

# Regional Transportation Plan & Congestion Management Process Updates

## MEMORANDUM

TITLE: Tech Memo 3: INVEST Evaluation Results and Recommendations

DATE: April 22, 2024

TO: Central Lane MPO Metropolitan Policy Committee

FROM: Rachel Dorfman, Associate Planner, Central Lane MPO

SUBJECT: Preliminary results and recommendations from an evaluation of the sustainability of the 2045 RTP using the Federal Highway Administration's INVEST Tool

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# 01. INTENT

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The Central Lane Metropolitan Planning Organization (MPO) is updating its 2045 Regional Transportation Plan (RTP). As a first step in this process, Lane Council of Governments (LCOG) staff evaluated the 2045 RTP using the Federal Highway Administration (FHWA) Infrastructure Voluntary Evaluation Sustainability Tool (INVEST) to identify opportunities to better integrate triple bottom line sustainability principles and to help frame potential updates. The intent of this memo is to:

- Introduce the INVEST tool and how it was applied to the 2045 RTP.
- Provide the results of the evaluation.
- Present draft recommendations for improving the sustainability of the RTP and gather Metropolitan Policy Committee (MPC) feedback.

# 02. MEMO SUMMARY

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LCOG staff evaluated the current adopted RTP using INVEST, a voluntary tool to help agencies assess the sustainability of their projects and programs. LCOG staff presented findings and recommendations from the evaluation to the RTP Technical Advisory Committee (April 11, 2024) and MPC’s Transportation Planning Committee (April 18, 2024). Input from these committees is reflected in this memo and presented to MPC for feedback and direction.

The list of draft recommendations is lengthy, and some are more administrative than others. On May 2, LCOG staff will present a subset of the draft recommendations that require more thought and effort in how they are addressed and carried out. This focus is not intended to limit MPC’s feedback on any of the recommendations but is intended to bring the most salient recommendations to MPC and to help narrow the presentation.

Following is a high-level summary of the subset list of draft recommendations staff will present to MPC. See Table 1 for a summary of evaluation results and resulting draft recommendations. See Table 2 for the full list of recommendations and proposed prioritization.

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| 1. Economic development and land use performance measures             | 5. Document partner agency public participation processes    |
| 2. Ecological function objectives                                     | 6. Maps analyzing housing costs and access to transportation |
| 3. Ecological function performance measures                           | 7. Socio-economic data in project selection process          |
| 4. Community engagement focus on historically underrepresented groups | 8. Safety performance measures                               |

9. Health Impact Assessment of RTP programs and investments
10. Freight access performance measures
11. TDM performance measures
12. Energy and fossil fuel performance measures
13. Desired level of investment in TSMO strategies
14. TSMO performance measures
15. Objectives to address resiliency
16. Incorporate adaptation strategies
17. Infrastructure resilience performance measures
18. PEL performance measures

## 03. BACKGROUND

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### ABOUT INVEST

INVEST is a web-based self-evaluation tool developed by FHWA for voluntary use by cities, counties, and transportation agencies to assess and enhance the sustainability of their projects and programs. INVEST can be used to evaluate an agency’s system-level planning and programming, policies, processes, and practices. INVEST uses a triple bottom line approach to sustainability, meaning it considers social, environmental, and economic principles.

INVEST’s System Planning for Regions module is designed to help agencies evaluate their long range transportation plans. The module consists of 17 “criteria” that include questions about how well the plan incorporates sustainability best practices. The 17 criteria include:

1. Integrated Planning: Economic Development and Land use
2. Integrated Planning: Natural Environment
3. Integrated Planning: Social
4. Integrated Planning: Bonus
5. Access & Affordability
6. Safety Planning
7. Multimodal Transportation and Public Health
8. Freight and Goods Movement
9. Travel Demand Management
10. Air Quality
11. Energy and Fuels
12. Financial Sustainability
13. Analysis Methods
14. Transportation Systems Management & Operations
15. Linking Asset Management and Planning
16. Infrastructure Resiliency
17. Planning and Environmental Linkages

INVEST is a voluntary evaluation and is not required under current federal regulations. The 2045 RTP was not developed with INVEST criteria in mind, though sustainability is a regional priority and the evaluation results reflect the region's commitment to triple bottom line principles (see Section 4). The results of this evaluation do not reflect if or how well the 2045 RTP meets federal requirements.

## EVALUATION METHODOLOGY

LCOG staff used INVEST's System Planning for Regions module to conduct a self-directed, internal evaluation of the 2045 RTP to identify opportunities to improve the sustainability of the RTP and help frame the RTP update. LCOG staff evaluated the 2045 RTP document singularly as a snapshot in time, not Central Lane MPO's programs, policies, or other plans in general. This approach enabled staff to consider a) where a program, policy, or other plan may be lacking or b) where a program, policy, or other plan exists but is not adequately or explicitly referenced in the 2045 RTP.

