

# Agenda



**Metro**

600 NE Grand Ave.  
Portland, OR 97232-2736

Meeting: 2018 RTP Transportation Equity Work Group Meeting #9  
Date: Tuesday, September 19, 2017  
Time: 1:00 p.m. to 4:00 p.m.  
Place: Metro Regional Center, Room 370A/B

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- 1 p.m. Welcome, Introductions, and Staff Updates
- 1:05 p.m. Partner Updates  
*Who have you talked to about this work? What feedback have you heard?*
- 1:25 p.m. 2018 RTP – Performance Management Program and Discussion  
*Provide a brief overview the RTP performance management program and discuss recommended performance targets and monitoring measures.*
- 2:30 p.m. Break
- 2:40 p.m. Regional Transportation Safety Action Plan  
*Provide an overview of the Safety Action Plan vision, goals, and objectives. Also provide an overview and discuss proposed strategies and actions for implementation*
- 3:45 p.m. Next Steps
- 4:00 p.m. Adjourn

Meeting Packet	Next Meeting
<ul style="list-style-type: none"><li>• Agenda</li></ul>	Thursday, October 26, 2017 2018 RTP Transportation Equity Work Group Meeting # 10 9:00 a.m. – 12:00 p.m., Room 370A Metro Regional Center
<ul style="list-style-type: none"><li>• Memorandum – 2018 RTP Performance Targets and Monitoring Measures</li></ul>	
<ul style="list-style-type: none"><li>• Attachment - Transportation Equity Analysis System Performance Measures &amp; RTP Performance Management Alignment</li></ul>	

## Directions, travel options and parking information

Covered bike racks are located on the north plaza and inside the Irving Street visitor garage. Metro Regional Center is on TriMet bus line 6 and the streetcar, and just a few blocks from the Rose Quarter Transit Center, two MAX stations and several other bus lines. Visit our website for more information: <http://www.oregonmetro.gov/metro-regional-center>

# Memo



Metro

600 NE Grand Ave.  
Portland, OR 97232-2736

Date: Tuesday, September 19, 2017  
To: 2018 RTP Transportation Equity Work Group and Interested Parties  
From: Grace Cho, Associate Transportation Planner  
Subject: 2018 Regional Transportation Plan – Performance Targets and Monitoring Discussion

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## **Introduction**

In summer 2017, Metro staff initiated revision process to align the RTP policy framework (i.e. the RTP vision, goals, and objectives) with the RTP performance management program. Throughout the majority of 2016, the development of the RTP has focused on updating the performance management program, particularly the performance measures, to support the assessment of the RTP investment strategy. This includes the work undertaken by the Transportation Equity work group to develop the system evaluation measures for the transportation equity analysis, an embedded component of the RTP performance management program. As part of the revision process, Metro staff has begun soliciting input from the technical work groups on the overall 2018 RTP policy framework and opening the discussion of the performance targets and monitoring measures. Additionally, Metro staff has been working to ensure the performance management revisions addresses any new federal and/or state requirements (e.g. MAP-21 performance measures, Climate Smart) and coordinating internally to ensure consistency and support the concerted effort to streamline the performance management program.

For the September work group meeting, the discussion will primarily focus on gathering feedback on the staff recommendations on the RTP performance targets and monitoring measures in order to align the transportation equity analysis performance measures.

While the work plan for the Transportation Equity work group slated to have a follow up discussion on the 2018 RTP policy framework at the September meeting, Metro staff has shifted the schedule to the October meeting. This shift in schedule is due to internal and work group coordination on a number of proposals for the entire 2018 RTP policy framework as well as to have a discussion on RTP performance targets and monitoring because they serve as key component of the policy framework. The full proposal package of the revised RTP policy framework and the performance management program will be brought forward at the October work group meeting.

