



A New Look at Transportation

Linking Transportation, Land Use, the Environment and the Economy

RTP System Development Phase
Tom Kloster, Metro



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2035 Regional Transportation Plan Update

RTP Timeline

February-June '06

- Phase 1: Scoping

June '06 -March '07

- Phase 2: Research and Policy Development

March-Sept. '07

- Phase 3: System Development and Analysis

October-Dec. '07

- Phase 4: RTP Adoption

Dec. '07-March '08

- Phase 5: State and Federal Review

Post March '08

- Local Implementation



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Proposed RTP Solicitation and Analysis Process

RTP Investment Pool Tracks

Track 1: State and Regional Mobility Corridor Investment Strategy

- Throughways
- High Capacity Transit
- Regional Trails and Greenways

Track 2: Community Building Investments

- Centers and Main Streets
- Industrial and Employment Areas
- Mixed-use Corridors
- Environmental Enhancement & Mitigation



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Proposed RTP Solicitation and Analysis Process

Track 1 - Mobility Strategy

State and Regional Mobility Corridors

- **JPACT, MPAC and Council** provide direction on strategy for “state and regional mobility corridors” in April 2007
- Focus on throughways, high capacity transit capacity and system management
- **Metro, TriMet and ODOT** staff convene a technical workshop to respond to policy direction and propose corridor investment to **JPACT, MPAC and Council** in May 2007
- **ODOT and TriMet** and nominate investments that respond to workshop mobility corridor strategy



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Proposed RTP Solicitation and Analysis Process

Track 2 - Community Building

Soliciting Local Investments for the RTP

- Local agency coordinating committees develop **“Community Building”** nominations
- Local nominations are informed by Track 1 workshop, current plans/studies and updated RTP policy framework
- **Metro, ODOT, TriMet and Port** staff liaisons to provide technical support to local partners during 7-week solicitation period



Proposed RTP Solicitation and Analysis Process

Eligible Project Sponsors

- **City of Portland and Port of Portland**
- **Multnomah County and cities**
- **Clackamas County and cities**
- **Washington County and cities**
- **ODOT**
- **TriMet and SMART**
- **Metro**
- **Parks and recreation districts**



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Proposed RTP Solicitation and Analysis Process Track 2 - Local Leads

- Washington County and its cities:
Andy Back
- Clackamas County and its cities:
Ron Weinman
- Multnomah County and its cities:
Ed Abrahamson
- City of Portland and the Port of
Portland: **Paul Smith and Susie
Lahsene**
- TriMet and SMART: **Phil Selinger**
- ODOT: **Rian Windsheimer**



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Proposed RTP Solicitation and Analysis Process Track 2 - Community Building

- **Step 1:** Locals coordinating committee meetings scheduled
- **Step 2:** Locals review 2005 and 2035 system performance, network gaps and JPACT/MPAC/Council/freight task force recommendations
- **Step 3:** Locals review adopted plans and current studies to identify existing and new investments that address screening criteria
- **Step 4:** Locals estimate project costs in 2007 dollars using Metro cost methodology
- **Step 5:** Locals coordinate nominations at committee meetings to submit to Metro by June 8



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Proposed RTP Investment Solicitation Process Track 2 - Investment Targets

- **Investment targets** established for all sponsors to create candidate pool of priority investments
- Targets include **locally-generated revenues** plus a share of regional revenues
- **ODOT and TriMet** investments will occur mostly in Track 1 process
- Regional revenue allocated based on forecasted **2035 population**



Proposed RTP Project Solicitation Process Track 2 - Solicitation Timeline

- **March 28 to April 12** – Metro Advisory Committees discuss process/criteria
- **April 11** - MPAC review of solicitation screening criteria
- **April 12** - JPACT review of solicitation screening criteria
- **April 18 to June 8** – Solicitation of Community Building investments from local partners
- **June 8** - Project nominations due



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Proposed RTP Solicitation and Analysis Process Track 2 - Screening Criteria vs. Performance Measures

Qualitative Criteria to Screen Community Building Nominations (May-June)

- General screening tool to develop strong candidate pool of investments that are consistent with RTP goals

Quantitative Performance Measures to Evaluate RTP Systems Scenarios (Aug.-Sept.)

- Evaluation tools to measure how well packages of investments address RTP goals
- Basis for more detailed prioritization of investments



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2035 Regional Transportation Plan Update Track 2 - RTP Policy Framework

- Draft RTP policy focus on **system management** and **system gaps** as high priority

System gaps are defined as completing gaps/missing links in “typical” urban transportation system for all modes of travel (e.g., Appropriate throughway, rail and stream over-crossings that help meet arterial network concept goals, new arterial connections up to four lanes, new collector connections in the central city, regional centers and industrial areas, new bike and pedestrian facilities, regional multi-use trails with a transportation function, new transit service connections, signal timing, weight limited bridges).

- **System deficiencies** are next priority

System deficiency are defined as addressing bottlenecks, barriers and safety deficiencies (e.g., substandard bike and pedestrian connections, transit service, throughway capacity less than six through lanes, arterial street capacity less than 4 lanes, rail over-crossings).



