

Exhibit D to Ordinance No. 18-1421
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I. Oregon Statewide Planning Goal Consistency

Oregon Statewide Planning Goals	Corresponding RFP policy/RTP policy	Findings
<u>Goal 1:</u> Citizen Involvement	RFP Policy 1.13: Participation of Citizens RTP Policy: Goal 11, Transparency and Accountability Objective 11.1 - Meaningful Public and Stakeholder Engagement	The development of the 2018 RTP was subject to an open and ongoing public and agency involvement process that included state and federal agencies, cities, counties, port districts, transit providers, community and business leaders, numerous modal, environmental and other stakeholder interest groups and the public. Metro undertook a public involvement process involving stakeholder interviews, Regional Leadership forums, discussion groups, on-line surveys, workshops, hearings, advisory committees, interactive web opportunities, consultation with federal and state agencies and other techniques, consistent with Metro's adopted "Public Engagement Guide." The Staff Report dated September 26, 2018 summarizes these efforts and 2018 RTP Appendix D identifies documents in the record that describe these efforts in detail.
<u>Goal 2:</u> Land Use Planning: Coordination and Implementation	RFP Policy 1.14: School and Local Government Plan and Policy Coordination RTP Policy: Goal 1, Vibrant Communities Objective 1.1 – 2040 Growth Concept Implementation	The 2018 RTP is a component of Metro's Regional Framework Plan (RFP). The fundamental underpinning of the RFP is its coordination of land use planning and transportation planning. Metro coordinated with local governments and service districts while developing the 2018 RTP. The most intensive efforts were through JPACT, TPAC, MPAC and MTAC, which are all composed primarily of

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		representatives of local governments and service districts. The Staff Report dated September 26, 2018 summarizes these efforts and 2018 RTP Appendix D describes this effort in detail.
<u>Goal 3:</u> Agricultural Lands		The RTP applies only within Metro's UGB. Goal 3 does not apply.
<u>Goal 4:</u> Forest Lands		The RTP applies only within Metro's UGB. Goal 4 does not apply.
<u>Goal 5:</u> Natural Resources, Scenic and Historic Areas, and Open Spaces	RTP Policy: Goal 6, Healthy Environment Objective 6.1 – Biological and Water Resources Objective 6.2 – Historic and Cultural Resources Objective 6.3 – Green Infrastructure Objective 6.4 – Light Pollution Objective 6.5 – Habitat Connectivity RTP Policy: Goal 8, Climate Leadership Climate Smart Strategy Policies 1-9 RTP Section 3.3.4 – Designs for Stormwater Management and Natural, Historic and Cultural Resource Protection	The 2018 RTP includes Objectives 6.1, 6.2, 6.3, 6.4, 6.5 and 8.6, which are to protect fish and wildlife habitat, water resources, and historic and cultural resources from the negative impacts of transportation. The RTP describes programs, such as the Livable Streets, Trees for Green Streets and Green Streets programs, which aim to protect natural resources. Title 1 of the RTP connects these programs to street design requirements for local TSPs and subjects street design to the requirements of Title 13 (Nature in Neighborhoods) of Metro's Urban Growth Management Functional Plan (UGMFP). Local decisions specifying the locations of transportation facilities and improvements will be made by cities and counties in their TSPs and other land use decisions, which will be subject to local Goal 5 programs that also comply with Titles 3 and 13 of the UGMFP. Supporting information is provided in Appendix F of the 2018 RTP.
<u>Goal 6:</u> Air, Land and Water Resources Quality	RTP Policy: Goal 6, Healthy Environment Objective 6.1 – Biological and Water Resources	The 2018 RTP includes Objectives 6.1, 6.3., 6.5 and 8.6, which is to protect fish and wildlife habitat and water resources, and Goal 8

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	<p>Objective 6.3 – Green Infrastructure Objective 6.5 – Habitat Connectivity RTP Policy: Goal 7, Healthy People Objective 7.2 – Other Pollution Impacts Objective 7.3 – Clean Air RTP Policy: Goal 8, Climate Leadership Objectives 8.1 to 8.5 Climate Smart Strategy Policies 1-9</p>	<p>regarding Climate Leadership, with objectives aimed at implementing the Climate Smart Strategy and reducing greenhouse gas emissions. The RTP and supporting Appendix F describe programs, such as the Livable Streets and Green Streets programs, which aim to protect natural resources. Title 1 of the RTFP connects these programs to street design requirements for local TSPs and subjects street design to the requirements of Titles 3 and 13 of the UGMFP. The emissions analysis prepared for the 2018 RTP demonstrates the plan is expected to meet the Clean Air Act and other state and federal air quality requirements, including required reductions in per capita greenhouse gas emissions from light-duty vehicles by 2035 and 2040. Other supporting information is provided in Appendix F of the 2018 RTP.</p>
<p><u>Goal 7:</u> Areas Subject to Natural Disasters and Hazards</p>	<p>RTP Policy: Goal 5, Safety and Security Objective 5.3 – Preparedness and Resiliency</p> <p>RTP Section 3.2.1.4, Safety and Security Policies, Policy 8</p>	<p>The 2018 RTP includes a new Objective 5.3, which is to reduce the vulnerability of transportation infrastructure to natural disasters, climate change, and hazardous incidents. Safety and security policies are described in Section 3.2.1 of the RTP. Section 4.7.6 describes the work of the Regional Disaster Preparedness Organization (RDPO) to identify and mitigate risks from natural disasters. Figure 4.3.9 identifies the seismic vulnerability of bridges in the Metro region. Section 8.2.3.10 of the 2018 RTP describes future planning work to update designated Emergency Transportation Routes</p>

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		using a seismic lens in partnership with the RPDO and other agencies.
<u>Goal 8: Recreational Needs</u>	RTP Policy: Goal 7, Healthy People Objective 7.1 – Active Living RTP Section 3.8 – Regional Active Transportation Network Vision RTP Section 3.9 – Regional Bicycle Network Concept and Policies RTP Section 3.10 – Regional Pedestrian Network Concept and Policies	Section 3.8 of the 2018 RTP describes the regional active transportation network vision. Section 3.9 of the RTP describes the regional bicycle network concept and policies. Section 3.10 describes the regional pedestrian network concept and policies. Those provisions reflect policies and plans included in the 2014 Regional Active Transportation Plan (ATP). The RTP includes existing conditions and future vision maps for biking and walking for each system (Figures 3.30, 3.32). The 2018 RTP project lists in Appendices A, B and C contain projects that complete gaps in the regional trail network as well as walking and biking connections to parks, natural areas and other recreational destinations.
<u>Goal 9: Economic Development</u>	RFP Policy 1.4: Economic Choices and Opportunities RTP Policy: Goal 2, Shared Prosperity Objective 2.2 – Access to Industry and Freight Intermodal Facilities Objective 2.3 – Access to Jobs and Talent RTP Policy: Goal 3, Transportation Choices Objective 3.3 – Access to Transit Regional Freight Strategy	Goal 9 applies to cities and counties, and not to Metro. The policy component of the RTP is structured around the implementation of the Region 2040 Growth Concept through strategic transportation improvements. As the economic engines of the region’s economy, the Portland central city, eight regional centers, the region’s industrial areas and intermodal facilities are identified as the primary areas for transportation investments (RTP Section 2.2 and Table 2.1). Transportation improvements in these primary components of the 2040 Growth Concept are also guided by a set of functional maps that establish a series of efficient, high-quality motor vehicle, freight, transit, bicycle and pedestrian