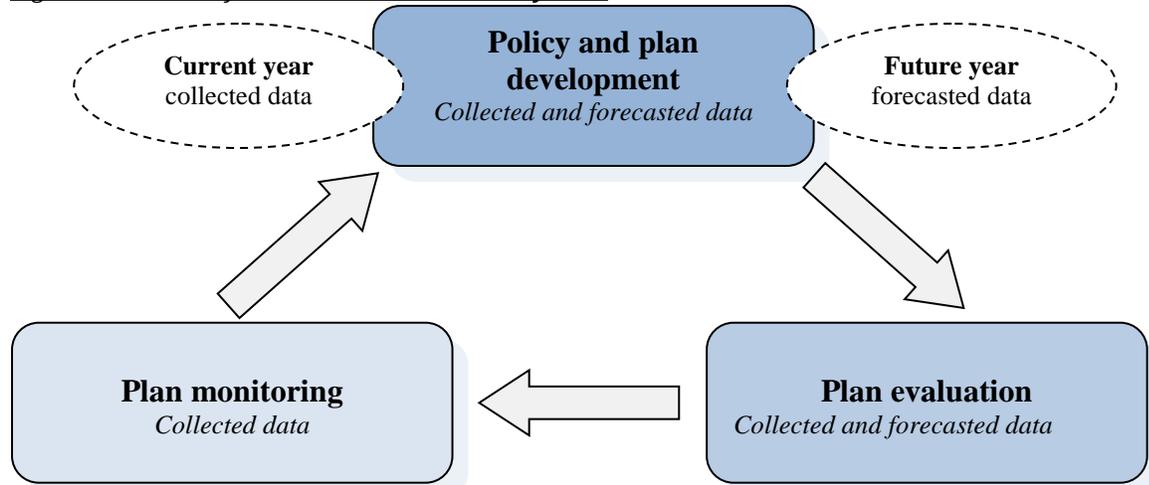
## **RTP Outcomes-Based Framework & Performance Management Program**

In 2010, Metro adopted its first outcomes-based long-range transportation plan. In transitioning to the outcomes-based approach, Metro adopted a set of performance targets to measure the progress of implementing the plan. Known as the RTP performance targets, these targets represent the aspirational outcomes and goals for the regional transportation system. In the update of the 2014 RTP, the majority of the RTP performance targets and measures remain unchanged. The only RTP performance target to be refined in the 2014 RTP was the safety performance target to reflect recommendations to emerge from the 2012 Regional Transportation Safety Plan.

The RTP performance targets are one component to the overall performance management program to measure the desired outcomes of the transportation system. The performance targets set time-bound, quantifiable goals for achieving the region's desired policy outcomes for investment in the region's transportation system. The RTP performance evaluation and monitoring framework, include the RTP system evaluation measures which compare the base year conditions with alternative investment packages to document how well each package of transportation investments performs on an array of measures that are linked to the RTP goals. (See Figure 1 for the relationship

between evaluation measures, performance targets, and monitoring.) Throughout the majority of 2016, the transportation equity work group developed and defined the system evaluation measures specifically linked to the desired outcomes historically marginalized communities wish to see from the transportation system. These system evaluation measures became the basis for the transportation equity analysis, which is an embedded part of the RTP performance management program because of how it looks at system performance for historically marginalized communities.

*Figure 1. RTP Performance Measurement System*



*Source: 2014 Regional Transportation Plan*

The purpose of the September work group discussion is to align further the system evaluation measures defined for the transportation equity analysis with the RTP performance targets and monitoring measures. This alignment helps to ensure the performance management program serves as the dynamic link between RTP goals and plan implementation and that the RTP makes progress towards the region’s transportation, land use, economic, and environmental goals.

**Recommendations for 2018 RTP Performance Targets & Monitoring Measures**

For the 2018 RTP, six system performance evaluation measures comprise the transportation equity analysis. The six system performance evaluation measures are:

- Exposure to non-freeway vehicle miles traveled
- Access to travel options – system connectivity & completeness
- Access to jobs
- Access to community places
- Habitat impact
- Share of safety projects

These six system evaluation measures will be applied to the investment packages proposed as part of developing the region’s 10-year and long-term financially constrained transportation investment strategy. The results from each of the system evaluation measures provides information as to whether the transportation investment packages proposed for the 2018 RTP are moving the

transportation system in the desired direction expressed by historically marginalized communities at a system-wide scale.<sup>1</sup>

Two additional system performance measures were proposed by the transportation equity work group in 2016. These system performance measures addressed issues of affordability, through the lens of combined housing and transportation cost, and public health disparities, mainly through the lens of air pollution exposure. Due to the resource intensity necessary to develop the affordability and health disparities system evaluation measures, these are being deferred and will not be evaluated for the 2018 RTP.

