February 2023

2023 Regional Transportation Plan

2023 RTP Project Submission Guide

For agencies and jurisdictions responding to Metro's call for projects

The Regional Transportation Plan brings city, county, regional and state priority transportation projects together to create a coordinated regional transportation priority list for the period from 2023 to 2045. It is a key step for these projects to qualify for potential state and federal funding.

The following information is being provided to assist agencies as they respond to the 2023 RTP Call for Projects. Agencies may nominate projects to the RTP from Friday, January 6 to Friday, February 17, 2023.

DEADLINE: 5:00 P.M., Friday, February 17, 2023

- ✓ All agencies nominating projects: Complete updates to project information and add new projects electronically via the online RTP Project Hub, including new or updated project geoshapefiles and a signed *Congestion Management Process Documentation form* for relevant projects
- ✓ All agencies nominating projects: Submit a signed *Public engagement and non-discrimination certification and documentation for projects submitted in the 2023 Regional Transportation Plan Call for Projects* (one per nominating agency) via email to Metro staff
- ✓ County coordinating committees, ODOT (Oregon Department of Transportation), TriMet, SMART (South Metro Area Regional Transit), Port of Portland, City of Portland: Submit project list recommendations in excel format via email to Metro staff

DEADLINE: 5:00 P.M., Wednesday, May 24, 2023

- ✓ All agencies nominating projects: Submit a letter from governing body (e.g., council, board, commission), endorsing the agency's list of recommended projects, via email to Metro staff

During the past year, RTP work focused on understanding the region's transportation challenges and public priorities for investment, documenting in the amount of funding expected to be available to pay for the region's transportation needs and updating the region's vision for the transportation system.

Now it is time to pull the pieces together as we work together to address regional challenges, reflect public priorities, and maximize progress toward the region's shared vision and goals for the future transportation system.

Find more information and resources
www.oregonmetro.gov/public-projects/2023-regional-transportation-plan/projects

Update projects in the RTP Project Hub https://app.grouptrail.com/signin

Questions? Contact Metro staff
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Overview

The Regional Transportation Plan (RTP) brings city, county, regional and state priority transportation projects together to create a coordinated 23-year regional transportation priority list for the period from 2023 to 2045. Projects must be in the plan to qualify for federal and some state funding.

Projects in the RTP list include highways, roads, transit, freight, biking and walking, demand, and system management programs. The current list includes more than 1,200 projects regionwide. The projects must help achieve the region's vision and adopted goals for the transportation system.

Dramatic changes have unfolded since the RTP was last updated 2018, many documented in the 2023 RTP Emerging Transportation Trends Study. As greater Portland continues to emerge from the disruptions of the pandemic and respond to other urgent trends and challenges, the 2023 RTP coordinates all levels of government to work together to deliver a better transportation future.

For more information on the policy framework and approach for updating, assessing, and refining the list of projects and programs, refer to the *2023 RTP Policy Framework Overview.*

The information that follows is provided to assist nominating agencies as they respond to the 2023 RTP Call for Projects.

Schedule and deadlines

January 6	**Call for Projects begins** – Project Hub is open for updates
February 17	**Deadline**: *Agencies update/submit new project information, including modeling details, GIS shapefiles and congestion management process documentation form, through the online RTP Hub by 5 p.m.*
	Deadline: *ODOT, TriMet, Port of Portland, City of Portland and county coordinating committees submit list of projects (in excel) to Metro staff by 5 p.m.*
	Deadline: *Agencies submit Public engagement and non-discrimination certification and documentation to Metro staff by 5 p.m.*
February 21 to 28	Metro reviews submittals for completeness and compiles draft project lists for review by nominating agencies
February 29 to March 31	Metro staff conducts outcomes assessment and begins system, equity, climate and environmental analysis
April	Policymakers, regional advisory committees, community members and other stakeholders review and comment on draft priority projects and the high-level project assessment; this will include an on-line comment opportunity
	Metro staff prepares draft RTP and appendices, including system, equity, climate and environmental analysis
May 24	**Deadline**: *Agencies submit a letter of endorsement from their governing body (e.g., city council, board, or commission) indicating support for projects being submitted by their staff to the 2023 RTP to Metro staff by 5 p.m.*
May and June	JPACT and Metro Council discuss results and public input, and provide feedback to Metro staff on finalizing draft plan, projects, and appendices for public review
July 10 to August 24	45-day public comment period on draft RTP, project list and appendices (engagement activities will include a public hearing, online comment opportunity and other activities); comment period ends at 5 p.m.
September	MTAC and TPAC discuss public comments and staff recommendations for refinement of draft RTP and project list
	Metro Council, JPACT and MPAC discuss public comments and staff recommendations for refinement of draft RTP and project list
October	MTAC and TPAC consider public comments and make recommendations to MPAC and JPACT, respectively
October 25	MPAC recommendation to the Metro Council
November 16	JPACT considers final action and recommendation to the Metro Council
November 30	Metro Council considers final action

Part 1: Identifying projects to update and submit to the RTP

What projects and programs are eligible to be included?

To be included in the RTP, projects and programs must meet certain eligibility requirements consistent with the *2023 RTP policy framework*. All projects, including those already in the RTP should be reviewed for consistency with the following requirements:

1. Projects must be located on at least one of the regional networks of the RTP designated regional transportation system.
    - ! If a project location is not designated on an RTP system map, a request must be submitted to Metro to update the RTP system. All system map change requests must include an explanation for the proposed change, demonstrating how the requested change is consistent with RTP policy. The request must also list the RTP network or networks to be updated (e.g., motor vehicle, bicycle); the name of the existing or planned facility to be added; the location (starting and end point); the proposed classification(s); and the source of the proposed change (e.g., Transportation System Plan). Nominating agencies must consult with RTP staff on the proposed changes in advance of submitting the changes through the Call for Projects.

2. Projects must be within the region's Federally recognized metropolitan planning area (MPA) boundary (refer to the RTP Map Tool).

3. Projects must be in an adopted plan developed through a public process.
    - ! If not in adopted plan, agencies must provide documentation in the *Public engagement and non-discrimination certification and documentation for projects submitted in the 2023 Regional Transportation Plan Call for Projects* form describing the public process underway and when the plan will be adopted.
    - ! Note that if a project is not in a Transportation System Plan, and is not in the RTP, and adds motor vehicle capacity agencies must fill out Congestion Management Process Documentation form.

4. Project costs in 2023 dollars must be at least $2 million; smaller projects may be bundled with similar projects to meet the cost threshold such as sidewalk infill projects on multiple streets in a downtown area, seismic retrofits, transit service enhancements, minor bridge repair, or area-wide Intelligent Transportation System projects; however, these projects must still have locations that can be mapped and analyzed.

5. All throughway, roadway, bicycle, and transit capital (e.g., MAX extensions, bus rapid transit, streetcar) projects that change or add capacity must be specifically identified as individual projects with modeling assumptions because they must be modeled for air quality and greenhouse gas emissions; they cannot be bundled.

6. Projects with committed funding that are not substantially complete must be included in the RTP. This includes any project or project phase(s) that 1) has had its federal or state funding awarded, but NOT fully obligated by October 1, 2023; and 2) are located

on the regional system and that will use committed local funding in local fiscal year 2023-24 (starting July 1, 2023) and beyond.

How many projects can be submitted?

The total cost estimates of projects, project phases, or programs identified for each list submitted must be no greater than the cost target for each agency and must total no more than the cost target identified for each time-period in the RTP. **Table 1** summarizes project list cost targets for each county (including cities and special districts) and the City of Portland, ODOT, TriMet, the Port of Portland and Metro.

All project lists submitted must organize projects and programs into thee three time-periods:

- highest priority (2023-2030 in Constrained priorities project list),
- high priority (2031-2045 in Constrained priorities project list),
- additional priority (2031-2045 in Strategic priorities project list).

Table 1 *(under development)* illustrates how cost targets for the RTP are organized for the call for projects.

Table 1: Draft Cost Targets for Purposes of the 2023 RTP Call for Projects (*under development; please refer to the 2023 RTP project webpage for updates on the cost targets*)

Agency/coordinating committee	Constrained List cost target for 2023-2030 (millions of YOE dollars)	Constrained List cost target for 2031-2045 (millions of YOE dollars)	Strategic List cost target for 2031-2045 (millions of YOE dollars)	Total RTP List cost target for 2023-2045 (millions of YOE dollars)
City of Portland	$0.000	$0.000	$0.000	$0.000
Clackamas County, Cities, & NCPRD	$0.000	$0.000	$0.000	$0.000
Multnomah County and Cities	$0.000	$0.000	$0.000	$0.000
Washington County, Cities & THPRD	$0.000	$0.000	$0.000	$0.000
Oregon Dept. of Transportation	$0.000	$0.000	$0.000	$0.000
TriMet & SMART (Transit Capital)	$0.000	$0.000	$0.000	$0.000
Metro	$0.000	$0.000	$0.000	$0.000
Port of Portland	$0.000	$0.000	$0.000	$0.000

How will project and program lists be developed and submitted?

Nominating agencies develop their project list updates. Coordination of submittals will occur through ongoing public meetings of county coordinating committees, the City of Portland, and the Transportation Policy Alternatives Committee (TPAC) as outlined in more detail below.

Lead staff will each submit a list of all recommended city and county projects and programs recommended for their respective sub-region by the **February 17, 2023, deadline**

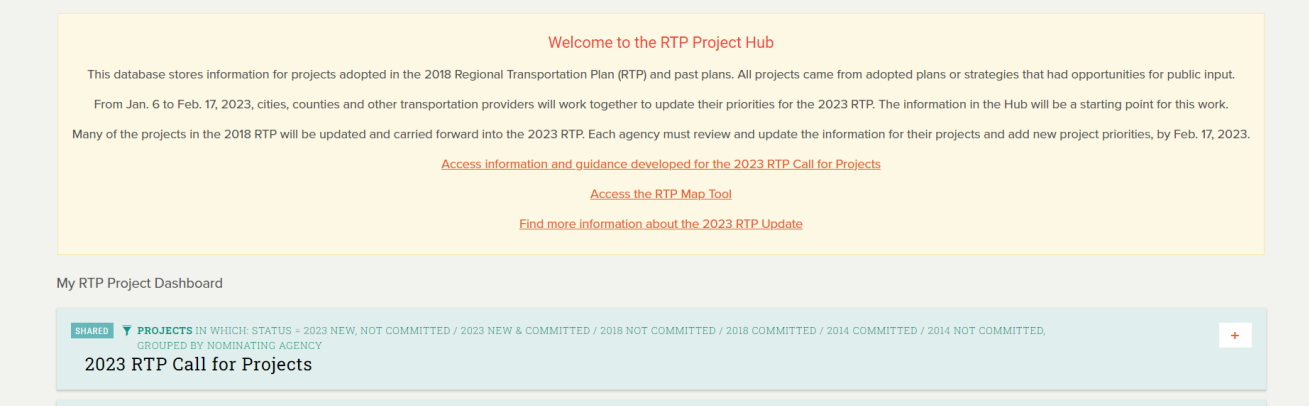
- Clackamas, Multnomah and Washington counties and cities within each county will recommend priority projects for their areas at county coordinating committees. County coordinating committee lead staff will manage project list submittals for the county and its cities. The policy-level county coordinating committee will be the endorsing body for the county coordinating committees (C-4 Metro Sub-committee, EMCTC (East Multnomah County Transportation Committee), & WCCC (Washington County Coordinating Committee)).
- The City of Portland will recommend projects after reviewing priorities with its community advisory committees – the Pedestrian, Bicycle and Freight advisory committees and the Bureau and Budget Advisory Committee. City of Portland transportation staff will manage project submittals for the city and Portland Streetcar, Inc. Portland Streetcar, Inc. staff will participate in meetings held by the City of Portland and TriMet to coordinate and develop joint project submittals. Portland City Council will serve as the endorsing body.
- ODOT, the Port of Portland, TriMet, SMART and other agencies will seek feedback from county coordinating committees and the City of Portland to recommend priority projects. ODOT also will seek feedback from the Region 1 Area Commission on Transportation (ACT) to recommend priority projects. For these agencies the TriMet Board, Oregon Transportation Commission, Port Commission serve as the endorsing body; for SMART endorsement will be provided by the Wilsonville City Council.
- Park districts, school districts, transportation management associations, railroad operators, and city and county trails, environmental services, and land use staff will participate in meetings held by their respective county coordinating committee or the City of Portland to coordinate and develop joint project submittals.