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		<p>systems that are similarly designed to reinforce the Growth Concept (RTP Sections 3.5, 3.6, 3.7, 3.8).</p> <p>The importance of freight movement in the region's economy is addressed in detail in the new Regional Freight Strategy, which describes the regional vision and policies for the movement of goods to and from the Metro region. The regional vision and policies for freight are also contained in Section 3.7 of the 2018 RTP.</p>
<u>Goal 10: Housing</u>	<p>RFP Policy 1.3: Housing Choices and Opportunities</p> <p>RTP Policy: Goal 1, Vibrant Communities Objective 1.2 – Walkable Communities Objective 1.3 - Affordable Location-Efficient Housing Choices Objective 1.4 – Access to Community Places</p> <p>RTP Policy: Goal 2, Shared Prosperity Objective 2.4 – Transportation and Housing Affordability</p> <p>RTP Policy: Goal 9, Equitable Transportation</p> <p>RTP Section 3.2.2, Transportation Equity Policies</p>	<p>The RTP links transportation to land use planning in a joint strategy to increase the share of households in walkable areas served by frequent transit service, and to reduce costs for housing and transportation. The strategy is to provide multi-modal transportation options to portions of the region with high numbers of cost-burdened households, and to ensure land use regulations allow types and densities of housing along high-frequency transit services. Details about the Transportation Equity Evaluation conducted for the 2018 RTP, and related engagement, are provided in Appendix E to the 2018 RTP.</p>
<u>Goal 11: Public Facilities and Services</u>	<p>RTP Policy: Goal 10, Fiscal Stewardship Objective 10.1 – Infrastructure Condition Objective 10.2 – Sustainable Funding</p>	<p>The objectives of statewide planning Goal 11 with respect to transportation are more fully articulated by Goal 12. Please refer to findings under Goal 12.</p>

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<u>Goal 12:</u> Transportation	RFP Chapter 2, Transportation RFP Policy 1.10.2: Encourage pedestrian and transit-supportive building patterns RTP Policy: Goals 1 through 11	<p>The 2018 RTP is designed to ensure Metro’s continued compliance with Goal 12 and OAR 660 Division 12 (TPR). The fundamental requirement of Goal 12 and the TPR is that the RTP provide a transportation system that is adequate to serve planned land uses. A second basic requirement of the TPR is that the RTP be consistent with adopted state transportation plans. The attached Supplemental Findings address the detailed requirements of the TPR.</p>
<u>Goal 13:</u> Energy Conservation	RTP Policy: Goal 1, Vibrant Communities Objective 1.2 – Walkable Communities RTP Policy: Goal 3, Transportation Choices Objective 3.1 – Travel Choices Objective 3.2 – Active Transportation System Completion RTP Policy: Goal 6, Healthy Environment Objective 6.4 - Energy and Land Consumption RTP Policy: Goal 8, Climate Leadership Objective 8.3 – Vehicle Miles Traveled Objective 8.4 – Low and No Emissions Vehicles Objective 8.5 – Energy Conservation	<p>The 2018 RTP helps achieve Goal 13 by planning, requiring local planning for, and investing in transportation systems that reduce reliance on the auto and increase use of other modes. Objectives and policies in the RTP will contribute to changes in travel behavior by prioritizing completion of regional transit, bicycle and pedestrian systems. In addition, the 2018 RTP contains other policies and objectives that aim to support state efforts to increase the use of more fuel-efficient vehicles and reduce transportation-related consumption of energy.</p>
<u>Goal 15:</u> Willamette River Greenway	RTP Policy: Goal 6, Healthy Environment	<p>Goal 6 of the 2018 RTP is to “promote responsible stewardship of the region’s natural, community, and cultural resources.” RTP Goal 6 is achieved through Title 1 of the RTFP and through local implementation of Titles 3 and 13 of the Urban Growth Management Functional Plan. Much of the Willamette Greenway inside the UGB has been designated as a “Habitat Conservation Area,” subject to Title 13</p>

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		protections. Supporting information is provided in Appendix F of the 2018 RTP.
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II. Regional Framework Plan Consistency

Regional Framework Plan Policy	Relevant RTP policy	Findings
<u>Policy 1.1:</u> Compact Urban Form	RTP Policy: Goal 1, Vibrant Communities Objective 1.1 – 2040 Growth Concept Implementation Objective 1.2 – Walkable Communities RTP Policy: Goal 3, Transportation Choices	The 2018 RTP achieves these policies by focusing growth and transportation investment in designated 2040 growth areas, and by planning and investing in transportation systems that reduce reliance on the auto and increase use of other modes.
<u>Policy 1.3.2c:</u> Service to Centers and Corridors to support affordable housing	RTP Policy: Goal 1, Vibrant Communities Objective 1.3 – Affordable Location-Efficient Housing Choices RTP Policy: Goal 2, Shared Prosperity Objective 2.4 – Transportation and Housing Affordability RTP Policy: Goal 9, Equitable Transportation RTP Section 3.2.2, Transportation Equity Policies	The 2018 RTP contains an essential strategy to accomplish RFP Policy 1.3.2c: investment in non-auto modes of transportation in portions of the region with higher numbers of cost-burdened households. The HCT Assessment and Readiness Criteria, in the Regional Transit Strategy, provide a framework for the region to screen and prioritize major capital investments in transit, including criteria that address equity and housing affordability. Details about the Transportation Equity Evaluation conducted for the 2018 RTP, and related engagement, are provided in Appendix E to the 2018 RTP. See findings for statewide planning Goal 10.
<u>Policy 1.10.1.c:</u> Urban Design and <u>Policy 1.10.2:</u> Urban Design-encourage	RTP Policy: Goal 1, Vibrant Communities Objective 1.1 – 2040 Growth Concept Implementation Objective 1.2 – Walkable Communities	The 2018 RTP achieves these policies by planning for and investing in transportation systems that reduce reliance on the auto and increase use of other modes. Objectives and

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pedestrian and transit-supportive building patterns to reduce auto dependence	Objective 1.3 – Affordable Location-Efficient Housing Choices RTP Policy: Goal 3, Transportation Choices	policies in the RTP will contribute to changes in travel behavior by prioritizing completion of regional transit, bicycle and pedestrian systems and increasing the amount of affordable housing units within walking distance of current and planned frequent transit service. Title 1 of the RTP (Transportation System Design) require local planning for system designs that support these policies.
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III. Oregon Transportation Plan Consistency

Oregon Transportation Plan Policy	Relevant RTP policy	Findings
<u>Policy 1.1</u> : Development of an Integrated Multimodal System	RTP Policy: Goal 1, Vibrant Communities Objective 1.1 – 2040 Growth Concept Implementation Objective 1.2 – Walkable Communities RTP Policy 2: Shared Prosperity Objective 2.1 – Connected Region Objective 2.2 – Access to Industry and Freight Intermodal Facilities RTP Policy: Goal 3, Transportation Choices	The 2018 RTP establishes integrated modal systems for motor vehicles, transit, freight, bicycles and pedestrians through a series of functional classification maps and accompanying visions (see RTP Sections 3.5, 3.6, 3.7, 3.8). The RTP contains visions for each system, and street design classifications that serve as the policy tool for integrating these modal systems. Title 1 of the RTP (Transportation System Design) require local planning for system designs that support these policies.
<u>Policy 1.2</u> : Equity, Efficiency and Travel Choices	RTP Policy: Goal 2, Shared Prosperity Objective 2.4 – Transportation and Housing Affordability RTP Policy: Goal 3, Transportation Choices RTP Policy: Goal 9, Equitable Transportation	See findings for statewide planning Goal 10 and RFP Policy 1.3.2.

