment 4** for initial feedback at the April meeting. The project team will continue working with TPAC and MTAC to finalize the process and criteria for Council and JPACT consideration in May.
- Staff are scoping a work plan to develop **a policy framework for** the 2018 RTP that addresses **emerging transportation technologies** in response to feedback received throughout 2016 about the rapidly changing transportation technology landscape. Emerging technologies, from ride share and integrated fare payments to autonomous vehicles will have a profound impact on the way that our transportation system functions. A public policy framework is necessary to support efforts to align these emerging technologies with our regional goals. In July, Metro staff will present JPACT with a proposal for working with partner jurisdictions and private sector experts to develop said policy framework.
- Staff are working with staff from the Portland State University Transportation Research and Education Consortium (TREC) and the Regional Planning and Disaster Preparedness Organization (RPDO) to develop **recommendations for** the 2018 RTP that addresses **transportation resilience** in response to feedback received throughout 2016 about the need for the region to be more prepared for a major seismic event. In July, Metro staff will present JPACT with a proposal for expanding consideration of transportation resilience in the RTP.

NEXT STEPS

The project team will continue working with TPAC and MTAC to finalize recommendations for JPACT consideration in May.

Attachment 5 summarizes the schedule for the 2018 RTP Call for Projects and evaluation and refinement of the draft 2018 RTP Investment Strategy. **Attachment 6** summarizes the schedule for upcoming Council and regional technical and policy advisory committee discussions of key work plan elements. A detailed overview of the 2018 RTP Update timeline and key work plan activities and milestones is provided in **Attachment 7**.

Attachments

- **Attachment 1.** 2018 RTP Policy Framework, including updated draft RTP vision statement *(4/10/17)*
- **Attachment 2.** Regional Transportation System Definition *(excerpt from 2014 RTP, adopted July 2014)*
- **Attachment 3.** Draft system performance and transportation equity analysis measures recommended for testing *(4/10/17)*
- **Attachment 4.** Draft project evaluation criteria proposed for testing *(4/10/17)*
- **Attachment 5.** Schedule and Timeline for Building 2018 RTP Investment Strategy *(4/10/17)*
- **Attachment 6.** 2017 Council and Advisory Committee Schedule *(4/10/17)*
- **Attachment 7.** RTP Timeline *(3/20/17)*

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Summary of 2018 Regional Transportation Plan Policy Framework

Overview and purpose

The Regional Transportation Plan establishes a policy framework that guides transportation planning and investment decisions in the region, including identifying, evaluating and prioritizing project and program investments to be included in the plan.

This document summarizes the adopted Regional Transportation Plan policy framework (last amended in December 2014). Key elements of the policy framework are:

- a vision for the region's transportation system that reflects community values, regional challenges, and desired land use, economic, equity and environmental outcomes;
- eleven supporting goals and objectives; and
- a network vision and supporting policies that along with the regional mobility corridor framework guide planning and investment in each part of the regional transportation system to provide a seamless and fully interconnected system. [1]

Together these key elements define the outcomes the plan is trying to achieve by 2040 and will guide development of the 2018 RTP Investment Strategy.

Our shared vision for the future of transportation

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

> *In the 21st century, all residents and businesses of the Portland metropolitan region share in a prosperous and equitable economy and exceptional quality of life built on a foundation of safe, reliable, healthy, and affordable travel options.*
>
> *Together our investments support local and regional land use plans and build a transportation system that is well-maintained, designed to be accessible for all ages, abilities and modes of travel, employs the best technologies, and manages both demand and capacity to safeguard our climate and the environment, efficiently move our products to market, and connect everyone to the education, services and work opportunities of today and the future. The system is fiscally sustainable, prepared for natural disasters, and joins rail, aviation, marine highway, major street, bus, air, water, biking, and walking services and facilities into a seamless and fully interconnected system.*

The vision statement was updated to reflect the values and desired outcomes expressed by the public, electeds and community and business leaders engaged in the 2018 Regional Transportation Plan update in 2015 and 2016.

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[1] Reflecting the network vision for each part of the system, the RTP System Maps designates facilities that are part of the regional transportation system based on the function they serve and where they are located. The 2014 RTP regional system maps are included in Attachment 2 for reference and can be viewed on-line at: gis.oregonmetro.gov/rtp/.

Regional goals and objectives for transportation[2]

Our shared vision for the future of transportation is further described through eleven goals and related objectives. The goals are broad statements that describe a desired outcome or end result toward which efforts are focused. The goals and supporting objectives provide a basis for evaluating investments to inform priorities and track progress toward achieving the outcomes expressed in the RTP vision.

GOAL 1: Foster Vibrant Communities and Efficient Urban Form

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

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

GOAL 2: Sustain Economic Competitiveness and Prosperity

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

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

GOAL 3: Expand Transportation Choices

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

- ***Objective 3.1 Travel Choices*** *- Achieve modal targets for increased walking, bicycling, use of transit and shared ride and reduced reliance on the automobile and drive alone trips.*
- ***Objective 3.2 Vehicle Miles of Travel*** *- Reduce vehicle miles traveled per capita.*
- ***Objective 3.3 Equitable Access and Barrier Free Transportation*** *- Provide affordable and equitable access to travel choices and serve the needs of all people and businesses, including people with low income, youth, older adults and people with disabilities, to connect with jobs, education, services, recreation, social and cultural activities.*

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

- ***Objective 3.4 Shipping Choices*** *– Support multi-modal freight transportation system that includes air cargo, pipeline, trucking, rail, and marine services to facilitate competitive choices for goods movement for businesses in the region.*

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

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

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

GOAL 5: Enhance Safety and Security

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

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

GOAL 6: Promote Environmental Stewardship

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

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

GOAL 7: Enhance Human Health

Multi-modal transportation infrastructure and services provide safe, comfortable and convenient options that support active living and physical activity, and minimize transportation-related pollution that negatively impacts human health.

- ***Objective 7.1 Active Living*** *– Provide safe, comfortable and convenient transportation options that support active living and physical activity to meet daily needs and access services.*
- ***Objective 7.2 Pollution Impacts*** *– Minimize noise, impervious surface and other transportation-related pollution impacts on residents in the region to reduce negative health effects.*

Goal 8: Demonstrate Leadership on Reducing Greenhouse Gas Emissions

It is the policy of the Metro Council to implement the regional strategy to meet adopted targets for reducing greenhouse gas emissions from light-duty vehicle travel while creating healthy and equitable communities and a strong economy.

- ***Objective 8.1 Land Use and Transportation Integration*** *- Continue to implement the 2040 Growth Concept to support a compact urban form to reduce vehicle miles traveled and increase the use of transit and zero or low carbon emission travel options, such as bicycling, walking, and electric vehicles.*
- ***Objective 8.2 Clean Fuels and Clean Vehicles*** *- Support state efforts to transition Oregon to cleaner, low carbon fuels and increase the use of more fuel-efficient vehicles, including electric and alternative fuel vehicles.*
- ***Objective 8.3 Regional and Community Transit Network and Access*** *- Make transit convenient, frequent, accessible and affordable by investing in new community and regional transit connections, expanding and improving existing transit services, improving bicycle and pedestrian access to transit, and implementing reduced fare programs for transit-dependent communities, such as youth, older adults, people with disabilities and people with low income.*
- ***Objective 8.4 Active Transportation Network*** *- Make biking and walking the safest, most convenient and enjoyable transportation choices for short trips for all ages and abilities by completing gaps and addressing deficiencies in the region's bicycle and pedestrian networks.*
- ***Objective 8.5 Transportation Systems Management and Operations*** *- Enhance fuel efficiency and system investments and reduce emissions by using technology to actively manage and fully optimize the transportation system.*
- ***Objective 8.6 Transportation Demand Management*** *- Implement programs, services and other tools that provide commuters and households with information and incentives to expand the use of travel options, including carsharing, and reduce drive alone trips.*
- ***Objective 8.7 Parking Management*** *- Implement locally-defined approaches to parking management in Centers, Corridors, Station Communities and Main Streets served by frequent transit service and active transportation options to make efficient use of vehicle parking and land dedicated to parking.*
- ***Objective 8.8 Streets and Highways Network*** *- Invest strategically in streets and highways to make them safe, reliable and connected to support the movement of people and goods.*
- ***Objective 8. 9 Metro Actions*** *- Take actions to implement the regional strategy to meet adopted targets for reducing greenhouse gas emissions from light-duty vehicle travel.*
- ***Objective 8.10 Partner Actions -*** *Encourage local, state and federal governments and special districts to consider implementing actions in the Toolbox of Possible Actions in locally tailored ways to help the region meet adopted targets for reducing greenhouse gas emissions from light-duty vehicle travel*

GOAL 9: Ensure Equity

The benefits and adverse impacts of regional transportation planning, programs and investment decisions are equitably distributed among population demographics and geography, considering different parts of the region and census block groups with different incomes, races and ethnicities.

- ***Objective 8.1 Environmental Justice*** *– Ensure benefits and impacts of investments are equitably distributed by population demographics and geography.*
- ***Objective 8.2 Coordinated Human Services Transportation Needs*** *- Ensure investments in the transportation system provide a full range of affordable options for people with low income, elders and people with disabilities consistent with the Tri-County Coordinated Human Services Transportation Plan (CHSTP).*
- ***Objective 8.3 Housing Diversity*** *- Use transportation investments to achieve greater diversity of housing opportunities by linking investments to measures taken by the local governments to increase housing diversity.*
- ***Objective 8.4 Transportation and Housing Costs****– Reduce the share of households in the region spending more than 50 percent of household income on housing and transportation combined.*

GOAL 10: Ensure Fiscal Stewardship

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

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

GOAL 11: Deliver Accountability

The region's government, business, institutional and community leaders work together in an open and transparent manner so the public has meaningful opportunities for input on transportation decisions and experiences an integrated, comprehensive system of transportation facilities and services that bridge governance, institutional and fiscal barriers.

- ***Objective 10.1 Meaningful Input Opportunities -*** *Provide meaningful input opportunities for interested and affected stakeholders, including people who have traditionally been underrepresented, resource agencies, business, institutional and community stakeholders, and local, regional and state jurisdictions that own and operate the region's transportation system in plan development and review.*
- ***Objective 10.2 Coordination and Cooperation*** *- Ensure representation in regional transportation decision-making is equitable from among all affected jurisdictions and stakeholders and improve coordination and cooperation among the public and private owners and operators of the region's transportation system so the system can function in a coordinated manner and better provide for state and regional transportation needs.*

Vision for each part of the regional transportation system

The RTP also defines a vision (as reflected in the network map) and supporting policies to guide investments in each part of the regional transportation system (shown in Attachment 1):

Arterial and Throughway Network Map Vision	• Build a well-connected network of complete streets that prioritize safe and convenient pedestrian and bicycle access. • Improve local and collector street connectivity. • Maximize system operations by implementing management strategies prior to building new motor vehicle capacity, where appropriate.
Regional Transit Network Map Vision[3]	• Build the total network and transit-supportive land uses to leverage investments. • Expand high capacity transit. • Expand regional and local frequent service transit. • Improve local service transit. • Support expanded commuter rail and intercity transit service to neighboring communities • Improve pedestrian and bicycle access to transit.
Regional Freight Network Map Vision[4]	• Use a systems approach to plan for and manage the freight network. • Reduce delay and increase reliability. • Protect industrial lands and freight transportation investments. • Look beyond the roadway network to address critical marine and rail needs. • Pursue clean, green and smart technologies and practices.
Regional Bicycle Network Map Vision	• Make walking and bicycling the most convenient, safe and enjoyable transportation choices for short trips less than three miles. • Build an interconnected regional network of bicycle routes and districts integrated with transit and nature that prioritizes seamless, safe, convenient and comfortable access to urban centers and essential daily needs, including schools and jobs, for all ages and abilities. • Build a green ribbon of bicycle parkways as part of the region's integrated mobility strategy. • Improve bike-transit connections. • Ensure that the regional bicycle and pedestrian network equitably serves all people.
Regional Pedestrian Network Map Vision	• Make walking and bicycling the most convenient, safe and enjoyable transportation choices for short trips less than three miles. • Build a well-connected network of pedestrian routes, including safe street crossings, integrated with transit and nature that prioritize seamless, safe, convenient and comfortable access to urban centers and essential daily needs, including schools and jobs, for all ages and abilities. • Create walkable downtowns, centers, main streets and station communities that prioritize safe, convenient and comfortable pedestrian access for all ages and abilities. • Improve pedestrian access to transit. • Ensure that the regional pedestrian network equitably serves all people.
Transportation System Management and Operations Map Vision	• Use advanced technologies, pricing strategies and other tools to actively manage the transportation system. • Provide comprehensive real-time traveler information to people and businesses. • Improve incident detection and clearance times on the region's transit, arterial and throughway networks. • Implement incentives and programs to increase awareness of travel options and incent change.