How will project lists be endorsed?

Project submittals must clearly demonstrate that local and/or state officials and relevant coordinating committees support the project. Following submittal to Metro through the coordinated process described above, all agencies also submit a letter from their governing body, such as a city council, board, or commission, endorsing the list of projects that they are recommending for the RTP no later than **May 24, 2023**.

Part 2: Using the RTP Project Hub

The RTP Project Hub is an online project database for nominating agencies to use to review and submit new or updated project program information for the 2023 RTP. All projects from both the 2014 and 2018 RTPs are in the Hub. The Project Hub is currently called the 2018 RTP Project List. The name will be updated to 2023 RTP Project List when the Call for Projects concludes, and all project additions and updates have been completed. A read-only version of the Hub will also be made publicly available after the call for projects closes.



How do I access the Hub?

Agencies will receive an access email with instructions to log on no later than January 6, 2023. The RTP Project Hub is at https://app.grouptrail.com/signin

How do I save changes?

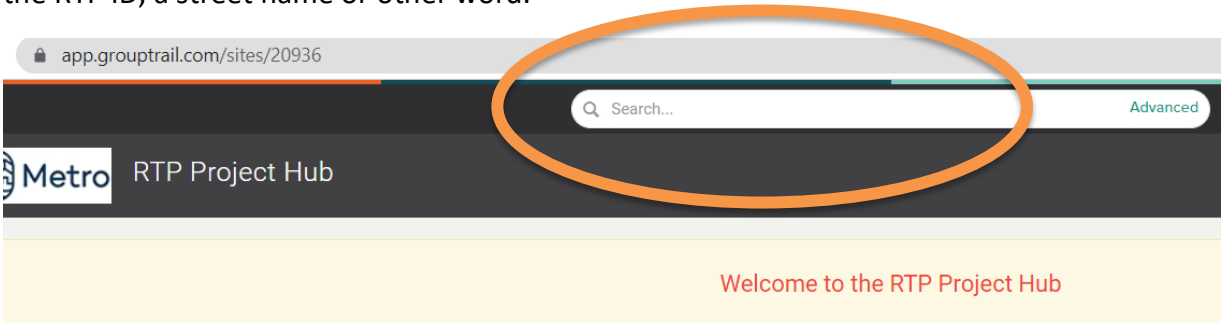
You do not need to finish all at one time. You can make changes over time. Any changes you make are automatically saved. However, the Hub does not include prompts such as "are you sure you want to make the change?" - therefore, it is important to go back and review your work to catch errors or inadvertent changes.

Who can see the changes I make?

Metro staff and all people assigned to your city and county team. When the call for projects closes February 17, a view only version of the Hub will be made publicly available via Metro's website.

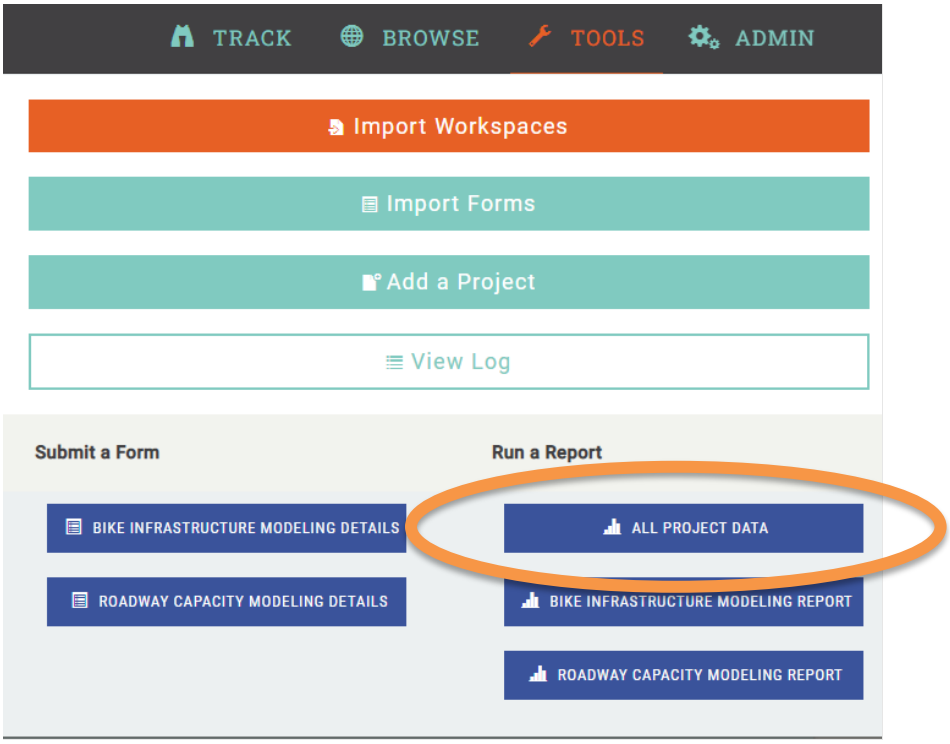
How can I find a project?

The best way to find a project is to use the search bar at the top of the Welcome page. Enter the RTP ID, a street name or other word.



How can I download a list of projects (also known as a report)?

Go to Tools in the upper right-hand corner and click on All Project Data under Run a Report to download an Excel spreadsheet.

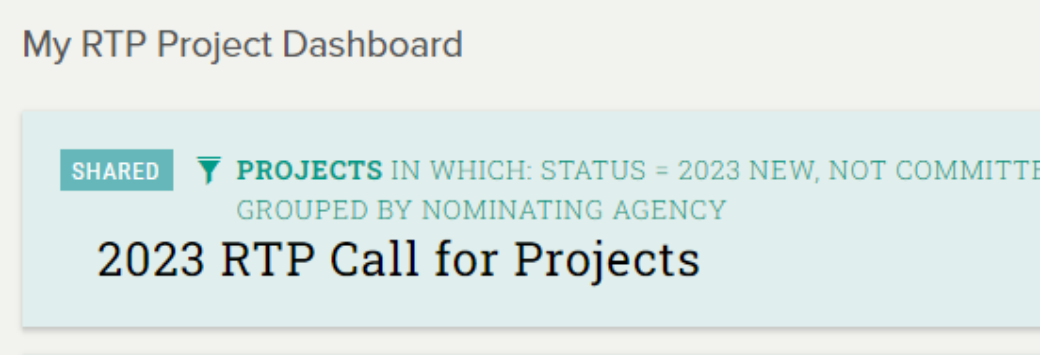


When you see this symbol take care to read the instructions. This symbol indicates that extra attention is needed.

Part 3: Adding new projects and programs to the Hub

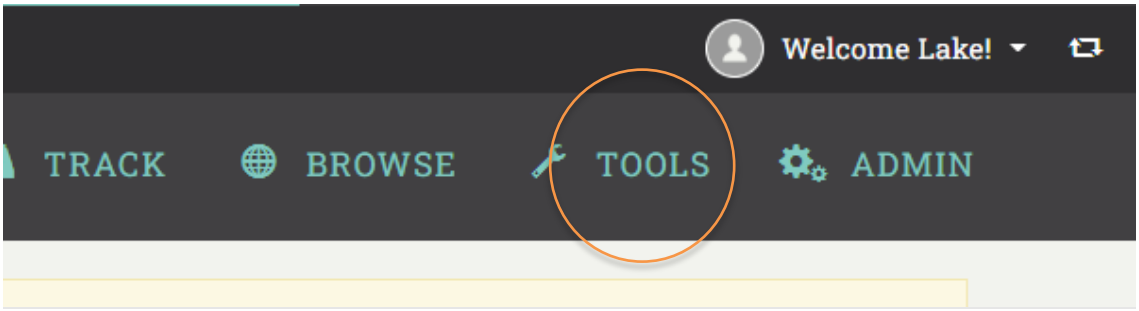
Nominating agencies will carry many of the projects and programs in the current (2018) RTP into the updated 2023 RTP. However, new projects and programs may have been identified in planning processes since the 2018 RTP was adopted and these need to be added to the 2023 RTP.

First, confirm that the project is not already in the Hub. Click on the "2023 RTP Project List" drop down menu.

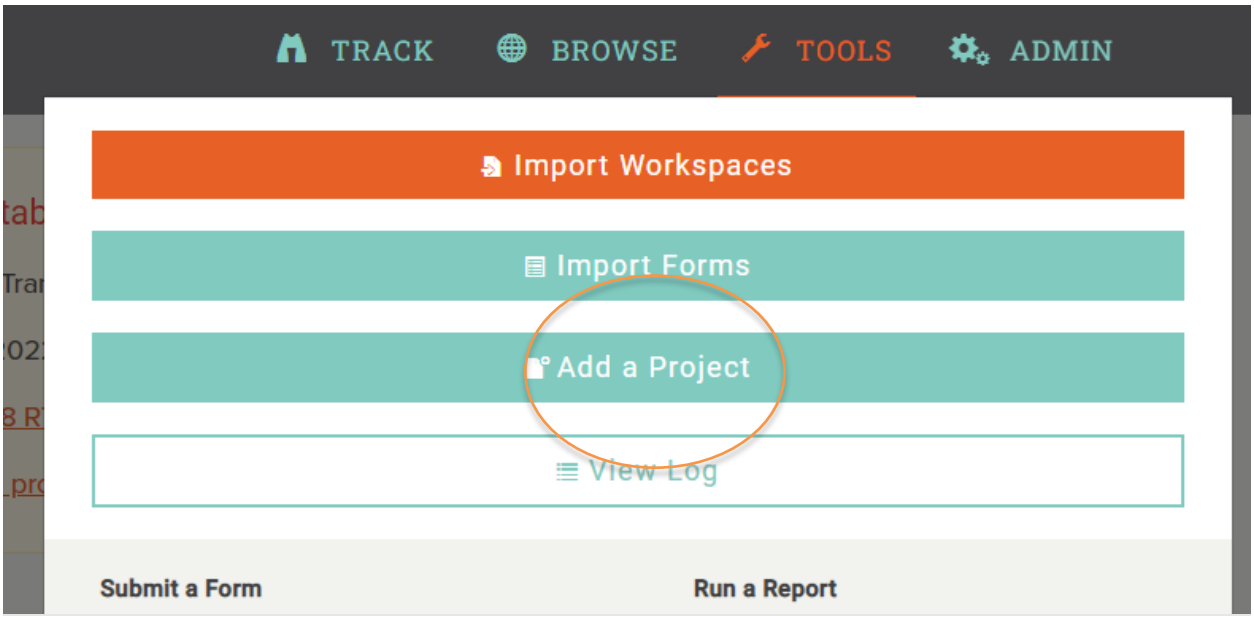


Then, review the projects and confirm that the new project or program is not already included in the existing list. You can also search for projects using the search function at the top of the page.

Second, add the new project or program if it is not included in the Hub. Go to the top right corner of the Hub's menu bar and click on "Tools."



Next, from the drop-down menu click on the third-down, light blue "Add a project" button.



That will open a new window. **Click** in the field labeled "Enter project name" and fill out the rest of the form. When finished, click "Add a Project." Your project will be added to the list of projects.

Project or program name

Provide a brief, descriptive public friendly name of the project following these guidelines:

- Name must be 60 characters or less, including spaces.
- Must include the full name of the facility or location of the program (street, trail, or facility name, location, or area boundary).
    - Name throughway, roadway, and bridge projects by their boundaries, from North to South and West to East, as in I-5: Northern Terminus – Southern Terminus.
    - All HCT (High Capacity Transit) and ETC (Enhanced Transit Concept) projects must start with HCT and ETC followed with a colon.
    - Projects on highways and throughways must start with the route number followed by a colon (e.g., OR8: Tualatin Valley Highway)
- Use names of intersecting roads, rivers, streams, or landmarks instead of mile points in the project names whenever possible. If the project is a bridge, identify the body of water or structure under the bridge, and use the commonly known name. For example, Burnside Bridge (Willamette River). Do not include the structure number in the project name.
- The city/county name can be in parentheses at the end of the project name to further clarify the project location, as in US26: Willamette River – 162nd (Portland) Pedestrian Crossings.
- A modifier that describes the purpose of the project or program (e.g., installs bike lanes, extends street) can be included
    - Be as specific as possible, rather than including "improvement" use words that describe the type of facility and work (e.g., protected bikeway, bikeway update).