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	<p>Objective 9.1 – Transportation Equity Objective 9.2 – Barrier Free Transportation</p> <p>RTP Section 3.2.2, Transportation Equity Policies</p>	
<u>Policy 1.3:</u> Relationship of Interurban and Urban Mobility	<p>RTP Policy: Goal 2, Shared Prosperity Objective 2.1 – Connected Region Objective 2.2 – Access to Industry and Freight Intermodal Facilities Objective 2.3 – Access to Jobs and Talent</p>	<p>The 2018 RTP establishes a network vision, concept and supporting policies for each component of the regional transportation system. The RTP identifies strategies for 24 mobility corridors, which are the principal interurban connections in the region. See Figure 3.13. The strategies explain the function of each corridor in the 2040 Growth Concept and movement of freight and general traffic into and out of the region. The RTP also adopts an interim regional mobility policy that describes the minimum performance level desired for transportation facilities within the region. See RTP Section 3.5.3 and Table 3.16. See also Supplemental Goal 12 findings.</p>
<u>Policy 2.2:</u> Management of Assets	<p>RTP Policy: Goal 4, Reliability and Efficiency</p> <p>RTP Policy: Goal 10, Fiscal Stewardship Objective 10.1 – Infrastructure Condition Objective 10.2 – Sustainable Funding</p>	<p>The 2018 RTP includes an objective to plan, build and maintain regional transportation assets to maximize their useful life, minimize project construction and maintenance costs and eliminate maintenance backlogs. The RTP also includes Regional Transportation System Management and Operations Policies aimed at providing more efficient use of the region’s transportation assets. See RTP Section 3.11. Details about the financially constrained revenue forecast are provided in Appendix H to the 2018 RTP. Appendix L of the 2018 RTP also documents new</p>

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		federally-required performance monitoring targets for National Highway System pavement and bridge condition and transit assets. Section 3.08.160 of Title 1 of the RTFP require local planning for system designs that support the Transportation System Management and Operations policies.
<u>Policy 3.1</u> : Integrated and Efficient Freight System	<p>RFP Policy 1.4: Economic Choices and Opportunities</p> <p>RTP Policy: Goal 2, Shared Prosperity Objective 2.2 – Access to Industry and Freight Intermodal Facilities Objective 2.3 – Access to Jobs and Talent</p> <p>RTP Policy: Goal 4, Reliability and Efficiency Objective 4.1 – Regional Mobility Objective 4.2 – Travel Management Objective 4.5 – Demand Management</p> <p>Regional Freight Strategy</p>	<p>The 2018 RTP includes regional freight network vision and policies designed to develop and implement a coordinated and integrated freight network that helps the region attract new jobs and remain competitive in the global economy. See RTP Section 3.7. The freight network policies reflect the policy framework of the Regional Freight Strategy.</p> <p>The importance of freight movement in the region’s economy is addressed in detail in the new Regional Freight Strategy, which describes the regional vision and policies for the movement of goods to and from the Metro region. Specific actions that Metro, local governments, agencies and other stakeholders can take to implement the policies are identified in Chapter 8 of the Regional Freight Strategy.</p> <p>Sections 3.08.150 and 3.08.160 of Title 1 of the RTFP (Freight System Design and Transportation System Management and Operations) require local planning for system designs that support these policies.</p>

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<p><u>Policy 3.2:</u> Moving People to Support Economic Vitality</p>	<p>RTP Policy: Goal 2, Shared Prosperity Objective 2.1 – Connected Region Objective 2.2 – Access to Industry and Freight Intermodal Facilities Objective 2.3 – Access to Jobs and Talent RTP Section 3.8 – Regional Active Transportation Network Vision</p> <p>RTP Policy: Goal 3, Transportation Choices Objective 3.1 – Travel Choices Objective 3.2 – Active Transportation Plan Completion Objective 3.3 – Access to Transit</p>	<p>The policy component of the RTP is structured around the implementation of the Region 2040 Growth Concept through strategic transportation improvements. As the economic engines of the region’s economy, the Portland central city, eight regional centers, the region’s industrial areas and intermodal facilities are identified as the primary areas for transportation investments (RTP Section 2.2 and Table 2.1).</p> <p>Transportation improvements in these primary components of the 2040 Growth Concept are also guided by a set of functional maps that establish a series of efficient, high-quality motor vehicle, freight, transit, bicycle and pedestrian systems that are similarly designed to reinforce the Growth Concept (RTP Sections 3.5, 3.6, 3.7, 3.8).</p>
<p><u>Policy 3.3:</u> Downtowns and Economic Development</p>	<p>RTP Policy : Goal 1, Vibrant Communities Objective 1.1 – 2040 Growth Concept Implementation RTP Policy: Goal 2, Shared Prosperity Objective 2.1 – Connected Region RTP Section 3.6 – Regional Transit Network Vision and Policies</p>	<p>The policy component of the RTP is structured around the implementation of the Region 2040 Growth Concept through strategic transportation improvements. As the economic engines of the region’s economy, the Portland central city, eight regional centers, the region’s industrial areas and intermodal facilities are identified as the primary areas for transportation investments (RTP Section 2.2 and Table 2.1).</p> <p>Transportation improvements in these primary components of the 2040 Growth Concept are also guided by a set of functional maps that establish a series of efficient, high-quality motor vehicle, freight, transit, bicycle and pedestrian systems</p>

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		that are similarly designed to reinforce the Growth Concept (RTP Sections 3.5, 3.6, 3.7, 3.8).
<u>Policy 4.1:</u> Environmentally Responsible Transportation System	<p>RTP Policy: Goal 1, Vibrant Communities Objective 1.2 – Walkable Communities</p> <p>RTP Policy: Goal 3, Transportation Choices</p> <p>RTP Policy: Goal 6, Healthy Environment Objective 6.1 – Biological and Water Resources Objective 6.2 – Historic and Cultural Resources Objective 6.3 – Green Infrastructure Objective 6.4 – Light Pollution Objective 6.5 – Habitat Connectivity</p> <p>RTP Policy: Goal 7, Healthy People Objective 7.2 – Pollution Impacts Objective 7.3 – Clean Air</p> <p>RTP Policy: Goal 8, Climate Leadership</p>	In addition to the objectives in RTP Goals 1, 3, 6 and 7 regarding environmental protections, the 2018 RTP incorporates a new Goal 8 regarding climate leadership, with objectives aimed at reducing greenhouse gas emissions through investments in transit, making biking and walking safe and convenient, reducing vehicle miles traveled, and supporting state efforts to transition to cleaner, low carbon fuels and fuel-efficient vehicles. See also findings regarding Statewide Planning Goal 6.
<u>Policy 4.2: Energy Supply</u>	<p>RTP Policy: Goal 6, Healthy Environment Objective 6.1 – Biological and Water Resources Objective 6.2 – Historic and Cultural Resources Objective 6.3 – Green Infrastructure Objective 6.4 – Light Pollution Objective 6.5 – Habitat Connectivity</p> <p>RTP Policy: Goal 7, Healthy People</p>	See findings above regarding OTP Policy 4.1.