Source: 2014 Regional Transportation Plan (Adopted July 2014)

[3] The Regional Transit Network Vision and policies are in the process of being updated as part of development of Regional Transit Strategy. This table reflects policies in the 2014 RTP.

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

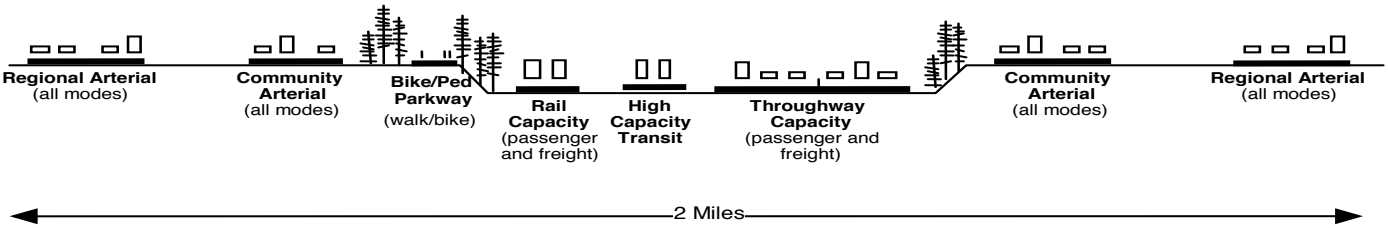
Regional Mobility Corridor Framework

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

Regional Mobility Corridor Concept

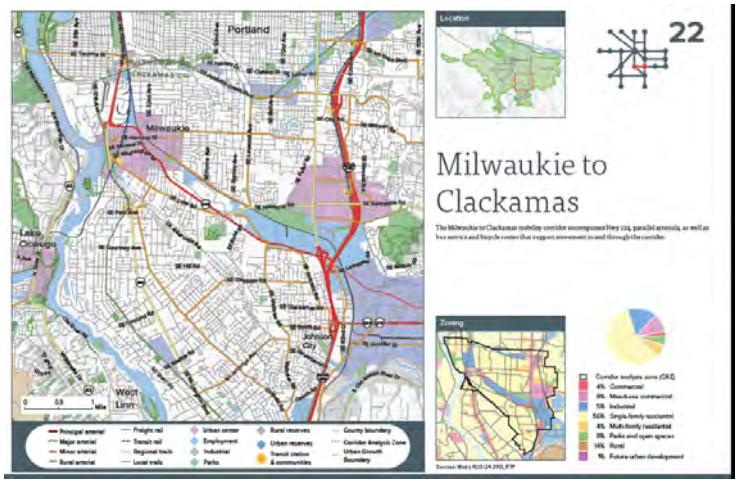
Mobility corridors represent sub-areas of the region and include all regional transportation facilities within the subarea as well as the land uses served by the regional transportation system. This includes freeways and highways and parallel networks of arterial streets, regional bicycle and pedestrian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

Figure 1. Regional Mobility Corridor Concept (transportation element)



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

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

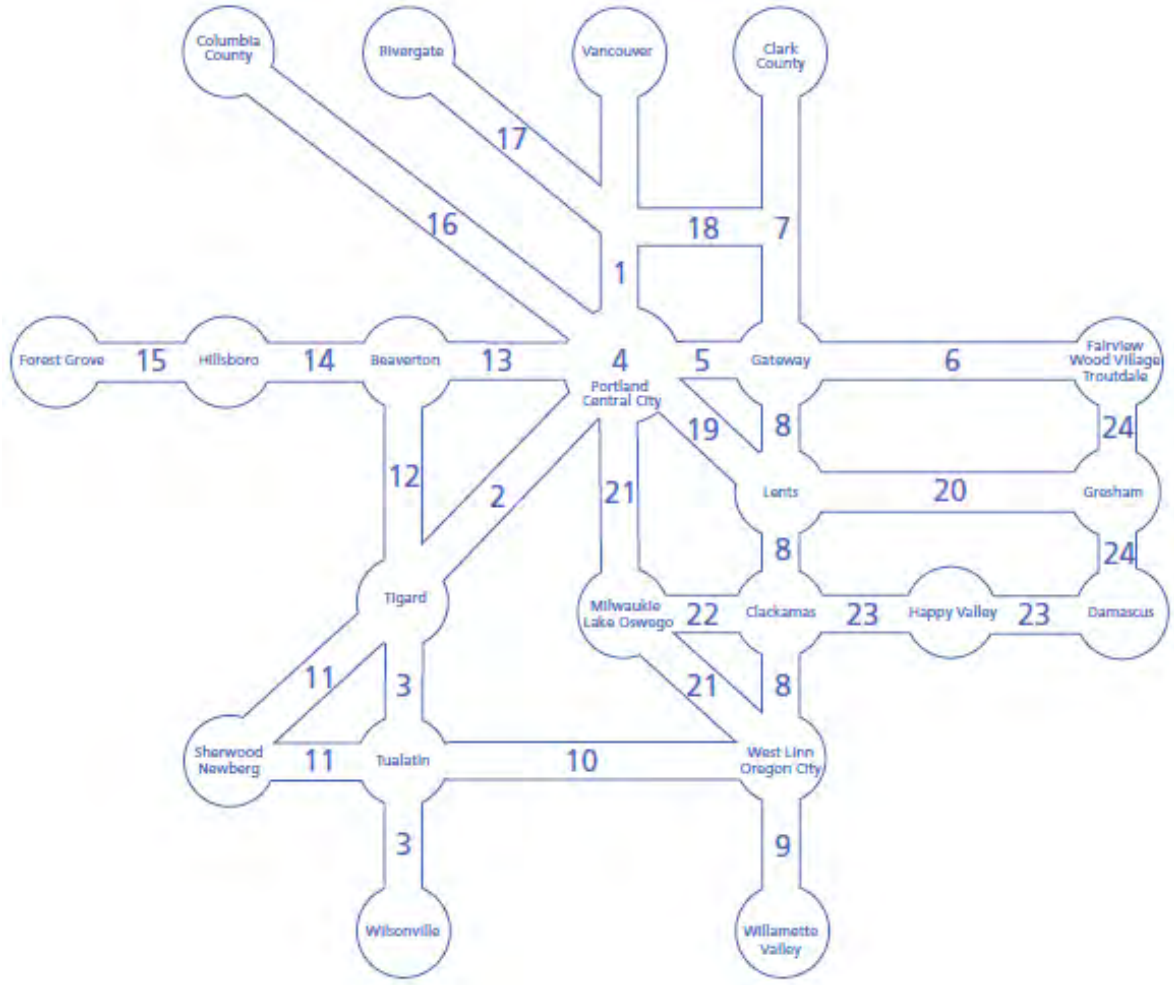


Excerpt from Regional Mobility Corridor Atlas to show the land use and geographic context.

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

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

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



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

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

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

2.4 REGIONAL SYSTEM DEFINITION

Multi-modal regional transportation facilities and services are defined both by the function they serve and by where they are located. Facilities and services are included in the regional transportation system based on their function within the regional transportation system rather than their geometric design, ownership or physical characteristics.

A facility or service is part of the regional transportation system if it provides access to any activities crucial to the social or economic health of the Portland metropolitan region, including connecting the region to other parts of the state and Pacific Northwest or provides access to and within 2040 Target areas, as described below.

Facilities that connect different parts of the region together are crucial to the regional transportation system. Any link that provides access to or within a major regional activity center such as an airport or 2040 target area is also a crucial element of the regional transportation system. These facilities are shown on the network maps in this chapter.

Regional Transportation System Components

Regional multi-modal transportation facilities and services include the following components:

1. Regional System Design
2. Regional Arterial and Throughway Network, which includes the National Highway System (NHS) and State highways
3. Regional Transit Network
4. Regional Freight Network
5. Regional Bicycle Network
6. Regional Pedestrian Network
7. Regional System Management & Operations which includes Demand Management

As a result, the regional transportation system is defined as:

1. All state transportation facilities (including interstate, statewide, regional and district highways and their bridges, overcrossings and ramps).
2. All arterial facilities and their bridges.
3. Transportation facilities, including bicycle and pedestrian facilities, within designated 2040 centers, corridors, industrial areas, employment areas, main streets and station communities.
4. All high capacity transit and regional transit networks and their bridges.
5. All regional bicycle and pedestrian facilities and their bridges, including regional trails shown on the regional pedestrian and bicycle networks.
6. All bridges that cross the Willamette, Columbia, Clackamas, Tualatin or Sandy rivers.
7. All freight and passenger intermodal facilities, airports, rail facilities and marine transportation facilities and their bridges.

8. Any other transportation facility, service or strategy that is determined by JPACT and the Metro Council to be of regional interest because it has a regional need or impact (e.g. transit-oriented development, transportation system management and demand management strategies, local street connectivity, and culverts that serve as barriers to fish passage).

Together, these facilities and services constitute an integrated and interconnected system that supports desired land use and provides transportation options to achieve the goals of the RTP.

Visions, concepts and supporting policies are described for each component in the next section.

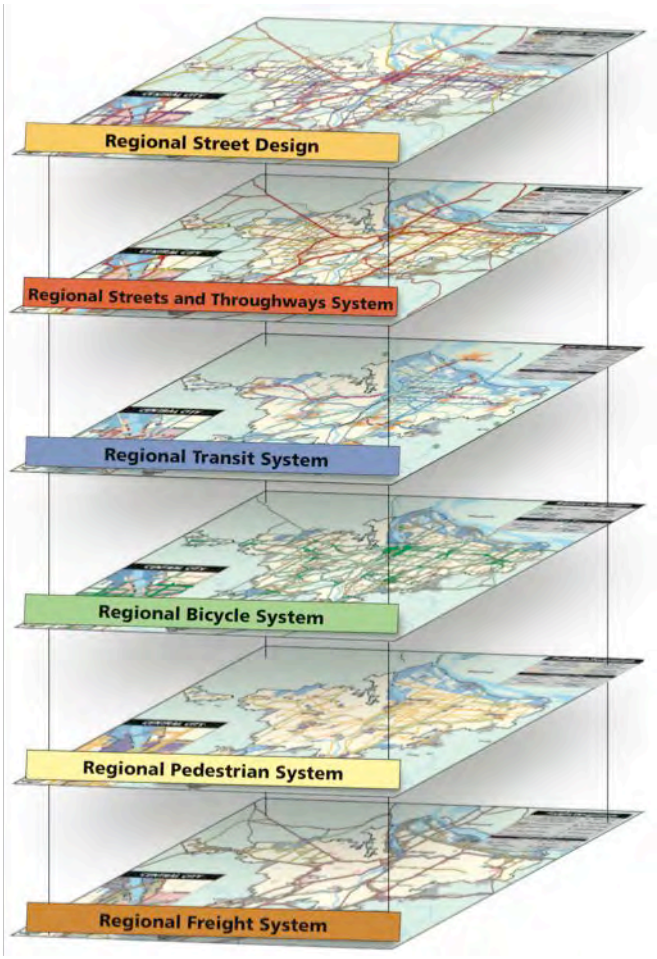
2.5 REGIONAL NETWORK VISIONS, CONCEPTS AND POLICIES

This section establishes a network vision,

concept and supporting policies for each component of the regional transportation system. The network vision, concepts and policies represent a complete urban transportation system that meets the plan goals and supports local aspirations for growth.

The network visions, concepts and policies provide for travel through a seamless and well-connected system of regional throughways and streets, local streets, freight networks, transit services and bicycle and pedestrian facilities. The concepts and policies emphasize safety, access, mobility and reliability for people and goods and the community-building and placemaking role of transportation.