- Avoid punctuation, abbreviations, and acronyms. Some acceptable abbreviations are Ave for avenue, Br for bridge and RR for railroad. If acronyms must be used in the project name field due to the 60-character limit, spell out the acronym in the project description. Colons, parentheses, periods, forward slashes, and dashes are acceptable punctuations. Do not use the following punctuations: ~$^*_+={}!|>?<@
- If you use an acronym, spell them out in the project description.
- Indicate project phase (e.g., Phase I, Phase II) if project is part of multiple phases.
- It is important to retain the same name for a project throughout its life. Naming a project one way in the RTP, and another way in the MTIP or (S)TIP, and something else at the time of contract, makes it difficult to track the project. It also makes it difficult for stakeholders such as FHWA (Federal Highway Administration) and the general public to identify the project.
- There will be times, however, when changing the name of a project is necessary. Some examples include:
    - Change in project scope
    - Combining two or more projects into a new project
    - Splitting existing projects into two or more new projects

Examples of project/program names

- Cleveland - Burnside to Stark: Complete Street
- 15th Ave: Sunrise to Evergreen Bike/Ped Improvements
- HCT: Division Transit NW Irving to Cleveland Park & Ride - Project Dev

Next, click in the field labeled "Description."

Project description

Provide a brief description of the scope of the project, following these guidelines:

- Description must be 250 characters or less.
- Use plain language and avoid technical terms that the general public does not use. Plainlanguage.gov provides resources for writing effectively, including a list of words to avoid.
- Reference other phases of the project, if there is more than one phase associated with the project.
- Include information so that the public and policymakers understand the purpose and desired outcome of the project or program, such as the benefits of the project or program (e.g., increase pedestrian visibility, reduce number and severity of crashes); the reason for the project (e.g., high number of serious crashes at the intersection); plan or study that identified the project; links to other relevant projects; list design elements; milestones and deliverables.

Examples of descriptive project descriptions include

- Widen from two lanes to four lanes from Purdy Street to Ramsay Street with turn lanes and signals at intersections, ADA curb ramps, marked crossings, sidewalks, bike lanes, and traffic signal coordination.

- Implement comprehensive traffic management plan to improve traffic flow, including three new traffic signals between I-205 and 158th Avenue, better signalization, message signs, fiber optic interconnection and communication with central computer.
- Reconstruct and widen road to five lanes from the Columbia Slough to the Marine Drive overpass, including bike lanes, sidewalks and vegetated buffer of adjacent trail and natural resource area. The project also signalizes the intersection of the T-6 entrance at Marine Drive to improve safety.
- Expand and/or upgrade transit stations and park-and-ride lots in various locations, including the River District, St. Johns, Lents, Hollywood, Parkrose, Hillsdale and Barbur transit centers.
- Boulevard retrofit of street from 15th Avenue to 24th Avenue including wider sidewalks, curb extensions, safer crossings, street trees and traffic signals.

Project status

For new projects or programs, select one of the following from the drop-down list:

- **2023 New & Committed -** Indicates a new project that was NOT identified on the 2018 RTP Project list for which the agency has been awarded funding not to be fully obligated by Oct. 1, 2023, and therefore must be included in the draft 2023 RTP Constrained project list as follows:
    - Any project or project phases that has had its federal or state funding awarded, but NOT fully obligated by October 1, 2023, should be included in your 2023-2030 Constrained project list.
    - Any project or project phases located on the regional system and that will use committed local funding in local fiscal year 2023-24 (starting July 1, 2023) and beyond should be included in your Constrained project list in the appropriate time period.

  Examples of committed or awarded funding include:
    - formally declared local funding (via Council action), or
    - awarded state or federal funding, such as through the federal discretionary programs (e.g., IIJA (Infrastructure Investment and Jobs Act)), ODOT STIP Enhance funding, or the 2025-27 RFFA process; or
    - local committed funding (MSTIP, SDCs, etc.)
- **2023 New, Not Committed -** Indicates a new, unfunded project that was NOT identified on the 2018 RTP Project list.

Next, click the orange "Add a project" button in the bottom left corner.

- Your project will be added to the list of projects.
- Find the newly created project in the list of projects and complete the required information as directed in the next section.
- Repeat these steps for each new project or program.

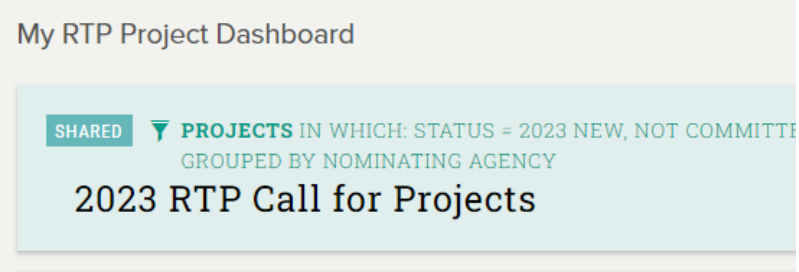
Part 4: Updating project information in the Hub

For projects included in the 2018 RTP, some data has been pre-populated in the HUB for convenience (e.g., previously provided information, escalated costs in 2023 dollars). For these existing projects, much of the information will already be available, but some information will need to be updated or added related to new questions. Information to be confirmed for existing projects and collected for new projects that will be used to organize, summarize; conduct system, equity, climate, and environmental analysis; and assess outcomes of the projects includes:

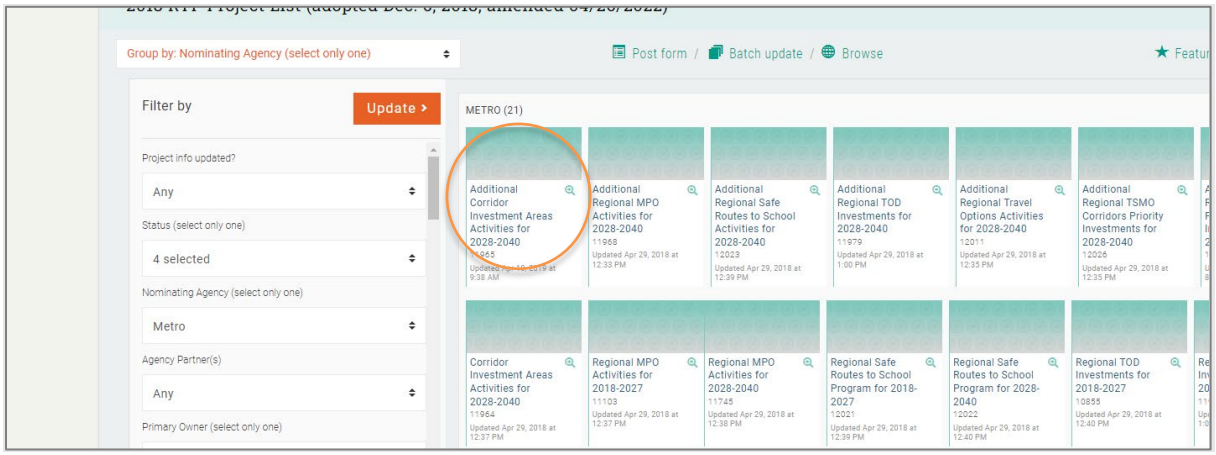
- agency information
- general project information
- summary of public engagement
- estimated project cost in 2023 dollars
- time-period for completion
- project type and investment category
- modeling assumptions
- spatial data.

⚠ **Please review and confirm all fields for all projects** – *new and previously included in the 2018 RTP – to ensure that all information is correct and up to date. Some questions have been added to the Hub and will be blank for all projects and some questions have changed, meaning that the prior Hub information may need to be revised. In this document these questions are indicated by an "*."*

First, click on the "2023 RTP Project List" drop down menu.

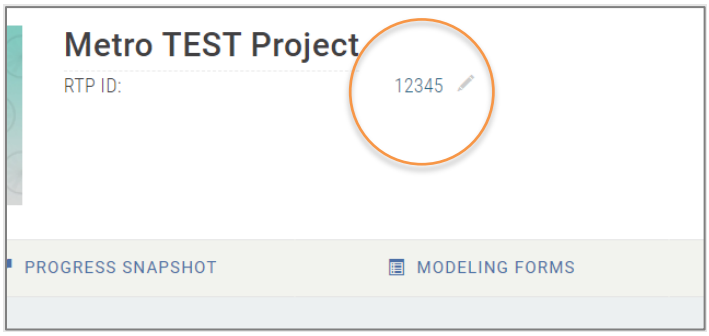


All 2018 RTP projects and any newly added projects (through the process described in the previous section) will be listed in alphabetical order, typically by jurisdiction. Use the "Filter" on the left to sort projects by different attributes. You may also find projects using the search function at the top of the page. Click on the project or program you would like to review, change, or add information to.



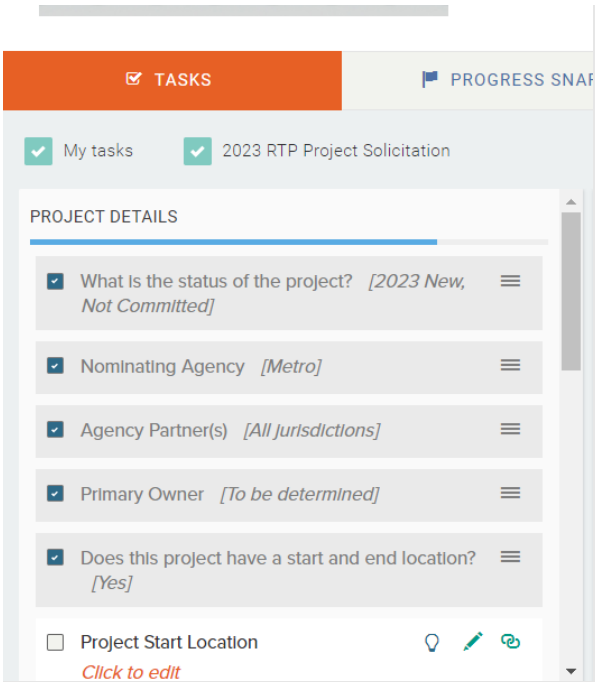
At the top you will find the **project name** and **RTP ID.**

DO NOT CHANGE THE RTP ID FIELD. *The RTP ID is a unique 6-digit code that is assigned by Metro to track projects in the Regional Transportation Plan. This is pre-populated for projects and programs that were included in the 2018 RTP, while new projects will be assigned a unique 6-digit code by Metro staff.*



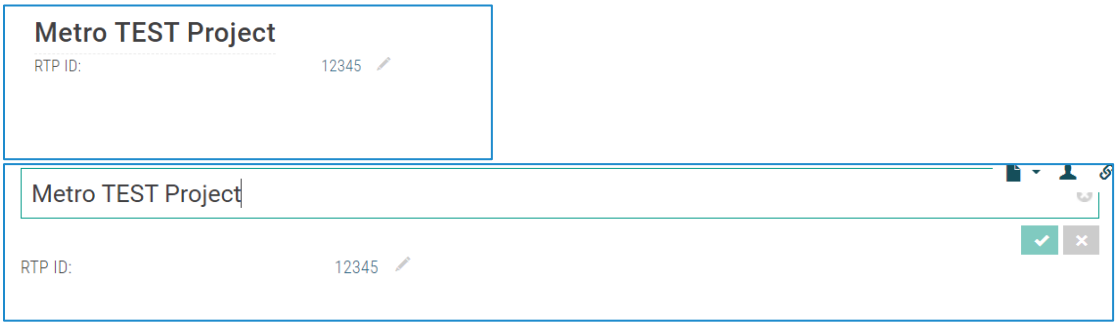
Step 1: Adding or Changing Project Details

To add or change project or program detail information, navigate to the “Tasks” tab.



