



METRO

DATE: March 29, 2007  
TO: TPAC and MTAC  
FROM: Kim Ellis, Principal Transportation Planner  
SUBJECT: 2035 RTP Investment Solicitation and System Analysis Process

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**Purpose**

The purpose of your upcoming meetings is to provide committee members with an opportunity to provide feedback on the proposed investment solicitation and system analysis process to:

- Ensure TPAC and MTAC understand the Regional Transportation Plan Update phase 3 process and milestones.
- Gain support for screening criteria and next steps of the process.
- Identify policy issues to be raised for MPAC and JPACT discussion on April 11 and 12, respectively.

**Action Requested**

TPAC and MTAC are requested to review the proposed schedule, process and screening criteria included in this packet of materials. Additional materials will be provided at the meeting.

**Background and Context**

The Regional Transportation Plan is a key tool for implementing the Region 2040 vision as expressed by the 2040 Fundamentals. In August, the Metro Council and the Joint Policy Advisory Committee on Transportation (JPACT) endorsed a 2040 outcomes-based process to guide RTP-related research and policy development and focused outreach activities. The outcomes-based approach relies on the 2040 Fundamentals as an expression of what the citizens of this region value to provide focus for what the RTP will address and monitor over time to determine whether the plan is helping to maintain quality of life for the citizens of the region. At the recommendation of MPAC and JPACT, the provisional draft policy framework (Chapter 1) was accepted by the Metro Council on March 15, 2007. This action formally initiated Phase 3 of the RTP update process.

**April to September 2007 Activities (Phase 3)**

**Attachment 1** shows several activities that will be conducted concurrently during Phase 3 of the RTP update:

1. **RTP Investment Pool Solicitation.** Solicit regional projects and program investments that best meet the goals and objectives for the regional transportation system. Two complementary tracks are proposed for the investment solicitation process that includes an integrated “State and Regional Mobility Investment Strategy” that will be complemented by an integrated “Community Building Investment Strategy.” **Attachment 2** to this memo describes the two investment strategy tracks in more detail.

- **Track 1: “State and Regional Mobility Investment Strategy”** – At upcoming meetings, MPAC and JPACT members will be asked to identify priority throughway and high capacity transit investment opportunities and needs for the region to focus on during the next 30 years. The exercise includes placing dots on a map and filling out a simple worksheet. The purpose of the exercise is to gain a sense of priorities for the “state and regional mobility corridors” and provide Metro staff with direction for moving forward into the investment solicitation and system analysis activities. Metro staff, in consultation with other agency land use and transportation staff and members of the Freight Task Force, will identify an integrated investment strategy for the state and regional mobility corridors for purposes of the RTP system analysis. This strategy will be brought to MPAC and JPACT in May for discussion, prior to initiating the system analysis from June through August.
- **Track 2: “Community Building Investment Strategy”** – Eligible project sponsors are requested to coordinate the identification of priority “community building” investments locally, through the local government coordinating committees and in consultation with their respective land use and trail planners. An investment solicitation packet is under development and will be provided to project sponsors on April 18, formally initiating the solicitation process. Investment nominations and specific project/program information are requested to be submitted by June 8, 2007.

Each track will result in the identification of a pool of eligible investment candidates that leverage the 2040 Growth Concept and draft RTP policy framework. The pool of investments will form the basis for evaluating and prioritizing investments in the regional transportation system and will result in the identification of project and program investments to be recommended in the 2035 RTP. Two levels of investment will be developed for the 2035 RTP. The first level, the *2035 RTP Financially Constrained System*, will represent the most critical transportation investments for the plan period.<sup>1</sup> The second level, the *2035 RTP Illustrative System*, will represent additional priority investments that would be considered for funding if new or expanded revenue sources are secured

2. **RTP Performance Measures.** Develop performance measures for RTP systems analysis and evaluation of the policy framework system concepts. This work will occur in the April-June period.
3. **RTP Investment Strategy.** Develop revenue forecast and conduct an analysis of investment strategies. Refinements to the investment tracks will be identified to address key findings from the system analysis and to reconcile priority investments with the amount of revenue anticipated to be available for the plan period. Strategies will also be identified to address the anticipated funding gap for the RTP Illustrative System.
4. **Focused public outreach.** Convene technical and policy workshops, informational presentations to business and community groups and web-based public outreach.