Metro staff conducted an initial assessment, which included looking at: 1) the existing 2014 RTP performance targets and performance monitoring measures; 2) work group proposals to update the performance measures; and 3) the mandatory federal performance measures. The assessment seeks to align the 2014 RTP performance targets, monitoring measures, proposals, and federal performance measures to the transportation equity analysis measures. The results of the initial assessment (see Table 1 in the attachment) illustrates the following:

- 1) A small number transportation equity system performance measures do not have a specific RTP performance targets and/or monitoring measures associated;
- 2) For the transportation equity system performance measures which have associated performance targets and/or monitoring measures these targets and monitoring do not fully align to the transportation equity system performance measures because the target and/or monitoring does not speak to historically marginalized communities;
- 3) Two priority topics expressed by historically marginalized communities (affordability and clean air) which will not be assessed, but have associated RTP performance targets and monitoring measures. As a result, it is difficult to assess and understand how well the investment programs are addressing these issues region-wide and in historically marginalized communities; and
- 4) There are a number of priorities in which the transportation equity system performance evaluation cannot assess due to limitations in forecasting, as a result, monitoring measures may serve as mechanism for tracking progress around these priorities expressed by historically marginalized communities.

In light of these findings, Metro staff recommends the following actions take place with the transportation equity analysis system performance measures. (See Tables 2 – 4 in the attachment for additional details.)

- 1) For those transportation equity system performance measures which have an aligned RTP performance target, continue with the existing RTP performance target, but modify to include a sub-provision of the target to look specifically at historically marginalized communities;
- 2) For those transportation equity system performance measures which have an aligned RTP performance monitoring measure, continue with the existing RTP monitoring measure, but

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<sup>1</sup> The transportation equity analysis is a system-wide assessment of the transportation system and therefore the results provides information about how the transportation system is performing overall (i.e. regionwide) and for historically marginalized communities in aggregate. The system analysis differs from project-based assessment where the benefits and impacts can be observed at a more acute scale.

modify to include a sub-provision of the target to look specifically at historically marginalized communities;

- 3) Move forward with the development of system performance evaluation measures for affordability and air quality to look at differences at a system-wide scale and for historically marginalized communities. Complete the development of the system performance evaluation measures in the timeframe of the next RTP cycle (2022);
- 4) Specifically for the Share of Safety Projects, Exposure to Non-Freeway Vehicle Miles Traveled and the Habitat Impact system evaluation measures, a proposed performance target for either are not recommended because other proposed performance targets or converting the system evaluation measure into a monitoring measure may serve a more appropriate purpose;
- 5) For the Access to Jobs transportation equity system performance measure, develop an RTP performance target;
- 6) For the transportation equity system performance measures which have an associated federal performance measure, keep the federal performance measure as-is and add a secondary measure which can tease out differences at different geographic scales, in order to look at performance differences in historically marginalized communities and region-wide;<sup>2</sup> and
- 7) Commit to the development of monitoring measures to address those transportation priorities identified by historically marginalized communities, which cannot be addressed through the system performance evaluation due to forecast limitations. These monitoring measures are being proposed for staggered development based on capacity and resource considerations and reported on as part of future RTP and potentially MTIP cycles.

The proposed modifications to the RTP performance targets and monitoring measures can be found in Table 2-4 of Attachment 1.

### **2018 RTP Performance Targets and Monitoring – Questions for Discussion**

1. Does the transportation equity work group generally agree with the Metro staff overall recommendation to align of the transportation equity analysis system performance measures with the RTP performance management program? This includes: 1) moving forward with the development for the affordability and air quality performance measures for the next RTP cycle; 2) the modifications to the 2018 RTP performance targets and monitoring; and 3) developing a set of monitoring measures to address additional transportation priorities which may be used through other transportation planning venues, such as the MTIP.
2. Should the proposed aligned performance targets continue as aspirational targets or be modified to be incremental and achievable with each RTP cycle? Should the component of the target which speaks to historically marginalized communities be aspirational and more “aggressive” targets?