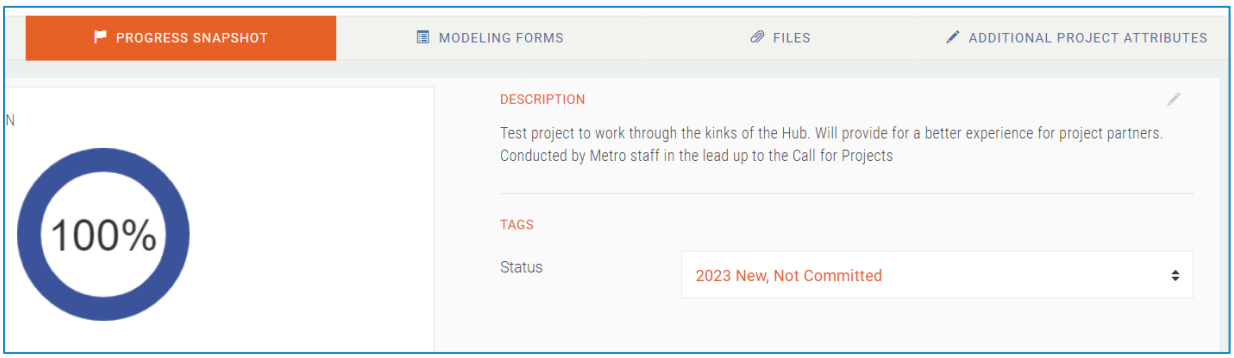
Project or program name

Refer to the section above on guidance for naming projects and programs. Update the name of the project or program if it does not meet the guidance. To change the name of a project or program go to the top of the project "workspace" and click on the Project name. Enter the updated name and click the check mark.



Description

Refer to the section above on guidance for project descriptions. Update the project or program description if it does not meet the guidance. To change the description, go to the Progress Snapshot tab. Enter the updated description in the text box.



What is the status of the project?

The year listed in the RTP status is used to indicate when the project was first added to the RTP, starting with the 2014 RTP. Some 2018 RTP projects have a status of 2014 Committed and 2014 Not Committed because they were carried over from the 2014 RTP to the 2018 RTP. The project status was updated for those projects and programs in the 2018 RTP completed since 2018.

⚠ **Do not change the status** *for projects or programs included in the 2018 RTP <u>unless</u> you are putting the project **on hold** (i.e., not including it in the 2023 RTP)*

- ! For new projects or programs, you will have identified the status when adding the project or program. For those new projects and programs confirm that the status is either 2023 New & Committed or 2023 New, Not Committed.
- ! If there are any projects or programs in the 2018 RTP that you will **not** be including in the 2023 RTP, and that are not marked as 2018 Completed or 2014 Completed or 2018 On Hold or 2014 On Hold, update the status to 2018 On Hold or 2014 On Hold. If you do not update the status, they will be included in the 2023 RTP project list.
- ! For all other projects: **Do not change the status**.

What does your pre-populated 2018 RTP project or program status mean?

- 2018 Completed - Indicates a project for which the construction/program implementation phase has been completed and the facility or program is open for use or no further obligations or federal actions are required after Oct. 1, 2023.
- 2018 On Hold - Indicates a project that was identified on the 2018 RTP project list, has no committed funding, doesn't fit within RTP cost targets or is no longer a priority, and, therefore, is not currently recommended for inclusion in the draft 2023 RTP project list.
- 2018 or 2014 Committed - Indicates a project that was identified on the 2018 RTP Project list, for which the agency has been awarded funding that was not fully obligated by Oct. 1, 2023, and therefore must be included in the draft 2023 RTP Constrained project list as follows:
    1. Any project or project phase(s) that has had its federal or state funding awarded, but NOT fully obligated by October 1, 2023, must be included in your 2023-2030 Constrained project list. Revenue cost targets exclude project costs for projects obligated on or before October 23, 2023. However, these projects must remain in the RTP and MTIP until they are substantially complete. Substantially complete means the project is operational and the Agency is in the process of closing it out, or waiting to resolve a few more items before closing it out (such as a planting season or a contractor dispute). This ensures that if the project is awarded additional funds (in particular if these are federal funds) even during construction after the construction phase has been obligated it is still in the RTP and MTIP.
    2. Any project or project phases located on the regional system and that will use committed local funding in local fiscal year 2023-24 (starting July 1, 2023) and beyond must be included in your Constrained project list in the appropriate time period.

    Examples of committed or awarded funding include:
    - formally declared local funding (via Council action), or
    - awarded state or federal funding, such as through the federal discretionary programs (e.g., TIGER, FASTLANE, BUILD), ODOT STIP Enhance funding, the 2025-27 RFFA process; or local committed funding (MSTIPe, SDCs, etc.)
- 2018 or 2014 Not Committed - Indicates a project that was identified on the 2018 RTP project list, has no committed funding, and is recommended for inclusion in the draft 2023 RTP project list.

Nominating Agency

The nominating agency is the public agency submitting the project or program to the 2023 RTP for consideration. Transportation Management Associations (TMAs) submit projects in coordination with a transportation agency. Nominating agencies are responsible for updating and submitting required project information to Metro via the online RTP Project Hub, including new or updated geoshapefile information and the public engagement and non-discrimination certification and documentation. In those cases when the nominating agency is different from the facility owner, the nominating agency will be responsible for updating and submitting required project information in coordination with the facility owner as needed to ensure accurate information is provided. It does not indicate financial commitment to the project. A nominating agency must be identified.

S*elect the appropriate nominating agency from the drop-down list*

- ODOT
- Metro
- Clackamas County
- Multnomah County
- Washington County
- TriMet
- SMART
- Port of Portland
- Beaverton
- Cornelius
- Durham
- Fairview
- Forest Grove
- Gladstone
- Gresham
- Happy Valley
- Hillsboro
- Johnson City
- King City
- Lake Oswego
- Milwaukie
- Oregon City
- Portland
- Rivergrove
- Sherwood
- Tigard
- Troutdale
- Tualatin
- West Linn
- Wilsonville
- Wood Village

- Tualatin Hills Park & Recreation District
- North Clackamas Parks & Recreation District

Agency Partner(s)

The public agencies that will help implement the project through planning, project development and/or construction. Agencies are encouraged to coordinate when proposing projects. Partners may also contribute funding to help implement the project.

Select all agency partners from the list or "N/A" if not applicable.

- All eligible nominating agencies listed above.
- Railroad operators (e.g., Union Pacific, Burlington Northern Santa Fe, Portland & Western) are eligible as part of a joint project with a local government, Metro, ODOT or transit provider (in coordination with transportation agencies and county coordinating committees).

Primary Owner

A primary owner is the public agency with primary ownership of the project right-of-way and/or facility, or primary authority over a program. While some projects may have more than one facility owner involved, agencies should identify the primary owner, that is the agency that is most responsible and/or has the most ownership. Primary facility owners may be any of the nominating agencies or agency partners listed under nominating agencies, or a railroad authority, or Transportation Management Association (TMA). If the primary owner is not determined, select 'to be determined.'

Select the primary owner from the drop-down list.

Does this project have a start and end location?

Answer "**yes"** for capital investments, including linear projects such as "Hall Blvd: Locust to Durham Bikeways" that will have a clear start and end point and area projects, such as intersections, transit stations or facility buildings. Answer "**no**" for programs that do not have a physical location or do not yet have a specific physical location identified "Transit Signal Priority Improvements (Portland)."

Click to edit to enter the project's start and end location in each of the appropriate text boxes.

- **Project Start/End Location** – For projects answering "**yes**," identify the project extent from North to South and/or from West to East. These must be consistent with the project name.
  - Start location – the beginning of the project limit or location of a spot improvement
  - *End location* – the end of the project limit or location of a spot improvement

Time Period

The 2023 RTP is effective immediately upon adoption by JPACT (Joint Policy Advisory Committee on Transportation) and the Metro Council; the Council action is scheduled for November 30, 2023. The plan is effective for five years from the date of adoption. The plan must be updated every five years. Consistent with the adopted RTP work plan, the investment strategy includes two horizon years:

Select the time period from the drop-down list.

- 2023-2030 to identify near-term priorities to meet the most immediate needs
- 2031-2045 to identify longer-term priorities to meet other regional needs

Indicate which of the two time periods (2023-2030 *or* 2031-2045 to match the revenue forecast years) the project is expected or recommended for construction/implementation. If "2023-2030" is selected, you must answer Yes to the question "is the project on the financial constrained list" and must fit within your project cost target.

Is the project on the financially constrained list?

The investment strategy also organizes projects based on the financially constrained revenue forecast and policy priorities of the RTP.

Select Yes or No from the drop-down list.

- Constrained priority projects (both 2023-2030 and 2031-2045) fit within the RTP financial forecast cost target (i.e., "RTP budget"). For projects to be eligible to receive federal and state funding, they must be on this list.
    - Select "**yes**" if your project or program is on the list for which funding has been committed or is recommended to be implemented with funding the region currently expects to have available.

- Additional strategic priority projects (2031-2045) the region should work together to develop funding for and construct.
    - Select "**no**" if your project or program is on the list for which funding is not currently anticipated.

Estimated Cost (in 2023 Dollars)

Review and update if appropriate costs for existing projects and programs and add costs for new projects or programs.

Click to review, confirm, change, or add estimated cost. Please use this format: $2,000,000

- Costs should be in 2023 dollars. Costs for projects included in the 2018 RTP have been updated to 2023 dollars by inflating the previous 2016 costs by 40% based on transportation industry cost data.
    - Review and confirm the cost estimate is appropriate for the project.
    - If the project definition has changed due to project development activities or other reasons and a refined cost estimate is more appropriate, please provide a

modified cost (in 2023 dollars). Upload a document providing a brief explanation of the reason for the modified cost estimate under the "Files" tab of the Hub.

- Project costs must be $2,000,000 or more.
- Project costs must account for all elements that could impact the cost of the project. For projects included in the 2018 RTP, consider whether there are changes to the scope or other details not previously accounted for that would influence the overall cost beyond inflation escalation, such as:
    - Costs associated with right of way, utilities, and stormwater.
    - Intelligent Transportation Systems, System or Demand Management elements.
    - All phases of the project (if not separated out into separate projects) including planning, preliminary engineering, right of way acquisition, utilities, construction.
    - For projects expected to use federal funds:
        - Project management to address federal aid process requirements. Non-certified agencies will need to have the project budget provide reimbursement to their project delivery agency (ODOT or another certified agency). Certified agencies can incorporate these costs into other project cost elements but should indicate how they have done so.
        - NEPA (National Environmental Policy Act) process costs and project mitigation design elements
        - Meeting federal ROW procedural and cost requirements beyond local agency process
        - Construction engineering/traffic management requirements beyond local agency process
- Round project costs to the nearest $100,000.
- For projects with an anticipated completion date in 2030 or sooner, nominating agencies must provide documentation of cost estimation.
    - Nominating agencies may use Metro's Project Cost Estimate Workbook (available on the 2023 RTP project webpage) or use a comparable cost estimate methodology to update project costs for all capital projects.
    - Add the completed Metro or other worksheet to the "Files" tab of the Project Hub, with the following naming protocol: RTP-ID#-cost-estimate-worksheet.

*Estimated Cost (in year of expenditure dollars)

Federal rules require project costs to be provided in year-of-expenditure (YOE) dollars to account for inflation. ODOT and statewide MPO (Metropolitan Planning Organization) staff have forecasted a 3.3% annual inflation rate for transportation projects for the purposes of long-range planning forecasts based on recent historical data.

Click to add estimated cost in YOE.

- For projects identified for implementation in the 2023-2030 period please multiply the 2023 cost estimate by 1.138 to reflect a cost inflated to 2027, the mid-year of this period. For projects identified for implementation in the 2031-2045 period multiply the

2023 cost by 1.627 to reflect a cost inflated to 2038, the mid-year of this period. This reflects an approach that assumes projects are implemented evenly over the planning period and shares the inflationary costs equally among projects in each of the two time periods for project analysis.

- If choosing a different cost methodology more appropriate to the project or program year of expenditure costs, provide the year-of-expenditure cost estimate to this question and upload a brief explanation of the cost method to the "Files" tab of the Project Hub.
- Round project costs to the nearest $100,000.

***How much funding is already dedicated to the project?**

Project or project phases that have dedicated local, regional, state or federal funding must be included in the financially constrained system, and the dedicated funds are not available for other projects. Dedicated funds are expected to be available for project costs during the planning period, accounting for new revenues from 2024 through 2045. The project costs submitted for the RTP need to reflect the total cost of the project or program, including those already dedicated to the project.

Click to add amount of funding dedicated to the project as a result of local, regional, state and/or federal legislation. Please use this format: $2,000,000. If no funding has been dedicated to the project via legislative action, enter $0.

-

- Metro staff will coordinate with agencies whose projects have received funding awards from regional, state, or federal sources within the planning period, such as the 2025-27 Regional Flexible Funds Allocation.

***How much of the dedicated funding is available to use before 2024?**

These funds are not accounted for in the revenue forecast. They will be added to your current revenue forecast and cost target.

