



## APPENDIX K

### 2018 Regional Transportation Plan

# Performance targets

December 6, 2018

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**Metro is the federally mandated metropolitan planning organization** designated by the governor to develop an overall transportation plan and to allocate federal funds for the region.

The Joint Policy Advisory Committee on Transportation (JPACT) is a 17-member committee that provides a forum for elected officials and representatives of agencies involved in transportation to evaluate transportation needs in the region and to make recommendations to the Metro Council. The established decision-making process assures a well-balanced regional transportation system and involves local elected officials directly in decisions that help the Metro Council develop regional transportation policies, including allocating transportation funds.

Regional Transportation Plan website: **[oregonmetro.gov/rtp](http://oregonmetro.gov/rtp)**

The preparation of this strategy was financed in part by the U.S. Department of Transportation, Federal Highway Administration and Federal Transit Administration. The opinions, findings and conclusions expressed in this strategy are not necessarily those of the U.S. Department of Transportation, Federal Highway Administration and Federal Transit Administration.

### Expected Outcomes of the 2040 Constrained Projects – At-A-Glance







**Plan is on target**

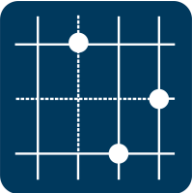






**Plan moves in the right direction, but does not meet target**










**Plan moves in the wrong direction for meeting the target**

Measure	Target or desired direction	Performance within the metropolitan planning area	Performance in equity focus areas	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 percent, 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.	Not applicable.
<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 percent reduction by 2025 and a 16 percent 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.	Not applicable.
<i>How much do people and goods travel in our region?</i>				
<b>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 16 percent to 20 percent of all trips, but does not meet target.	Not included in transportation equity analysis.	






Measure	Target or desired direction	Performance within the metropolitan planning area	Performance in equity focus areas	Plan direction
<i>How easily, comfortably and directly can we access jobs and destinations in our region?</i>				
<b>System completeness (access to travel options)</b> 	By 2040, complete 100 percent of the regional network of sidewalks, bikeways and trails.	<p>Plan makes progress towards meeting the target, but does not reach target of completing 100 percent of the regional active transportation network.</p> <p>In 2040, 71 percent of sidewalks, 65 percent of on-street bikeways, and 47 percent of regional trails are complete on the regional active transportation network.</p>	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 percent of the regional active transportation network in equity focus areas.	 Region and equity focus areas
<b>Access to jobs</b> 	There is 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.	<p>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.</p> <p>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.</p>	 Region   Equity focus areas

<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.







Measure	Target or desired direction	Performance within the metropolitan planning area	Performance in equity focus areas	Plan direction
<b>Access to community places</b> 	There is 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.	<p>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.</p> <p>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.</p>	 Region   Equity focus areas
<b>Access to bicycle and pedestrian parkways</b> 	There is no target for this measure. The desired direction is an increase in the number and share of households within a 1/4-mile of a bicycle or pedestrian parkway.	Plan increases access to bicycle parkways to 79 percent of all households in 2040, and results in a decrease in access to pedestrian parkways, decreasing from 86 percent in 2015 to 85 percent in 2040.	Not included in transportation equity analysis.	
<b>Access to transit</b> 	There is 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.	<p>Plan achieves desired direction.</p> <p>By 2040, 66 percent of households are within the desired distance to frequent all day transit; 79 percent of jobs are within the desired distance to frequent transit.</p>	Plan increases access to transit in equity focus areas by 2027 and 2040.	

<sup>2</sup> This measure replaces the 2014 RTP essential destinations target. Metro will update the 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	Target or desired direction	Performance within the metropolitan planning area	Performance in equity focus areas	Plan direction
<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. More work is needed to develop this measure for use in the next RTP update.	Not included in transportation equity analysis.	Not applicable.
<b>How efficient is travel in our region?</b>				
<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 generally improves or maintains transit, truck and bicycle travel times. Auto travel times increase in most corridors.	Not included in transportation equity analysis.	
<b>Congestion</b> 	By 2040, meet the Interim Regional Mobility Policy for throughways and arterials. <sup>3</sup>	Plan does not meet policy in all locations.	Not included in transportation equity analysis.	