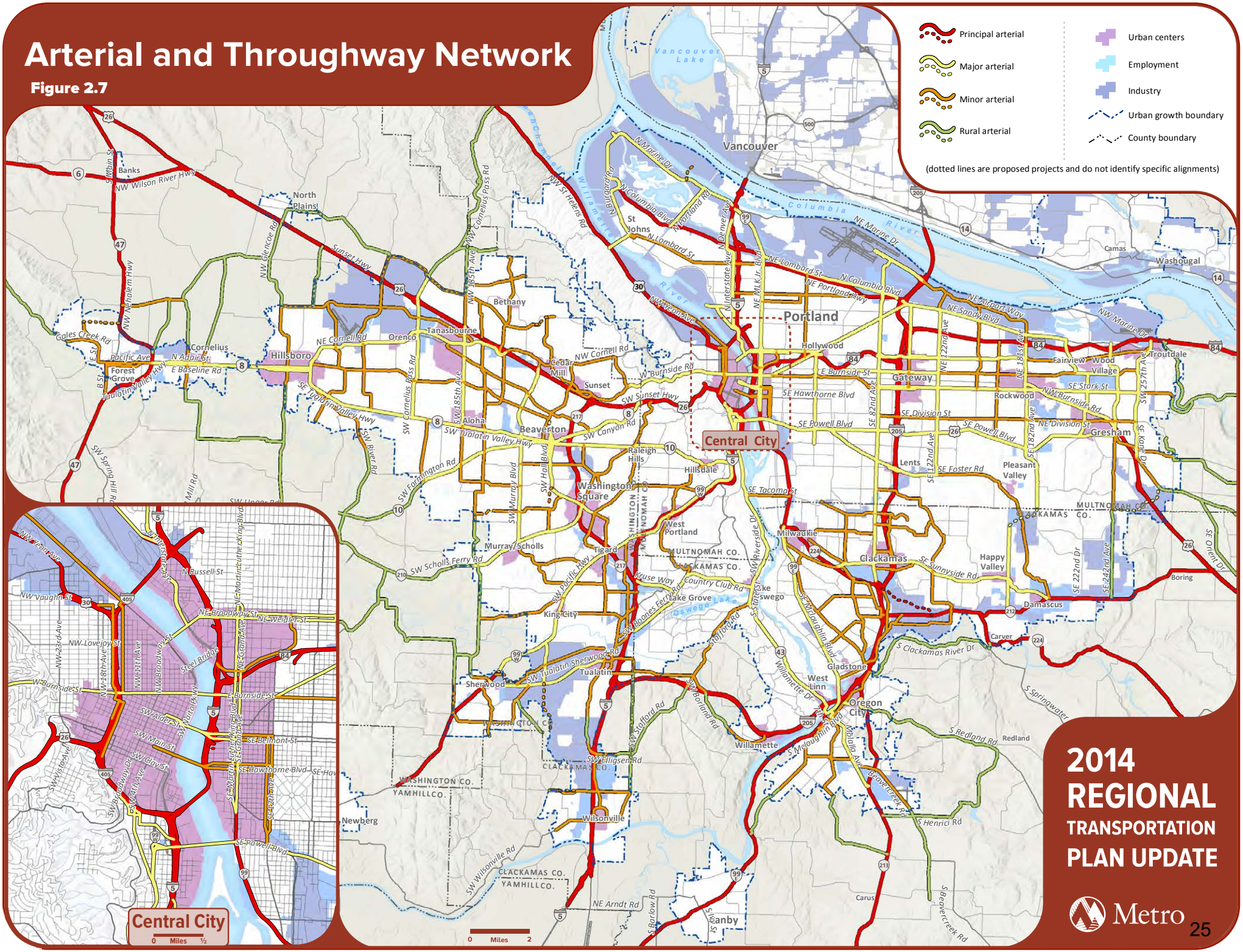
The network visions, concepts and policies guide the development, design and management of different components of the regional transportation system.