Click to add amount of funding dedicated to the project as a result of local, regional, state and/or federal legislation and that is available to use before 2024. Please use this format: $2,000,000. If no funding has been dedicated to the project via legislative action, enter $0.

***Have you accounted for all elements that could impact the cost estimate of the project?**

Project costs should account for all elements that impact the cost to the extent possible. Costs for capital projects include preliminary design, final design and engineering, right-of-way acquisition and construction costs.

Select Yes or No from the drop-down list.

- If you have included all expected project cost elements into your cost estimate, select

"**yes**."

- If you have not yet included all expected project cost elements, select "**no**" and upload a document providing a brief explanation under the "Files" tab of the Hub titled "RTP-ID-#-cost-elements-explanation"

List RTP ID Numbers (if known) of other related project phases

List the ID# of other projects submitted to the 2023 RTP (including any already included in the 2018 RTP) that represent other phases of the project (e.g., 11398, 51345). Projects that cost more than $25 million are encouraged to be submitted as discrete phases of project development (e.g., preliminary design, final design and engineering, right-of-way acquisition, and construction) and/or smaller, logical segments.

Click to add ID numbers of related projects [Enter only numbers. Separate more than one RTP number by a comma and then a space (e.g., 11398, 51345)]

*Project features and design elements

Identify all features relevant to the project design. Any features or design elements that change roadway capacity or add bicycle infrastructure should be reflected in the modeling assumptions form (see Step 3 below). Projects may have design elements in different categories (e.g., roadway, freight, and pedestrian).

Select all that apply from the drop-down list.

Feature/Element	Definition
Pedestrian Features and Elements	
Buffer treatment and benches	Adds features that increase access and comfort for people walking and rolling on sidewalks and other pedestrian facilities, including landscaped buffers from the roadway and/or street furniture like benches.
Lighting intersections & marked crossings	Adds treatments to a crossing of roadways that make it visible to both the person driving and walking or rolling, including markings and lighting.
Overpass or underpass	Adds a physically separated crossing of a roadway or throughway for people walking and rolling.
Priority intersection treatments/raised median island	Adds treatments to the crossing of roadways that increase the safety of people walking or rolling and/or give them priority, including median refuge islands and/or pedestrian head-start signal timing.
Pedestrian signal or beacon	Adds a signal or beacon to a crossing of roadways making it more visible to both the person driving and walking or rolling from farther away compared to traditional transverse line-marked crosswalks, including a traffic signal, High-Intensity Activated Crosswalk [HAWK] beacon, or Rapid Rectangular Flashing Beacon [RRFB (Rectangular Rapid Flashing Beacon)]).
Sidewalk infill	Adds sidewalk to fill a gap in the existing network.
Universal access and ADA compliance	Adds new or upgrades facilities consistent with the American with Disabilities Act requirements.
Sidewalk improvements (not infill)	Reconstructs and or upgrades existing sidewalks, including adding curb cuts and/or sidewalk widening.
Other	Other features and design elements not covered under any other categories.

Feature/Element	Definition
Bicycle Features and Elements	
Bicycle boulevards	Adds traffic calming and crossing features to a low traffic street to enhance bicycle safety and convenience by providing direct routes that allow free-flow travel for bicyclists with traffic controls at major intersections, as well as sharrows, signage, and safety elements such as median islands, signal modifications, and lighting.
Bicycle parking	Adds parking for bicycles including staples or corrals at transit stations or centers, plazas, at the curb, or other locations.
On-street bikeway or bike lane	Adds a conventional striped bicycle lane to the roadway without physical separation or buffered striping.
Overpass or underpass	Adds a physically separated crossing of a roadway or throughway for people bicycling.
Priority treatments at intersections & crossings	Adds treatments to the crossing of roadways that increase the safety of people bicycling and/or give them priority, including bike boxes, green paint, bicycle signals and/or traffic signal priority, and protected intersection designs.
Buffered bikeways	Adds a striped bicycle lane to the roadway with a painted buffer between it and motor vehicle travel lanes.
Protected bikeways/ cycletracks	Adds a bicycle lane, path, or cycletrack with physical barriers and/or grade separation from motor vehicle travel lanes.
Restriping/Maintenance	Maintains existing bikeway facilities through restriping or other activities.
Other	Other features and design elements not covered under any other categories.
Trail Features and Elements	
New trail/multi-use path or extension	Adds or extends an existing trail or multi-use path to create a new connection for people walking, rolling, and bicycling that is physically-separated from the roadway.
Treatments (pull-outs, seating, wayfinding)	Adds features that increase access and comfort for people walking, rolling, and bicycling on trails such as wayfinding, pull-outs and/or seating.
High visibility trail street crossings	Adds treatments to a crossing of a trail and a roadway that are more visible to both the driver and pedestrian from farther away compared to traditional transverse line-marked crosswalks, such as patterns (i.e., bar pairs, continental, ladder), elevation, and/or lighted signage (e.g., High-Intensity Activated Crosswalk [HAWK] signal, Rapid Rectangular Flashing Beacon [RRFB]).
Other	Other features and design elements not covered under any other categories.
Transit Features and Elements	
New rail infrastructure/ connection	Adds new rail tracks to create a new or extend an existing line or route to create a new transit connection.
New rapid bus infrastructure/ connection	Adds transit capacity, speed, and reliability features (e.g., dedicated space in the roadway, articulated buses, station and stop improvements) to upgrade an existing frequent service route to create a new high-capacity transit connection.
New bus or shuttle line/ connection	Adds a new bus or shuttle line or route to create a new transit connection.
New vehicles	Adds new buses, articulated buses, rail cars, or other vehicles to the fleet, including replacement of standard buses with electric buses.
Transit center, stop or station	Adds station or stop features such as shelters, pads, passenger boarding areas, lighting, real-time arrival information, and/or information kiosks. Includes electric vehicle charging and other infrastructure needed to support electrification of the fleet.
Park and rides	Parking garages or lots for motor vehicles at transit centers.
Enhanced transit corridor investment	Moderate cost capital and operational treatments that improve transit capacity, reliability, and travel time along major Frequent Service bus lines. These may include changes to the design and operation of streets and signals, typically owned and operated by the city, county or ODOT (e.g., transit signal priority and signal improvements, dedicated bus, or BAT (Business Access and Transit) (Business Access and Transit) lanes, queue jump lanes, traffic flow modifications, curb extensions at stops). They may also include changes to transit vehicle fleet, station equipment and

Feature/Element	Definition
	operation systems typically owned and operated by TriMet or SMART (e.g., rolling stop modification, stop consolidation, headway management, all door boarding, larger vehicles).
Other priority/ enhanced transit toolbox designs	Other capital investments that support transit operations such as technologies supporting payment options or information sharing.
New service	Adds service to improve existing transit lines, such as increased bus or rail frequency/headways.
Other operations	Funding that supports the operation of light rail, commuter rail, bus rapid transit, streetcar, bus, shuttle, and the tram, such as fuel, computer-aided dispatch, and/or automatic vehicle location.
Maintenance	Funding for preventive maintenance of fleet and facilities and transit vehicle replacement and infrastructure repair to keep the system in a state of good repair.
Other	Other features and design elements not covered under any other categories.
Freight Features and Elements	
Signal priority, freight-only lanes, queue jumps	Modifies the design and operation of streets and/or signals to improve freight capacity, reliability, and travel time, such as signal priority, and/or time extension, and/or freight-only lanes, and/or queue jumps.
Loading zones	Designates restricted, temporary, and/or timed space in travel lanes, shoulders, or parking at the curb for freight and/or passenger loading and unloading.
Turning radius designs	Modification or widening of intersection and/or crossing turning radii to accommodate larger freight vehicles.
Grade separate freight modes	Grade separates freight from another road, rail, or throughway to reduce conflict with other users and/or improve freight travel time and reliability.
Improved rail crossing	Reconstruction, realignment, upgrade, and/or modification of a rail crossing to improve operations and/or safety, including speed upgrades and/or new safety features.
New connection	Adds a new or extension of an existing freight route road or railway, including new track or double tracking.
Maintenance	Preservation and maintenance to keep freight route road and railways in a state of good repair, including pavement resurfacing, preventive maintenance, preservation, and rehabilitation.
Operations	Roadway treatments that support operations on freight railways and/or optimize truck operations on freight routes, without increasing capacity, such as height clearances.
Other	Other features and design elements not covered under any other categories.
Roadway Features and Elements	
New general purpose lane(s)	Adds a new lane for motor vehicle travel on a roadway, including new turn lanes and center turn lanes.
Bus lane	Repurposes an existing motor vehicle lane for bus only use on a roadway.
Toll lane	An existing motor vehicle lane on a roadway tolled to regulate access.
New road/roadway extension	Adds a new roadway or extension of an existing roadway.
Reconstruction/realignment	Reconstruction or realignment of an existing roadway, including sub-grade work.
Road widening	A lateral expansion of the currently maintained footprint, or lateral expansion of the roadway and/or the acquisition of additional right-of-way for road construction on a roadway.
New bridge, widening existing bridge	Addition of a new bridge structure or widened bridge structure carrying a roadway, throughway, or railroad across a river, ravine, road, railroad, or other obstacle to connect the system.
Bridge reconstruction/realignment	Reconstructs and/or realigns a new bridge structure carrying a roadway, throughway, or railroad across a river, ravine, road, railroad, or other obstacle to connect the system.
Bridge seismic retrofit	Seismic retrofits for small/local bridges and ODOT bridge rehabilitation projects.

Feature/Element	Definition
Bridge maintenance	Preservation and maintenance to keep bridges in a state of good repair, including pavement resurfacing, preventive maintenance, preservation, and rehabilitation.
New interchange	Addition of a new minor roadway or lanes that connect two or more throughways, a throughway and major roadway, or a throughway and local streets (e.g., diamond, cloverleaf).
Intersection design changes	Reconstructs, realigns, and/or makes modifications and/or adds gateway features to an existing intersection of two or more roadways.
Resiliency retrofit	Repair, modification, and/or upgrade of existing roadways to make them more resilient to hazards such as landslides, flooding, etc.
Safety treatments, reduce modal conflicts	Design elements to separate modes and increase safety, including adding medians, roundabouts, guardrails, median barriers, crash cushions, speed management; Highway Safety Improvement Program implementation; Emergency relief (23 U.S.C. 125).
Safety treatments (other)	Safety countermeasures such as reflective backplates, safety edge, enhanced curve delineation, skid treatments, increasing sight distance, safety roadside rest areas, and rumble strips; speed management; projects that correct, improve, lighting treatments, emergency truck pullovers, or eliminate a hazardous location or feature; Railroad/highway crossing warning devices; Highway Safety Improvement Program implementation.
Curb and stormwater drainage	Adds facilities, upgrades, makes modifications to, and/or repairs storm sewers, drainage systems or drainage patterns to address safety issues, increase capacity, and/or improve water flows or quality.
Road diet, removal of general purpose lane, or adding diverter	Removes motor vehicle capacity from the roadway through a "road diet," removal of a general purpose travel lane, or addition of a diverter, usually maintaining or even increasing capacity for people walking, rolling, bicycling and/or using transit.
Maintenance	Preservation and maintenance to keep roadways in a state of good repair, including pavement resurfacing, preventive, maintenance, preservation, and rehabilitation.
Operations	Roadway treatments that support operations, where capacity impacts are at most minor, including channelization, turn restrictions, speed reduction, reducing the number of lanes, repurposing space (without adding lanes) or make other improvements for reducing conflicts and increasing safety for all roadway users.
Other	Other features and design elements not covered under any other categories, such as fencing.
Throughway Features and Elements	
New interchange	Addition of a new minor roadway or lanes that connect two or more throughways, a throughway and major roadway, or a throughway and local streets (e.g., diamond, cloverleaf), adds capacity.
Interchange design changes	Changes to an existing minor roadway or lanes that connect two or more throughways, a throughway and major roadway, or a throughway and local streets (e.g., diamond, cloverleaf) that repurpose space, add capacity.
New connection	Adds a new throughway or extension of an existing throughway, adding capacity.
Widening	A lateral expansion of the currently maintained footprint, or lateral expansion of the throughway and/or the acquisition of additional right-of-way for road construction on a throughway.
New general purpose lane(s)	Adds a new lane for motor vehicle travel on a throughway adding capacity.
New auxiliary lane(s)	Adds a new auxiliary lane for motor vehicle traffic on a throughway adding capacity.
Bus lane	Repurposes an existing motor vehicle lane for bus only use on a throughway; changes capacity.
Toll lane	An existing motor vehicle lane on a throughway that is tolled as a means of regulating access; changes capacity.
Removes or separates auxiliary lane	Removes an auxiliary lane, reducing the overall number of throughway lanes, or physically separates an existing auxiliary lane from the throughway; changes capacity.