LCOG staff formed an evaluation team consisting of six key staff members who were involved in the development of the 2045 RTP and/or have relevant expertise. Evaluation team members were each assigned two to three criteria to lead. The staff evaluation consisted of two parts:

1. **Individual evaluation** – In February 2024, evaluation team members conducted an independent review of their assigned criteria, documented where the 2045 RTP incorporates sustainability best practices and any gaps that exist, and developed preliminary recommendations for how to address gaps and strengthen sustainability best practices in the RTP update.
2. **Evaluation workshop** – On March 8, 2024, evaluation team members conducted an all-day evaluation workshop to discuss and complete each criterion, including the preliminary list of recommendations for the RTP update contained in this memorandum.

LCOG staff presented findings and recommendations to the RTP Technical Advisory Committee (April 11, 2024) and MPC's Transportation Planning Committee (April 18, 2024). Feedback and direction are reflected in this memo and presented to MPC for approval.

## 04. EVALUATION RESULTS & RECOMMENDATIONS

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Table 1 summarizes each criterion and its goal, how the 2045 RTP addresses the criterion and incorporates sustainability best practices, any identified gaps that exist, and recommendations for improving the RTP in this update cycle. Key takeaways include:

- The 2045 RTP incorporates many of the triple bottom line sustainability best practices identified by INVEST.
- In many cases, the 2045 RTP meets the baseline set forth by INVEST, but there are still opportunities to improve the plan’s sustainability. The recommendations reflect opportunities to go above and beyond the basic minimum requirements.
- Many of the recommendations align with improvements already planned to address Central Lane MPO certification review comments, respond to regional planning efforts already underway or commencing soon, and incorporate needs already identified by LCOG staff.
- Recommendations are offered as suggestions to be discussed, vetted, and prioritized by the Technical Advisory Committee, Transportation Planning Committee, and Metropolitan Policy Committee.

TABLE 1. INVEST EVALUATION RESULTS SUMMARY

CRITERION / GOAL	BEST PRACTICES IN CURRENT RTP	CURRENT RTP GAPS	DRAFT RECOMMENDATIONS
<p><b>01-INTEGRATED PLANNING: ECONOMIC DEVELOPMENT AND LAND USE</b></p> <p><i>Integrate RTP with regional and/or local land use plans and economic development forecasts and goals. Proactively encourage and facilitate sustainability through the coordination of transportation, land use, and economic development planning.</i></p>	<ul style="list-style-type: none"> <li>The RTP includes goals and objectives that support land use and economic development that are consistent with applicable economic development plans (1-Transportation Choices, 3-Healthy People &amp; Environment, 4-Equity, 5-Economic Vitality, 6-Reliability &amp; Efficiency).</li> <li>CLMPO regularly engages with economic development and land use agencies throughout the transportation planning process.</li> <li>The RTP includes performance measures for the integration of economic development and land use planning.</li> </ul>	<ul style="list-style-type: none"> <li>CLMPO does not use best practice quantitative methods to analyze the performance of alternative land use/transportation scenarios as part of the RTP process.</li> <li>Performance measures and targets have not yet been monitored to track progress toward goals (the 2045 RTP set a baseline and progress monitoring will happen as part of the current RTP update in accordance with federal reporting requirements).</li> </ul>	<ul style="list-style-type: none"> <li>Consider how work coming out of the Climate Friendly and Equitable Communities scenario may be used to evaluate alternative land use/transportation scenarios and integrate results into future RTPs.</li> <li>Consider if additional performance measures are needed to help monitor and demonstrate progress toward economic development and land use goals.</li> </ul>
<p><b>02-INTEGRATED PLANNING: NATURAL ENVIRONMENT</b></p> <p><i>Integrate ecological considerations into the RTP. Proactively support and enhance long-term ecological function through the coordination of transportation and natural resource planning.</i></p>	<ul style="list-style-type: none"> <li>The RTP’s Goal 3. Healthy People &amp; Environment and associated objectives are integrated with applicable environmental plans, policies, and goals.</li> <li>Appendix H: Environmental Analysis conducts a system-scale evaluation of RTP projects using natural resource data to (1) assess ecological conditions throughout the system and (2) identify opportunities to avoid and/or minimize potential impacts of planned transportation projects.</li> </ul>	<ul style="list-style-type: none"> <li>CLMPO does not currently go above and beyond current consultation requirements by regularly engaging natural resource and regulatory agencies.</li> <li>The RTP does not identify opportunities to support and enhance long-term ecological function through planned transportation investments.</li> <li>The RTP does not contain performance measures and targets for long-term ecological function.</li> </ul>	<ul style="list-style-type: none"> <li>Incorporate objectives that explicitly support ecological function (e.g. habitat connectivity, green infrastructure).</li> <li>Engage natural resource and regulatory agencies earlier in the planning process.</li> <li>Conduct a more comprehensive assessment of ecological conditions throughout the system.</li> <li>Identify opportunities to support/enhance long-term ecological function.</li> <li>Consider additional performance measures designed specifically to support/enhance ecological function.</li> </ul>