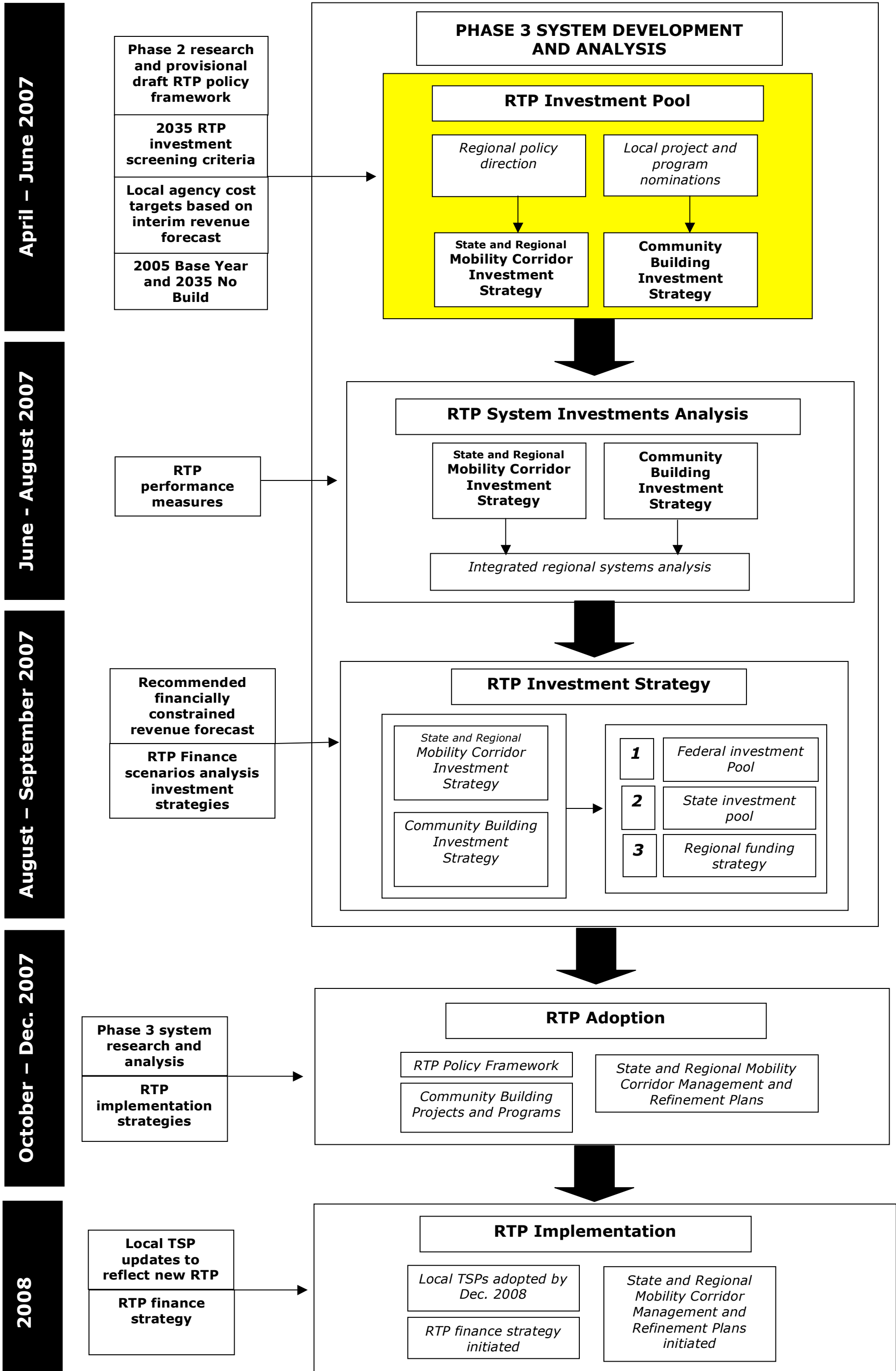
Recommendations from the Phase 3 activities will be forwarded to the larger New Look process for consideration. In addition, refinements to the RTP investment strategy and the provisional draft policy framework will be identified to respond to the results of the RTP System Analysis. The refinements and recommendations will then be used to develop a discussion draft Regional Transportation Plan for public review in October 2007.

