



A New Look at Transportation

Linking Transportation to Land Use, the Economy and the Environment

Proposed RTP Investment Solicitation and Analysis Process

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2035 Regional Transportation Plan Update Project Timeline

- | | |
|----------------------------|--|
| Feb.-June '06 | • Phase 1: Scoping |
| June '06 -March '07 | • Phase 2: Research and Policy Development |
| March-Sept. '07 | • Phase 3: System Development and Analysis |
| Oct.-Dec. '07 | • Phase 4: Adoption Process |
| Dec. '07-March '08 | • Phase 5: Air Quality Analysis and State/ Federal Consultation |
| Post March '08 | • Continue work to address outstanding RTP issues |



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Proposed RTP Solicitation and Analysis Process Key Differences From Past Approaches

- **System perspective emphasized to achieve desired outcomes, not just “a list of projects”**
- **Return on investment and freight mobility highlighted**
- **Use of a task force of freight and business interests**
- **New distinction between investments that serve statewide and regional mobility and investments that build communities**
- **Implementation of new Oregon Transportation Plan policy direction**

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Proposed RTP Solicitation and Analysis Process RTP Investment Pool Tracks

Track 1: State and Regional Mobility Corridor Investment Strategy

- **Regional Highway Mobility Program**
- **Regional Transit Mobility Program**
- **Regional Bridges Program**
- **Regional Trails and Greenways (with a transportation function) Program**

Track 2: Community Building Investment Strategy

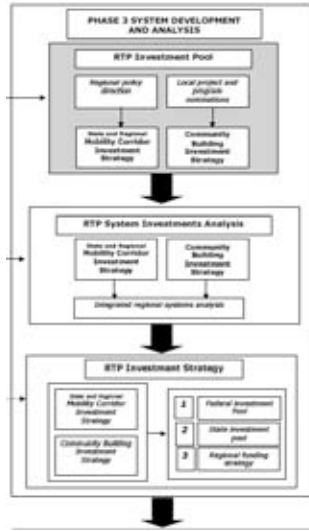
- **Centers and Main Streets Program**
- **Industrial and Employment Areas Program**
- **2040 Corridors Program**
- **Environmental Enhancement and Mitigation Program**

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**Proposed RTP Solicitation and Analysis Process
RTP Phase 3 Process
April - September 2007**

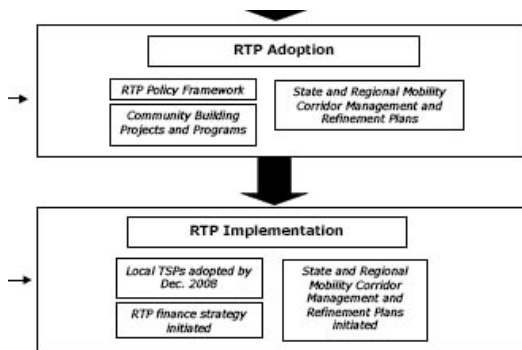


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**Proposed RTP Solicitation and Analysis Process
RTP Adoption and Implementation
October 2007- December 2008**



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**Proposed RTP Solicitation and Analysis Process
Logistics - Track 1
State and Regional Mobility Corridor Investment
Strategy**

- **JPACT, MPAC and Council provide direction on strategy for “state and regional mobility corridors”**
- **Focus on throughways, high capacity transit and system/demand management**
- **Metro convenes interdisciplinary, multi-jurisdiction technical workshop**
- **Identify statement of need for “state and regional mobility corridors” and integrated strategy for addressing needs**
- **ODOT and TriMet nominate investments that respond to workshop strategy**

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**Proposed RTP Solicitation and Analysis Process
Logistics - Track 2
Community Building Investment Strategy**

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

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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 through their respective local coordinating committee**

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Proposed RTP Solicitation and Analysis Process Local Coordinating Committee 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 Ground Rules for “Community Building” Nominations

- **Part of the regional transportation system**
- **Located within or directly serves 2040 primary or secondary land use**
- **Total cost of nominations within established cost target for each sponsor**
- **Minimum \$1 million cost threshold (unless bundled with other similar project)**
- **Nominations greater than \$25 million encouraged to be submitted as discrete phases (e.g. PE, ROW, construction)**
- **Follow Metro cost methodology for consistency**
- **Meet Metro’s public involvement requirements**

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Proposed RTP Solicitation and Analysis Process Community Building Nomination Steps

- **Step 1: Locals set up coordinating committee meetings.**
- **Step 2: Locals review 2005 and 2035 system performance data, 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 best address screening criteria within cost targets.**
- **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 Solicitation and Analysis Process Roles and Responsibilities

- **Local project sponsors complete individual project applications (Attachments B and C) in consultation with coordinating committees**
- **Local coordinating committee leads complete Attachment A and "self-scoring" project screening**
- **Metro, ODOT and Trimet complete Attachments A, B and C for agency nominations**
- **Metro reviews nomination materials and compiles nominations into candidate investment pool to be evaluated in system analysis**

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Proposed RTP Investment Solicitation Process Solicitation Cost Targets...