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	<p>Objective 7.2 – Pollution Impacts Objective 7.3 – Clean Air</p> <p>RTP Policy: Goal 8, Climate Leadership</p>	
<u>Policy 4.3</u> : Creating Communities	<p>RTP Policy: Goal 1, Vibrant Communities</p> <p>RTP Policy: Goal 2, Shared Prosperity Objective 2.1 – Connected Region Objective 2.3 – Access to Jobs and Talent</p> <p>RTP Policy: Goal 3, Transportation Choices Objective 3.1 – Travel Choices Objective 3.3 – Access to Transit Objective 3.4 – Access to Active Travel Options</p> <p>RTP Policy: Goal 7, Healthy People Objective 7.1 – Active Living</p>	See findings above regarding OTP Policy 3.3. See also findings for statewide planning Goal 12 and RFP Policies 1.1 and 1.3.2.
<u>Policy 5.1</u> : Safety	<p>RTP Policy: Goal 5, Safety and Security Objective 5.1 – Transportation Safety Objective 5.2 – Transportation Security Objective 5.3 – Preparedness and Resiliency</p> <p>RTP Section 3.2.1 – Safety and Security Policies</p> <p>Regional Transportation Safety Strategy</p>	In addition to RTP Goal 5 and its objectives regarding safety and new polices contained in Section 3.2.1, the 2018 RTP adoption package includes a new Regional Transportation Safety Strategy, which identifies high injury corridors in the region as well as strategies and actions to address the most common types of crashes and contributing factors. The six strategies from the Regional Transportation Safety Strategy are listed in Figure 3.1 of the RTP. See also findings above regarding statewide planning Goal 7.
<u>Policy 5.2</u> : Security	<p>RTP Policy: Goal 5, Safety and Security Objective 5.1 – Transportation Safety Objective 5.2 – Transportation Security</p>	See findings above regarding OTP Policy 5.1.

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	<p>Objective 5.3 – Preparedness and Resiliency</p> <p>RTP Section 3.2.1 – Safety and Security Policies</p> <p>Regional Transportation Safety Strategy</p>	
<u>Policy 6.1:</u> Funding Structure	<p>RTP Policy: Goal 10, Fiscal Stewardship Objective 10.1 – Infrastructure Condition Objective 10.2 – Sustainable Funding</p> <p>RTP Policy: Goal 11, Transparency and Accountability Objective 11.1 – Meaningful Public and Stakeholder Engagement Objective 11.3 – Coordination and Cooperation</p>	<p>The RTP revenue forecast and financial analysis for operations and maintenance costs was based on a thorough evaluation of city and county, ODOT, TriMet and SMART cost projections. The system was developed based on a forecast of expected revenues that was formulated in partnership with the Oregon Department of Transportation, cities and counties in the Metro region, TriMet and South Metro Area Regional Transit (SMART). Details about the financially constrained revenue forecast are provided in Appendix H to the 2018 RTP. See also findings regarding OTP Policy 2.2.</p>
<u>Policy 6.3:</u> Public Acceptability and Understanding	<p>RTP Policy: Goal 11, Transparency and Accountability Objective 11.1 – Meaningful Public and Stakeholder Engagement Objective 11.2 – Performance-based Planning Objective 11.3 – Coordination and Cooperation</p>	<p>In adopting the 2018 RTP, Metro engaged not only its traditional planning partners, through JPACT and TPAC, but also MPAC and MTAC. Metro also engaged the public, business and community leaders and organizations, and state and federal resource, wildlife, land management and regulatory agencies consistent with the Public Participation Plan adopted by JPACT and the Metro Council in Dec. 2015. Metro produced comment reports throughout the update that were provided to jurisdictional partners and decision-makers to inform development of the 2018 RTP.</p>

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		Metro maintained a full accounting of substantive comments from the public and its jurisdictional partners in the September 14, 2018 Final Public Comment Report and Appendices and responses to the comments in the Comment Log contained in Exhibit C to Ordinance 18-1421. A formal public comment period was provided in addition to presentations to stakeholder groups and the regular Metro advisory committee meetings as described in the September 26, 2018 staff report. 2018 RTP Appendix D identifies documents in the record that describe these efforts in detail. See also findings regarding statewide planning Goal 1.
<u>Policy 7.1:</u> Coordinated Transportation System	RTP Policy: Goal 11, Transparency and Accountability Objective 11.1 – Meaningful Public and Stakeholder Engagement Objective 11.3 – Coordination and Cooperation	See findings regarding statewide planning Goals 2 and 12 and OTP Policy 6.3.
<u>Policy 7.2:</u> Public/Private Partnerships	RTP Policy: Goal 4, Reliability and Efficiency RTP Policy: Goal 10, Fiscal Stewardship Objective 10.2 – Sustainable Funding RTP Policy: Goal 11, Transparency and Accountability Objective 11.1 – Meaningful Public and Stakeholder Engagement Objective 11.3 – Coordination and Cooperation	Goal 4 of the 2018 RTP is aimed at utilizing innovate approaches to provide a more efficient and reliable transportation system. See also findings regarding OTP Policy 6.1.

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<u>Policy 7.3:</u> Public Involvement and Consultation	RTP Policy: Goal 11, Transparency and Accountability Objective 11.1 – Meaningful Public and Stakeholder Engagement Objective 11.2 –Performance-based Planning Objective 11.3 – Coordination and Cooperation	See findings regarding statewide planning Goal 1 and OTP Policy 6.3.
<u>Policy 7.4:</u> Environmental Justice	RTP Policy : Goal 1, Vibrant Communities Objective 1.3 – Affordable Location-Efficient Housing Choices Objective 1.4 –Access to Community Places RTP Policy: Goal 2, Shared Prosperity Objective 2.3 –Access to Jobs and Talent Objective 2.4 – Transportation and Housing Affordability RTP Policy: Goal 3, Transportation Choices RTP Policy: Goal 9, Equitable Transportation Objective 9.1 – Transportation Equity Objective 9.2 – Barrier Free Transportation RTP Section 3.2.2, Transportation Equity Policies	See findings regarding statewide planning Goal 10 and OTP Policy 1.3.2.