If you have any questions about the 2035 RTP update process, contact me at (503) 797-1617 or by e-mail at [ellisk@metro.dst.or.us](mailto:ellisk@metro.dst.or.us).

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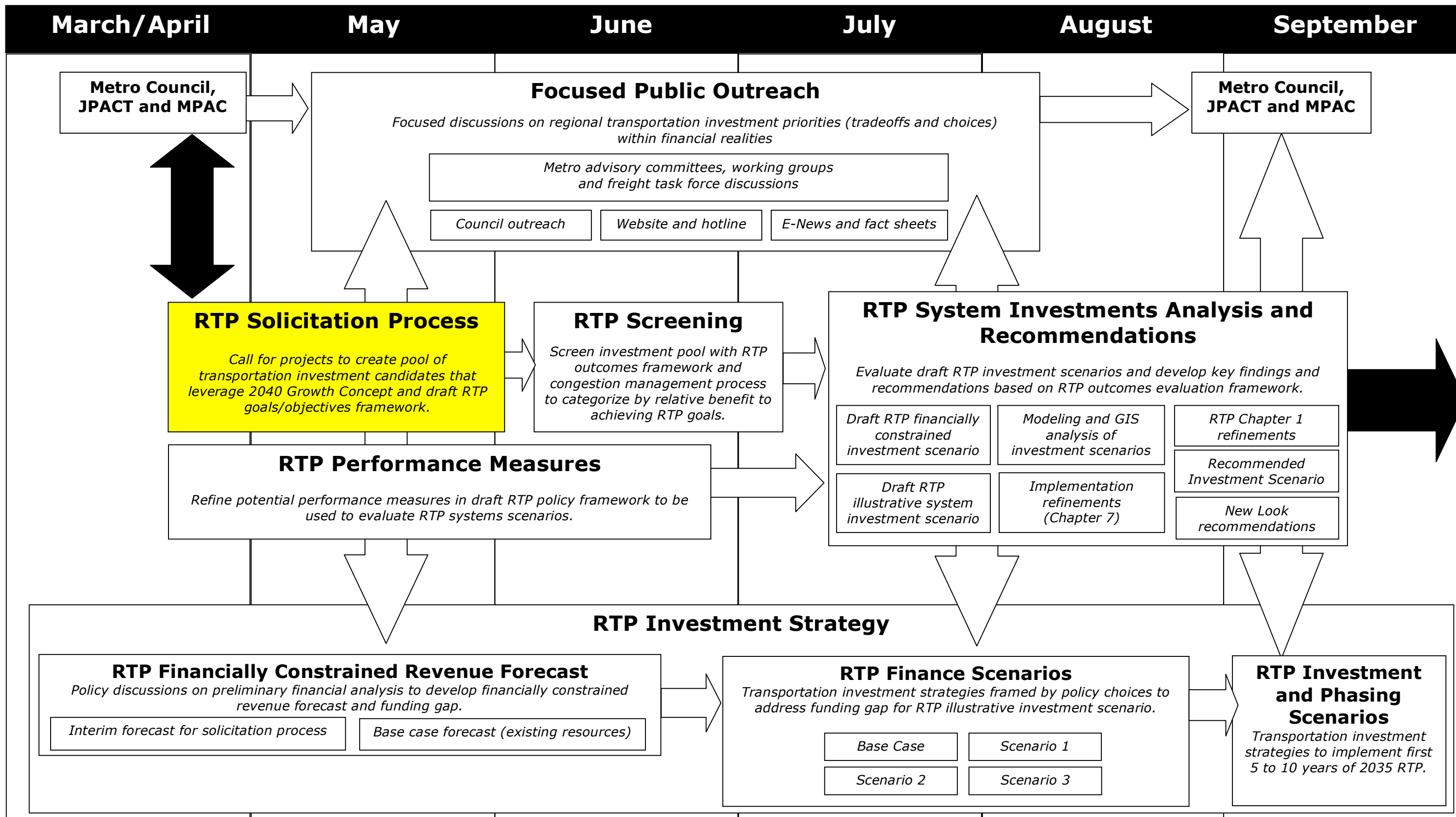
<sup>1</sup> The 2035 Financially Constrained System will be the basis for findings of consistency with federal metropolitan transportation planning factors, the Clean Air Act and other planning provisions identified in SAFETEA-LU.