### **Next Steps**

Metro staff will compile the input provided in work group discussion to bring back a full proposal package at the October work group meeting. The full proposal package will include the RTP policy framework (revised definition, goals, objectives) and a summary of the performance management

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<sup>2</sup> Note, the majority of the federal performance measure as designed are monitoring measures with associated performance targets for the monitoring period (2 or 4-years).

program for discussion. Metro staff anticipates bringing forward the full proposal package to the technical committees (TPAC and MTAC) and the joint workshops (includes TPAC, MTAC, and work groups) in autumn/winter 2017 for discussion as part of a broader discussion of the 2018 RTP policy framework, particularly those areas requested by JPACT, MPAC, and Metro Council for further focus. Additionally, a discussion of the results from the transportation equity analysis is anticipated to come before committees with the overall 2018 RTP system performance results in late 2017. A timeline has been provided for members to weight in.

**Timeline**

Activity	Timeframe
Transportation Equity Work Group Meeting <ul style="list-style-type: none"> <li>• Preview 2018 RTP Transportation Equity Analysis Results</li> <li>• Discuss RTP policy framework and equity</li> </ul>	October 26, 2017
Joint TPAC-MTAC-Work Group Workshops on the 2018 RTP and Investment Strategy	October 30, 2017 December 4, 2017
Presentation of Transportation Equity Analysis – Initial Results	TPAC – November 17, 2017 MTAC – November 15, 2017
Presentation of Transportation Equity Analysis – Findings and Recommendations	TPAC – December 15, 2017 MTAC – December 6, 2017
Transportation Equity Work Group Meeting <ul style="list-style-type: none"> <li>• Finalized Findings and Recommendations</li> <li>• Wrap Up</li> </ul>	December 5, 2017

## **Attachment 4 – Other Relevant 2014 RTP Goals and Objectives**

### **Goal 1: Foster Vibrant Communities and Efficient Urban Form**

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

- *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 2.5 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 3.3 Equitable Access and Barrier Free Transportation* – Provide affordable and equitable access to travel choices and serve the needs of all people and business, including people with low income, children, elders and people with disabilities, to connect with jobs, education, services, recreation, social and cultural activities.

### **Goal 6: Promote Environmental Stewardship**

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

- *Objective 6.2 Clean Air* – Reduce transportation-related vehicle emissions to improve air quality so that as growth occurs, the view of the Cascades and the Coast Range from within the region are maintained.
- *Objective 6.4. Climate Change* – Reduce transportation-related greenhouse gas emissions.

### **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 10: Deliver Accountability**

The region’s government, business, institutional and community leaders work together in an open and transparent manner so the public has meaningful opportunities for input on transportation

decisions and experiences an integrated, comprehensive system of transportation facilities and services that bridge governance, institutional and fiscal barriers.

- *Objective 10.1 Meaningful Input Opportunities* – Provide meaningful input opportunities for interested and affected stakeholders, including people who have traditionally been underrepresented, resource agencies, business, institutional and community stakeholders, and local, regional and state jurisdictions that own and operate the region’s transportation system in plan development and review.

## Attachment 1. Transportation Equity Analysis System Performance Measures & RTP Performance Management Alignment

**Table 1. Alignment of Transportation Equity Analysis System Performance Measures & RTP Performance Management Program**