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IV. Oregon Highway Plan Consistency

Oregon Highway Plan Policy	Relevant RTP policy/RTFP requirement	Findings
<u>Policy 1B</u> : Land use and Transportation	RTP Policy: Goal 1, Vibrant Communities RTP Policy: Goal 2, Shared Prosperity RTP Policy: Goal 3, Transportation Choices RTP Policy: Goal 4, Reliability and Efficiency RTP Policy: Goal 5, Safety and Security RTP Section 2.2: 2040 Growth Concept – Integrated Land Use and Transportation Vision and Strategy	The acknowledged 2040 Growth Concept provides the land use context for the 2018 RTP, and is shown in Figure 2.1. The Growth Concept establishes compact development as a guiding principle. The Growth Concept also embraces multi-modal solutions to address transportation needs, and links land use designations to specific transportation strategies. A discussion of how the plan implements the Growth Concept is provided in Section 2.2 of the RTP. The project list contained in Appendices A through C was developed consistent with these policies. See also findings regarding statewide planning Goal 2 and OTP Policy 6.3.
<u>Policy 1C</u> : State Highway Freight System	RTP Policy: Goal 2, Shared Prosperity Objective 2.2 – Access to Industry and Freight Intermodal Facilities Objective 2.3 – Access to Jobs and Talent RTP Policy: Goal 4, Reliability and Efficiency Objective 4.1 – Regional Mobility Objective 4.2 – Travel Management Objective 4.5 – Demand Management Regional Freight Strategy	See findings for statewide planning Goal 9, OTP Policies 1.1, 3.1 and 3.2. The importance of freight movement in the region's economy is addressed in detail in the new Regional Freight Strategy, which describes the regional vision and policies for the movement of goods to and from the greater Portland region. Specific actions that Metro, local governments, agencies and other stakeholders can take to implement the policies are identified in Chapter 8 of the Regional Freight Strategy.
<u>Policy 1F</u> : Highway Mobility Standards	RTP Policy: Goal 2, Shared Prosperity Objective 2.1 – Connected Region	The attached Supplement contains an explanation of compliance of the 2018 RTP with state highway mobility standards in OHP Policy 1F.

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	<p>Objective 2.2 – Access to Industry and Freight Intermodal Facilities</p> <p>Objective 2.3 – Access to Jobs and Talent</p> <p>RTP Policy: Goal 4, Reliability and Efficiency</p> <p>Objective 4.1 – Regional Mobility</p> <p>Objective 4.2 – Travel Management</p> <p>Objective 4.3 – Travel Information</p> <p>Objective 4.4 – Incident Management</p> <p>RTP Section 8.2.3.1: Regional Mobility Policy Update</p>	
<p><u>Policy 1G: Major Improvements</u></p>	<p>RTP Policy: Goal 4, Reliability and Efficiency</p> <p>RTP Policy: Goal 5, Safety and Security</p> <p>RTP Policy: Goal 10, Fiscal Stewardship</p> <p>RTP Section 3.2.1 – Safety and Security Policies</p> <p>RTP Section 3.2.3.2 – Climate Smart Strategy Policies</p> <p>RTP Section 3.2.4 – Emerging Technology Policies</p> <p>RTP Section 3.11.2 – Transportation System Management and Operations Policies</p> <p>RTP Section 4.7 – How the System is Working, Challenges and Opportunities Ahead</p> <p>Regional Emerging Technology Strategy</p>	<p>The 2018 RTP recognizes the mismatch between infrastructure needs and available funding, and prioritizes maintenance and maximization of operational efficiencies of existing transportation facilities (See RTP Section 4.7). Similarly, the Safety Policies, Climate Smart Strategy Policies, Emerging Technology Policies and Strategy recognize the use of existing and emerging technologies as a means to improve safety and help manage congestion. The RTP and RTFP call for a well-connected network of complete streets. The RTFP requires local TSPs to do their part in meeting these policies by setting system design standards. Consistent with the region’s Congestion Management Process and Oregon Transportation Plan, the RTFP gives priority to non-SOV solutions to transportation needs over addition of motor vehicle capacity improvements (3.08.220A).</p>

Exhibit D to Ordinance No. 18-1421
Findings

October 25, 2018

<u>Policy 3A</u> : Classification and Spacing Standards	RTP Policy: Goal 2, Shared Prosperity Objective 2.1 – Connected Region RTP Policy: Goal 4, Reliability and Efficiency Objective 4.1 – Regional Mobility Objective 4.2 – Travel Management RTP Section 3.3 – Regional System Design and Placemaking Vision and Policies	The street design classifications in Table 3.8 of the 2018 RTP and illustrated in Figure 3.9 correlate access policies to implementation of the 2040 Growth Concept. Designs for Throughways (shown on figure 3.17) correlate to the Interstate and Statewide highway designations in the Oregon Highway Plan, and are consistent with OHP policies for access management and the use of grade-separated intersections. Designs for Arterials address access management for arterial streets in the metropolitan area, and correlate to the District Highway designation in the 1999 Oregon Highway Plan. Access management strategies for driveway and intersection design in these classifications are consistent with the OHP policies. The RTP and RTFP call for a well-connected network of complete streets and strategies to manage access and demand on the system (See RTFP Sections 3.08.110 and 3.08.160). The exact location of medians, driveways and street intersections is determined at the project development phase.
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**Supplement to Exhibit D to Ordinance No. 18-1421
Findings**

I. Goal 12 and OAR Division 12 (Transportation Planning Rule)

Under federal law, Metro is required to update the Regional Transportation Plan (RTP) at least every five years starting with adoption of the 2018 RTP. In 2014, the primary focus of the RTP update was air quality compliance, and the 2014 amendments included only a few policy changes, with most revisions being of a technical and housekeeping nature. Changes being adopted as part of this 2018 RTP update are more extensive, and include the addition of a new goal regarding climate leadership with related objectives and policies, new policies regarding transportation equity, and four new, supporting regional strategies addressing transit, freight, transportation safety and emerging technology.

Because the 2014 RTP was acknowledged by LCDC as compliant with the statewide planning goals and the state Transportation Planning Rule (TPR), these findings focus on describing how the amendments and updates contained in the 2018 RTP ensure continued compliance with applicable state planning goals and administrative rules. The fundamental requirement of Goal 12 and the TPR is that the RTP must provide a transportation system that is adequate to serve planned land uses. The RTP, together with the local city and county transportation system plans (TSPs), are aimed to serve the land uses planned by the region's 24 cities and metro portions of Clackamas, Multnomah and Washington counties. Under Metro's regional planning authority, the Regional Transportation Functional Plan (RTFP) component of the RTP directs how local governments will implement the RTP. The RTFP includes a schedule for city and county action, if necessary, to bring their TSPs into compliance with the RTP. Upon completion of the 2018 RTP, the local compliance schedule will be updated in coordination with the local governments to reflect their own planning work programs and the availability of funds for the work.

The 2014 RTP applied an outcomes-based framework for regional transportation planning that includes policies, objectives and actions that guides future planning and investment decisions to achieve specific economic, equity and environmental outcomes. That approach remains unchanged in the 2018 RTP, which continues to include a broad set of performance targets that are tied to the outcomes that the RTP aims to achieve. The targets and other performance measures included in the plan continue the region's shift away from sole reliance upon level-of-service as the primary measure for determining transportation needs and success of the plan's strategies. In addition, the RTP commits Metro and its regional partners to continue developing a regional data collection and performance monitoring system to better understand the benefits and impacts of actions called for in the RTP and RTFP.

TPR 0015: Preparation and Coordination of Transportation System Plans

Findings of consistency of the 2018 RTP with the Oregon Transportation Plan and the Oregon Highway Plan are set forth in the table that is included as part of this Exhibit D.

TPR 0020: Elements of Transportation System Plans

The RTP is the “transportation system plan” for the metropolitan region, implementing the LCDC-acknowledged 2040 Growth Concept, and serving as the federal metropolitan transportation plan for the region. The plan establishes a network of regionally significant facilities and services (Chapter 3) to meet the overall transportation needs of the region (Chapter 4 and Section 6.1.1), and contains policies (Chapter 2, Goals and Objectives and Chapter 3, System Policies), regional strategies, projects (Section 6.3 and Appendix A and B) and implementing land use regulations for cities and counties (RTFP).