Regional Transportation Network Components

Arterial and Throughway Network

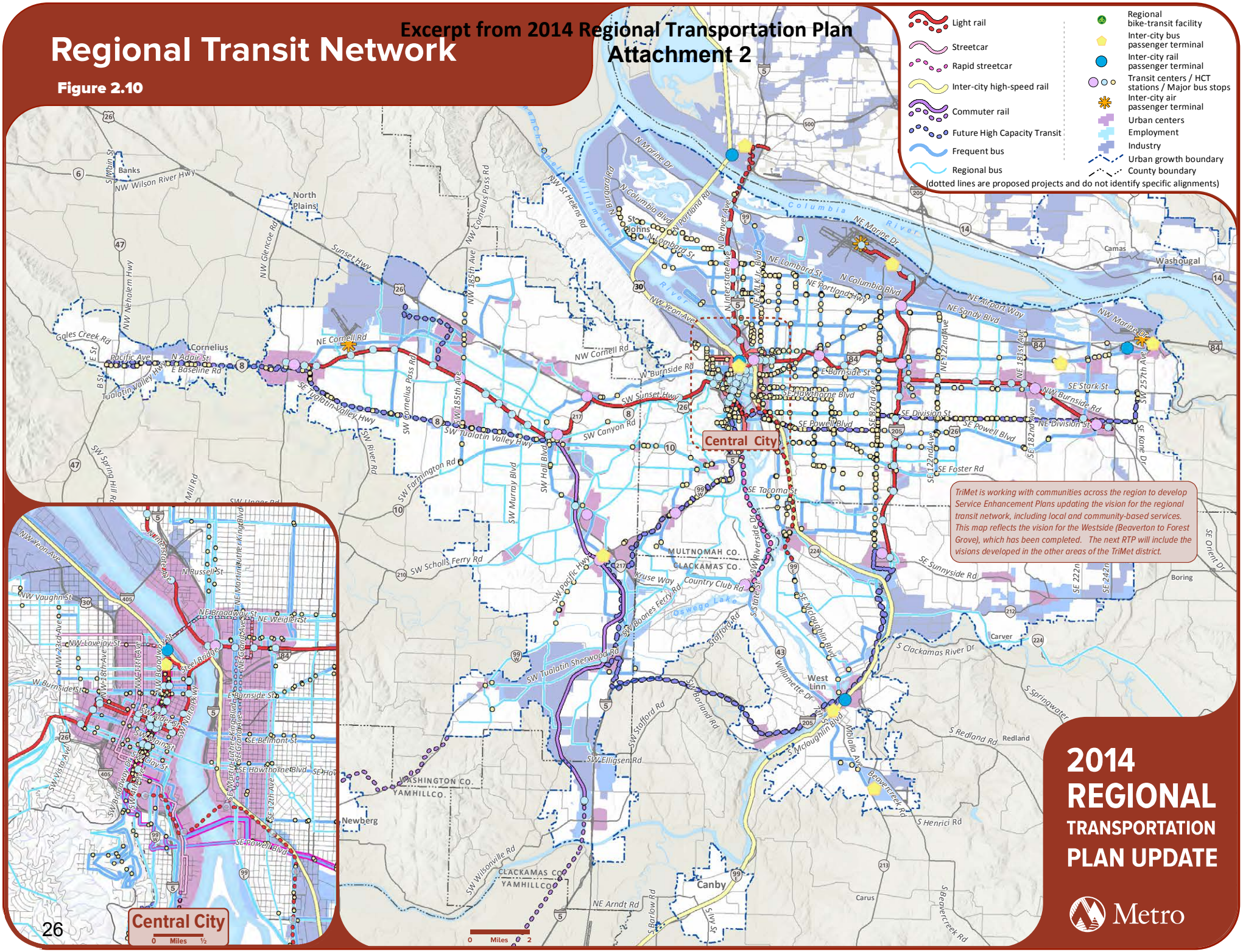
Figure 2.7



Regional Transit Network

Figure 2.10

Excerpt from 2014 Regional Transportation Plan
Attachment 2

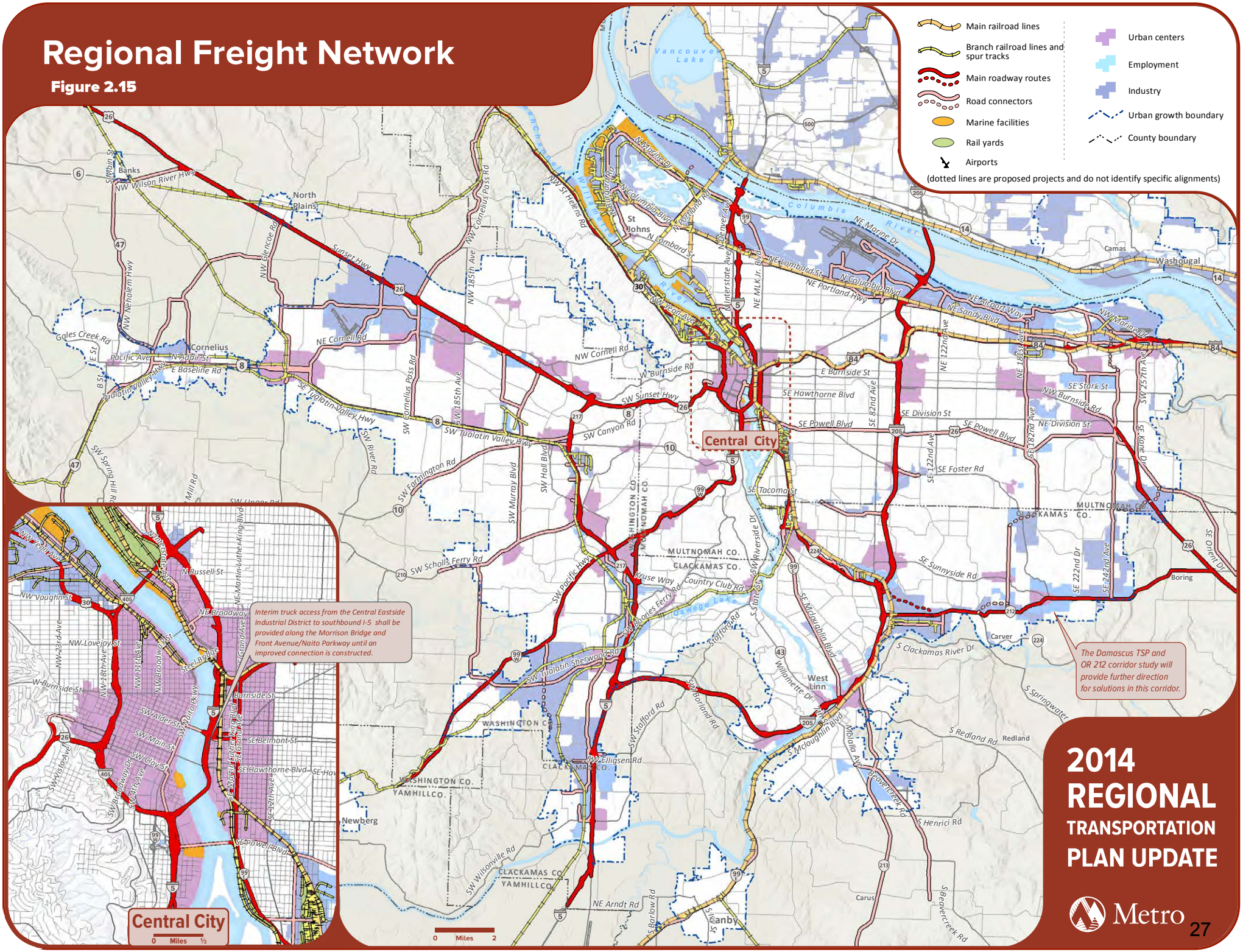


2014 REGIONAL TRANSPORTATION PLAN UPDATE

Metro

Regional Freight Network

Figure 2.15



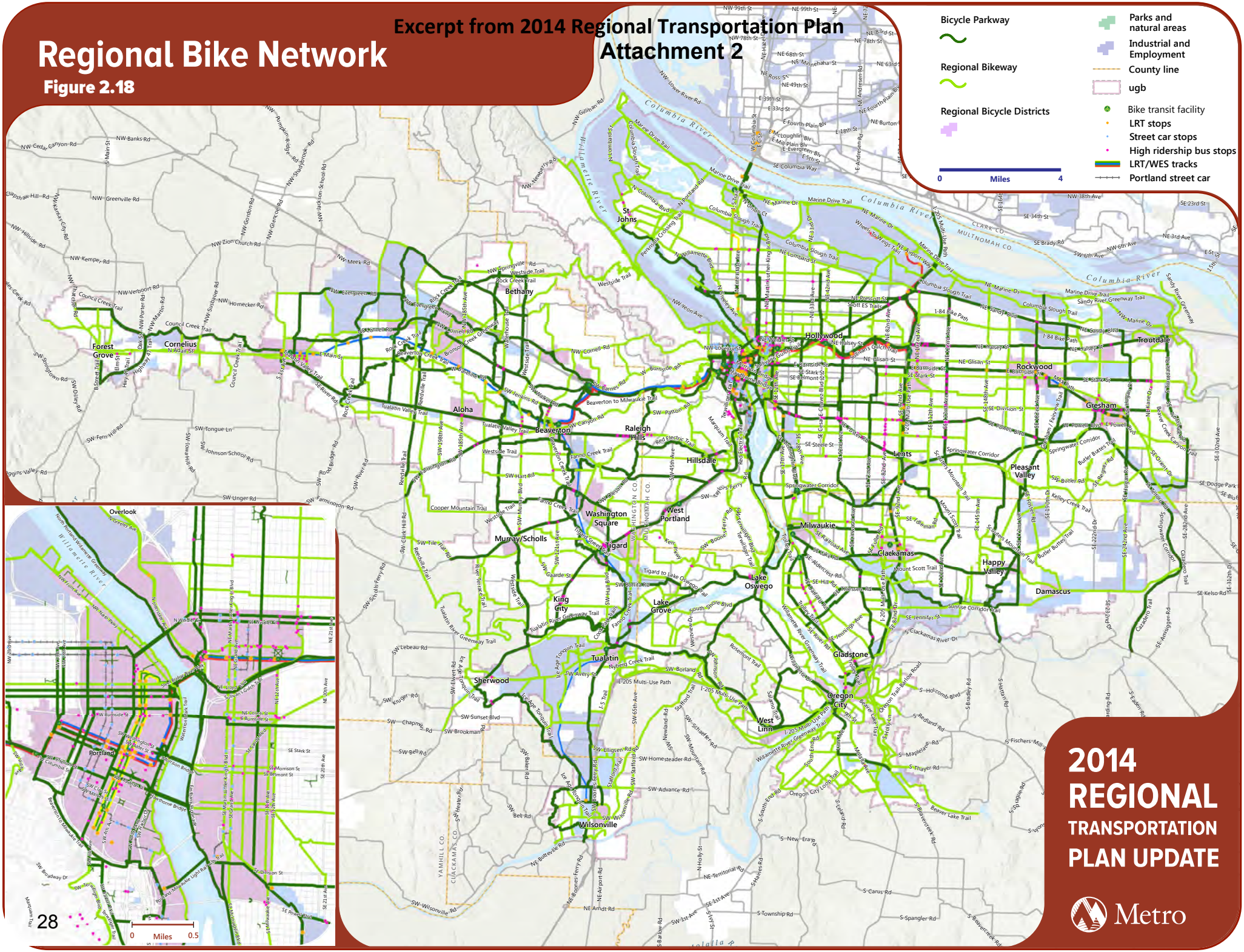
2014 REGIONAL TRANSPORTATION PLAN UPDATE

Metro

Regional Bike Network

Figure 2.18

Excerpt from 2014 Regional Transportation Plan
Attachment 2

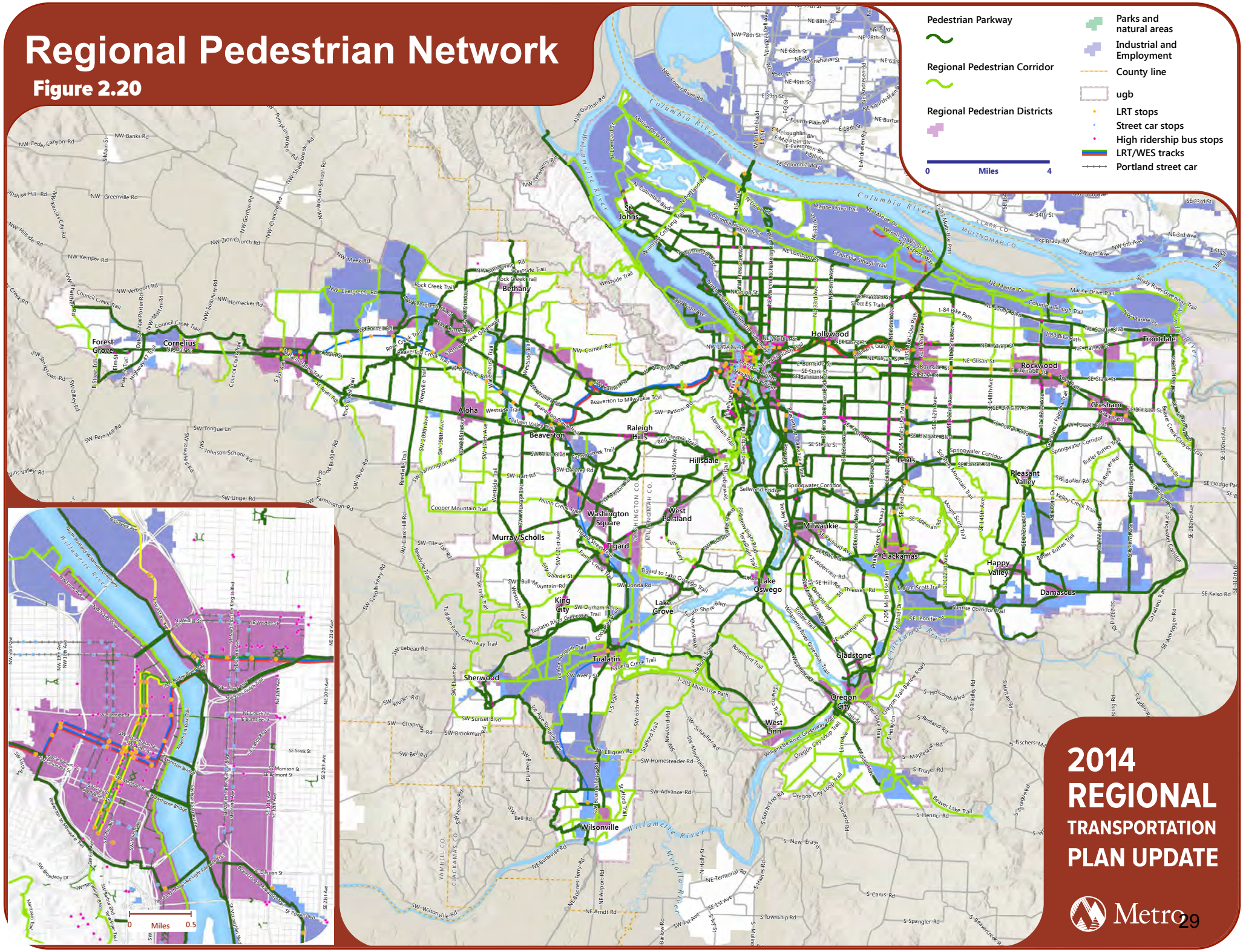


2014 REGIONAL TRANSPORTATION PLAN UPDATE

Metro

Regional Pedestrian Network

Figure 2.20



2014 REGIONAL TRANSPORTATION PLAN UPDATE

Metro

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2018 RTP System Evaluation Measures to be tested in Summer 2017

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

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

2018 RTP System Evaluation Measures to be tested in Summer 2017

7.	**Access to jobs*** Number of jobs *(classified by wage groups – low, middle, and high) accessible within* *A) 30 minutes by auto* *B) 45 minutes by transit* *C) 30 minutes by bike* *D) 20 minutes by walking.*
8.	**Access to community places*** 1) Measure access by bicycling, walking, transit, driving 2) Adjust the time sheds for each mode 3) Define existing "daily needs" consistent with other similar efforts, including the TriMet Equity Index.
9.	**Access to bicycle and pedestrian parkways** Number and percent of households within ½ mile of a bicycle or pedestrian parkway.
10.	**Access to transit** Number and share of households, low-income households and employment within ¼- mile of high capacity transit or frequent service transit
11.	**Access to industry and freight intermodal facilities** Extent that industrial land and freight intermodal facilities are transportation constrained
How efficient is travel in our region?	
12.	**Multi-modal travel times** Between key origin-destinations for mid-day and 2-hr PM peak
13.	**Congestion** A) Vehicle hours of delay per person B) Interim Regional Mobility Policy - Locations of throughways, arterials, and regional freight network facilities that that exceed LOS threshold C) Freight Truck delay D) Total cost of delay on freight network
14.	**Transit efficiency** A) Boarding rides per revenue hour for HCT & bus B) Revenue hours by transit mode C) Transit ridership system-wide by each transit service type
How will transportation impact climate change, air quality and the environment?	
15.	**Climate change** Tons of transportation-related greenhouse gas emissions (*total and per capita*)
16.	**Clean air** Tons of transportation related air pollutants (*e.g. CO, ozone, PM-10*)
17.	**Habitat impact*** Number and percent of projects that intersect high value habitat

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

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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.

Use of the score
In order to compare "apples to apples," when the projects are presented they will 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

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2018 Regional Transportation Plan

Schedule and timeline for Building the 2018 RTP Investment Strategy

June 1, 2017	Call for Projects released
July 21, 2017	Agencies submit projects and information by 5 p.m.
July-October 2017	RTP Technical Evaluation Process (Round 1)
Aug. 2017	Metro reviews submittals for completeness and compiles draft project lists for TPAC and MTAC review
Aug. 25, 2017	Agencies submit project endorsements from governing bodies by 5 p.m.
Nov. – Dec. 2017	Draft RTP Findings & Recommendations Report released for technical review by TPAC, MTAC, RTP work groups and technical coordinating committees to discuss findings and deficiencies, and recommend changes, if any, that are needed. The technical discussions will inform materials being prepared for discussion by the Metro Council and regional policy advisory committees, through an on-line comment opportunity and at the Regional Leadership Forum 4. Metro provides corridor-level and other technical evaluation information to agencies and coordinating committees to use to inform potential refinements to projects in Spring 2018 Coordinating committees prepare to refine project lists in Spring 2018 in response to the system evaluation, transportation equity analysis, project evaluation and public input
Jan. – Feb. 2018	On-line public comment opportunity on draft projects and key findings
Feb. 2018	Regional Leadership Forum 4 a. Discuss regional findings and deficiencies, project information and public input on draft projects lists b. Discuss updated funding information c. Provide direction on refining investment priorities (e.g., timing and/or constrained/strategic list) and updated evaluation measures and project criteria
Feb. to April 2018	Cities and counties work with Metro, ODOT, Port, TriMet and SMART through technical and policy coordinating committees to identify investment strategy refinements, if needed or desired
April 29, 2018	Agencies submit updated projects and required information by 5 p.m.
May – June 2018	RTP Technical Evaluation Process (Round 2) Metro compiles refined draft project lists and reviews updated project submittals with TPAC and MTAC Metro evaluates refined draft project lists and updates regional-level findings on system performance and transportation equity analysis

	Metro reviews updated findings with TPAC and MTAC to frame tradeoffs and choices to highlight to the Metro Council, JPACT and MPAC
June 2018	Metro Council and JPACT recommend which draft project list (Round 1 or Round 2 or Hybrid) to be released during 45-day public comment period
June 29 to Aug. 13, 2018	Release public review draft RTP, Regional Framework Plan and Functional Plan amendments (if needed), and public review draft modal/topic plans for 45-day comment period & hearing
Sept. 2018	MTAC and TPAC consider public comment and make recommendations to MPAC and JPACT on 2018 RTP and modal/topical plans
Oct. 2018	MPAC and JPACT consider public comment and make recommendations to Council on 2018 RTP and modal/topical plans
Dec. 2018	Council action on 2018 RTP and Regional Transit Strategy, updated Regional Freight Plan, and updated Regional Safety Plan
Early 2019	Submit 2018 RTP to US DOT and LCDC for federal and state review

Agency contacts and Metro staff liaisons

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Multnomah County and cities (excluding City of Portland)	Joanna Valencia (503) 988-3043 x29637 joanna.valencia@multco.us	Jamie Snook (503) 797-1751 jamie.snook@oregonmetro.gov
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2018 RTP UPDATE | Council and Regional Advisory Committees Briefings *(dates are subject to change)*