CRITERION / GOAL	BEST PRACTICES IN CURRENT RTP	CURRENT RTP GAPS	DRAFT RECOMMENDATIONS
<p><b>03-INTEGRATED PLANNING: SOCIAL</b></p> <p><i>The RTP is consistent with and supportive of the community's vision and goals. When considered in an integrated fashion, these plans, goals and visions support sustainability principles. The agency applies context-sensitive principles to the planning process to achieve solutions that balance multiple objectives to meet stakeholder needs.</i></p>	<ul style="list-style-type: none"> <li>The RTP is aligned with state and local transportation safety goals, as well as planning documents.</li> <li>CLMPO expanded outreach efforts for the 2045 RTP, including mailing directly to underrepresented populations and working with community-based organizations to host workshops and open houses.</li> <li>The RTP identifies a diverse range of stakeholders and public participants.</li> <li>The RTP gives special consideration and attention to the engagement of low-income, minority, disabled, and linguistically isolated populations, and uses a diverse and innovative range of public involvement techniques to ensure the engagement process is inclusive.</li> <li>The RTP included an education component to help stakeholder understand the transportation planning process and uses a transparent process to inform stakeholders how their input will be used.</li> </ul>	<ul style="list-style-type: none"> <li>The 2045 RTP does not explicitly demonstrate how input was used to inform and affect the RTP's goals, objectives, or projects.</li> </ul>	<ul style="list-style-type: none"> <li>Continue to expand community engagement to include historically underrepresented groups.</li> <li>Demonstrate what is achievable with current funding levels and identify funding needed to reach goals.</li> <li>Build more long-term relationships with community-based organizations (CBOs) to improve the diversity of voices reflected in the RTP. Build off the work of the Transportation Options team, which has been co-tabling at CBO events like food distribution and family resource events to distribute transportation safety supplies.</li> <li>Coordinate with partner agencies to document their public participation processes to help educate stakeholders about how it connects with the regional RTP process.</li> <li>Follow up with stakeholders to demonstrate how their input was used to inform and affect transportation planning decisions.</li> <li>Document examples of projects that started at the RTP level because of public input (e.g., MPO-funded Beaver-Hunsaker Street improvements).</li> <li>Explicitly state in the RTP how input informed the RTP development.</li> </ul>



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<p><b>04-INTEGRATED PLANNING: BONUS</b></p> <p><i>The agency has a continuing, cooperative, and comprehensive (3-c) transportation planning process. Planners and professionals from multiple disciplines and agencies work together to incorporate and apply all three sustainability principles when preparing and evaluating plans.</i></p>	<ul style="list-style-type: none"> <li>CLMPO's 3-C planning process includes partners from multiple disciplines and agencies.</li> </ul>	<ul style="list-style-type: none"> <li>CLMPO has not brought interdisciplinary stakeholders to evaluate the RTP through a triple bottom line sustainability lens. The three sustainability principles are not fully integrated into the plan.</li> </ul>	<ul style="list-style-type: none"> <li>Address recommendations for improvement in the first three criteria to integrate the three sustainability principles more fully into the plan.</li> <li>Consider having an independent review of the RTP through a triple bottom line sustainability lens.</li> </ul>
<p><b>05-ACCESS &amp; AFFORDABILITY</b></p> <p><i>Enhance accessibility and affordability of the transportation system to all users and by multiple modes.</i></p>	<ul style="list-style-type: none"> <li>The RTP analyzes physical access, equity, and affordability, identifies specific population groups or areas where access and affordability are an issue, and documents targeted, enhanced outreach to engage these groups.</li> <li>CLMPO uses travel model, census, and geospatial data to quantitatively evaluate the distribution of access and affordability concerns and analyzes how the RTP addresses or improves concerns.</li> </ul>	<ul style="list-style-type: none"> <li>The RTP does not include access and affordability-related performance measures and does not monitor progress towards those goals.</li> </ul>	<ul style="list-style-type: none"> <li>Identify particular areas where access is an issue, specifically calling out cumulative opportunities to access destinations.</li> <li>Consider how to integrate a quantitative analysis that looks at how the system plan addresses affordability of housing through its relationship to transportation investments.</li> <li>Add maps that look at higher housing costs and access to transportation using FHWA's transportation burden dataset.</li> <li>Continue working toward goal of improving data about sidewalk quality and accessibility to help model walking routes.</li> </ul>

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**06-SAFETY PLANNING**

*Integrate quantitative measures of safety into regional planning policies, ordinances, activities, projects, and programs, and across all modes and jurisdictions.*