# 2035 RTP UPDATE NEXT STEPS



# 2035 RTP Update: A New Look at Transportation

## Phase 3: System Development and Analysis (March – September 2007)





# 2035 Regional Transportation Plan Investment Strategy

<p><b>State and Regional Mobility Investment Strategy</b> <i>Investments that support reliable interstate, intrastate and intra-regional people and goods movement.</i></p>	<p><b>Regional Highway Mobility Program</b> This program addresses state and regional mobility corridors identified in the congestion management program (e.g., RTP throughways) with strategic, multi-modal corridor investments and management strategies. These routes have the function of connecting major activity centers and freight intermodal facilities within the region and serve as the primary interstate and intrastate connections for travel to other parts of the state, California, Pacific Northwest and Canada.</p> <p><b>Regional Bridges Program</b> This program addresses the operations, maintenance and preservation needs of bridges of regional significance identified in the RTP with strategic multi-modal corridor investments and management strategies.</p> <p><b>Regional Transit Mobility Program</b> This program addresses state and regional mobility corridors identified in the congestion management program (e.g., the RTP high capacity transit network) with strategic, multi-modal corridor investments and management strategies. The HCT routes have the function of connecting the central city, regional centers and passenger intermodal facilities within the region.</p> <p><b>Regional Trails and Greenways Program</b> This program implements the Regional Greenspaces Master Plan through strategic investments in regional trails with a transportation function to serve longer-distance connections to and between the central city, regional centers, town centers, industrial areas and intermodal facilities, regionally significant parks and greenspaces, the Willamette Greenway and other regionally significant habitat areas, fish and wildlife corridors, trails and greenways in Oregon and the state of Washington.</p>
<p><b>Community Building Investment Strategy</b> <i>Investments that leverage 2040 land uses and improve community access and mobility.</i></p>	<p><b>Centers and Main Streets Program</b> This program supports multi-modal travel needs to, from and within high 2040 mixed-use areas. This program targets: the central city, regional and town centers, main streets, station communities and passenger intermodal facilities.</p> <p><b>Industrial Areas and Employment Areas Program</b> This program implements the regional freight and goods movement concept, supporting freight mobility to, from and within the region and access to industrial areas and freight intermodal facilities in the 2040 Growth Concept. This program targets: industrial areas, freight intermodal facilities and employment areas.</p> <p><b>2040 Corridors Program</b> This program implements the regional bike, pedestrian, arterial street and regional transit network concepts where appropriate through strategic multi-modal corridor investments and management strategies. This program targets the 2040 Corridors design-type, which provides important access connections to and between centers, main streets, employment areas, industrial areas, intermodal facilities and the regional throughway system.</p> <p><b>Environmental Enhancement and Mitigation Program</b> This program addresses environmental enhancement and mitigation projects, including diesel retrofit projects, culvert replacements and implementation of green street demonstration projects.</p>