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2035 Regional Transportation Plan Update Track 2 - RTP Policy Framework

- **Goal 1 Efficient Urban Form**
- **Goal 2 Sustain Economic Competitiveness and Prosperity**
- **Goal 3 Transportation Choices**
- **Goal 4 Reliable Movement of People and Goods**
- **Goal 5 Safety and Security**
- **Goal 6 Human Health and the Environment**
- **Goal 7 Effective Public Involvement**
- **Goal 8 Fiscal Stewardship**
- **Goal 9 Accountability**



Proposed Screening Criteria for Community Building Investments

Goal 1: Efficient Urban Form

- **Reinforces compact urban form** and growth in, and access to, 2040 land uses through improved multi-modal design and access

High score

- Addresses system gap or deficiency to reinforce growth in and improve access to or within the central city, regional centers, industrial areas, and/or intermodal facilities

Medium score

- Addresses system gap or deficiency to reinforce growth in and improve access to or within any town center, station community, main street, 2040 corridor or employment area

Low score

- Addresses system gap or deficiency to reinforce growth in and improve access to or within any other parts of the region



Proposed Screening Criteria for Community Building Investments

Goal 2: Sustain Economic Competitiveness and Prosperity

- Improves **access to labor and markets**, supporting freight travel time reliability, job creation and retention and leveraging other investments

High score

- Improve reliability on the regional freight network AND provides access from labor markets and trade areas to the central city, regional centers, inter-modal facilities, and/or industrial areas

Medium score

- Improves access from labor markets and trade areas and reliability by serving or connecting to central city, regional centers, industrial areas or inter-modal facilities

Low score

- Improves access from labor markets and trade areas and reliability by serving or connecting to any town center, station community, main street, 2040 corridor, or employment area



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Proposed Screening Criteria for Community Building Investments

Goal 3: Transportation Choices

- **Expands travel choices and interconnections** between modes in order to reduce drive alone trips and **provide equity** by removing economic and cultural barriers to transportation

High score

- Completes physical system gap to improve transit, bicycle or pedestrian access AND provides connections between modes; OR
- Removes an economic or cultural barrier that prevents access to the transportation system

Medium score

- Addresses system deficiency that limits transit, bicycle or pedestrian access OR provides connections between modes

Low score

- Removes other physical, economic or cultural barriers that limit access to the transportation system



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Proposed Screening Criteria for Community Building Investments

Goal 4: Reliable Movement of People and Goods

- **Enhances** system efficiency, accessibility and reliability of **state and regional mobility corridors**

High score

- Improves reliability by completing system gap or deficiency OR provides system or demand management on an arterial within a state and regional mobility corridor

Medium score

- Improves reliability by addressing system gap or deficiency OR provides system or demand management on an arterial outside a state and regional mobility corridor

Low score

- Addresses system gap, deficiency and/or provides system or demand management on other parts of the transportation system



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Proposed Screening Criteria for Community Building Investments

Goal 5: Safety and Security

- **Improves safety or security** for all modes of travel

High score

- Addresses recurring safety-related deficiency on an arterial located within a state and regional mobility corridor

Medium score

- Addresses recurring safety-related deficiency on an arterial located outside of a state and regional mobility corridor

Low score

- Addresses recurring safety-related deficiency on other parts of the regional transportation system



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Proposed Screening Criteria for Community Building Investments

Goal 6: Human Health and the Environment

1. Opportunities for **physical activity**
2. Reduces vehicle **noise**
3. Reduces vehicle **emissions**
4. Mitigates **storm water** runoff
5. Improves fish or wildlife **habitat**
6. Reduces **energy** consumption

High score

- Addresses 4 or more of the above

Medium score

- Addresses 3 of the above

Low score

- Addresses 2 of the above



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Proposed RTP Solicitation and Analysis Process Track 1 - Mobility Corridor Strategy

- **2000 RTP** leaves **18 corridors** open to refinement planning, with no clear priority on a funding strategy
- Declining **state and federal revenue** stream creating a new paradigm for highway corridors
- Draft RTP Policy establishes concept of **broader mobility corridors**
- Forecast growth will place new stress on mobility corridors
- **System management** emerging as a major new strategy for coping with these issues



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Proposed RTP Solicitation and Analysis Process Track 1 - Mobility Corridor Exercise

1. Maps for mobility corridors show **existing, committed and proposed** capacity
2. Members asked to identify **investment priorities** across both the Throughway and HCT systems
3. Exercise draws on your knowledge of the system from **"outside the model"** to develop a reasonable starting point for major mobility investments
4. Technical workshop in late April will propose **specific investments** based on MPAC & JPACT direction that can be modeled and analyzed
5. Staff will bring the specific investment strategies back for MPAC and JPACT review **before modeling begins**



Proposed RTP Solicitation and Analysis Process

Track 1 - Mobility Corridor Investments

Investments may include:

- Throughway and HCT **gaps or extensions**
- Improvements to **existing** Throughways and HCT
- Emphasis on **management over capacity**
- Emphasis on **local arterial** connectivity
- **Regional Trail** gaps or extensions
- Anything else that helps the mobility system **better serve longer trips**, and discourage short trips



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2035 Regional Transportation Plan Update Finalizing the RTP Policies and Investment Strategy

September 2007

- Council, MPAC and JPACT review systems analysis and develop a draft:
 - Financially Constrained System Strategy
 - Illustrative System Strategy
- Refinements to RTP policy framework identified based on system phase

October/November 2007

- Discussion draft 2035 RTP released for public review and comment

December 2007

- 2035 RTP adoption



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