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|  | <ul style="list-style-type: none"> <li>• CLMPO’s Safety Plan, which documents CLMPO’s efforts toward regional safety planning, collaboration, and implementation, is included by reference in the RTP.</li> <li>• CLMPO collaborates regularly with statewide safety planning and implementation, including the State Strategic Highway Safety Plan.</li> <li>• The current Safety Plan includes a Toward Zero Death vision statement. Strategies are focused on education and outreach. There are goals for providing funding to safety improvement projects in the Transportation Improvement Plan (TIP).</li> <li>• CLMPO has developed a regional approach to identify expenditures on programs, projects, and activities targeting a reduction in fatalities and serious injuries in the region.</li> <li>• CLMPO integrates quantitative safety performance measures into the transportation planning process and incorporates safety considerations into selection and evaluation of strategies for different user groups.</li> <li>• The RTP includes safety-related performance measures.</li> </ul> | <ul style="list-style-type: none"> <li>• CLMPO implements Toward Zero Death through funding, programming, and education but does not provide design guidelines, and partner agencies have different approaches to street design and traffic enforcement.</li> <li>• The RTP does not identify strategies that require treatments with proven effectiveness in reducing fatalities and serious injuries; each partner agency handles street treatments differently.</li> <li>• Performance measures and targets have not yet been monitored to track progress toward goals (the 2045 RTP set a baseline and progress monitoring will happen as part of the current RTP update in accordance with federal reporting requirements).</li> </ul> | <ul style="list-style-type: none"> <li>• Work toward more regional representation in statewide committees.</li> <li>• Continue or expand collaboration with ODOT research on safety data.</li> <li>• Support development of a new source of crash data on the local level.</li> <li>• Incorporate more socio-economic data as part of project selection process to help evaluate and prioritize strategies for different user groups.</li> <li>• Build on ODOT efforts to show disparate safety impacts for different communities.</li> <li>• Research how other MPOs are successfully utilizing statistically sound approaches to determine projected safety performance.</li> <li>• Consider adding additional performance measures around safety in addition to the adopted state measures while acknowledging the many factors outside MPO control that contribute to safety outcomes.</li> </ul> |
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<p><b>07-MULTIMODAL TRANSPORTATION AND PUBLIC HEALTH</b></p> <p><i>Expand travel choices and modal options by enhancing the extent and connectivity of multimodal infrastructure. Support and enhance public health by investing in active transportation modes.</i></p>	<ul style="list-style-type: none"> <li>The RTP includes goals and objectives related to enhancing the extent and connectivity of multimodal infrastructure, active transportation, and the improvement of public health within the CLMPO area (1- Transportation Choices and 3- Healthy People &amp; Environment and related objectives).</li> <li>CLMPO regularly engages public health and active mode stakeholders.</li> <li>CLMPO's planning process includes and prioritizes active, non-motorized transportation projects and programs as a component of the RTP.</li> <li>The RTP integrates transit, pedestrian, bicycle, and roadway networks so that intermodal connections are safe and convenient.</li> <li>The RTP measures mode share and implements transportation investments that expand travel choices and support and enhance public health.</li> </ul>	<ul style="list-style-type: none"> <li>CLMPO has not evaluated health impacts of the RTP to determine whether the planned transportation investments will help the agency meet its public health and active transportation goals.</li> </ul>	<ul style="list-style-type: none"> <li>Work with Lane County Public Health to develop a Health Impact Assessment to evaluate the health impacts of RTP programs and investments.</li> <li>Seek opportunities for MPO involvement in regional public health initiatives and committees (e.g. Public Health Advisory Committee).</li> </ul>
<p><b>08-FREIGHT AND GOODS MOVEMENT</b></p> <p><i>Implement a transportation plan that meets freight access and mobility needs while also supporting triple bottom line sustainability principles.</i></p>	<ul style="list-style-type: none"> <li>CLMPO considers multimodal freight mobility needs in the planning process, and the RTP includes specific provisions for maintaining and improving freight reliability and connectivity.</li> <li>The RTP includes freight <u>mobility</u> performance measures.</li> </ul>	<ul style="list-style-type: none"> <li>CLMPO does not regularly engage freight service providers, stakeholders, workers, and representatives in developing the RTP.</li> <li>The RTP does not include and monitor freight <u>access</u> performance measures.</li> </ul>	<ul style="list-style-type: none"> <li>Brainstorm opportunities to increase freight sector involvement in MPO processes (historical challenge). Acknowledge efforts and challenges in RTP narrative.</li> <li>Consider incorporating performance measures around freight access.</li> <li>More explicitly document how the travel model treats freight generators.</li> </ul>

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<p><b>09-TRAVEL DEMAND MANAGEMENT (TDM)</b></p> <p><i>Reduce vehicle travel demand throughout the system</i></p>	<ul style="list-style-type: none"> <li>The RTP has developed quantifiable goals and objectives for reducing travel demand that are consistent with relevant state and metropolitan goals and objectives, including 1-Transportation Choices, 3-Healthy People and Environment, 4-Equity, 6-Reliability and Efficiency, and 7-System Asset Preservation.</li> <li>CLMPO implements and supports a comprehensive TDM program that includes travel option education and outreach, challenges or incentive programs for non-auto modes, rideshare and car-sharing programs, land use policies that promote mixed-use pedestrian-friendly built environment, employer trip reduction programs</li> </ul>	<ul style="list-style-type: none"> <li>The RTP does not include quantifiable TDM performance measures or demonstrate ongoing monitoring of the TDM program</li> </ul>	<ul style="list-style-type: none"> <li>Add language in the RTP that ties programming to goals that include TDM components.</li> <li>More explicitly articulate statewide TDM efforts and document consistency.</li> <li>Develop regional performance measures relating to TDM.</li> </ul>

