




**DRAFT Results of 2018 RTP Target/Direction Assessment for the 2040 Constrained Project List** *June 25, 2018*

Measure	Target or desired direction	Plan performance within the metropolitan planning area (MPA)	Plan performance in historically marginalized communities	Plan direction
<i>How much do households spend on housing and transportation in our region?</i>				
<b>Affordability</b>	By 2040, reduce the combined housing and transportation expenditure for lower-income households by 25% compared to 2015 combined housing and transportation expenditure levels.	Plan does not forecast affordability or provide system evaluation results. Observed data shows that the region needs to make big strides to reduce disparities in affordability.	Observed data shows that the region needs to make big strides to reduce disparities in affordability for people of color.	n/a
<i>How safe is travel in our region?</i>				
<b>Safety</b>	By 2035 eliminate transportation related fatalities and serious injuries for all users of the region's transportation system, with a 50% reduction by 2025 and a 16% reduction by 2020 (as compared to the 2015 five year rolling average).	Plan does not forecast safety performance and does not provide system evaluation results. Observed data from the last five years indicates that the region is not moving in the right direction to achieve target.	Annual average fatal and severe injury crashes for all modes increased or remained flat since the 2014 RTP, and are higher for people of color and people with low incomes.	n/a
<i>How much do people and goods travel in our region?</i>				
<b>Multimodal travel</b>	By 2040, reduce vehicle miles traveled per person by 10% compared to 2015.	Plan reduces vehicle miles traveled per person but does not meet target. In 2040, vehicle miles traveled per person decline 5% below 2015 levels.	Not included in transportation equity analysis.	
<b>Active transportation and transit mode share</b>	By 2040, triple walking, biking and transit mode shares compared to 2015 modeled mode shares.	Plan increases walking, biking and transit mode share from 14% to 18% of all trips, but does not meet target.	Not included in transportation equity analysis.	
<i>How easily, comfortably and directly can we access jobs and destinations in our region?</i>				
<b>Access to travel options – system completeness</b>	By 2040, complete 100% of the regional network of sidewalks, bikeways, and trail s.	Plan makes progress towards meeting the target, but does not reach target of completing 100% of the regional active transportation network. In 2040, 71% of sidewalks, 65% of on-street bikeways, and 47% of regional trails are complete on the regional active transportation network.	The plan makes greater progress towards meeting the target in equity focus areas compared to non-equity focus areas, but does not reach target of completing 100% of the regional active transportation network in equity focus areas.	 Region and equity focus areas
<b>Access to jobs</b>	No target for this measure. The desired direction is to increase the number of low and middle-wage jobs accessible to the average household in equity focus areas compared to the average household in non-equity focus areas. <sup>1</sup>	Measure is for historically marginalized communities in equity focus areas, see next column.	The average household in an equity focus area sees an increase in the number of jobs, including low and middle wage jobs that can be reached by transit compared to the rest of the region and non-equity focus areas. For other forms of travel (driving, biking, and walking) the increase in the number of jobs the average household in equity focus area can reach is less than what the average household in the region and in non-equity focus areas can reach in a reasonable commute time.	 Region  Equity focus areas
<b>Access to community places</b>	No target for this measure. The desired direction is to increase to the number of community places accessible to the average household in equity focus areas compared to the average household in non-equity areas. <sup>2</sup>	Measure is for historically marginalized communities in equity focus areas, see next column.	The average household in equity focus areas sees a greater increase in the number of community places reached in a short transit trip compared to the average household in the region and non-equity focus areas. The region and non-equity focus areas see a greater increase in the number of community places reached within a short trip of driving, biking or walking compared to households in equity focus areas.	 Region  Equity focus areas
<b>Access to bicycle and pedestrian parkways</b>	No target for this measure. The desired direction is an increase in the number and share of households within a ¼ mile of a bicycle or pedestrian parkway.	Plan increases access to bicycle parkways to 79% of all households in 2040, and decreases access to pedestrian parkways decreases from 86% in 2015 to 85% in 2040.	Not included in transportation equity analysis.	
<b>Access to transit</b>	No target for this measure. The desired direction is an increase in the number and share of households, low-income households and employment near high capacity or frequent transit service by 2040.	Plan achieves desired direction. By 2040, 66% of households are within the desired distance to frequent all day transit; 79% of jobs are within the desired distance to frequent transit.	Plan increases access to transit in equity focus areas by 2027 and 2040.	
<b>Access to industry and freight intermodal facilities</b>	There is no target for this measure. The desired direction is to reduce truck hours of delay on the freight network that provide access to intermodal facilities and industrial lands in 2040.	Plan performance is inconclusive due to limited analysis area in initial performance evaluation. To be updated in final RTP.	Not included in transportation equity analysis.	TBD
<i>How efficient is travel in our region?</i>				
<b>Multimodal travel times</b>	There is no target for this measure. The desired direction is to maintain or reduce travel times for transit, freight, bicycle, and motor vehicle trips.	Plan improves or maintains truck and bicycle travel times. Plan improves or maintains transit travel times in most corridors, but some corridors see an increase, especially in the evening commute. Auto travel times generally increase in most corridors.	Not included in transportation equity analysis.	

<sup>1</sup> Metro will update performance measure with a target and develop evaluation methods to measure the disparities gap in access to low and middle-wage jobs for households in equity focus areas in the next RTP update.