2017	January	February	March	April	May
Council		**Feb. 14** *(requested)* • Building the RTP Investment Strategy* **Feb. 28** *(requested)* Vision Zero and Regional Safety Plan		**April 11** *(requested)* • Regional Transit Strategy	**May 2** *(requested)* • Building the RTP Investment Strategy* **May 9** *(requested)* • Regional Freight Strategy **May 30** *(requested)* • Direction on building the RTP Investment Strategy*
JPACT	**Jan. 19** • Report back on RLF 3			**April 20** • Building the RTP Investment Strategy* **First discussion** • Vision Zero and Regional Safety Plan	**May 18** • Regional Transit Strategy • Regional Freight Strategy • Building the RTP Investment Strategy* **Rec'd to Council**
MPAC	**Jan. 25** • Report back on RLF 3	**Feb. 22** • Building the RTP Investment Strategy* **First discussion**		**April 12** • Vision Zero and Regional Safety Plan **April 26** • Building the RTP Investment Strategy*	**May 10** • Regional Transit Strategy • Regional Freight Strategy • Building the RTP Investment Strategy* **Rec'd to Council**

TPAC	**Jan. 27**
	• Call for Projects Update
	• Evaluation Framework
	  ○ System measures
	  ○ Transportation equity analysis
	• Vision Zero and Safety Plan
		Feb. 24
		• Building the RTP Investment Strategy*
			March 31
			• Project evaluation
			• Call for Projects Funding Targets
				April 28
				• Regional Freight Strategy
				• Regional Transit Strategy
				• Building the RTP Investment Strategy*
				Rec'd to JPACT
					May 26
					• 2018 RTP Call for Projects Update
					• Designing Livable Streets

MTAC		**Feb. 1**
		• Vision Zero and Regional Safety Plan
		
		Feb. 15
		• Evaluation Framework
		  ○ System measures
		  ○ Transportation equity
			March 15
			• Building the RTP Investment Strategy*
			• Regional Transit Strategy
			• Regional Freight Strategy
				April 19
				• Project evaluation
				• Building the RTP Investment Strategy*
					May 5
					• Building the RTP Investment Strategy*
					Rec'd to MPAC

* RTP Investment Strategy Policy and Evaluation Framework and Funding Level

Updated 4/10/17

Attachment C

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

2017	June	July-August	September-October	November	December
Council	**June 27** *(requested)* • Work plan for digital mobility policy • Transportation Resiliency				**Dec.** *(to be requested)* • Draft RTP Investment Strategy findings • RLF #4 background
JPACT		**July 20** • Work plan for digital mobility policy • Transportation Resiliency			
MPAC		**July 26** • Work plan for digital mobility policy • Transportation Resiliency			
TPAC	**June 30** • Work plan for digital mobility policy • Transportation Resiliency		**Sept. 29** • Update on RTP Investment Strategy analysis **Oct. 27** • Technical review drafts of modal/topical plans**	**Nov. 17** • Draft RTP Investment Strategy findings • Designing Livable Streets • Technical review drafts of modal/topical plans**	**Dec. 22** • Draft RTP Investment Strategy findings • RLF #4 background • Technical review drafts of modal/topical plans**
MTAC	**June 7** • 2018 RTP Call for Projects update • Designing Livable Streets	**July 19** • Work plan for digital mobility policy • Transportation resiliency	**Oct. 18** • Update on RTP Investment Strategy analysis • Technical drafts of modal/topical plans**	**Nov. 15** • Draft RTP Investment Strategy findings • Technical drafts of modal/topical plans** • Designing Livable Streets	**Dec. 6** • Draft RTP Investment Strategy findings • RLF #4 background

* RTP Investment Strategy Policy and Evaluation Framework and Funding Level *Updated 4/10/17*

** This includes Regional Transit Strategy, Regional Freight Plan, Regional Safety Plan, Finance Plan, and needed updates to Active Transportation Plan

Timeline | 2018 Regional Transportation Plan

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

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

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

Metro

2016: APR, SEP, OCT, NOV, DEC
2017: JAN, FEB, MAR, APR, MAY, JUN, JUL, AUG, SEP, OCT, NOV, DEC
2018: JAN, FEB, MAR, APR, MAY, JUN, JUL, AUG, SEP, OCT, NOV, DEC
2019: JAN, FEB

Public engagement

Public information and targeted engagement opportunities

- Online poll (APR 2016)
- Leadership forum 1
- Leadership forum 2
- Leadership forum 3
- Online poll (FEB 2017)
- Online poll (MAY 2017)
- Snapshot
- Online poll (JAN 2018)
- Leadership forum 4
- Snapshot
- **45-day public review and comment**
- Comment report and staff recommended refinements, September
- Leadership forum 5 (proposed)

Policy and technical updates

- **Document regional challenges**
- **Update vision and goals**
- **Update financial assumptions and revenue forecast**
- Draft forecast and recommended regional priorities funding level
- **Update performance targets and monitoring measures**
- Regional targets recommendation
- **Develop policy proposal on digital mobility**
- Policy recommendations
- **Modal and topical plans**
  - Update Regional Transportation Safety Plan
  - Develop Regional Transit Strategy
  - Update Regional Freight Plan
  - TPAC/MTAC review drafts, October
  - Discussion drafts, June
  - Updated drafts, October
  - Adoption drafts, November
- **Update plan chapters**
  - TPAC/MTAC review drafts, October
  - Discussion draft, June
  - Updated draft, October
  - Adoption draft, November

RTP investment strategy

- **Update outcomes-based evaluation framework**
  - System performance measures
  - Transportation equity measures
  - Project performance measures
  - *To be tested during modeling and analysis*
- **Call for projects**
  - Draft constrained list
  - Draft regional priorities list
- **Test evaluation framework**
- **Perform modeling and analysis of projects and programs**
- **Compile capital, operations and maintenance costs and potential funding tools**
- **Review modeling, analysis and costs; refine projects, programs and funding tools**
- **Refine evaluation framework**
  - Refined evaluation framework measures
- Draft findings and recommendations, November
- Findings and recommendations report, January
- **Refine modeling and analysis**
- **Refine capital, operations and maintenance costs**
- Discussion draft constrained list
- Discussion draft regional priorities list
- Discussion draft analysis and costs
- Updated draft lists
- Recommended constrained list
- Recommended regional priorities list
- **Adopted 2018 RTP** Submitted for state and federal review

Decision milestones

Metro Policy Advisory Committee action
Joint Policy Advisory Committee on Transportation action
Metro Council action

- Recommendation for building RTP investment strategy, May
- Direction for building RTP investment strategy, May
- Recommendation for discussion draft RTP and modal/topical plans, May/June
- Direction for discussion draft RTP and modal/topical plans, June
- Recommendation for adoption of 2018 RTP and modal/topical plans, October
- Adopt 2018 RTP and modal/topical plans, December

Regional funding discussion

- **Identify 2017 legislative priorities**
- **Identify 2018 legislative priorities**
- **Identify 2019 legislative priorities**

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

April 13, 2017

RE: Active Transportation 10-Year Investment Scenarios Handout

The attached draft brochure, which will be finalized early next week, lists active transportation projects that have been identified over the past six months and describes the benefits of these investments. The projects are grouped into two investment scenarios; these projects are a subset of the projects shared with the JPACT Finance Sub-Committee In January.

The brochure was developed in response to the Active Transportation element of the project development work funded in the most recent RFFA process. Metro, state and local agency staff have developed the illustrative project development packages from locally and regionally identified priorities. The investment scenarios demonstrate what priority projects could be built with different levels of new investment in the region.

The brochure is a stand-alone piece but is comparable to and can supplement similar information pieces on the other regional transportation priority investments of the three freight bottleneck projects, Southwest Corridor and Division Transit project. The final brochure will be distributed at the April 20 JPACT meeting and be available for use in Salem by the JPACT lobby group on April 24.

April 2017

Regional Active Transportation 10-Year Investment Scenarios

DRAFT

Economic prosperity and quality of life depend on a transportation system that provides every person and business with access to safe, reliable, affordable and healthy travel options. Over the past several decades, the Portland metropolitan region has invested in making it easier, cheaper, safer and greener for people to walk, roll, and bike to work, school, transit and daily activities. These investments have paid off many times over. People in our region are healthier, spend less on transportation (freeing up money to be spent locally) and spend less time sitting in traffic. Our air and water is cleaner, our roads are less congested, our children are more independent and our economy is stronger.

Demand for more travel choices is at an all time high. Parents want safety improvements so their children can safely walk and bike to school. Employers want better connections to transit so their employees can easily access jobs. Businesses want the economic benefits that come with customers who walk and bike. Hotels and tourism-oriented business want the visitors who are attracted to our region's sustainability.

Our region needs more investment in active transportation to meet this growing demand and reap the social, economic and environmental benefits. Local, regional and state leaders have identified priority regional active transportation projects that will strategically position the region to be more competitive to achieve ambitious safety and greenhouse gas reduction goals, safeguarding our environment and expanding travel options.

These priority projects complete critical gaps in the regional transportation system, thereby improving access to schools for thousands of students, increasing safety on high injury corridors, improving access to transit and jobs for people with low incomes, and providing competitive travel options in the region's most congested corridors.

Regional Benefits of Active Transportation

Investing in active transportation provides a high return on investment. It attracts a talented workforce and generates jobs. It maintains mobility in congested areas. It improves access to employment, schools and opportunity. It supports the local economy and reduces costs to the region. Investing in critical connections, access to jobs and transit and safe routes to school is a sound investment plan for the region and the future. Priority projects provide multiple benefits across three categories.

Critical Connections

Critical Connections provide bikeways, trails and bridges connecting centers and filling critical gaps. These projects provide seamless bikeways in the region's most congested areas, making bicycling competitive to driving with shorter commutes and more reliable travel times. They support statewide tourism goals and provide residents with increased access to centers, employment areas, parks and natural recreation areas.

Access to Jobs and Transportation

Completing last and first mile connections to transit makes all the difference for access to jobs and opportunity, especially for people with lower incomes and in historically under-invested communities. Access to transit connects people to major job centers. They address safety on high injury corridors, making it easier and safer to cross busy arterials and walk and bike to transit. And, they increase connectivity and access within centers.

Safe Routes to School

Safe Routes to School projects improve access within a quarter-mile of schools for thousands of students, focusing on Title 1 schools and those with more bicycle and pedestrian crashes. Safety on high injury corridors, the region's busiest arterials, are prioritized. Up to 14% of morning traffic is due to school trips so investing in Safe Routes to School helps ease congestion. Starting early, children learn to use the transportation system safely and continue to walk and bike as adults

DRA

10-Year Investment Scenarios

At current levels of federal, state and regional funding it will take the region over 200 years to fill sidewalk, trail and bikeway gaps on the regional transportation system. Two ten-year investment scenarios identify regional active transportation projects that could regional benefits if funding were available. Scenario I represents a funding scenario of $30 million annually, totaling $300 million over ten years. Scenario II represents $60 million a year, totaling $600 million.

Status Quo - $100 million

Current annual level of federal, state and regional funding

$10 million annually

Scenario I - $300 million

Twenty million additional annual increase in investment

$30 million annually

Assumes $100 million regional, $100 million state and $100 million federal

Scenario II - $600 million

Fifty million additional annual increase in investment

$60 million annually

Assumes $400 million regional, $100 million state and $100 million federal

City of Portland $117M / $234M

Bicycling in Portland has increased nearly 400% over the last decade, making it the region's fastest growing mode and a key reason why traffic is still moving on the busiest arterials. Portland has identified a set of active transportation investments that create connected centers and complete centers. These strategic investments will help Portland achieve ambitious mode share and safety targets and achieve regional goals.

Critical Connections

01 42nd/47th Ave Bridge - $10.0m
Replacement Bridge Over NE Portland Highway Provides Multi-modal Connections.

02 NE Broadway AT Corridor- $9.0m
Access to Businesses and Jobs with Protected Bikeway, Pedestrian Crossings..

03 82nd Ave - $3.0m
Multi-modal Safety Investments to Increase Connectivity and Transit Access on a High Injury Corridor and State Hwy.

04 Beaverton-Hillsdale Hwy - $3.0m
Sidewalk Infill, Bike Facilities, and Crossings to Improve Safety and Access to Transit.

05 SE Foster Corridor - $2.0m
Phase 2 Pedestrian Walskway and Protected Bikeways Link Jobs, Schools.

06 Hillsdale Town Center - BH Hwy- $3.1m
Streetscape Enhancements Providing Sidewalk Infill and Safe Pedestrian Crossings to Transit and Town Center.

07 Outer Alberta Greenway - $2.0m
Neighborhood Greenway Providing a Connection to the I-205 Trail.

08 Outer Powell Blvd - $15.0m
Segment 2 Roadway Reconfiguration, Protected Bike Facilities, and Pedestrian Safety Improvements on State Highway.