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

Measure	Target or desired direction	Performance within the metropolitan planning area	Performance in equity focus areas	Plan direction
<b>Freight delay</b> 	By 2040, reduce vehicle hours of delay per truck trip by 10 percent, compared to the 2040 No Build.	Plan does not meet target. Truck delay during the 1-3 PM time period increases 382 percent in 2040 Constrained, and increases 166 percent during the 4-6 PM peak period.	Not included in transportation equity analysis.	
<b>Cost of freight delay</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.	Plan decreases cost of delay by 67 percent during the 1-3 PM time period and by 29 percent during the 4-6 PM peak period, compared to not implementing the plan by 2040.	Not included in transportation equity analysis.	
<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 more than doubles total boardings and increases hours of transit service by 60 percent by 2040.	Not included in transportation equity analysis.	











Measure	Target or desired direction	Performance within the metropolitan planning area	Performance in equity focus areas	Plan direction
<b><i>How will transportation impact climate change, air quality, the environment, historic and cultural places and public health?</i></b>				
<b>Carbon emissions</b>  	<p>Meet or exceed Climate Smart monitoring targets to reduce per capita greenhouse gas emissions from passenger vehicles.<sup>4</sup></p> <p>Reduce per capita greenhouse gas emissions from cars and small trucks by 20 percent by 2035 and 25 percent by 2040, compared to 2005 levels.<sup>5</sup></p>	<p>Plan meets or exceeds most monitoring targets by 2040, making satisfactory progress implementing the Climate Smart Strategy.</p> <p>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 from passenger vehicles decrease by 46 percent compared to 2015 levels.<sup>6</sup></p>	<p>Not included in transportation equity analysis.</p>	
<b>Vehicle miles traveled</b> 	<p>By 2040, reduce vehicle miles traveled per person by 10 percent, compared to 2015.</p>	<p>Plan reduces vehicle miles traveled per person but does not meet target. In 2040, vehicle miles traveled per person decline 4 percent below 2015 levels.</p>	<p>Not included in transportation equity analysis.</p>	

<sup>4</sup> Refer to Appendix J for detailed information about the Climate Smart Strategy monitoring targets, analysis assumptions and expected performance.

<sup>5</sup> The target was set by LCDC based on analysis conducted using ODOT's GreenSTEP tool. Metro uses the EPA-approved MOVES model to conduct RTP regional emissions analyses. Significant methodological differences in how GreenSTEP and MOVES estimate on-road vehicle emissions do not allow direct comparison of forecasted on-road vehicle emissions results. See Appendix J for more information.

<sup>6</sup> Based on the analysis, Metro finds the region is making satisfactory progress implementing the Climate Smart Strategy and can reasonably be expected to meet the state-mandated targets for reducing per capita greenhouse gas emissions from cars and small trucks by 2040. See Section 7.4.12 and Appendix J for more information.

Measure	Target or desired direction	Performance within the metropolitan planning area	Performance in equity focus areas	Plan direction
<b>Potential habitat impact</b> 	There is no target for this measure. The purpose of this measure is to identify projects that overlap with sensitive high value habitats so that as projects move toward implementation, appropriate avoid, minimize, or mitigation strategies can be applied.	Plan identifies at least 544 projects that 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 impact</b> 	There is no target for this measure. The desired direction is to identify projects that overlap with historical and cultural resources, and define potential mitigation strategies for historical and cultural resources.	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.	Not included in transportation equity analysis.	
<b>Potential tribal lands impact</b> 	There is no target for this measure. The desired direction is to identify projects that overlap with tribal lands, and define potential mitigation strategies to avoid tribal lands.	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 lives saved, years lived and avoid health care costs.	Plan decreases premature death and disease and avoids more than \$31 million in annual health care costs due to increased physical activity and reduced emissions.	Not included in transportation equity analysis.	

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**2018 Regional Transportation Plan**



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