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<p><b>10-AIR QUALITY &amp; EMISSIONS</b></p> <p><i>Plan, implement, and monitor multimodal strategies to reduce emissions and to establish a process to document emissions reductions.</i></p>	<ul style="list-style-type: none"> <li>The RTP includes goals and objectives for the reduction of air emissions (Transportation Choices, Healthy People &amp; Environment).</li> <li>CLMPO regularly engages partner agencies to reduce barriers and help implement strategies to improve air quality.</li> <li>The RTP implements multimodal strategies, transportation demand management, transportation system management, vehicle technologies, and fuel technologies and supporting infrastructure to reduce emissions.</li> <li>CLMPO conducts a qualitative assessment of the emissions reduction potential of all strategies implemented.</li> </ul>	<ul style="list-style-type: none"> <li>The RTP does not include a quantitative emissions analysis of all strategies implemented.</li> </ul>	<ul style="list-style-type: none"> <li>More explicitly document coordination with partner agencies.</li> <li>Consider adding strategies explicitly addressing land use, vehicle retrofits, diesel vehicle alternatives, and alternative fuel technologies and associated infrastructure to the Congestion Management Process.</li> <li>Consider how to incorporate a quantitative analysis of emissions into the RTP.</li> </ul>
<p><b>11-ENERGY AND FUELS</b></p> <p><i>Reduce the energy and fossil fuel consumption from the transportation sector and document it in the transportation planning process.</i></p>	<ul style="list-style-type: none"> <li>The RTP includes goals and objectives related to energy and fossil fuel reduction (1-Transportation Choices, 3-Healthy People &amp; Environment,4- Equity, 5-Economic Vitality, 6-Reliability &amp; Efficiency, 7-System Asset Preservation) that are consistent with relevant state and metropolitan goals and objectives.</li> <li>The RTP implements strategies to reduce transportation-related energy and fossil fuel usage and includes a discussion of the impacts of including these strategies.</li> </ul>	<ul style="list-style-type: none"> <li>CLMPO does not maintain a baseline inventory of current energy or fossil-fuel consumption from transportation.</li> <li>The RTP does not include regional performance measures related to energy and fossil fuel reduction (the existing performance measure is to support local and state efforts to reduce greenhouse gas emissions – this sets the stage for a quantifiable performance measure but is not in itself sufficient to count as a best practice according to INVEST).</li> </ul>	<ul style="list-style-type: none"> <li>Consider how to incorporate a fossil fuel or energy inventory into the RTP, including data sources and maintenance.</li> <li>Strengthen performance measures relating to energy and fossil fuel reductions (Climate Friendly and Equitable Communities scenario planning implementation outcomes may meet this need).</li> </ul>

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<p><b>12-FINANCIAL SUSTAINABILITY</b></p> <p><i>Evaluate and document that financial commitments made in the RTP are reasonable and affordable</i></p>	<ul style="list-style-type: none"> <li>CLMPO uses an inter-agency, cooperative approach for advanced revenue forecast practices through its involvement in ODOT's statewide long-range financial assumptions working group that meets every two years to systematically update forecasts.</li> <li>CLMPO engages in regular and comprehensive coordination and information sharing among affected agencies during the development of revenue forecasts and engages stakeholders about the implications of changes in forecasts through established processes.</li> </ul>	<ul style="list-style-type: none"> <li>CLMPO does not use an inter-agency, cooperative approach for advanced project estimating practices (cost estimates are developed by the agency that owns the project with ODOT review).</li> </ul>	<ul style="list-style-type: none"> <li>Strengthen existing revenue forecasting practices with more local input and review of forecasting methods.</li> <li>Better articulate how the forecast is made and what it means if the forecast is wrong in the RTP (this will also address a certification review comment).</li> <li>Research advanced project estimating processes used by other MPOs across the country to see if a similar process could be feasible.</li> </ul>
<p><b>13-ANALYSIS METHODS</b></p> <p><i>Adopt and incentivize best practices in land use, socioeconomic and transportation systems analysis methods.</i></p>	<ul style="list-style-type: none"> <li>The RTP's travel demand model and land use model have a strong foundation in observed data. Data used are evaluated and updated on a regular basis.</li> </ul>	<ul style="list-style-type: none"> <li>The RTP does not include a multi-year development program for maintaining transportation data resources and improving analysis methods.</li> <li>CLMPO does not have a technical committee to review data collection/quality, planning assumptions, and forecasting methods (though existing committees resembling this structure have performed this role to certain degrees as needed on a project-by-project basis in the past).</li> <li>CLMPO has not convened a peer review of its analysis methods or travel demand model in a formal way (although the model was developed by a peer agency).</li> </ul>	<ul style="list-style-type: none"> <li>Incorporate a specific multi-year development program for maintaining transportation data resources and improving analysis methods into the UPWP or as an appendix to the RTP.</li> <li>Compose a technical memorandum documenting the modeling and data that go into the RTP.</li> <li>Consider the feasibility/need to bring in an outsider (e.g. ODOT) to do an authentic peer review of the model.</li> </ul>