In 2016, the Metro Council adopted the 2040 Household and Employment Forecast Distribution after extensive review and involvement from local governments and Metro advisory committees (Metro Ordinance No. 16-1371). The regionally-coordinated 2040 Household and Employment Forecast Distribution serves as the basis of analysis in the 2018 RTP. The model was prepared using the MetroScope “William” TAZ Forecast (described in Appendix M) and provides an estimate forecast and distribution of population and employment for the region from 2015 to 2040. The land use assumptions used in this forecast are based on the LCDC-acknowledged 2040 Growth Concept, estimating a modest expansion of the regional urban growth boundary over the RTP planning period consistent with state law.

The RTP identifies transportation needs and all feasible solutions (Figure 6.14) based on projected growth and travel patterns and level of funding assumed for planning period of 2018 to 2040.

First, the plan contains two levels of investments to the components of the overall transportation system:

1. The RTP Constrained Priorities set of investments (defined as the “financially constrained” list under federal requirements) for which funding over the planning period is “reasonably anticipated to be available” based upon a detailed transportation revenue forecast for the region. The region has deemed this list of investments as “reasonably likely to be funded” for the purpose of state statute and administrative rules. The RTP demonstrates that these improvements would adequately support the region’s land use plans and meet or exceed most of the system performance targets established in the plan. This set of investments will also serve as the basis for complying with federal law and air quality regulations and findings of consistency with the Statewide Planning Goal 12, the Oregon Transportation Planning Rule and the Oregon Transportation Plan and its components.
2. The RTP Strategic Priorities (also known as the “Strategic” RTP list) includes the Constrained Priorities projects plus additional investments that the region could build if new or expanded revenue sources are secured. These projects are simply illustrative for the purpose of compliance with federal and state requirements.

Second, through adoption of new policies and implementation of them through the RTFP and other mechanisms, the RTP will contribute to changes in travel behavior by promoting

development of regional transit, bicycle and pedestrian systems and creating a well-connected arterial, collector and local street network. Third, the RTP requires local TSPs to do their part in meeting regional and state needs implemented through system design standards for street connectivity, transit system design, pedestrian system design, bicycle system design, freight system design and transportation system management and operations in Title 1 and considering regional travel needs identified in the RTP in local planning decisions and as part of local TSP updates.

The RTP includes a mobility corridor framework that identifies overall regional needs and strategies for the region's 24 major transportation corridors. These corridors are subareas of the region that include the principal interurban connections in the region and supporting multimodal facilities and services. The mobility corridor strategies describe the function of each corridor in implementing the 2040 Growth Concept and in the overall movement of people and goods in the region. The mobility corridor strategies (and System Maps in Chapter 3 of the RTP: Figure 3.17, Figure 3.21, Figure 3.27, Figure 3.30 and Figure 3.32) identify the general location of existing and new regional transportation facilities and how they serve the land uses envisioned in the 2040 Growth Concept. The mobility corridor strategies also identify transportation needs, projects (by mode) and other necessary actions to address the needs in each mobility corridor.

Chapter 4 of the RTP contains an inventory and assessment of existing facilities in the road, freight, transit, bicycle, trail and pedestrian systems, system management and operations, demand management and regional bridges. As noted above, the plan includes two sets of planned facilities and improvements, the constrained set of investments and the strategic set of investments. The analysis of these facilities, existing and planned, describes how the entire system performs over the RTP planning period when measured against the region's mobility, system completion, VMT and modal targets (Chapter 7).

Bicycles and Pedestrians

The 2018 RTP continues to implement recommendations included in the Regional Active Transportation Plan, including a Regional Active Transportation Network Vision (Section 3.8). That sections strengthens and expands upon existing active transportation policies and provides additional detail regarding bicycle and pedestrian networks.

TPR 0025: Refinement Plans

As contemplated by OAR 660-012-0025, the 2018 RTP identifies specific mobility corridors in the region that are recommended for more detailed refinement planning because they do not meet performance standards of the RTP and/or do not fully answer questions of mode, function and general location of needed transportation projects. These mobility corridors are generally described in Section 8.2.4, and listed in Table 8.1. The seven groups of mobility corridors recommended for future refinement planning comprise 13 of the 24 mobility corridors identified in the Appendix and are listed in Figure 8.5. The steps associated with the proposed corridor refinement planning are described in Section 8.2.4, and detailed lists of the proposed contents of each of the seven refinement plans are included in Sections 8.2.4.1 through 8.2.4.7.

These corridor refinement plans will involve a combination of transportation and land use analysis, multiple local jurisdictions and facilities operated by multiple transportation providers. Metro, TriMet or ODOT will initiate and typically lead necessary refinement planning in coordination with other affected local, regional, state and federal agencies. In some instances, ODOT, TriMet and local partners may initiate and lead completion of more localized planning needed within an identified corridor refinement plan with an acknowledgement that the more localized planning not preclude broader questions to be addressed. The refinement plans will more thoroughly define the need, mode, function and general location of transportation improvements and programs in the corridor, and consider a range of solutions and strategies to address identified needs (mobility strategies in Appendix). Sections 8.2.4.1 through 8.2.4.7 of the 2018 RTP describe each of the seven corridor refinement plans, identifying the transportation needs that require further work on need, mode, function and general location, explain why a refinement plan is needed, and describe the specific findings that will be needed to resolve issues being deferred to the refinement plans.

A separate refinement planning effort is also described in the 2018 RTP (Section 8.2.3.1) for the regional mobility policy itself. The plan currently relies on policy set in the 2000 RTP, and a major update is needed to reflect changing conditions and expectations in the region, and to evolve the policy to become multimodal as a broad indicator of the transportation system's ability to move goods and people in our region. This work is anticipated to occur in 2019-20 in partnership with ODOT and regional partners.

Early in the process regarding the 2018 RTP, Metro and ODOT determined that the amount of work required to update the regional mobility policy could not be completed within the time allowed for adoption of the RTP by the end of 2018. Deferral to a refinement plan is necessary to allow more time for working with policy makers, engaging the public, and collaborating with ODOT and the Oregon Transportation Commission. Metro worked with ODOT staff to develop the scope of the proposed mobility policy refinement plan, which is included in Section 8.2.3.1 of the RTP. That section describes the transportation needs for which decisions are being deferred to a mobility policy refinement plan, and describes the expected outcomes and findings that will be needed to resolve mobility policy issues. The existing mobility policy described in Section 3.5.3 and Table 3.16 will continue to apply while this work is being completed. The updated mobility policy will be included as part of the next RTP update (due in 2023).

TPR 0030: Transportation Needs

The determination of transportation needs included in the 2018 RTP has been evaluated using the regional travel demand model, and determined to be appropriate and sufficient for the scale of the regional transportation network. The needs analysis is based on a 2040 population and employment forecast described in Appendix M and projected traffic volumes compared to capacity of road network and gaps and deficiency analysis for each mode. The forecast drives the determination of future needs, but the determination itself involves examination of the components of the overall system (roads, transit, etc.) in light of the goals and objectives of the RTP.