09 Outer Stark Safety & Access - $3.0m
Pedestrian Crossings, Bicycle Facilities, and Transit Priority Treatments to Address Safety Concerns and Remove Barriers to Transit Services.

10 Willamette Blvd Bikeway - $5.5m
Connects North Portland Neighborhoods to Downtown and High Capacity Transit.

11 Terwilliger Bikeway - $1.0m
Fill Critical Bikeway Gaps in the Active Transportation Network.

12 North Lombard St - $2.0m*
"Main St."Streetscape Enhancements and University Park Neighborhood Greenway.

13 Lombard I-5 Crossing - $3.0m*
Safety Improvements for Pedestrian and Bicyclists Crossing I-5 along a Regional Corridor.

14 Gideon St Bike/Ped Bridge- $10.0m*
Bicycle & Pedestrian Bridge Crossing

15 North Portland Greenway - $7.5m*
Segments 1 &2 Multi-Use Trail Connection to Jobs, Transit Services, and Natural Recreation Areas.

16 I-84 Multi Use Path Extension - $5.0m*
Providing a Connection to Gateway Green and the I-205 Multi-Use Path.

17 Outer Powell Blvd - $15.0m*
Segment 3 Roadway Reconfiguration, Protected Bike Facilities, and Pedestrian Safety Improvements on State Highway.

Access to Jobs and Transit

18 Flanders Neighborhood Greenway- $2.0m
Regional Bikeway and Crossings Connecting NW Portland to the Willamette River.

19 Cornfoot Rd Multi-Use Path - $3.7m
Trail Connection Providing Access to Industrial Jobs and Natural Areas.

20 Halsey / Weidler Safety & Access- $5.0m
Addresses Safety Concerns Along a High Injury Corridor, Increases Access to Transit.

21 Division-Midway Town Center - $10m
Phase 1 of Multi-Modal Improvements within Division-Midway Town Center and Neighborhoods.

22 Inner Hawthorne Blvd - $2.0m
Protected Bikeway, Pedestrian Refuge for Safe Crossings, and Increased Transit Efficiency.

23 Naito Parkway - $3.7m
Traffic Separated Bikeway and Walkways Along Tom McCall Waterfront Park.

24 Stark / Washington St- $4.0m
Protected Bikeways Safe Crossings, Increase Access in a Regional Center.

25 Lents Connected Centers - $10.0m
Priority Investments Connect Lents to and Neighborhoods (Phase 1)

26 Portland Central City - $10.0m
Multi-modal Safety and Access Investments in the Central City (Phase 2).

27 TriMet Bike & Ride - $2.0m
Bicycle Parking at Gateway & Goose Hollow Station Areas

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28 TriMet Bike & Ride - $3.0m*
Bicycle Parking at Hollywood, Rose Quarter, and Barbur Blvd Station Area

29 60th Ave Station Area- $4.0m*
Multi-modal Safety and Access Improvements.

30 82nd Ave Station Area- $3.0m*
Multi-modal Safety and Access Improvements.

31 Lents Connected Centers (2) - $10.0m*
Priority Investments Connect Lents to and Neighborhoods.

32 Portland Central City - $10.0m*
Various Multi-modal Safety Projects and Investments in the Central City (Phase 3)

33 Airport Way Safety & Access - $3.0m*
Multi-modal Safety Improvements Address Last-Mile Connections to Jobs and Transit.

34 Alderwood Bikeway - $2.5m*
Phase 2 Multi-Use Path Providing Increased Connectivity to Industrial and Natural Areas.

35 Capitol Hwy & SW Vermont - $2.0m*
Intersection Safety and Connectivity Improvements - Phase 1 & 2.

36 Cully Blvd Corridor - $5.0m*
Sidewalk Infill, Enhanced Bikeway, and Safe Pedestrian Crossings.

37 St Johns Connected Centers - $5.0m*
Priority Bicycle and Pedestrian Network Connecting Town Center to Neighborhoods.

38 West Portland Connected Centers - $5.0m*
Priority Bicycle and Pedestrian Network Connecting Town Center to Neighborhoods.

39 NW District Connected Centers - $5.0m*
Priority Bicycle and Pedestrian Network Connecting Town Center to Neighborhoods.

40 Killingsworth / Interstate - $10.0m*
Priority Bicycle and Pedestrian Network Connecting Town Center to Neighborhoods.

41 Division-Midway Connected - $10m*
Priority Bicycle and Pedestrian Network Connecting Town Center to Neighborhoods.

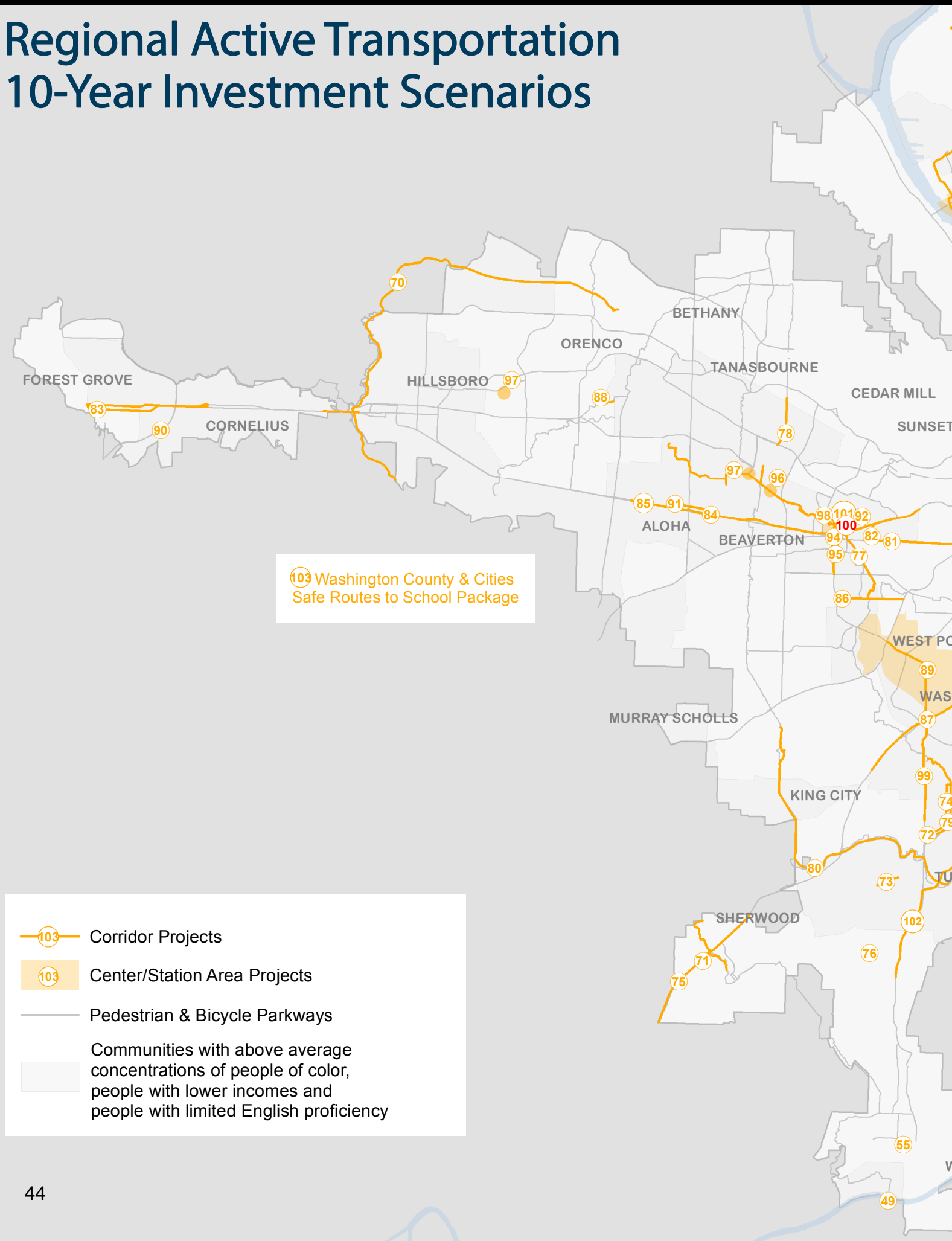
Safe Routes to School

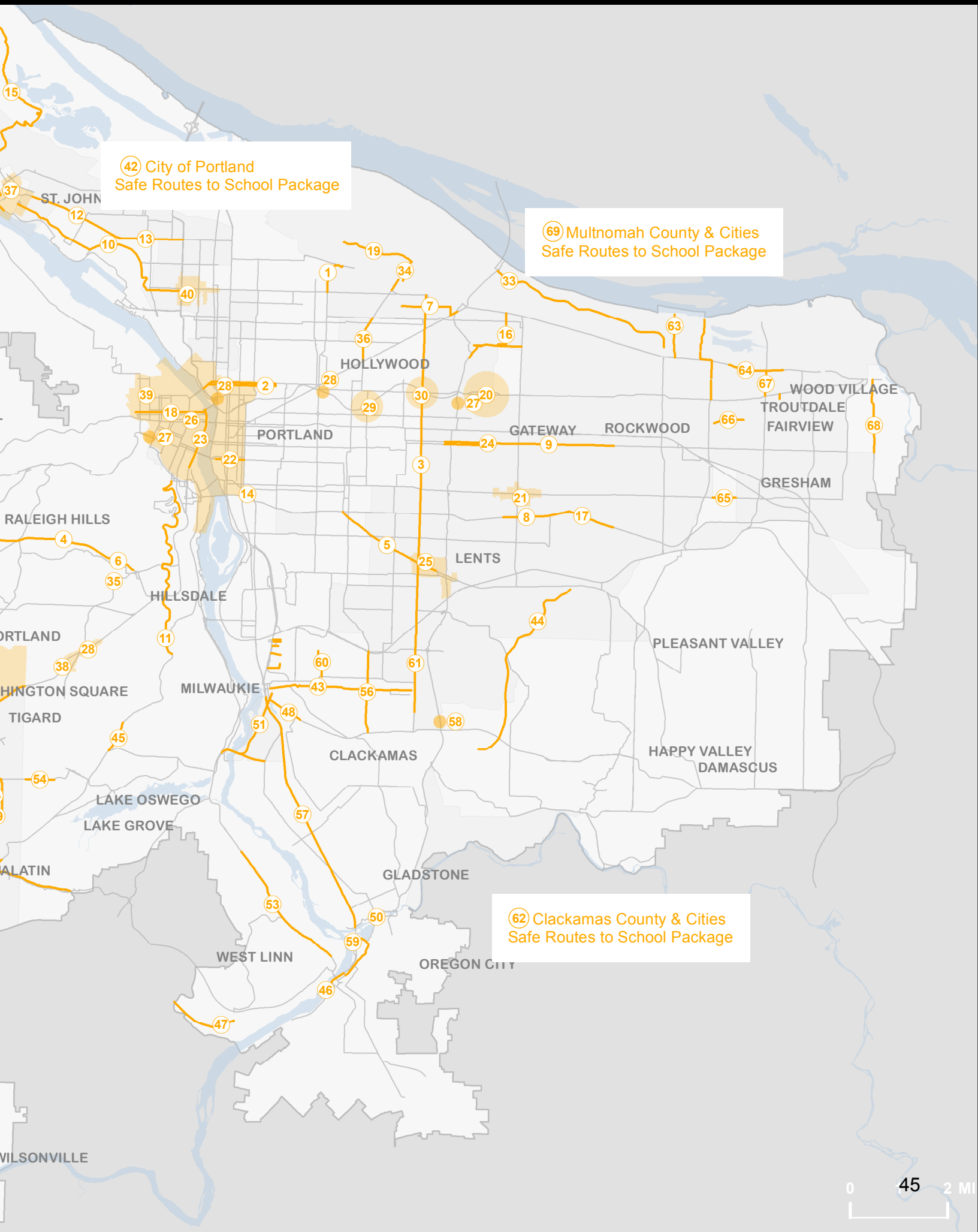
42 Portland SRTS - $10.0m
Projects Supporting Safe Routes to School Including Sidewalk Infill and Safe Crossings.