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<p><b>14-TRANSPORTATION SYSTEMS MANAGEMENT &amp; OPERATIONS (TSMO)</b></p> <p><i>Optimize the efficiency of the existing transportation system.</i></p>	<ul style="list-style-type: none"> <li>The RTP includes goals and objectives for improving the efficiency of the transportation system that are consistent with relevant local, state, and metropolitan goals and objectives.</li> <li>The CMP identifies and prioritizes TSMO strategies and includes a discussion of impacts of these strategies.</li> </ul>	<ul style="list-style-type: none"> <li>Some, but not all, priority TSMO strategies are being implemented/funded through inclusion in the Transportation Improvement Program.</li> <li>The RTP does not include TSMO performance measures.</li> </ul>	<ul style="list-style-type: none"> <li>Discuss with partner agency staff and decision-makers the desired level of investment in TSMO strategies (our region typically prioritizes TDM rather than TSMO).</li> <li>The RTP is not required to include operational projects (these are typically located in the ITS plan). While some planned operational projects are already included in the RTP by way of reference or demonstration, this could be enhanced.</li> <li>Consider including performance measures for TSMO in the RTP.</li> </ul>
<p><b>15-LINKING ASSET MANAGEMENT AND PLANNING</b></p> <p><i>Leverage transportation asset management data and methods within the transportation planning process to make informed, cost-effective program decisions and better use existing transportation assets.</i></p>	<ul style="list-style-type: none"> <li>The RTP includes goals and objectives for linking asset management and planning (7-System Asset Preservation).</li> <li>CLMPO integrates partner agencies' asset management data and economic analysis to prioritize investments.</li> <li>The RTP prioritizes transportation decisions that support maintenance and good repair of existing assets.</li> </ul>	<ul style="list-style-type: none"> <li>Project prioritization does not consider life cycle cost analysis or benefit cost analysis.</li> <li>The RTP does not include asset management performance measures other than the federal measures relating to transit and the National Highway System.</li> </ul>	<ul style="list-style-type: none"> <li>More explicitly articulate assumptions relating to how life cycle cost analysis and benefit cost analysis are considered as part of project prioritization in jurisdictions' transportation system plans.</li> <li>Include a discussion acknowledging the need for asset management, particularly as it relates to projects that don't obviously appear to support goals (e.g., we have to maintain the roads because it supports the transit network); this will also address certification review comments that CLMPO needs to come up with operations and maintenance funding sources.</li> </ul>

CRITERION / GOAL	BEST PRACTICES IN CURRENT RTP	CURRENT RTP GAPS	DRAFT RECOMMENDATIONS
<p><b>16-INFRASTRUCTURE RESILIENCY</b></p> <p><i>Anticipate, assess, and plan to respond to vulnerabilities and risks associated with current and future hazards (including those associated with climate change) to ensure multi-modal transportation system reliability and resiliency. Identify a range of vulnerability and risks to both existing and planned transportation infrastructure.</i></p>	<ul style="list-style-type: none"> <li>The RTP includes goals and objectives consistent with partner agencies for infrastructure resiliency (2-Safety, Security and Resiliency).</li> <li>CLMPO regularly coordinates with partner agencies, which has the potential to reduce barriers and further prospects for implementation of strategies to address infrastructure resiliency (though resiliency is not an explicit focus of any committees).</li> <li>The RTP includes infrastructure resiliency performance measures.</li> </ul>	<ul style="list-style-type: none"> <li>CLMPO does not coordinate with partner agencies to collect infrastructure vulnerability and risk assessments into the RTP or identify and inventory event-based transportation plans.</li> <li>The RTP does not include adaptation strategies to address hazard events.</li> <li>The RTP does not monitor progress towards goals.</li> </ul>	<ul style="list-style-type: none"> <li>Consider additional objectives to address resiliency (e.g. prioritize projects that mitigate infrastructure risk).</li> <li>Consider establishing a periodic resiliency agenda item at MPO subcommittee meetings to reduce barriers and further prospects for implementation of strategies to address infrastructure resiliency. At a minimum coordinate with partner agencies to incorporate relevant information into the RTP.</li> <li>Expand the resilience section of the RTP beyond the 2045 RTP's focus on how to address the new Planning Factor 9; incorporate an initial set of high-level adaptation strategies.</li> <li>Develop performance measures relating to infrastructure resilience, identify data sources, and monitor progress toward goals.</li> </ul>