<sup>2</sup> This measure replaces the 2014 RTP essential destinations target. Metro will update performance measure with a new target and develop evaluation methods to measure the disparities gap in access to community places for households in equity focus areas in the next RTP update.

Measure	2018 Regional Transportation Plan	Plan performance within the metropolitan planning area (MPA)	Plan performance in historically marginalized communities	Appendix K Performance
<b>Congestion - National Highway System reliable travel</b>	By 2040, increase the TBD% of reliable person-miles traveled on the Interstate System and on the non-Interstate National Highway System.	To be added to final RTP.	Not included in transportation equity analysis.	TBD
<b>Congestion - Vehicle hours of delay per person</b>	By 2040, reduce vehicle hours of delay per person by 10%.	To be added to final RTP.	Not included in transportation equity analysis.	TBD
<b>Congestion - Interim Regional Mobility Policy</b>	By 2040, meet the Interim Regional Mobility Policy for level of service on locations of throughways, arterials, and regional freight network facilities. <sup>3</sup>	Plan does not meet policy in all locations.	Not included in transportation equity analysis.	
<b>Congestion - Freight delay</b>	By 2040, reduce vehicle hours of delay per truck trip by 10% compared to 2015.	Plan does not meet target. Truck delay increases 378% by 2040, but this a third less delay than if the plan is not implemented.	Not included in transportation equity analysis.	
<b>Congestion - Total cost of delay on freight network</b>	There is no target for this measure. The desired direction is to reduce growth in cost of delay (in constant dollars) on the regional freight network compared to the 2040 No Build scenario.	Plan decreases cost of delay 65-70% compared to not implementing the plan by 2040.	Not included in transportation equity analysis.	
<b>Congestion - Freight reliability</b>	By 2040, increase TBD% of Interstate System miles with reliable truck travel times.	To be added to final RTP.	Not included in transportation equity analysis.	TBD
<b>Transit efficiency and ridership</b>	There is no target for this measure. The desired direction is an increase in hours of transit service and ridership.	Plan doubles total boardings and increases hours of transit service 60% by 2040.	Not included in transportation equity analysis.	

**How will transportation impact climate change, air quality, the environment and public health?**

<b>Climate change</b>	Meet or exceed Climate Smart monitoring targets to reduce greenhouse gas emissions per capita. <sup>4</sup>  Reduce per capita greenhouse gas emissions from cars and small trucks by 20% by 2035 and 25% by 2040, compared to 2005 levels. <sup>5</sup>	Plan meets or exceeds most monitoring targets by 2040. It makes progress towards, but does not meet, targets to complete the active transportation network. Plan includes 9,513 transit service revenue hours, which exceeds the Climate Smart Strategy level of 9,400 hours. By 2040 annual per capita emissions decrease by 21%. <sup>6</sup>	Not included in transportation equity analysis.	
<b>Clean air</b>	By 2040, maintain or reduce air pollution (pounds, tons, grams) from mobile sources compared to 2015.	Plan meets target and reduces the amount of mobile source emissions of all criteria pollutants and air toxics by 2040. Certain pollutants see significant reductions.	Not included in transportation equity analysis.	
<b>Potential habitat impact</b>	There is no target for this measure. The desired direction is to identify projects that overlap with sensitive high value habitats and define potential mitigation strategies.	Plan includes 528 projects overlap or cross regionally identified high value habitats. Mitigation strategies are addressed specifically during the project development phase as part of the environmental and land use review, consultation and permitting processes all construction projects must undergo.	Not included in transportation equity analysis.	
<b>Potential historical and cultural resources and tribal lands impact</b>	There is no target for this measure. The desired direction is to identify projects that overlap with historical and cultural resources and tribal lands, and define potential mitigation strategies for historical and cultural resources and avoid tribal lands.	Plan includes 62 projects located within 100 feet of historic properties listed in the National Register. Mitigation strategies are addressed specifically during the project development phase as part of the environmental and land use review, consultation and permitting processes all construction projects must undergo. No tribal lands were identified within or adjacent to the metropolitan planning area.	Not included in transportation equity analysis.	
<b>Public health</b>	There is no target for this measure. The desired direction is to increase the daily amount of transportation related physical activity and reduce the years of life lost to inactivity and transportation related air pollution.	To be added.	Not included in transportation equity analysis.	



Plan meets target or desired direction

Plan does not meet target but is moving in the right direction

Plan does not meet target and is moving in the wrong direction

<sup>3</sup> Refer to Chapter 3 of the 2018 RTP for Interim Regional Mobility Target thresholds.

<sup>4</sup> Refer to Appendix J for Climate Smart Strategy monitoring targets and performance

<sup>5</sup> Target was set based on GreenSTEP model. Metro uses MOVES model which does not correspond to some of the assumptions/inputs included in GreenSTEP (such as technology advances or transportation system management and operations). Therefore, performance outputs of MOVES are different and cannot be compared to GreenSTEP.

<sup>6</sup> Output from MOVES model and cannot be accurately assessed against target set by GreenSTEP. Based on predicted outcomes of Climate Smart Strategy monitoring target, Metro predicts that per person greenhouse gas emission reduction targets for autos and small trucks will be achieved by 2040.