Feature/Element	Definition
Maintenance	Preservation and maintenance to keep throughways in a state of good repair, including pavement resurfacing, preventive maintenance, preservation, and rehabilitation.
Operations	Throughway treatments that support operations, where capacity impacts are at most minor, including channelization, turn restrictions, speed reduction, reducing the number of lanes, repurposing space (without adding lanes) or make other improvements for reducing conflicts and increasing safety for all roadway users.
Other	Other features and design elements not covered under any other categories, such as fencing.
TDM/TSMO/Other Features and Elements	
ITS (Intelligent Transportation Systems) elements	Features supporting transportation system operations and efficiency, including ITS systems, ramp metering, vehicle charging stations traffic signal coordination, real-time data collection and use, communications infrastructure, software purchases.
Access management	Traffic control devices and operating assistance other than signalization projects, including strategies for active traffic management, medians, separated lanes and access management.
Travel demand management	Strategies and programs designed to reduce demand for roadway travel, particularly single occupant vehicle trips, through various means, such as pricing, tolling, high occupancy vehicle lanes, education, outreach, marketing, incentives or disincentives, technology, and policy.
Traffic Incident Management	Real-time traveler information regarding traffic conditions, incidents, delays, travel times, alternate routes, weather conditions, construction, or unique events.
Traveler Information	Commuter and individualized marketing programs.
Other: Program	Programmatic activities supporting a capital project, such as those for travel demand management or safe routes to school. These include regional travel options programs, paid and timed parking in centers, encourage walking, biking, use of transit, van, and carpooling, carsharing, ridesharing, and alternative work hours and telecommuting.

What type of program?

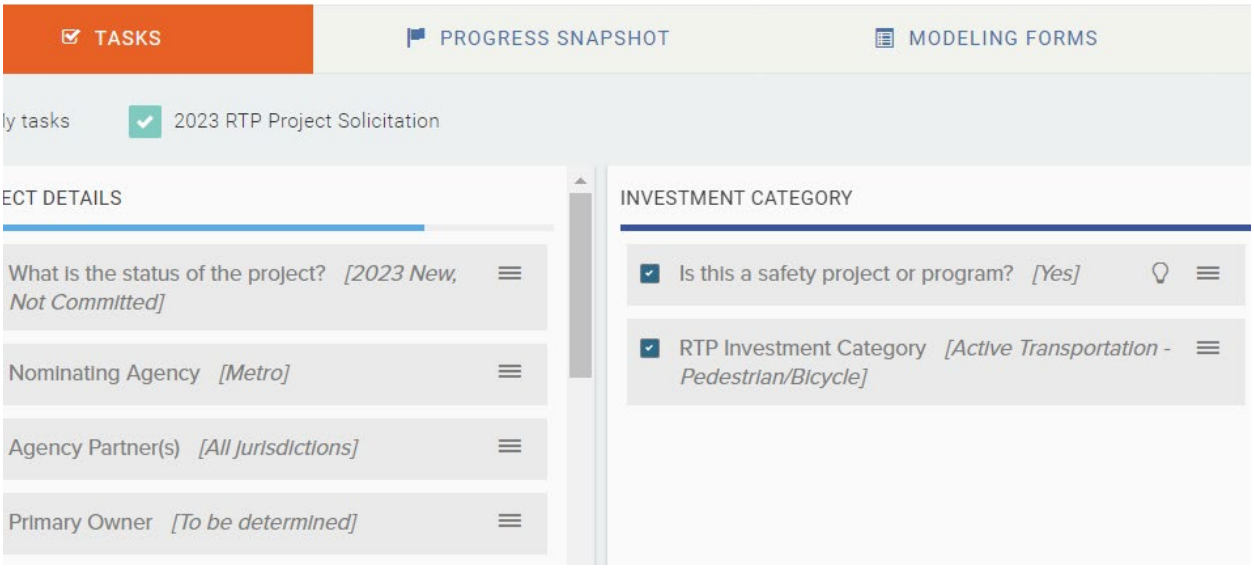
If project does not have a start and end location (answers **no** to "Does this project have a start and end location") and is not a capital project. Identify the type (e.g., program) and scale (e.g., corridor, citywide, countywide, regionwide, or state) from the drop-down list. Examples include a transportation demand management (TDM) project or transit service operations and related "operating" capital (such as transit vehicle replacements and purchases or maintenance facilities).

Select the type of program from the drop-down list.

- Corridor program
- Citywide program
- Countywide program
- Regionwide program
- State program

Step 2: Adding or Changing Investment Categories

To add or change project or program Investment Category information go to the section with that title in the "Tasks" tab.



Is this a safety project or program?

Safety projects and programs are identified by agencies in safety action plans and other plans and studies. Safety projects have the primary purpose of preventing and reducing fatal and serious injury crashes addressing a documented safety problem at a documented high injury or high-risk location (including Regional High Injury Corridors and Intersections) with one or more proven safety countermeasure(s).

Select Yes or No from the drop-down list.

Answer "**yes**" if the following apply:
A safety problem (occurrence and risk of fatal and serious injury crashes) has been identified and documented through an analysis of crash and risk data in safety plans or other plans and studies; and the project or program addresses the identified safety problem using proven safety countermeasures such as road diets, medians and pedestrian crossing islands, pedestrian hybrid beacons, roundabouts, access management, reflective backplates, safety edge, enhanced curve delineation, and rumble strips, or programs such as Safe Routes to School, messaging and behavioral programs. More information about these and other proven countermeasures can be found at: https://safety.fhwa.dot.gov/provencountermeasures and www.oregon.gov/ODOT/HWY/TRAFFIC-ROADWAY/docs/pdf/CRF_Appendix.pdf. These criteria are consistent with those of the ODOT All Roads Transportation Safety (ARTS) Program (www.oregon.gov/odot/Engineering/ARTS/Criteria.pdf).

RTP Investment Category

RTP Investments categories group projects and programmatic investments by the primary transportation network and primary purpose of the project or program. If a project or program makes investments in multiple modes, please select the category that describes the most significant portion (highest cost) of the project.

Select the appropriate investment category from the drop-down list.

Investment Category	Description
Active Transportation	
Pedestrian	Capital projects primarily addressing pedestrian or people with disabilities needs. Sidewalks, off-street trails, modernize street and intersection designs to reduce conflicts and better serve people walking.
Bicycle	Capital projects primarily addressing bicyclist needs. Protected and/or separated bike lanes, off-street trails, modernize street and intersection designs to reduce conflicts and better serve people biking.
Pedestrian/Bicycle	Capital projects addressing both pedestrian and bicyclist needs. Protected and/or separated bike lanes, sidewalks, crosswalks and curb ramps on major streets, off-street trails, modernize street and intersection designs to reduce conflicts and better serve people walking and biking.
Roadways	
Freight	Capital projects primarily addressing freight access needs. Road and railroad crossing upgrades, port and intermodal terminal access improvements, rail yard and rail track upgrades
Roadways	Capital projects primarily addressing motor vehicle travel mobility and/or access needs, but may include pedestrian, bicycle, or transit infrastructure. These include new arterial and collector street connections, strategic widening, and highway overcrossings; may also include pedestrian, bicycle, or other treatments.
Bridges	Capital projects primarily addressing motor vehicle travel connectivity needs; may also include pedestrian, bicycle, or other treatments.
Roadway Operations	Roadway treatments that support operations, where capacity impacts are at most minor, including channelization, turn restrictions, speed reduction, reducing the number of lanes, repurposing space (without adding lanes) or make other improvements for reducing conflicts and increasing safety for all roadway users. These may also include accommodations to optimize freight truck operations, such as turning radii, height clearances, and signal time extensions.
Bridge Operations	Bridge treatments that support operations, where capacity impacts are at most minor, including channelization, turn restrictions, speed reduction, reducing the number of lanes, repurposing space (without adding lanes) or make other improvements for reducing conflicts and increasing safety for all roadway users. These may also include accommodations to optimize freight truck operations, such as turning radii, height clearances, and signal time extensions.
Roadway Maintenance and Preservation	Preservation and maintenance activities to keep roadways in a state of good repair, including pavement resurfacing, preventive maintenance, preservation, and rehabilitation.
Bridge Maintenance and Preservation	Preservation and maintenance activities to keep bridges in a state of good repair, including pavement resurfacing and pavement or structure preventive maintenance, preservation, and rehabilitation (e.g., new decking, joint repair, seismic retrofit).
Throughways	Capital projects primarily addressing motor vehicle travel mobility needs, including interchange fixes, strategic widening, or auxiliary lane additions, as well as pedestrian, bicycle, or other treatments.
Transit	
High Capacity	Capital projects (that may be combined with service and operations improvements) that provide new light rail, bus rapid transit, streetcar, or commuter rail lines and/or facilities.
Better Bus	Moderate cost capital and operational treatments that improve transit capacity, reliability, and travel time along major Frequent Service bus lines. These may include changes to the design and operation of streets and signals, typically owned and operated by the city, county or ODOT (e.g., transit signal priority and signal improvements, dedicated bus or BAT lanes, queue jump lanes, traffic flow modifications, curb extensions at stops). They may also include changes to transit vehicle fleet, station equipment and operation systems typically owned and operated by TriMet or SMART (e.g., rolling stop modification, stop consolidation, headway management, all door boarding, larger vehicles). This also includes Metro's Better Bus program.

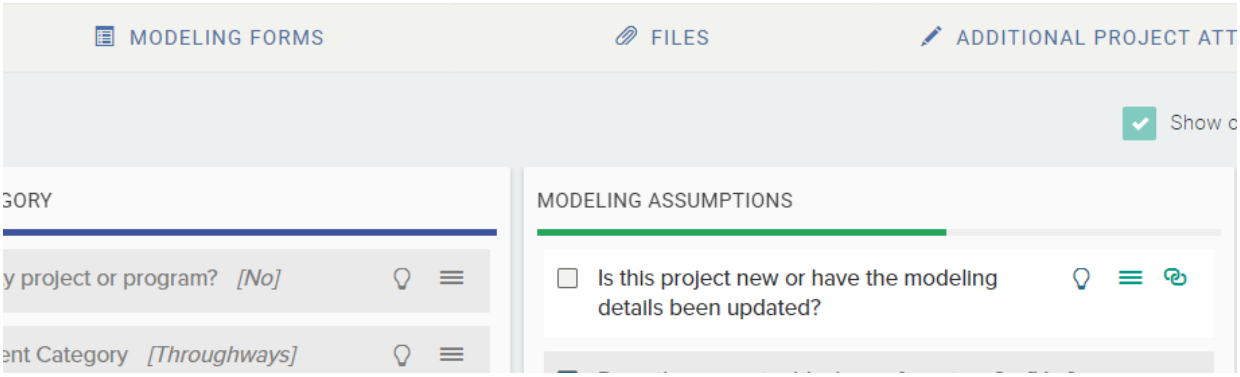
Investment Category	Description
Capital - Other	Other capital improvements to the transit systems, including: • Fleet investments including upgrades to low or no emission vehicles • Station and stop features such as shelters, benches, pads, passenger boarding areas, lighting, and real-time arrival information. • Features increasing multimodal access to transit such as completing sidewalk, bicycle facility, or trail connections and crossings to stops and stations and providing secure bicycle parking and co-located bike sharing facilities at and wayfinding signage to stops and stations. • Facilities for maintenance, operations, and vehicle storage.
Operating Capital	Other capital investments that support transit operations such as technologies supporting payment options or information sharing transit or vehicle replacements for existing service or maintenance facilities.
Service and Operations	Funding for providing transit service and supporting light rail, commuter rail, bus rapid transit, streetcar, bus, shuttle, and tram operations.
Maintenance	Funding for preventive maintenance of fleet and facilities and transit vehicle replacement and infrastructure repair to keep the system in a state of good repair.
Transit-oriented Development	Policy and market incentives to encourage building higher-density, mixed-use projects in centers and along corridors served by high capacity and frequent transit. This also includes Metro's TOD program.
Other	
Transportation System Management (Technology)	Projects that support transportation system operations and efficiency, including ramp metering, active traffic management, traffic signal coordination, vehicle charging stations, and real-time traveler information regarding traffic conditions, incidents, delays, travel times, alternate routes, weather conditions, construction, or unique events. This also includes Metro's TSMO program.
Transportation Demand Management	Strategies and programs designed to reduce demand for roadway travel, particularly single occupant vehicle trips, through various means such as, education, outreach, marketing, incentives or disincentives, technology and policy. These include regional travel options programs, paid and timed parking in centers, encourage walking, biking, use of transit, van, and carpooling, carsharing, ridesharing, and alternative work hours and telecommuting. It also includes Metro's Regional Travel Options (RTO) program.
Pricing Programs	Capital and/or operational projects for pricing the use of roadways (which may be variable depending on the time of day), including gantries, toll technology, priced and/or managed lanes (including high occupancy HOT (High Occupancy Toll) lanes), and/or area-wide charges or cordon charges.
Regional Activities	Metropolitan planning activities, planning and technical studies, grants for training and research programs, and other activities conducted pursuant to Titles 23 and 49 U.S.C.
Mega Projects	Major infrastructure projects that cost more than $1 billion that attract a high level of public attention or political interest because of substantial direct and indirect impacts on the community, environment, and State budgets.