CRITERION / GOAL	BEST PRACTICES IN CURRENT RTP	CURRENT RTP GAPS	DRAFT RECOMMENDATIONS
<p><b>17-PLANNING AND ENVIRONMENTAL LINKAGES (PEL)</b></p> <p><i>Integrate system planning process information, analysis, and decisions with the project-level environmental review process, and reference it in NEPA documentation.</i></p>	<ul style="list-style-type: none"> <li>• CLMPO has documented procedures linking system-level planning to project-level NEPA (formal procedures to consult with and involve resource/environmental agencies, opportunity for public review, and data sources for system planning that are as consistent as possible with the needs of project-level NEPA analysis).</li> <li>• The RTP includes components that use NEPA principles and methods (e.g. goals and objectives; regional development and growth; local land use, growth management, and development; population and employment; general travel corridor and modes definition; basic description of the environmental setting; programmatic level mitigation measures to avoid, minimize, or mitigate impacts of proposed transportation projects)</li> </ul>	<ul style="list-style-type: none"> <li>• The RTP does not include goals and objectives for linking system planning with NEPA documentation.</li> <li>• The RTP does not have documented communication from executive management to staff level regarding the agency's commitment to strengthening planning and environmental linkages.</li> <li>• NEPA practitioners are not consulted during RTP planning.</li> <li>• There is no formal coordination between the RTP and project-level implementation by partner agencies to ensure that information from the system-level planning process is incorporated into project-level documents.</li> <li>• The RTP does not include PEL performance measures.</li> </ul>	<ul style="list-style-type: none"> <li>• Coordinate with NEPA practitioners and jurisdictional partners to understand their needs and consider strengthening RTP data and narrative to better meet downstream NEPA requirements as feasible, recognizing that most local projects are not large enough to trigger NEPA and CLMPO's jurisdictional partners contract out for NEPA as needed.</li> <li>• Consider including objectives or performance measures explicitly linking system planning with NEPA documentation.</li> </ul>

NOTES: CLMPO = Central Lane MPO; CMP = Congestion Management Process; UPWP = Unified Planning Work Program; NEPA = National Environmental Policy Act

## 05. INPUT SOUGHT FROM MPC

The list of draft recommendations is lengthy and some are more administrative than others. Table 2 shows LCOG staff’s proposal for prioritizing recommendations. It also shows the recommendations LCOG staff will highlight specifically during the May 2<sup>nd</sup> MPC meeting, because they are less administrative and will require more thought and effort in how they are addressed and carried out. This focus is not intended to limit MPC’s feedback on any of the recommendations but is intended to bring the most salient recommendations to MPC and to help narrow the presentation.

TABLE 2. PRIORITIZATION OF INVEST RECOMMENDATIONS

CRITERION	DRAFT RECOMMENDATION	MPC	THIS RTP	FUTURE RTP
01-INTEGRATED PLANNING: ECONOMIC DEVELOPMENT AND LAND USE	Consider how work coming out of the Climate Friendly and Equitable Communities scenario may be used to evaluate alternative land use/transportation scenarios and integrate results into future RTPs.	✓		✓
	Consider if additional performance measures are needed to help monitor and demonstrate progress toward economic development and land use goals.	✓	✓	
	Incorporate objectives that explicitly support ecological function (e.g. habitat connectivity, green infrastructure).	✓	✓	
02-INTEGRATED PLANNING: NATURAL ENVIRONMENT	Engage natural resource and regulatory agencies earlier in the planning process.		✓	
	Conduct a more comprehensive assessment of ecological conditions throughout the system.		✓	
	Identify opportunities to support/enhance long-term ecological function.		✓	
	Consider additional performance measures designed specifically to support/enhance ecological function.	✓	✓	
03-INTEGRATED PLANNING: SOCIAL	Continue to expand community engagement to include historically underrepresented groups.	✓	✓	
	Demonstrate what is achievable with current funding levels and identify funding needed to reach goals.		✓	

CRITERION	DRAFT RECOMMENDATION	MPC	THIS RTP	FUTURE RTP
	Build more long-term relationships with community-based organizations (CBOs) to improve the diversity of voices reflected in the RTP. Build off the work of the Transportation Options team, which has been co-tabling at CBO events like food distribution and family resource events to distribute transportation safety supplies.		✓	
	Coordinate with partner agencies to document their public participation processes to help educate stakeholders about how it connects with the regional RTP process.	✓	✓	
	Follow up with stakeholders to demonstrate how their input was used to inform and affect transportation planning decisions.		✓	
	Document examples of projects that started at the RTP level because of public input (e.g., MPO-funded Beaver-Hunsaker Street improvements).		✓	
	Explicitly state in the RTP how input informed the RTP development.		✓	
<b>04-INTEGRATED PLANNING: BONUS</b>	Address recommendations for improvement in the first three criteria to integrate the three sustainability principles more fully into the plan.		✓	
	Consider having an independent review of the RTP through a triple bottom line sustainability lens.	✓		✓
<b>05-ACCESS &amp; AFFORDABILITY</b>	Identify particular areas where access is an issue, specifically calling out cumulative opportunities to access destinations.		✓	
	Consider how to integrate a quantitative analysis that looks at how the system plan addresses affordability of housing through its relationship to transportation investments.			✓
	Add maps that look at higher housing costs and access to transportation using FHWA's transportation burden dataset.	✓	✓	
	Continue working toward goal of improving data about sidewalk quality and accessibility to help model walking routes.			✓