Existing RTP Performance Target	2018 RTP Transportation Equity System Evaluation Measure	Existing Transportation System Monitoring Measure
By 2040, reduce the average household combined cost of housing and transportation by 25% compared to 2010 levels.	Affordability – Look at the combined housing and transportation expenditure across the region and compare differences for historically marginalized communities and region-wide. (Development of system performance evaluation still to be completed)	Average household combined cost of housing and transportation
None to date.	Access to Jobs – Number of jobs (classified by wage groups – low, middle, and high) accessible within 30 minutes by auto; 45 minutes by transit; 30 minutes by bike, and 20 minutes by walking and compare differences between the region and historically marginalized communities.	Number and percent of households and jobs within 30 minutes of central city, regional centers, and key employment/industrial areas for mid-day and PM peak
By 2040, increase by 50% the number of essential destinations within 30 minutes by bicycling and public transit for low-income, minority, senior, and disabled populations compared to 2010.	Access to Community Places – Number of community places (defined as medical facilities, food, select retail, education, and civic/health services) accessible within 20 minutes by auto; 30 minutes by transit; 15 minutes by bike, and 20 minutes by walking and compare differences between the region and historically marginalized communities.	Number and percent of households and jobs within 30 minutes of central city, regional centers, and key employment/industrial areas for mid-day and PM peak
By 2040, increase by 50% the miles of sidewalk, bikeways, and trails compared to the regional network in 2010.	Access to Travel Options – System Completeness and Connectivity – Miles of the planned regional pedestrian, bicycle, trails and street networks completed or enhanced and time-frame completed; percentage of arterials with pedestrian and bicycle facilities; percentage of streets with bikeways and sidewalks within ½ mile of transit stops and stations; increase in street and bikeway connectivity; and compare differences between the region and historically marginalized communities.	Percent of regional pedestrian system completed region-wide and by 2040 centers and RTP transit-mixed-use corridor; Percent of regional bicycle system completed region-wide and by mobility corridor;  With each Regional Flexible Fund cycle, calculate the miles of funded bicycle infrastructure and pedestrian infrastructure in 2040 centers (for the purposes of reporting on TCMs).*
None to date.**	Exposure to Non-Freeway Vehicle Miles Traveled – Non-Freeway VMT exposure through the sum of all non-interstate vehicle miles traveled (VMT) in Transportation Area Zones (TAZ) for RTP investment packages region-wide, and in historically marginalized communities.	Vehicle and bicycle miles traveled (total and per capita).
None to date. **	Share of Transportation Safety Projects – Percent of number and cost of projects in the RTP investment packages region-wide and in areas with historically underrepresented communities.	None to date.
None to date.	Habitat Impact - Conduct geospatial analysis the region’s proposed transportation investments which intersect the region’s resource habitats. The percentage of projects which intersect resource habitats will be looked at region-wide and in areas with historically underrepresented communities.	None to date.
By 2040, ensure zero percent population exposure to at-risk levels of air pollution.	Clean Air – Calculate the tons of transportation-related air pollutants (e.g. CO, ozone, and PM-10). (Development of system performance measure which can look at pollution exposure disparities from mobile sources to be developed.)	Tons of transportation-related air pollutants (e.g. CO, ozone, and PM-10)

\*Denotes a federal mandatory performance measure through MAP-21 legislation or State Implementation Plan (SIP) requirements

\*\* Denotes no formal performance target. However, a transportation safety performance target of Vision Zero has been recommended for the 2018 RTP.