The RTP addresses the needs of the transportation-disadvantaged by emphasizing facilities and services for transit riders, pedestrians and bicyclists and increasing access to these facilities and services for youth, older adults and people with disabilities. Transportation needs of seniors and people with disabilities identified in the Coordinated Transportation Plan for Seniors and People with Disabilities (2016) are included in the region's needs, based on coordination with TriMet. These needs are documented in Appendix G to the 2018 RTP. State transportation needs identified in the state TSP are included in the region's needs, based upon coordination with the Oregon Department of Transportation, as are needs for the movement of goods and services to support industrial and commercial development planned by cities and counties pursuant to OAR 660-09 and Goal 9 (Economic Development). The RTP, and Regional Freight Strategy and TSMO plan, address the needs for the movement of goods and services by establishing a regional freight network, addressing freight reliability and shipping choices in RTP Goals 2, 3 and 4, and prioritizing investments that optimize the existing transportation system and provide access to centers and employments areas (including industrial areas and freight intermodal facilities).

TPR 0035: System Alternatives

The 2018 RTP continues to prioritize investment in connectivity of multimodal systems and defines a system of investments that is reasonably expected to meet identified needs in a safe manner and at a reasonable cost with available technology, strategies and actions. The 2018 RTP evaluates a full range of transportation investment and system management alternatives, including improvements to existing facilities, new facilities with a focus on safety, transportation equity, expanded travel options, a well-connected transportation network, transportation system management and operations measures and demand management measures.

Like previous RTPs, the 2018 RTP is designed to achieve adopted standards for increasing transportation choices and reducing reliance on the automobile. Chapter 7 of the 2018 RTP describes outcomes from applicable performance measures and benchmarks. Table 7.1 lists the RTP performance measures used for plan evaluation, linked to relevant RTP goals. Section 7.4 describes the specific findings for 15 different system evaluation measures. Among other findings, Tables 7.5 through 7.8 show a five percent decrease in vehicle miles traveled per capita between 2015 and 2040, as well as increases in per capita miles traveled using other modes, including transit and bicycling.

The Regional Framework Plan and its component functional plans implement the state-acknowledged 2040 Growth Concept in our region. Since adoption of the 2040 Growth Concept in 1995, the region has aggressively pursued implementation of the integrated land use and transportation vision called for in the plan through both functional plan requirements and regional investments identified in the RTP. The concept calls for compact, mixed-use, pedestrian friendly and transit supportive development patterns in centers and major travel corridors where existing infrastructure is already concentrated, and where new system investments can have the greatest impact. In the 23 years following adoption of the Growth Concept, cities and counties have amended plans and land use regulations to allow mixed-use and higher density development. The region has added four new light rail lines to the high-capacity transit system since adoption of the Growth Concept (with a fifth line currently in the planning stages) and frequent service bus lines connecting the Central City and several Regional and Town Centers.

Local governments in the region have been implementing arterial and local street connectivity, completing gaps in the bike and pedestrian system and adopted the parking ratios in Title 4 of the RTP. At the regional level, programs such as the Regional Travel Options (RTO) program, the Transit-Oriented Development (TOD) program and coordination of the application of Intelligent Transportation Systems (ITS) have also supported the 2040 Growth Concept vision. As described in Chapter 7 of the 2018 RTP, performance measurement indicates that implementation of the 2040 Growth Concept is yielding good results and reducing vehicle miles traveled: modal shares are shifting to the transit, bicycle and pedestrian systems; greater Portland was ranked 8th in commuting by transit in 2015, ahead of much larger metro area; greater Portland has the highest rate of commuters bicycling to work in the nation; and residents of the Metro region drive 25 percent fewer miles per year than other U.S. regions of a similar size.

Goal 1 of the RTP emphasizes a compact urban form, which encourages the use of transit, bicycles and pedestrian systems. Goal 2 calls for an integrated transportation system that improves access to jobs and talent, freight reliability and intermodal connectivity for people and goods, which also encourages the use of transit, bicycles and pedestrian systems. Goal 3 calls for expanded travel choices. Goal 4 emphasizes better management of existing systems and value pricing to yield efficiencies to optimize existing and new capacity, improve system reliability and reduce emissions. Goal 10 calls for maximizing return on investment. All of these goals are implemented through regional investments in the RTP, Regional Flexible Funds Allocation process and the requirements for city and county transportation planning in the RTP. Section 3.08.220A of the RTP requires cities and counties to consider first those transportation solutions that do not involve new road capacity for motor vehicles.

TPR 0045: Implementation

Section 0045 provides direction to cities and counties, the local governments that adopt and apply comprehensive plans, zoning and land division ordinances, building codes and other land use regulations. The RTP implements the RTP, but it also prescribes standards and criteria for city and county TSPs and land use regulations.

TPR 0050: Project Development

The 2018 RTP provides for coordinated project development among affected local governments, including citizen involvement. Goal 11 of the 2018 RTP calls for meaningful public input opportunities for interested and affected stakeholders in plan development and review, including people who have traditionally been underrepresented in the transportation planning process. RTP Section 8.2.4 describes coordinated corridor refinement planning and project development among affected local governments. In addition, Metro's "Public Engagement Guide" provides policies and procedures for citizen involvement that Metro is expected to follow in the development of plans and projects, including Metro-administered funding, and Metro-led corridor refinement plans and project development activities.

Cities and counties are generally responsible for transportation project development to implement the regional TSP by determining the precise location, alignment, and preliminary

design of improvements included in the regional TSP. Title 3 (Transportation Project Development) of the RTP requires cities and counties to specify the general locations and facility parameters of planned transportation facilities. ODOT is responsible for project development activities of state-owned facilities pursuant to OAR 731 Division 15. The specifications must be consistent with the RTP (3.08.310A).

TPR 0055: Timing of Adoption and Update of TSPs

Under provisions of the TPR, Metro establishes an implementation schedule for city and county TSP updates to respond to adoption of an updated RTP. The Metro website (www.oregonmetro.gov/tsp) includes a work plan and compliance schedule for local TSP updates to be consistent with the RTP.

II. Climate Smart Strategy Performance Measures – RFP 7.8.6

As described in Appendix J of the 2018 RTP, in 2014 the Metro Council and JPACT adopted a regional “Climate Smart Strategy” to reduce per capita greenhouse gas emissions from passenger cars and light trucks to meet state-mandated targets by 2035. That strategy relies on policies and investments that have been identified as local priorities in communities across the region (see Appendix J, page 2). Specific implementation actions that Metro has taken since adoption of the Climate Smart Strategy in 2014 are listed on page 3 of Appendix J.

The Climate Smart Strategy includes a set of performance measures for tracking the region’s progress, which were incorporated into the Regional Framework Plan (RFP) at Section 7.8.6. The purpose of those performance measures is to monitor and assess whether key elements and actions that make up the strategy are being implemented, and whether the strategy is achieving expected outcomes.

RFP Section 7.8.6 directs Metro to monitor 10 specific performance measures as part of regularly scheduled updates to the RTP (now scheduled to occur every five years). Those performance monitoring measures are applied in Table 2 of Appendix J, which documents progress on implementing the Climate Smart Strategy since 2014 using observed data sources for the 2015 Base Year, and estimating the expected progress that would be achieved by 2035 and 2040 assuming that planned projects included in the 2018 RTP constrained list are fully implemented by those years.