DRAFT

* Priorities in Scenario II - $600 million

Regional Active Transportation 10-Year Investment Scenarios




42 City of Portland
Safe Routes to School Package
69 Multnomah County & Cities
Safe Routes to School Package
62 Clackamas County & Cities
Safe Routes to School Package
ST. JOHN
HOLLYWOOD
PORTLAND
GATEWAY
ROCKWOOD
WOOD VILLAGE
TROUTDALE
FAIRVIEW
GRESHAM
RALEIGH HILLS
LENTS
HILLSDALE
PLEASANT VALLEY
MILWAUKIE
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CLACKAMAS
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Clackamas County & Cities $51M / $102M

Clackamas County and its cities have identified a set of active transportation investments that capitalize on recent investments in transit, dramatically increase safe access to schools, connect people to job centers and educational opportunities, and provide travel options in highly traveled corridors.

Critical Connections

43 Monroe Street Corridor- $7.8m
Neighborhood Greenway Providing a Safe Multi-Modal Connection Between Milwaukie and Clackamas Town Center.

44 Mt. Scott Regional Trail - $6.4m
Multi-Use Path Providing a Connection through Happy Valley to the Springwater Corridor Trail in Portland.

45 Boones Ferry Road - $9.9m
Sidewalk Infill and Bikeways Provide a Critical Connection to Between Lake Oswego and Portland.

46 Willamette Falls Shared Use Path - $5.0m
Shared Use Path Along the South Side of the Willamette River and in Oregon City.

47 Willamette Falls Drive - $5.3m
Complete active transportation corridor Along the North Side of the Willamette in West Linn.

48 Lake Road - $3.4m
Bicycle Lanes That Improve Access to Downtown Milwaukie

49 French Prairie Bike/Ped Bridge - $15.0m
Bicycle, Pedestrian, and Emergency Access Bridge Over the Willamette River Connecting to Regional Trails and Recreation Areas to Downtown Wilsonville.

50 Trolley Trail Bike/Ped Bridge - $7.5m
Critical Connection over the Willamette River Extending the Trolley Trail and Connecting Gladstone and Oregon City.

51 Lake Oswego/Milwaukie Bridge - $10.1m*
Bicycle and Pedestrian Bridge Over the Willamette Connecting Two Regional Centers.

52 Scouters Mountain Trail - $7.6m*
Multi-Use Path Providing a Connection Between Portland and Happy Valley.

53 Hwy 43 Multi-Modal Corridor - $20.0m*
Complete Multi-Modal Active Travel Corridor on a State Highway Connects West Linn to Lake Oswego.

54 Bonita Road - 5.1m*
Completes Regional Bikeway and Transit Access in Lake Oswego.

55 Barbur St. Bike/Ped Bridge - $7.0m*
Removes Major Barrier Providing Safe Bicycle and Pedestrian Access over I-5 Connecting Wilsonville Town Center to West Neighborhoods and Transit.

56 Linwood Ave - $4.8m*
Complete Bicycle and Pedestrian Access Connect Regional Corridors.

Access to Jobs and Transit

57 McLouglin Access to Transit - $7.9m
Sidewalk Upgrades, Buffered Bike Lanes, Median Enhancements, Safe Crossings, and Pedestrian Refuges in the McLoughlin Area

58 TriMet Bike & Ride- $1.0m*
Bicycle Parking at Clackamas Town Center MAX Station.

59 Main Street Access to Transit- $4.5m*
Completes Bikeways and Walksways Through Downtown Oregon City Connecting to Transit and Businesses.

60 43rd Ave Bikeway- $1.1m*
Fills Critical Bikeway Gap in System Providing Safe Access to Transit.

61 82nd Ave - $2.0m*
Multi-Modal Safety Investments Along a State Highway Increase connectivity and Transit Access on a High Injury Corridor

Safe Routes to School

62 Clackamas Co & Cities SRTS - $7.0m
Fills Critical Sidewalk and Bikeway Gaps, Provides Pedestrian Crossings for Safe Access to Schools in Clackamas County.

DRAFT

Multnomah County & Cities $30M / $60M

Multnomah County and its cities have identified critical connections that close gaps, addressing safety and access issues on regional arterials. Major investments in Safe Routes to School will transform access to schools.

Critical Connections

63 Gresham Fairview Trail - $5.7m
Completes Final Critical Segments of the Gresham Fairview Multi-Use Trail Proving a Connection to Employment, Schools, and Nature.

64 Sandy Blvd AT Corridor- $6.0m
Bikeways and Pedestrian Walkways Improve Access to Jobs, Transit and Businesses Connecting Fairview and Wood Village.

65 Division St AT Corridor - $7.0m
Boulevard Level Design Standards Including Wider Sidewalks, Safe Crossings, and Transit Access.

66 Glisan St Multi-Modal Corridor- $11.5m*
Critical Connection Between Gresham Fairview Trail and Salish Ponds Natural Area.

Access to Jobs and Transit

67 223rd Ave Bike/Ped Corridor - $12.0m
Phase 1 - Improve Access to Businesses in Downtown Fairview with Bikeways and Pedestrian Walkways.

67 223rd Ave Bike/Ped Corridor - $18.4m*
Phase 2 - Improve Access to Businesses in Downtown Fairview and Address Dangerous Pinchpoint.

68 Troutdale Road AT Corridor- $3.1m*
Separated Bikeway and Enhanced Pedestrian Corridor to Troutdale and Schools.

Safe Routes to School

69 Multnomah Co S& Cities SRTS - $13.0m
Fills Critical Sidewalk and Bikeway Gaps, Provides Pedestrian Crossings for Safe Access to Schools in Multnomah County.

* Priorities in Scenario II - $600 million

Washington County & Cities $99M / $198M

Washington County' and its cities have strategically combined regional trails, and sidewalks and bikeways on regional arterials to complete major north-south and east-west travel corridors drastically increasing safe and connected access to transit, jobs, education and opportunity.

Critical Connections

70 Crescent Park Greenway Trail - $3.0m
Multi-Use Path Surrounding the City of Hillsboro Providing Access to Employment and Recreation Areas.

71 Cedar Creek Trail - $6.0m
Multi-Use Trail Increasing Connectivity Within Sherwood Through Natural Areas.

72 Fanno Creek Trail - $6.3m
Completing the Final Gap Connecting Beaverton and Tigard to the Tualatin River.

73 Herman Road - $5.3m
Sidewalk Infill and Bicycle Facility Upgrades Complete a Gap in the Active Transportation Network.

74 Crescent Connection - $3.6m
Multi-Use Path Improving Connections to Downtown Beaverton Transit Center.

75 Highway 99 (Sherwood) - $2.5m
Sidewalk Infill and Pedestrian Network Upgrades to Complete Gaps and Address Safety Concerns in Sherwood.

76 Garden Corner Curves - $3.5m
Sidewalk Infill, Bicycle Facilities, Improved Wayfinding and Lighting

77 Beaverton Creek Trail - $4.6m
Multi-Use Trail Connecting Frequent Transit Services and Exisiting Trail Investments.

78 Westside Trail & Bridge - $13.0m
Multi-Use Paved Trail and Bicycle and Pedestrian Bridge Over Highway 26.

79 Westside Trail Extension - $14.3m*
Phases 1-3 of the Westside Trail Extension Providing an Multi-Use Path Connecting Beaverton to Tigard.

80 Tualatin River Greenway - $1.0m*
Shared Use Path Completing a Gap in the Active Transportation Network.

81 Beaverton Hillsdale Highway - $2.0m*
Addition of Bicycle Lanes Providing a Connection to Downtown Beaverton.

82 Canyon Road & 110th Ave - $2.5m*
Addition of Bicycle Lanes Providing a Connection to Downtown Beaverton.

83 TV Highway Street Retrofit - $9.6m*
Street Retrofit to Boulevard Design Standards Including Wider Sidewalks, Safe Crossings, and Transit Amenities in Forest Grove.

84 TV Highway Access- $13.0m*
Streetscape Enhancements Including Safe Crossings, Sidewalk Infill, Bicycle Facilities, Lighting and Wayfinding in Washington County.

85 TV Highway Multi-Use Plan - $1.0m*
Complete Conceptual Plan for a Multi-Use Path on the South Side of T.V. Highway.

86 Denney Road Bikeway - $6.3m*
Bicycle Lanes, Sideway and Roadway Reconfiguration Where Necessary.

87 Highway 99 (Tigard/King City)- $5.0m*
Sidewalk Infill and Bicycle Lanes to Complete Gaps in the Active Transportation Network.

88 Rock Creek Greenway Trail - $15.0m*
Off-Street Multi-Use Trail Connecting Employment Areas and Outdoor Recreation.

DRAFT

Access to Jobs and Transit

89 Metzger / Washington Square - $4.0m
Sidewalk Infill, Pedestrian Crossings, Bicycle Facilities to Increase Access to SW Corridor Transit Improvements.

90 Highway 47 & Fern Hill Road - $13.6m
Intersection Safety Improvements for Pedestrians and Bicyclists.

91 Alexander Street- $9.3m
Streetscape Enhancements Including Sidewalk Infill, Bicycle Facilities, Lighting, and Transit Amenities.

92 Center Street & 113th Ave - $5.8m
Bike Lanes and Sidewalk Infill to Improve Access to Downtown Beaverton Jobs and Transit Services.

93 Wash Co Arterial Crossings - $4.0m
Enhanced At-Grade Pedestrian Crossings of Major Arterials Addressing Connectivity and Safety Concerns.

94 Watson Ave Bikeway - $4.5m
Bicycle Facilities Providing a Connection to Downtown Beaverton.

95 Hall Blvd & Watson Ave - $2.4m
Pedestrian Streetscape Enhancements Including Lighting and Public Space Amenities.

96 TriMet Bike & Ride - $1.0m
Bicycle Parking at Beaverton Creek MAX Station.

97 TriMet Bike & Ride - $2.0m*
Bicycle Parking at Merlo Road and Fair Complex MAX Stations.

98 Hall Blvd Bike Lanes - $2.4m*
Addition of Bike Lane Providing a Vital North South Connection Through Downtown Beaverton.

99 Hall Blvd Complete Streets - $20.0m*
Safe Crossings, Sidewalk Infill, Bicycle Facilities and Lane Reconfiguration.

100 Downtown Beaverton Access - $15m*
Pedestrian Safety and Connectivity Investments to Improve Access to Light Rail and MAX Station Areas.

101 Downtown Connectivity- $2.0m*
Pedestrian Connectivity Improvements on Milikan Way in Downtown Beaverton.

102 Boones Ferry Road Gaps - $1.0m*
Sidewalk Infill to Close Gaps in the Pedestrian Network and Improve Access to Bridgeport Village Jobs and Transit.

Safe Routes to School

103 Washington Co & Cities SRTS - $10.0m
Fills Critical Sidewalk and Bikeway Gaps, Provides Pedestrian Crossings for Safe Access to Schools in Multnomah County.

* Priorities in Scenario II - $600 million

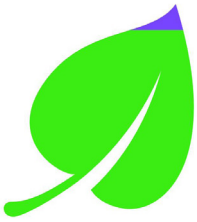
Return on Investment - At a Glance

Projects in the two investment scenarios have the potential to increase safe routes to school, access to transit, jobs and opportunity and connections to parks and natural areas, and, they have the potential to reduce traffic deaths and severe injury crashes on the region's high injury corridors. Projects in the investment scenarios often provide multiple benefits.

40% of public schools

Safe Routes to School

Safe bicycle and pedestrian access is improved for 40% of public schools in the region. Over 76% of all projects in both scenarios make it safer to walk o bike to school.



92% of parks and natural areas

Access to Parks and Nature

Over 92% of projects in both scenarios increase access to a park or natural area.

60% of projects

Increased Safety

Nearly 60% of all proejcts in both scenarios intersect a high injuy corridor, addressing traffic safety issues for people walking and bicycling.

DRAFT

67% of jobs

Access to Jobs and Opportunity

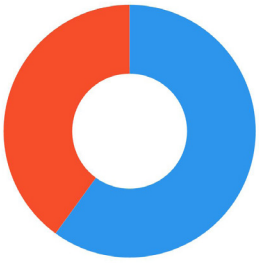
Access to 67% of jobs in the region is increased by projects in the two scenarios.

42% of frequent transit satations

Access to Transit

Pedestrian and bicycle access is improved to 42% of all frequent transit stops. Nearly 65% of projects in the two scenarios increase access to transit.

60% of projects



Addressing Equity

More than 60% of the projects in the two scenarios are located in areas with higher concentrations of people of color, people with low incomes and people with low English proficiency.