Step 3: Indicating Modeling Status and Adding or Changing Modeling Assumptions

To add or change project or program modeling assumptions look column called "Modeling Forms" under the "Tasks" tab.

Is this project new or have the modeling details been updated?

New capital motor vehicle, freight, transit, and bicycle projects, OR projects included in the 2014 or 2018 RTP that have changed must provide modeling assumptions. To answer this question, review the modeling details and files submitted for the 2018 RTP. Determine if any of the details have changed.



Select the Yes or No from the drop-down list.
If you are adding a new project, OR for projects included in the 2018 RTP that have changed, answer "**yes**". If not, select "**no**."

If you answer yes to this question, review, update and or fill out a form of the project's modeling details under the "Modeling Forms" tab from the project menu bar. Add any supporting drawings or files under the "Files" tab, including the RTP ID# in the document(s) title(s).

*Does the project add a lane of any type?

The purpose of this question is to identify projects that add motor vehicle capacity to the regional transportation system which must be included in the regional travel model.

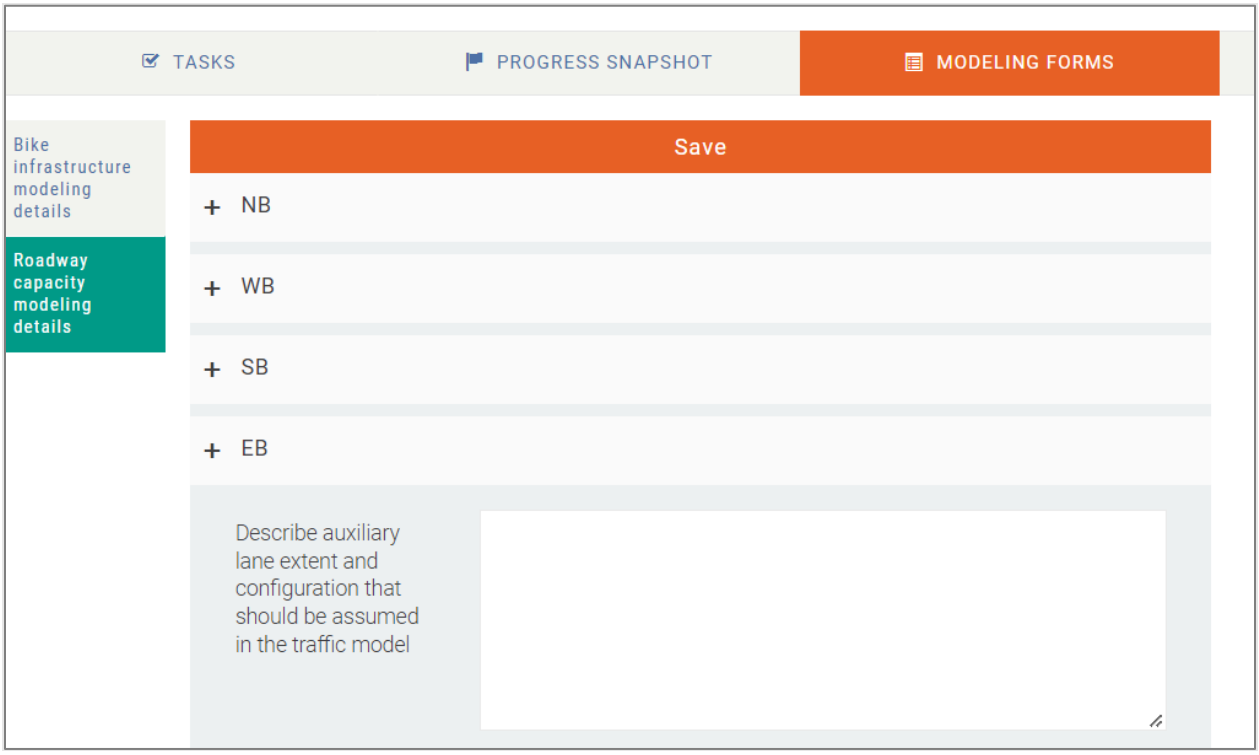
Select the Yes or No from the drop-down list.
Consistent with 660-012-0830, answer "**yes**" to this question for any project exceeding $5 million in cost and including: (A) A new or extended arterial street, highway, freeway, or bridge carrying general purpose vehicle traffic; (B) New or expanded interchanges; (C) An increase in the number of general purpose travel lanes for any existing arterial or collector street, highway, or freeway; and (D) New or extended auxiliary lanes with a total length of one-half mile or more.

If you answer **yes** to this question, fill out a form of the project's modeling details under the "Forms" tab.

Roadway capacity modeling details
Describe the modeling details:

- Indicate the number of NB, WB, SB, EB through lanes, auxiliary lanes, turn lanes, posted speed and traffic signals before and after the project.

- Describe the auxiliary lane extent and configuration that should be assumed in the traffic model.
- Describe the interchange configuration to be assumed in travel model.
- Describe the type of turn lane(s) (i.e., a right turn, double left turn, continuous left turn).
- Describe the turn lane restrictions that should be assumed in the traffic model.
- List the locations of all existing & anticipated traffic signals.



Also provide a link to any supporting modeling diagrams, engineering drawings, maps, or other relevant information (see bike modeling worksheet example here). Maps and drawings should identify street names at project start and end locations and other important intersections.

! The RTP ID, project description, and project start and end location will populate automatically once you save.

Check "yes" this form has been completed and click "save" at the bottom of the form.

Upload files to support the information provided:

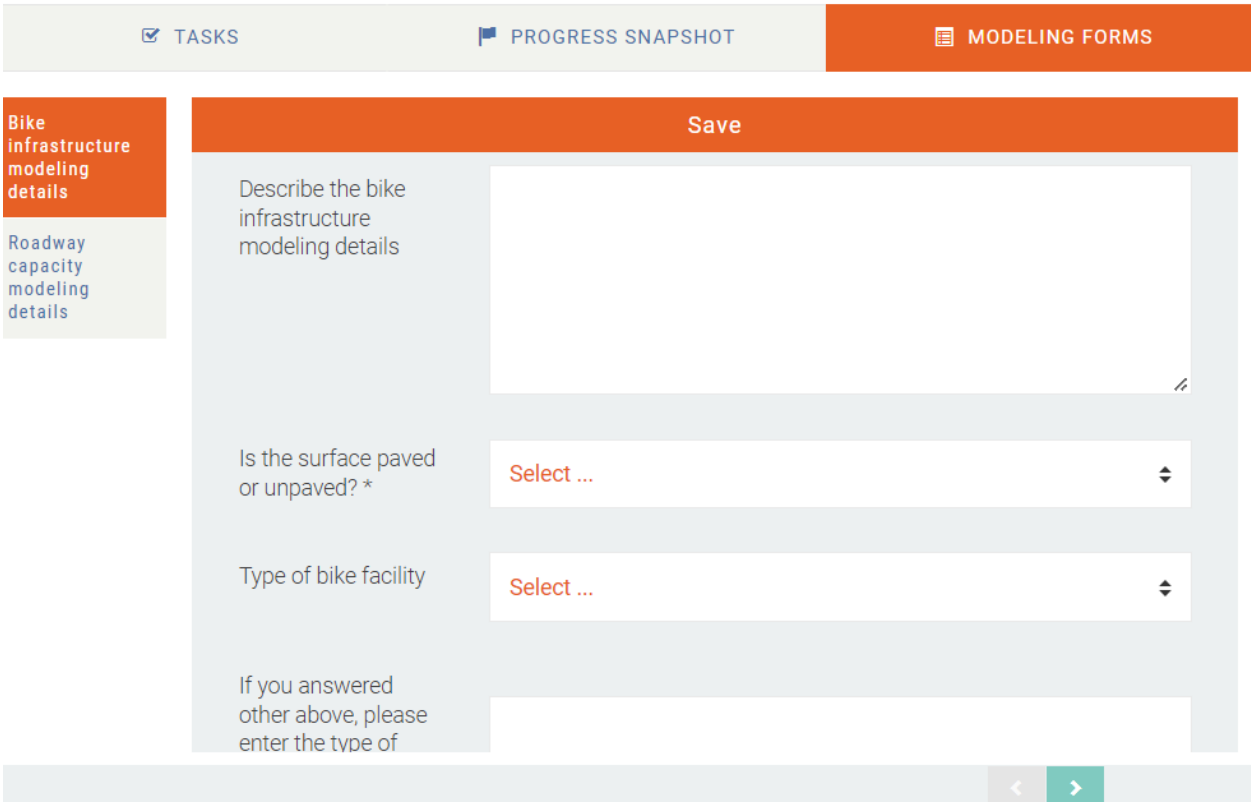
- **Click** on the "Files" tab (second from the right) on the project menu bar.
- **Click** "Upload File" in the top right corner to find the correct file to upload.
- **Select** "Modeling Assumptions" from the checklist and add a brief description of what you are uploading (e.g., engineering drawing).
- **Click** "Add File" in the bottom right to submit.

Does the project add bicycle infrastructure?

Bicycle infrastructure additions that must be included in the regional bike model include adding a cycletrack, buffered or protected bike lanes, on-street bike lanes, bike boulevard, and off-

street trail/multi-use path. If the project adds any of these types of bicycle infrastructure, answer "**yes**" to this question.

If you answer yes to this question, click on bike infrastructure modeling details, or go to the "Modeling Forms" tab to fill out a form of the project's bicycle modeling details.



Describe the bike infrastructure modeling details, whether the surface is paved or not, the type of bike facility, and provide a link to any supporting modeling diagrams, engineering drawings, maps, or other relevant information. Maps and drawings should identify street names at project start and end locations and other important intersections.

! Don't worry about filling out the RTP ID, project description, or project start and end location - these are linked in the hub and will populate automatically once you save. Check "yes" this form has been completed and click "save" at the bottom of the form.

Upload files to support the information provided:

- **Click** on the "Files" tab (second from the right) on the project menu bar.
- **Click** "Upload File" in the top right corner to find the correct file to upload.
- **Select** "modeling assumptions" from the checklist and add a brief description of what you are uploading (e.g., engineering drawing).
- Click "Add File" in the bottom right to submit.

Note that many projects will both change roadway capacity and add bicycle infrastructure. For those projects, complete both modeling assumption sections. If only one of the two is applicable, you need only to submit modeling assumptions for the appropriate section.

Step 4: Adding or Changing Project Status

To add or change project or program status information look to the last column still in the "Tasks" tab.

*What plan or study identified the need for this project?

To be eligible for consideration for inclusion in the 2023 RTP, a project or program must come from adopted or approved plans, strategies or studies developed through a public planning process with public engagement and opportunities for public comment that identified the project to address a transportation need on the regional system. Indicate which type of adopted plan or strategy identified the need for the project or program.

Note that if a project is not in a Transportation System Plan, and is not in the RTP, and adds motor vehicle capacity you must fill out Congestion Management Process Documentation form. Fill out the form and upload it to the "Files" tab.

Select the appropriate document from the list below or choose "This project has not been identified in a plan or study."

- Transportation System Plan
- Concept Plan
- Freight Plan
- Area Plan
- Corridor Refinement Plan
- Transit Plan
- Service Enhancement Plan
- Safe Routes to School Plan
- Safety Plan
- Active Transportation Plan
- Transportation Demand Management (TDM) Plan
- Transportation System Management and Operations (TSMO) Plan

*Was the public involved in the process prioritizing this project?