## Attachment 1. Transportation Equity Analysis System Performance Measures & RTP Performance Management Alignment

**Table 2. Recommended Modifications to Existing RTP Performance Targets and Monitoring Measures**

	<b>Metro Staff Recommended Refinements to Existing Performance Target</b>	<b>Metro Staff Recommended Refinements to Existing Monitoring Measure</b>
Affordability	By 2040, reduce the average combined housing and transportation expenditure by 25% compared to 2010 combined housing and transportation expenditure levels. <i>In aggregate, historically marginalized communities should see at least a 25% reduction of combined housing and transportation expenditure.</i>	<i>Continue to use combined housing and transportation expenditure tools (e.g. Center for Neighborhood Technology H+T calculator or U.S. HUD's Location Affordability Index) to monitor average combined expenditure. Use region-wide numbers as well as individual census tracts which have concentrated historically marginalized communities to inform monitoring progress. Adjust for inflation accordingly.</i>
Access to Jobs	No existing performance target.	<i>Number and percent of household and jobs (classified by wage profile) within 30 minutes of central city, regional centers, and key employment/industrial areas by automobile and 45 minutes by transit from historically marginalized communities for mid-day and PM peak.</i>
Access to Community Places	By 2040, increase by 50% the number of <i>essential destinations accessible within</i> community places within <del>30</del> 15 minutes by bicycling, & 30 minutes by public transit, and 20 minutes by walking for <i>low-income, minority, senior and disabled populations</i> historically marginalized communities compared to 2010.	Number and percent of households and jobs within 30 minutes of central city, regional centers, and key employment/industrial areas for mid-day and PM peak  <i>Number of community places within 15 minutes by bicycling, 30 minutes by public transit, and 20 minutes by walking for historically marginalized communities and region-wide.</i>
Access to Travel Options – System Completeness and Connectivity	By 2040, increase by 50% the miles of sidewalk, bikeways, and trails compared to the regional network in 2010. By 2040, increase the connectivity of the pedestrian, bikeways, and trail networks by 50%. <i>In aggregate, historically marginalized communities should see at least a 50% increase of completed and connected sidewalk, bikeways, trails and streets.</i>	Percent of regional pedestrian system completed region-wide, by 2040 centers, <i>historically marginalized communities</i> , and RTP transit-mixed-use corridor; Percent of regional bicycle system completed region-wide, <i>in historically marginalized communities</i> , and by mobility corridor  With each Regional Flexible Fund cycle, calculate the miles of funded bicycle infrastructure and pedestrian infrastructure in 2040 centers (for the purposes of reporting on TCMs).*
Exposure to Non-Freeway Vehicle Miles Traveled	No existing performance target.	Vehicle and bicycle miles traveled (total and per capita) <i>region-wide and for historically marginalized communities.</i> <sup>1</sup>
Share of Transportation Safety Projects	No existing performance target.	No existing monitoring measure.
Habitat Impact	No existing performance target.	No existing monitoring measure.
Clean Air	By 2040, ensure zero percent population exposure to at-risk levels of air pollution, <i>specifically for ozone, particulates, and mobile source air toxics (Acrolein, Arsenic, Benzene, 1,3-Butadiene, Chromium 6, Diesel particulate matter plus diesel exhaust organic gases (Diesel PM), Formaldehyde, Naphthalene, Polycyclic organic matter<sup>2</sup>), with priority for reducing mobile source pollution in historically marginalized communities compared to 2015.</i>	Total Emissions Reductions by applicable pollutants under the CMAQ program.*  <i>Number of transportation projects and total reduced emissions in historically marginalized communities out of total funding allocation program and/or MTIP.</i>

\*Denotes a federal mandatory performance measure through MAP-21 legislation or State Implementation Plan (SIP) requirements

<sup>1</sup> Monitoring this information may be based on the frequency of the Oregon Household Activity Survey getting updated.

<sup>2</sup> EPA research work can be found at: [https://www.fhwa.dot.gov/environment/air\\_quality/air\\_toxics/policy\\_and\\_guidance/100109guidmem.cfm](https://www.fhwa.dot.gov/environment/air_quality/air_toxics/policy_and_guidance/100109guidmem.cfm)

**Attachment 1. Transportation Equity Analysis System Performance Measures & RTP Performance Management Alignment**

**Table 3. Recommended New RTP Performance Targets and Monitoring Measures**

	<b>Metro Staff Recommended Performance Target</b>	<b>Metro Staff Recommended Monitoring Measure</b>
Affordability		Develop a region-wide opportunity mapping and displacement risk monitoring measure assessing the various metrics/documented factors which have shown common among situations of involuntary displacement and barriers to opportunity. Scoping of the monitoring measure will be necessary.
Transportation Safety - Share of Transportation Safety Projects		Assess the location of fatal and serious injury crashes to determine the number of crashes occurring in historically marginalized communities and whether a greater rate of these crashes are occurring in these communities. Overlay recent transportation safety investments/efforts (e.g. speed sign program, targeted education program) which have been made in these areas.
Access to Jobs	By 2040, increase low and middle-wage job access by 50% by walking (within 20 minutes), bicycling (within 30 minutes) and transit (within 45 minutes) for historically marginalized communities compared to 2015.	
Habitat Impact		Refine the system evaluation methodology and develop into a monitoring measure for flagging projects which may have additional considerations for the NEPA work.