- **Cost targets established for all sponsors to create candidate pool of priority investments**
- **Targets represent the maximum amount of nomination costs that may be submitted by local agencies**
- **Targets include locally-generated revenues**
- **Non-locally generated revenue allocated based on forecasted 2035 population**

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Proposed RTP Investment Solicitation Process ...Solicitation Cost Targets

- **Interim cost targets for 2007-2035 time period based on:**
 - **ECONorthwest *Preliminary Financial Analysis* report estimates for federal and local revenue**
 - **ODOT estimates for state revenue**
- **Revenue estimate will change pending development of recommended “financially constrained” forecast from April to June**

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

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

- **Screening tool to match candidate pool of investments with RTP goals and establish relative high, medium and low priorities**
- **Focused on essence of 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 development of more detailed prioritization and project-level evaluation criteria to inform future funding processes (e.g., MTIP)**

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2035 Regional Transportation Plan Update RTP Policy Framework

- **Draft RTP policy emphasizes system management and completion of 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 overcrossings 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 medium 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 overcrossings).

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2035 Regional Transportation Plan Update 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**

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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 (10 points)

- **Addresses gap or barrier to improve access within or directly to the central city or any regional center**

Medium score (7 points)

- **Addresses gap or barrier to improve access within or between any town center, station community, main street, 2040 corridor or employment area**

Low score (3 points)

- **Addresses gap or barrier to improve access within or between any other areas of development**

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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 (10 points)

- **Completes system gap directly connecting to or within central city, regional centers, intermodal facilities, industrial areas**

Medium score (7 points)

- **Addresses system deficiency directly connecting to or within central city, regional centers, intermodal facilities, or industrial areas OR**
- **Completes system gap directly connecting to or within town centers, main streets, station communities, 2040 corridors or employment areas**

Low score (3 points)

- **Addresses system gap or deficiency on other parts of the regional system**

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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 (10 points)

- **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 (7 points)

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

Low score (3 points)

- **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 (10 points)

- **Completes gap in a state and regional mobility corridor OR**
- **Provides system or demand management in a state and regional mobility corridor**

Medium score (7 points)

- **Addresses system deficiency in a state and regional mobility corridor**

Low score (3 points)

- **Addresses system gap, deficiency and/or provides system or demand management on parallel arterial facility**

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Proposed Screening Criteria for Community Building Investments

Goal 5: Safety and Security

- **Addresses documented safety or security deficiency or high crash location(s) for any mode of travel**

High score (10 points)

- **Addresses recurring safety issue(s) in a state and regional mobility corridor**

Medium score (7 points)

- **Addresses recurring safety issue(s) on arterial streets parallel to a state and regional mobility corridor**

Low score (3 points)

- **Addresses recurring safety issue on other parts of the transportation system**

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Proposed Screening Criteria for Community Building Investments

Goal 6 (a): Human Health

- **Provides air quality benefits and opportunities for physical activity**

High score (10 points)

- **Reduces net vehicle emissions AND vehicle noise AND provides opportunity physical activity**

Medium score (7 points)

- **Reduces net vehicle emissions AND provides opportunity for physical activity**

Low score (3 points)

- **Reduces net vehicle emissions OR promotes physical activity**

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Proposed Screening Criteria for Community Building Investments

Goal 6 (b): Environment

- **Protects or enhances the natural systems**

High score (10 points)

- **Removes total blockage prohibiting fish or wildlife passage in exceptional quality habitat area**

Medium score (7 points)

- **Addresses barrier or constraint limiting fish or wildlife passage in exceptional quality habitat area (e.g., substandard culvert)**

Low score (3 points)

- **Removes total blockage, barrier(s) and/or constraint(s) limiting fish or wildlife passage in other regionally significant habitat areas OR**
- **Includes a "green street" retrofit to reduce stormwater runoff**

Note: Screening scores for 6(a) and 6(b) will be averaged.

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Proposed RTP Project Solicitation Process Solicitation Process Timeline

- **March 21 – Council discussion of process**
- **March 28 to April 12 – Metro Advisory Committees discuss process/criteria**
- **April 11 - MPAC requested to endorse staff release of solicitation packet**
- **April 12 - JPACT requested to endorse staff release of solicitation packet**
- **April 18 to June 8 – Solicitation of nominations**
- **June 8 - Project nomination materials due at 5 p.m.**

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**2035 Regional Transportation Plan Update
Post-Solicitation Process Timeline**

- **April-June – Recommended RTP performance measures and financially constrained forecast finalized**
- **Week of June 4 –Metro compiles project nominations into draft pool of investment candidates to be used in systems analysis**
- **June 11 to Aug. 24 - RTP systems evaluation conducted with agreed upon system-level performance measures and RTP funding strategy analysis**
- **September - Recommended investment strategy and refinements to RTP systems and draft policy framework identified**
- **Oct. 11 to Nov. 26 – Discussion draft 2035 RTP public comment period**
- **December – 2035 RTP approved, pending AQ**