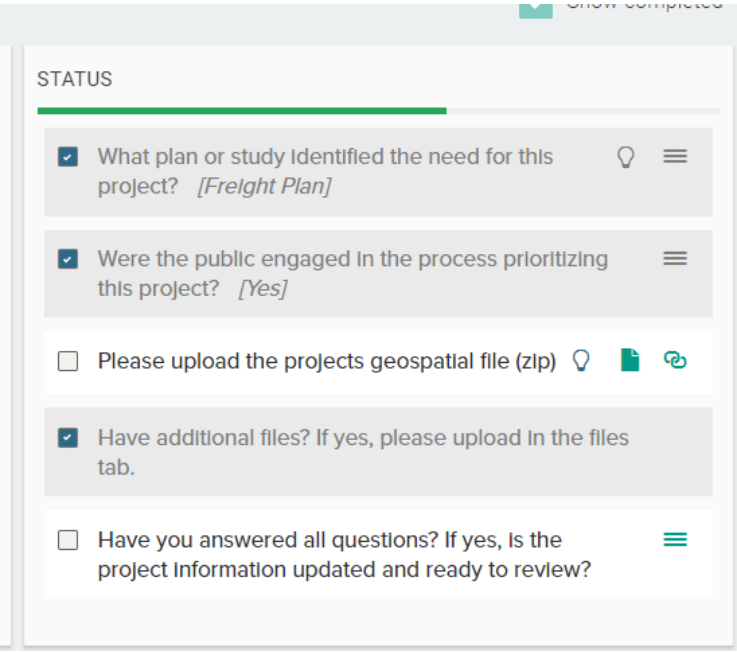
Transportation system plans, subarea plans, topical (e.g., safety) plans, modal (e.g. freight) plans, or transit service plans identify projects that prioritized for funding and timing based on community need. The public is engaged in a process to provide input shaping how the broader list is prioritized with specific outreach to communities of color, people with low-income and people who do not speak English well. Documentation of public involvement certifying that appropriate public involvement efforts were made or will be made and documented in the *Public engagement and non-discrimination certification and documentation form*.

Select Yes or No from the drop-down list.

If the project or program went through a process where the public was engaged in its prioritization, answer "**yes**" to this question. If not, answer "**no**."

Please upload the project or program geospatial file (zipped GIS file)

All location-specific projects (those with a physical location) should submit a GIS geodatabase or shapefile. Having accurate geospatial information for transportation investments is vital to inform the visualization, mapping, analysis, and communication of transportation investments in the RTP.



Digitized geographic information will support geospatial analyses that will measure how investments are supporting the vision and goals for the transportation system (e.g., overlapping with 2040 Growth areas, high injury corridors, Equity Focus Areas, and other spatial data). GIS data will also be published in Metro public communication materials.

- Base data Metro has from the adopted 2018 RTP is provided within the 2023 RTP Map Tool to help project sponsors review existing project extents. The base data reflects all projects in the 2018 RTP project list. Project sponsors are asked to review the existing digitized extent of each project. Metro can provide the data on request.
- If the digitized extent of the project has changed, agencies should either provide edited GIS files as a geodatabase or an updated shapefile (if edits are needed) through the RTP Project Hub website for individual projects, or via Metro's ShareFile for 'bundled' shapefiles or geodatabase (Metro will provide a link to ShareFile).
- Note that area-wide projects, including programmatic investments must identify the program/project boundary (e.g., city boundary for a sidewalk program, MPO boundary for a regional program) and provide that information.
- You do not need to submit GIS files for projects in the 2018 RTP project list unless a revision is needed.
    - Answer "**no**" to the question "has the GIS information for this project changed" to indicate where geospatial information has not changed for the project since submission for the 2018 RTP.

To upload geospatial files (zipped GIS file) for individual projects to the Hub

GIS Data Submission Guidance: The geodata can be viewed in the RTP Map Tool and will be provided by Metro upon request.

Nominating agencies must digitize the extent of their project by snapping to RLIS street lines (see below for examples) and saved as shapefiles or features in a geodatabase.

- **For existing projects**, project sponsors can use the Map Tool to enable the 2018 project layer and zoom into the general areas of the project or use the Search to find the existing project. and verify the spatial extent.
- **For new projects**, project sponsors will need to digitize the project extent.

A. Linear Projects: Projects on roads, sidewalks, and other continuous paths associated with roadways should be created as a line feature that consists of RLIS street segments (e.g., traffic signal timing in a corridor or multiple corridors within a jurisdiction.) Please select the RLIS street lines for the project extent and export the feature titled with the RTP ID number and project name.

B. Point projects: Projects that are in discreet locations (e.g., intersection improvements, bridge projects, etc.) should be created as a point feature in a geodatabase or a shapefile and snapped to the street network. Please export the point feature titled with the RTP ID number and project name.

C. Area projects: Transportation projects that do not conform to lines or points can be represented with a polygon. These include region-wide projects, or projects that are programmatic in nature. In these instances, submit a polygon of the project or program extent in a geodatabase or as a shapefile. For instance, if your project is to implement a safe routes to school program in a city, you can submit the city boundary. Please export and upload the polygon feature titled with the RTP ID number and project name.

If more than one project is contained within a shapefile, please provide the RTP ID number and project name for each project in the attribute table.

Questions can be directed to Matthew Hampton at matthew.hampton@oregonmetro.gov

- **Click** on the "Files" tab (second from the right) on the project menu bar.
- **Click** "Upload file" in the top right corner to find the correct file to upload.
- **Select** "Project Status" from the checklist and add a brief description of what you are uploading. Use the naming protocol "RTP-ID#-ProjectName-Geoshapefile"
- **Click** "Add File" in the bottom right to submit.

To submit "Bundled" geospatial files (zipped GIS file) for multiple projects

Upload bundled geospatial files to your agency file folder in ShareFile [link sent to agencies by Metro].

*Have additional files? If yes, please upload in the files tab

- **Click** on the "Files" tab (second from the right) on the project menu bar.
- **Click** "Upload file" in the top right corner to find the correct file to upload.
- **Select** "Project Status" from the checklist and add a brief description of what you are uploading. Use the naming protocol "RTP-ID#-DocumentName"
- **Click** "Add File" in the bottom right to submit.

Have you answered all questions? If yes, is the project information updated and ready to review?

Answer this question when you have answered all required questions, made all necessary changes, and added all necessary files and forms. To track progress toward task completion for a given project or program, click the "Progress Snapshot" tab on the right of the project menu bar. Each letter stands for sub-tasks under the Tasks tab, for example P= Project Details and tells you how much of that status has been completed.

Select Yes – ready for Metro staff to review from the drop-down list when you are finished adding in all information.

Additional project attributes

Using project information submitted by nominating agencies and regional data sets, **Metro will update this section based on results of GIS analysis**. After Feb. 17, Metro will update the answers for each of the questions listed below to "yes, no, or not evaluated" for each project.

- On RTP system?
- In 2040 center?
- In 2040 station community?
- On 2040 corridor/ main street?
- In 2040 industrial area?
- In 2040 regionally significant industrial area?
- In 2040 employment center?
- Get Moving 2020 project?
- On RTP freight network?
- Provides freight benefit?
- On regional arterial?
- On RTP planned motor vehicle network?
- On RTP planned transit network?
- In a transit access-shed?
- On RTP planned pedestrian network?
- On RTP planned bicycle network?
- On planned regional trail system?
- Fills one or more network gap?
- On high injury corridor/ intersection?
- On congestion management process network?
- On regional emergency transportation route?

- On Statewide seismic lifeline route?
- Climate benefit?
- Outside UGB?
- In Title 13 habitat conservation area?
- In Regional Conservation Strategy (top 25%) area?
- Fish passage barrier?
- In Conservation Opportunity area?
- In FEMA (Federal Emergency Management Agency) floodplain and flood hazard area?
- Crosses fish bearing stream?
- Crosses wetland?
- In White Oak habitat?
- Crosses habitat connectivity corridor?
- In RTP Equity Focus Area (2020)?
- In RTP People of Color Focus Area?
- In RTP People who speak limited English Focus Area?
- In RTP People with Low Income Focus Area?

Staff and Data Resources

Metro staff can also provide topical project and program-related technical support as needed during the process.

2023 RTP Update Process	Kim Ellis kim.ellis@oregonmetro.gov
Public engagement	Molly Cooney-Mesker molly.cooney-mesker@oregonmetro.gov
Title VI non-discrimination documentation	Cliff Higgins clifford.higgins@oregonmetro.gov
RTP finance and agency revenues	Ted Leybold ted.leybold@oregonmetro.gov
Safety projects	Lake McTighe lake.mctighe@oregonmetro.gov
Pedestrian, bicycle and trail projects and Regional Active Transportation Plan	John Mermin john.mermin@oregonmetro.gov
Regional Emergency Transportation Routes	John Mermin john.mermin@oregonmetro.gov
Freight projects and Regional Freight Strategy	Tim Collins tim.collins@oregonmetro.gov
Mobility corridors, road and bridge capacity or reconstruction projects	Tim Collins tim.collins@oregonmetro.gov
Demand management projects and programs	Dan Kaempff daniel.kaempff@oregonmetro.gov
System management and operations projects and programs	Caleb Winter caleb.winter@oregonmetro.gov
Transit projects, Regional Transit Strategy and High Capacity Transit Strategy	Ally Holmqvist ally.holmqvist@oregonmetro.gov
Cost estimate methodology	Ted Leybold ted.leybold@oregonmetro.gov
Travel demand model assumptions (including motor vehicle, transit, and bicycle)	Thaya Patton thaya.patton@oregonmetro.gov
Geographic information system data and maps	Matthew Hampton matthew.hampton@oregonmetro.gov
RTP project list or on-line project hub	Ally Holmqvist ally.holmqvist@oregonmetro.gov

Who should I contact to coordinate updating the project list?

Nominating agencies coordinate with other agencies and Metro staff liaisons to submit project list endorsements. Confirm coordinating committee meeting dates, times and locations with the appropriate agency contact below.

Agency	Agency contact
Metro	Ally Holmqvist ally.holmqvist@oregonmetro.gov Lake McTighe lake.mctighe@oregonmetro.gov
City of Portland	Eric Hesse Eric.Hesse@portlandoregon.gov Francesca Jones francesca.jones@portlandoregon.gov
Clackamas County and cities	Karen Buehrig karenb@co.clackamas.or.us
Multnomah County and cities (excluding City of Portland)	Allison Boyd allison.boyd@multco.us
Washington County and cities	Chris Deffebach christina.deffebach@co.washington.or.us
TriMet	Tara O'Brien obrienta@trimet.org
ODOT	Glen Bolen glen.a.bolen@odot.oregon.gov
Port of Portland	Lewis Lem lewis.lem@portofportland.com

What data resources are available?

Several resources are available on the 2023 RTP webpage at www.oregonmetro.gov/public-projects/2023-regional-transportation-plan/projects to support nominating agencies as they review and update project priorities in the RTP.

Much of the data used in the project list assessment is found in the online RTP Map Tool. This map is a compilation of several regional datasets. The RTP Map Tool allows you view 2018 RTP project information in an interactive map display with other data layers. You can customize your map display to show just the information you want to see at different scales. You can search for projects by RTP ID, project name, or topic such as pedestrian using the search function. This tool will continue to be developed in support of the 2023 RTP update. Each data layer can be turned on and off.

The RTP Map Tool shows the Metro planning area boundary, as well as all streets and rivers. Specific data layers included in the RTP map tool:

- 2018 RTP Projects
- 2040 Growth Concept Design Types
- Equity Focus Areas
- Regional High Injury Corridors and Intersections
- Fatalities and serious injuries

Draft 2023 RTP Network Maps

- Motor Vehicle
- Bike
- Pedestrian
- Freight
- Transit
- Transportation System Management and Operations (TSMO)

Draft RTP Network Gap Maps

- Regional motor vehicle network gaps
- Regional bike network gaps
- Regional pedestrian network gaps
- Regional trail network gaps
- Regional transit network gaps

Other datasets

- Regional Emergency Transportation Routes (ETRs)
- Oregon Seismic Lifeline Routes
- Environmental Resource Layers (Title 13)
- Floodplain and flood hazards (FEMA)
- Jobs Access - Above regional average access to jobs within 30-minutes
- Urban Heat Islands (2017)