CRITERION	DRAFT RECOMMENDATION	MPC	THIS RTP	FUTURE RTP	
06-SAFETY PLANNING	Work toward more regional representation in statewide committees.		✓		
	Continue or expand collaboration with ODOT research on safety data.		✓		
	Support development of a new source of crash data on the local level.		✓		
	Incorporate more socio-economic data as part of project selection process to help evaluate and prioritize strategies for different user groups.		✓		
	Build on ODOT efforts to show disparate safety impacts for different communities.		✓		
	Research how other MPOs are successfully utilizing statistically sound approaches to determine projected safety performance.				✓
	Consider adding additional performance measures around safety in addition to the adopted state measures while acknowledging the many factors outside MPO control that contribute to safety outcomes.		✓	✓	
07-MULTIMODAL TRANSPORTATION AND PUBLIC HEALTH	Work with Lane County Public Health to develop a Health Impact Assessment to evaluate the health impacts of RTP programs and investments.	✓	✓		
	Seek opportunities for MPO involvement in regional public health initiatives and committees (e.g. Public Health Advisory Committee).		✓		
08-FREIGHT AND GOODS MOVEMENT	Brainstorm opportunities to increase freight sector involvement in MPO processes (historical challenge). Acknowledge efforts and challenges in RTP narrative.		✓		
	Consider incorporating performance measures around freight access.	✓	✓		
	More explicitly document how the travel model treats freight generators.		✓		
09-TRAVEL DEMAND MANAGEMENT (TDM)	Add language in the RTP that ties programming to goals that include TDM components.		✓		
	More explicitly articulate statewide TDM efforts and document consistency.		✓		

CRITERION	DRAFT RECOMMENDATION	MPC	THIS RTP	FUTURE RTP
	Develop regional performance measures relating to TDM.	✓	✓	
10-AIR QUALITY & EMISSIONS	More explicitly document coordination with partner agencies.		✓	
	Consider adding strategies explicitly addressing land use, vehicle retrofits, diesel vehicle alternatives, and alternative fuel technologies and associated infrastructure to the CMP.		✓	
	Consider how to incorporate a quantitative analysis of emissions into the RTP.			✓
11-ENERGY AND FUELS	Consider how to incorporate a fossil fuel or energy inventory into the RTP, including data sources and maintenance.		✓	
	Strengthen performance measures relating to energy and fossil fuel reductions (Climate Friendly and Equitable Communities scenario planning implementation outcomes may meet this need).	✓	✓	
12-FINANCIAL SUSTAINABILITY	Strengthen existing revenue forecasting practices with more local input and review of forecasting methods.			✓
	Better articulate how the forecast is made and what it means if the forecast is wrong in the RTP (this will also address a certification review comment).		✓	
	Research advanced project estimating processes used by other MPOs across the country to see if a similar process could be feasible.			✓
13-ANALYSIS METHODS	Incorporate a specific multi-year development program for maintaining transportation data resources and improving analysis methods into the UPWP or as an appendix to the RTP.		✓	
	Compose a technical memorandum documenting the modeling and data that go into the RTP.		✓	
	Consider the feasibility/need to bring in an outsider (e.g. ODOT) to do an authentic peer review of the model.			✓

CRITERION	DRAFT RECOMMENDATION	MPC	THIS RTP	FUTURE RTP
14- TRANSPORTATION SYSTEMS MANAGEMENT & OPERATIONS (TSM&O)	Discuss with partner agency staff and decision-makers the desired level of investment in TSMO strategies (our region typically prioritizes TDM rather than TSMO).	✓	✓	
	The RTP is not required to include operational projects (these are typically located in the ITS plan) but planned operational projects could be included in the RTP by way of reference/demonstration		✓	
	Consider including performance measures for TSMO in the RTP.	✓	✓	
15-LINKING ASSET MANAGEMENT AND PLANNING	More explicitly articulate assumptions relating to how life cycle cost analysis and benefit cost analysis are considered as part of project prioritization in jurisdictions' transportation system plans.		✓	
	Include a discussion acknowledging the need for asset management, particularly as it relates to projects that don't obviously appear to support goals (e.g., we have to maintain the roads because it supports the transit network); this will also address certification review comments that CLMPO needs to come up with operations and maintenance funding sources.			✓
16- INFRASTRUCTURE RESILIENCY	Consider additional objectives to address resiliency (e.g. prioritize projects that mitigate infrastructure risk).	✓	✓	
	Consider establishing a periodic resiliency agenda item at MPO subcommittee meetings to reduce barriers and further prospects for implementation of strategies to address infrastructure resiliency. At a minimum coordinate with partner agencies to incorporate relevant information into the RTP.			✓
	Expand the resilience section of the RTP beyond the current RTP's focus on how to address the new Planning Factor 9; incorporate an initial set of high-level adaptation strategies.	✓	✓	
	Develop performance measures relating to infrastructure resilience, identify data sources, and monitor progress toward goals.	✓	✓	

CRITERION	DRAFT RECOMMENDATION	MPC	THIS RTP	FUTURE RTP
17-PLANNING AND ENVIRONMENTAL LINKAGES (PEL)	Coordinate with NEPA practitioners and jurisdictional partners to understand their needs and consider strengthening RTP data and narrative to better meet downstream NEPA requirements as feasible, recognizing that most local projects are not large enough to trigger NEPA and CLMPO's jurisdictional partners contract out for NEPA as needed.		✓	
	Consider including objectives or performance measures explicitly linking system planning with NEPA documentation.	✓	✓	

NOTES: MPC = Metropolitan Policy Committee; CLMPO = Central Lane MPO; CMP = Congestion Management Process; UPWP = Unified Planning Work Program; NEPA = National Environmental Policy Act