**Table 4. No Further Recommended Actions on Existing RTP Performance Targets and/or Monitoring Measures**

	<b>Metro Staff Recommended Performance Target</b>	<b>Metro Staff Recommended Monitoring Measure</b>
Exposure to Non-Freeway Vehicle Miles Traveled	No proposed performance target for this system evaluation measure at this time. Further research and refinement needed. Recommend to TPAC and JPACT to pursue FHWA pilot program funding to build a potential crash risk model.	
Transportation Safety - Share of Transportation Safety Projects	No proposed performance target for this system evaluation measure at this time.	
Habitat Impact	No proposed performance target for this system evaluation measure.	Refine the system evaluation methodology and develop into a monitoring measure for flagging projects which may have additional considerations for the NEPA work.

# 2018 Regional Transportation Plan Call for Projects

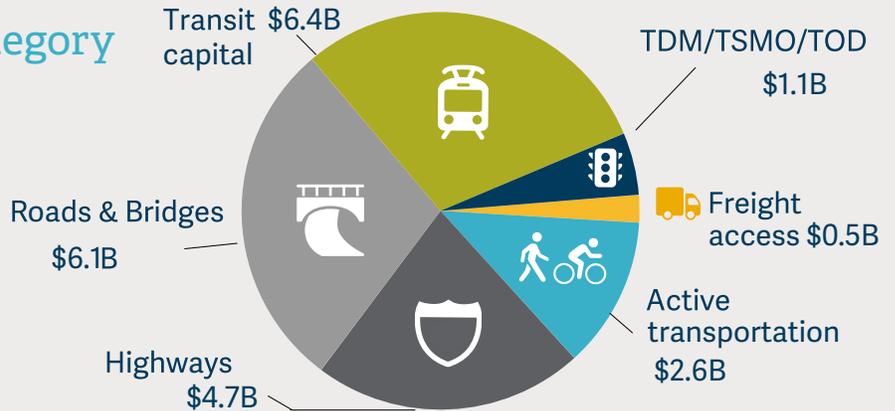


The call for projects is a step in determining the region's priority projects to achieve our vision and goals for the regional transportation system by 2040. The 1,063 projects submitted by Metro and its regional partners will undergo evaluation through fall of 2017.

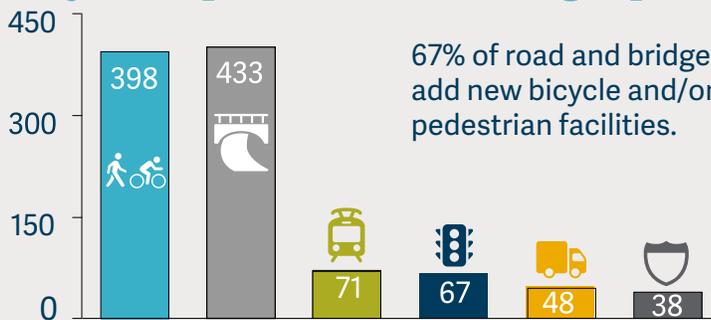
## Cost by investment category in billions, 2016 dollars

Summary of all capital projects submitted for evaluation and public review. *Road and transit operations and maintenance costs to be added.*

**Total: \$21.4 billion**



## Projects by investment category



67% of road and bridge projects add new bicycle and/or pedestrian facilities.

**25%** of all projects are safety projects

**80** projects are regional trails

## Capital investments



## Project status

All projects come from plans or studies adopted through a public process.

Category	Number	% of Total
Carried forward from 2014	783	74
New to RTP in 2018	280	26
<b>Total</b>	<b>1063</b>	<b>100</b>

Of the **1256** projects listed in the 2014 RTP, **132** have been built or will be completed by 2019 for a total of **\$3.15 Billion** invested in the greater Portland region.

# 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. Update vision
2. Update revenue forecast and determine funding level
3. Conduct call for projects
4. Update goals, objectives and policies
5. Assess performance and refine investment priorities
6. Recommend plan and investment strategy

### 2018 RTP Chapters

1. Regional challenges
2. Vision, goals and policies
3. Funding
4. Investment priorities
5. Performance
6. Implementation

