

Regional Travel Options:

Metro's Regional Travel Options (RTO) program supports Metro's mission of making a great place by increasing the awareness of non-single occupancy vehicle (SOV) travel options such as biking, walking, taking transit, and ridesharing, and telecommuting/compressed work weeks. To accomplish this, the RTO program provides strategic investments that contribute to economic, environmental, and socio-economic health and prosperity for the region.

Regional Travel Options Grants

For more information visit:

www.oregonmetro.gov/traveloptions

Description

Active transportation refers to non-motorized transportation modes, such as bicycling and walking that are well-integrated into public transportation and trail systems. People who use active transportation get exercise as they go about their daily routines and are more likely to use these resources when transit service is frequent, bike and pedestrian routes are protected from cars, and the street grid has high connectivity. Non-motorized travel is efficient, reduces greenhouse gases, and fosters dynamic, mixed-use communities.

Purpose/Outcomes

To encourage walking, biking, and other forms of active transportation in order to support healthier, more active lifestyles, especially for minorities and low-income communities. There are many benefits associated with active living that improve our physical health, our emotional well-being, the communities in which we live, and the natural environment. Listed below are some objectives appropriate for an RTO-funded grant project focused on health and active living.

- Address transportation needs in areas underserved by transit, bicycle or pedestrian investments.
- Support projects that provide information and services to geographically and socio-economically diverse populations.
- Reduce auto trips and improve air quality.
- Increase the health and activity of residents.
- Increase trips by walking and biking.

 Metro | *Making a great place*

Metro, the regional government, crosses city limits and county lines to build a resilient economy, keep nature close by and respond to a changing climate. Representing a diverse population of 1.5 million people in 25 cities and three counties, Metro's directly elected council gives voters a voice in decisions about how the region grows and communities prosper.



Examples/Best Practices Include

- **Active Transportation Plan:**
The region is getting to work on a strategy to increase walking, bicycling and using public transportation. The plan will engage the public and partners across the region to identify the region's principal active transportation network. ¹
- **Community Cycling Center (CCC):**
The CCC developed the Understanding Barriers to Bicycling project, a community needs assessment, to better understand what people were interested in or concerned about as it related to bicycling. ²
- **Oregon Public Health Institute (OPHI):**
Includes programs like Healthy Eating Active Living (HEAL) and Housing and Healthy Active Lents which have helped implement policy changes and physical improvements that create healthier neighborhoods in Portland and throughout the Metro region. ³
- **Centers for Disease Control and Prevention:**
Includes data and trends on obesity and physical activity levels for both county and statewide levels. ⁴

Measurement

- Surveys to assess health indicators
- Mileage counts for bicyclists and pedestrians
- Focus groups paired with user surveys

1. Access information about the Active Transportation Plan at: <http://www.oregonmetro.gov/index.cfm/go/by.web/id=39005>.

2. Download the Understanding Barriers to Bicycling Final Report at: <http://www.communitycyclingcenter.org/index.php/community/understanding-barriers-to-bicycling/>.

3. Access the Oregon Public Health Institute website at: <http://www.orphi.org/healthy-community-planning>.

4. Access information at: http://apps.nccd.cdc.gov/DDT_STRS2/CountyPrevalenceData.aspx?stateId=41&Mode=OBS.

Grant Qualifications

- **Does the proposed investment contribute to increased use of non-SOV modes?**
This is established through a project proposal that provides a logical explanation demonstrating how the funded efforts will contribute to the increased use of non-SOV modes, identifying specific performance targets for each investment.
- **Does the applicant demonstrate interest and willingness?**
Have strategic partners been identified and indicated their commitment to the project? This is established through a project proposal that identifies the specific opportunity or problem to which the applicant is responding.
- **Does the applicant have local financial support?**
Minimum match requirements are used as base-level eligibility criteria. The minimum level is set at CMAQ thresholds, the federal source for RTO grants. Higher local match levels are needed when proposing higher-risk efforts and are rewarded through extra points in the scoring process.
- **Does the applicant have the capacity to Implement**
This is determined based on the applicant's demonstration of a viable long-term business model and funding commitments.

RTO Grant Timeline:

- Dec. 20, 2012 – Application packets available
- Jan. 9, 2013 – RTO Workshop
- Feb/Mar – Grant applications due
- Mar/Apr – Grant awards announced
- April to June – Grant agreements negotiated/signed
- July 1, 2013 – RTO Grant projects begin
- June 30, 2015 – RTO Grant projects completed