STAFF REPORT

IN CONSIDERATION OF RESOLUTION NO. 17-4787, FOR THE PURPOSE OF PROVIDING ODOT WITH THE ROADWAY SEGMENT ADDITIONS IN THE PORTLAND METRO REGION, FOR USDOT'S NATIONAL HIGHWAY FREIGHT NETWORK (NHFN).

Date: April 10, 2017 Prepared by: Tim Collins, 503-797-1762

BACKGROUND

On December 4, 2015, the President signed the Fixing America's Surface Transportation (FAST) Act into law, which reauthorized Federal surface transportation programs for five fiscal years. On December 4, 2017, to be eligible to obligate Federal funds provided through the National Highway Freight Program (23 U.S.C. 167), the FAST Act requires that Oregon has developed a State Freight Plan that provides a comprehensive plan for the immediate and long-range planning activities and investments of Oregon with respect to freight. There are several additional requirements added under the FAST Act that must be added to the Oregon Freight Plan.

The FAST Act requires the FHWA Administrator to establish a National Highway Freight Network (NHFN) to strategically direct Federal resources and policies toward improved performance of the Network. One of the ten required elements that all State Freight Plans must address as amended by the FAST Act, are Critical Rural Freight Corridors (CRFC) and Critical Urban Freight Corridors (CUFC) designated within the State under section 167 of title 23.

National Highway Freight Network and Critical Urban Freight Corridors

The NHFN is the highway component of the Interim National Multimodal Freight Network and will increase in Oregon with the designation of CRFCs and CUFCs.

The National Highway Freight Program (NHFP), FAST Act Section 1116 Implementation Guidance describes the subsystems of roadways under the NHFN. The Primary Highway Freight System (PHFS) is a network of highways identified as the most critical highway portions of the U.S. freight transportation system determined by measurable and objective national data. The initial designation of the PHFS as a comprehensive network was a further development of the Primary Freight Network that was designated in October 2015, to satisfy the MAP-21 requirements.

Critical Rural Freight Corridors (CRFC) are public roads not in an urbanized area which provide access and connection to the PHFS and the Interstate with other important ports, public transportation facilities, or other intermodal freight facilities.

Critical Urban Freight Corridors (CUFC) are public roads in urbanized areas which provide access and connection to the PHFS and the Interstate with other important ports, public transportation facilities, or other intermodal freight facilities. In an urbanized area with a population of 500,000 or more, the metropolitan planning organization (MPO) which is Metro, in consultation with the State (ODOT) is responsible for designating the CUFCs. Regardless of population, a public road may be designated as a CUFC if it is in an urbanized area, and meets one or more of the following four elements:

1. Connects an intermodal facility to;
    - the PHFS; or
    - the Interstate System; or
    - an intermodal freight facility;
2. Is located within a corridor of a route on the PHFS and provides an alternative highway option important to goods movement;
3. Serves a major freight generator, logistic center, or manufacturing and warehouse industrial land; or
4. Is important to the movement of freight within the region, as determined by the MPO or the State.

Under the FAST Act, "National Highway Freight Program funds may be obligated for projects that contribute to the efficient movement of freight on the National Highway Freight Network (NHFN), and are consistent with the planning requirements of section 134 and 135 of title 23, United States Code".

Selection of additional highway and roadway segments for the National Highway Freight Network

The designation of CUFCs is limited under the FAST Act to a maximum of 10 percent of Oregon's current Primary Highway Freight System (PHFS) mileage in the state; which equates to an additional 77 miles on the NHFN within the state of Oregon. On January 20, 2017, ODOT convened a meeting of all the MPOs within the state of Oregon, and the Federal Highway Administration, to consult on the distribution of the additional 77 miles between the MPOs in the state. In late January, ODOT based the split in miles between the Portland MPO and the other MPOs in the state by using the proportion of total freight highway miles in the Oregon Freight Plan that are in the Portland MPO. Therefore, the state of Oregon dedicated 45 percent of the additional miles, or 34.7 miles, to the Portland Metro region.

Considering the limited number of miles that could be allocated; Metro staff developed a strategy for which roadways and highways should be added to the NHFN this year. Metro staff focused on a policy based approach that first added higher level main roadway routes to the NHFN, from the Regional Freight Network that is based on policy in the Regional Transportation Plan (section 2.5 Regional Network Visions, Concepts and Policies). This approach included adding key radial routes like US 26, Highway 30, and Highway 99E, and key beltway routes like Highway 217 that are missing from USDOT's current NHFN. Bringing these routes into the NHFN fully aligns the core federal network with the RTP Regional Freight Network within the I-205/OR 217 beltways, where the bulk of the region's freight movement and intermodal facilities are concentrated.

In addition, Metro staff identified key segments of the intermodal connector roadway system, like NW Kittridge Road in the NW Industrial Area, and Alderwood Road near the Portland Airport and air freight facilities, that were also missing from the NHFN. Adding these connector routes brings all intermodal connectors to major rail, marine and air terminals in the RTP Freight Network under the NHFN designation.

Metro staff coordinated with ODOT, Port of Portland, City of Portland, the three counties and members of TPAC in the development of selecting potential roadways and highways to add to the NHFN. Metro staff held informational and coordination meetings on February 28th and March 15th with ODOT, the Port of Portland, City of Portland, Clackamas County, Multnomah County and Washington County to share Metro's recommended roadway and highway additions and the strategy for selecting them in preparation for TPAC review.

Attachment 1 is a table of the TPAC recommended highway and roadway segments to add to the NHFN, ***Attachment 2*** is a table of TPAC recommended future critical highway segments that should be added to the NHFN if ODOT allots more miles, and ***Attachment 3*** maps out those recommended additions.

The 34.7 miles allotted to the Portland Metro region for additions to the National Highway Freight Network (NHFN) were inadequate to fully incorporate the key freight highways and roadway routes of national significance from the Regional Freight Network. The region's freight needs and the statewide importance of including more key freight highways and roadways in the region is supported by the findings in the 2016 Governor's Transportation Vision Panel and the ODOT Freight Highway Bottlenecks Project final report. Part of TPAC's recommendation includes directing Metro staff to prepare correspondence to the Oregon Transportation Commission on behalf of JPACT and the Metro Council on the inadequacy of the 34.7 miles allocated to the Portland Metro region.

ANALYSIS/INFORMATION

1. **Known Opposition**: None known at this time.

2. **Legal Antecedents**: Satisfies designation requirements for the State of Oregon for USDOT under section 167 of title 23 (National Highway Freight Program).

3. **Anticipated Effects:** Fulfills Metro's responsible for designating the CUFCs in the Portland MPO boundary and allows the state of Oregon to comply with federal requirements for Critical Urban Freight Corridors (CUFC) designated within the State.

4. **Budget Impacts**: None

RECOMMENDED ACTION

Staff recommends the approval of Resolution 17-4787

Attachments:
1. TPAC Recommended Roadway Additions for the National Highway Freight Network (NHFN)
2. TPAC Recommended Future Critical Highway Segments to add to the NHFN
3. Recommended Additions to the National Highway Freight Network

Attachment 1

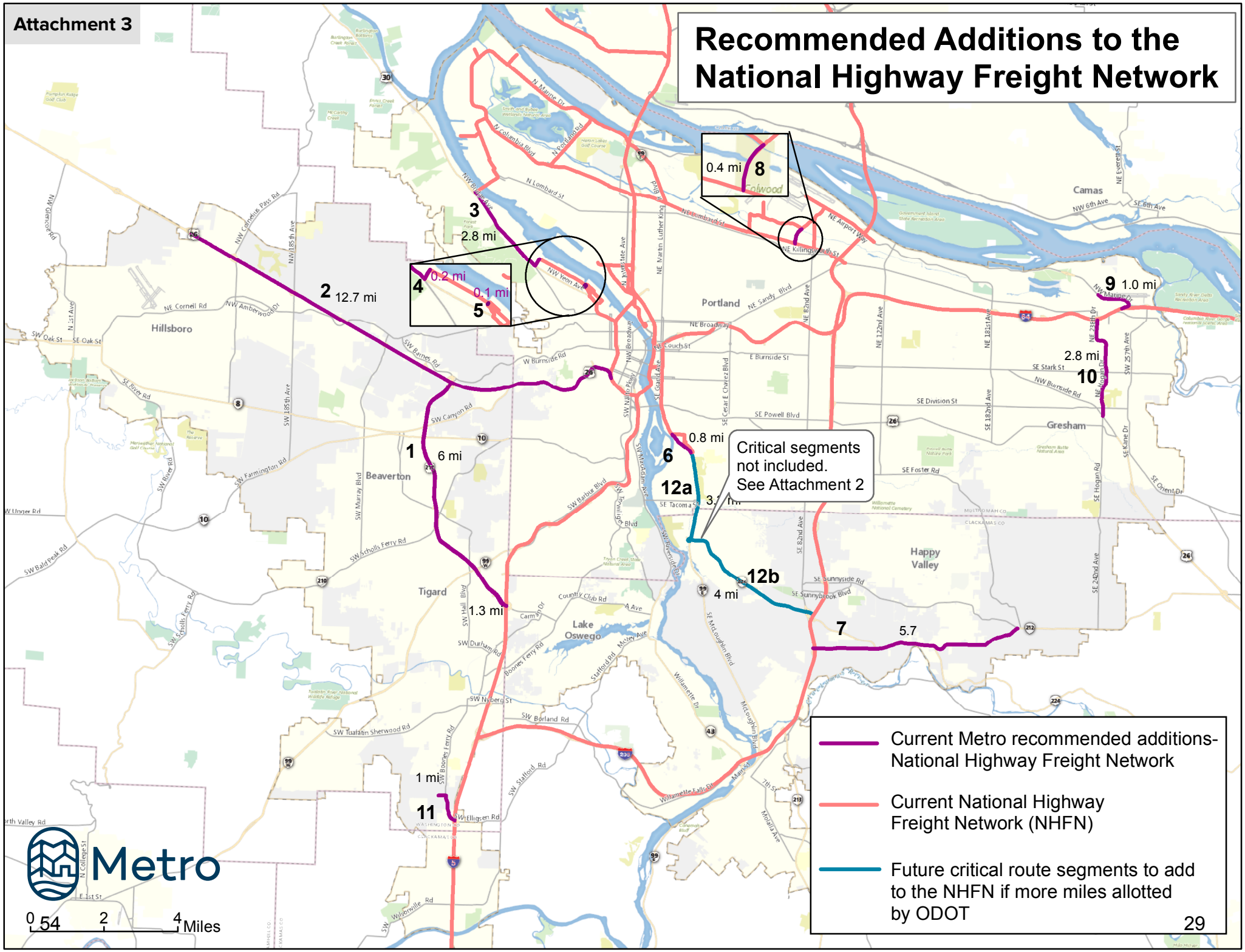
TPAC Recommended Roadway Additions for the National Highway Freight Network (NHFN)

Number of additions to NHFN	Highway /Roadway	Segment to add	Segment Mileage	Running Total for Mileage
1	Highway 217	US 26 to I-5	7.2	7.2
2	US 26 (Sunset Hwy.)	I-405 to Brookwood Parkway	12.7	19.9
3	US 30	NW Kittridge to St. Johns Br.	2.8	22.7
4	NW Kittridge Road	NW Front Ave to US 30	0.2	22.9
5	NW 26th Drive	Access to Terminal 2 off NW Front Ave.	0.1	23.0
6	Highway 99E	SE Holgate Blvd. to SE Harold St.	0.8	23.8
7	Highway 212/224	I-205 to SE Foster Road	5.7	29.5
8	NE Alderwood Road	NE Cornfoot Road to NE Columbia Blvd.	0.4	29.9
9	Marine Drive	I-84 (west end of frontage road) to Sundial Road	1.0	30.9
10	238th/242nd/Hogan Road	I-84 to Burnside Road	2.8	33.7
11	Boones Ferry Road/ Basalt Creek	Grahams Ferry Road to I-5 via Boones Ferry Road	1.0	34.7

Attachment 2

TPAC Recommended Future Critical Highway Segments to add to the National Highway Freight Network (NHFN) if ODOT allotted more miles

Highway Segment Number	Highway	Segment to add	Segment Mileage	Running Total for Mileage
12a	Highway 99E	Harold Street to Highway 224	3.3	3.3
12b	Highway 224	Highway 99E to I-205	4	7.3

Attachment 3

Recommended Additions to the National Highway Freight Network