As described in Appendix J, the 2018 RTP exceeds most of the Climate Smart Strategy performance monitoring targets from RFP Section 7.8.6 as shown in Table 2 of Appendix J. Assuming full funding, the policies and projects in the 2018 RTP can be expected to meet the state-mandated targets for reducing per capita greenhouse gas emissions from passenger cars and light trucks by 2035 and 2040.

III. Oregon Highway Plan Policy 1F: Mobility Standards

The 2018 RTP includes alternative volume-to-capacity-based “interim mobility standards” that were originally approved for the Metro region by the Oregon Transportation Commission and

incorporated into the Oregon Highway Plan (OHP) in 2002. See RTP Table 3.16. Chapters 2 and 7 of the 2018 RTP establishes a system for measurement of the performance of the regional transportation system and evaluates the system using those measures (RTP Section 7.4.10).

The Chapter 7 evaluation finds that certain state highway segments in the system will not meet the mobility standards in OHP Table 7 under Policy 1F.1 of the OHP by 2040, even with the investments to the system proposed in the 2018 RTP. In this situation, OHP Policy 1F.5 establishes a different performance standard for the 2018 RTP:

“For purposes of evaluating ... transportation system plans, in situations where the volume to capacity ratio for a highway segment ... is currently above the standards in Table 6 or Table 7 ... and transportation improvements are not planned within the planning horizon to bring performance to the established target, the mobility target is to avoid further degradation.”

The region has many more identified needs for improvement of highway performance than there is feasible funding available to address (RTP Chapter 5). As described previously in the findings, the RTP includes a financially feasible implementation program and feasible policies, projects and supporting strategies.

As a result, the RTP improves performance as much as feasible and implements a number of projects, strategies and actions aimed at avoiding further degradation.

As allowed under OHP Policy 1F.3, the RTP describes (and as described previously in these findings) a joint collaborative planning effort between Metro and ODOT regarding a refinement plan that will substantially update the regional mobility policy and targets after adoption of the 2018 RTP. Section 8.2.3.1 of the 2018 RTP describes the background of Metro’s efforts regarding the interim regional mobility policy and creation of 24 regional mobility corridors in the 2010 RTP. As described in Section 8.2.3.1, the regional mobility policy update will build upon more recent studies and reports by ODOT regarding corridor bottleneck operations and traffic performance, and will apply new regulations adopted by the U.S. Department of Transportation requiring enhanced monitoring of mobility and new targets for system performance. As allowed under OHP Policy 1F.3, the refinement plan’s resulting alternative highway mobility targets are expected to reflect the balance between relevant objectives related to land use, economic development, social equity, and mobility and safety for all modes of transportation. Metro and ODOT will jointly seek adoption of the alternative highway mobility targets by the Oregon Transportation Commission as required by the OHP.

The 2018 RTP Constrained Priorities list includes roughly \$15.4 billion in capital investments, representing the level of investment the region’s policymakers’ willingness and commitment to raise new revenue, and are “reasonably likely” to be available during the planning period. As a result of ODOT’s limited resources, the 2018 RTP includes significant local funding contributions to projects of importance to cities and counties on both the interstate and arterial part of the state-owned system, including regional and district highways.

However, expected funding and system expansion alone cannot meet projected demand in the region, and consistent with state policy, the 2018 RTP relies on demand management and system management to manage growth in travel in both the near- and long-term. The system and demand management policies in the RTP (Section 3.11) and resulting projects and programs are intended to actively manage and optimize the use of existing and planned transportation facilities. The regional congestion management process also requires local jurisdictions to consider system and demand management solutions before adding roadway capacity to the regional system (RTP Section 3.5.4). These provisions are implemented through Goals 4 and 5 of the RTP, Title 1 Section 3.08.160 and 3.08.220 of the RTFP, the Regional Transportation System Management and Operations Plan that is a component of the 2018 RTP, and a number of other recommended projects and programs.

The RTFP requires each city and county to take the actions prescribed in 3.08.230.E to help demonstrate that the RTP is consistent with Action 1F.5 of the OHP and to be eligible for a 30 percent trip reduction credit for plan amendments:

1. Parking minimum and maximum ratios in Centers and Station Communities (3.08.410.A)
2. Designs for street, transit, bicycle, freight and pedestrian systems consistent with Title 1; and
3. TSMO projects and strategies, including localized TDM, safety, operational and access management improvements (3.08.160); and
4. Land use actions pursuant to OAR 660-012-0035(2).

More specific examples of all feasible actions included in the RTP and RTFP pursuant to OHP Policy 1F.5 include:

- Providing a network of local streets, collectors and arterials to relieve traffic demand on state highways and to provide convenient pedestrian and bicycle ways (RTP Chapter 3; RTFP Sections 3.08.110, 3.08.130, 3.08.140 and 3.08.220);
- Managing access and traffic operations to minimize traffic accidents, avoid traffic backups on freeway ramps, and make the most efficient use of existing and planned highway capacity (RTP Chapter 3, Regional TSMO plan and RTFP Sections 3.08.110.G, 3.08.160 and 3.08.220.A(1));
- Managing traffic demand, where feasible, to manage peak hour traffic loads on state highways (RTP Chapter 3, Regional TSMO plan and RTFP Sections 3.08.110.G, 3.08.160 and 3.08.220.A(1));
- Providing alternative modes of transportation (RTP Chapter 3 and RTFP Sections 3.08.120, 3.08.130, 3.08.140, and 3.08.160, 3.08.220.A(2)); and
- Managing land use to limit vehicular demand on state highways consistent with the Land Use and Transportation Policy (1B) (RTFP Section 3.08.220.A(4) and 2040 Growth Concept implementation through the Urban Growth Management Functional Plan).

More specific examples of TSMO actions that can be taken by local governments in the region pursuant to 3.08.160 include the following:

- Reconfigure highway and side-street accesses to minimize traffic conflicts at intersections;
- Limit parking near signalized intersections to increase intersection capacity;
- Coordinate and operate traffic signals to improve traffic progression;
- Relocate driveways and improve local road connections to direct traffic away from overburdened intersections and intersections where side-street capacity is limited in order to optimize traffic progression on the state highway.

The evaluation in Chapter 7 of the RTP also demonstrates that the proposed investments will bring the region much closer to the modal targets in the RTP than a “no build” system (Table 7.11). Finally, the evaluation finds that the proposed investments would significantly reduce traffic delay on the regional freight network (Table 7.28) and the overall number of congested network miles (Section 7.4.10). In light of this evaluation, RTP Section 3.08.230 sets mobility and modal share standards and targets for city and county TSPs. More important than these proposed investments toward meeting the Policy 1F.1 performance targets, however, is the region’s past and continued effort to compact, mixed-use, pedestrian and transit-supportive communities linked by a multi-modal transportation system. This growth strategy is proving more successful in reducing vehicle miles traveled and shifting drive alone trips to walking, biking, transit and shared ride modes than efforts in other parts of the U.S.

Building upon the RTP mobility corridor framework, mobility corridor strategies and the performance measures in the RTP (Chapter 7), the region’s congestion management process will provide a framework for future data collection and plan monitoring for system performance. The data will be used to help assess various strategies for managing congestion in each of the region’s mobility corridors. The region’s partner agencies and local governments then look for ways to implement appropriate strategies through ongoing or new projects in those corridors. As strategies are implemented, a follow-up assessment will be conducted to determine the effectiveness of the improvements.