



Metro



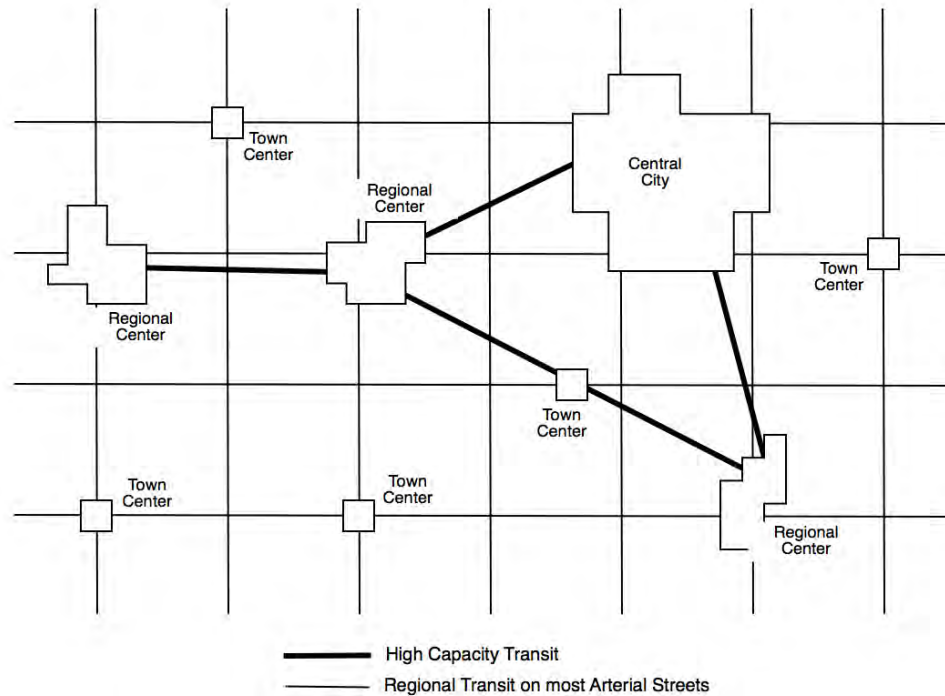
HCT Strategy Update: Policy Framework & Vision



What we heard...

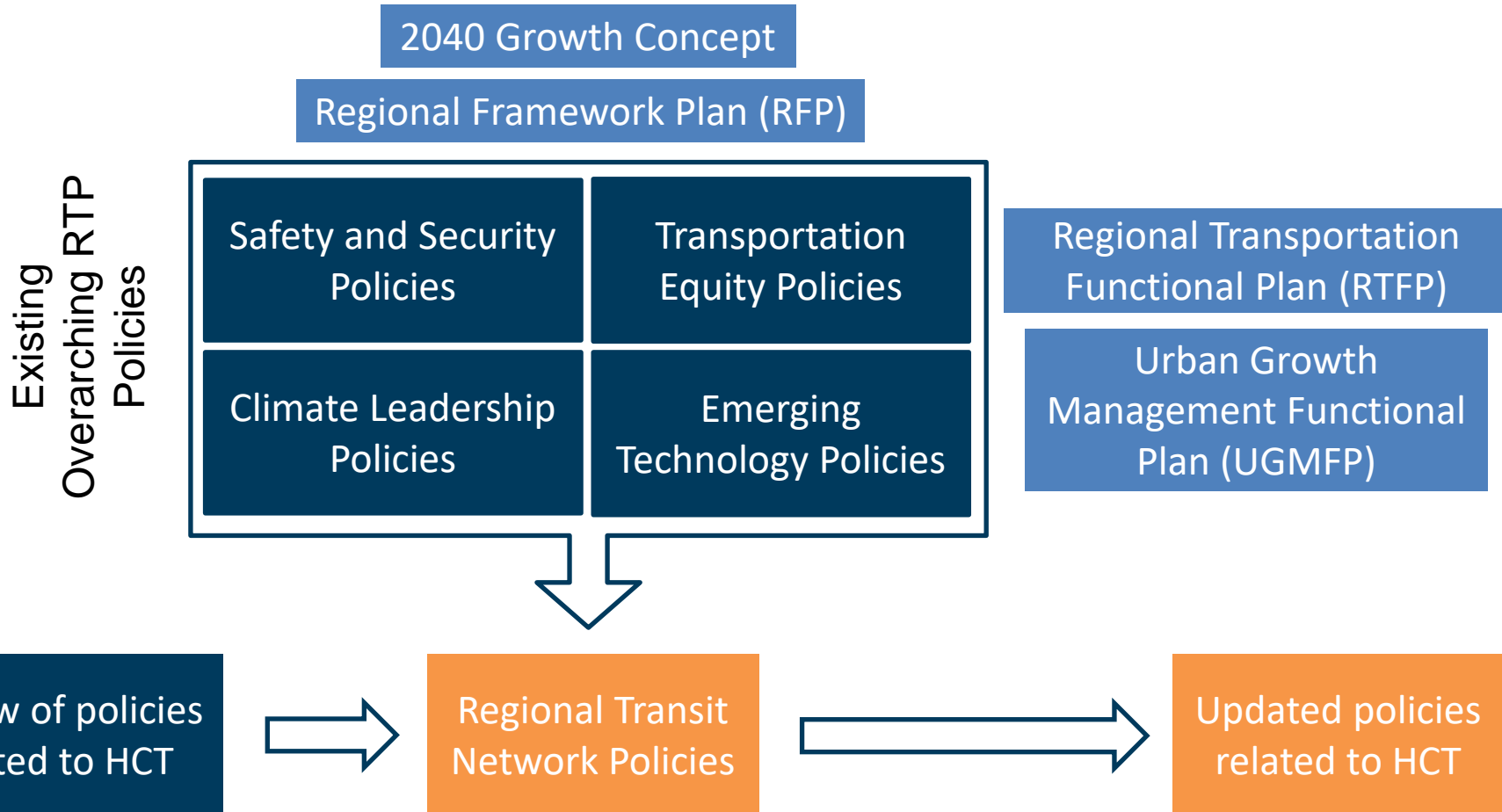


Establishing the Policy Framework



Regional Transit Network Policy 4: Make transit more convenient by expanding high capacity transit; improving transit speed and reliability through the regional enhanced transit concept.

We looked at the current regional framework...



We looked at the policies...

Foundational to Role of HCT in the region and its definition

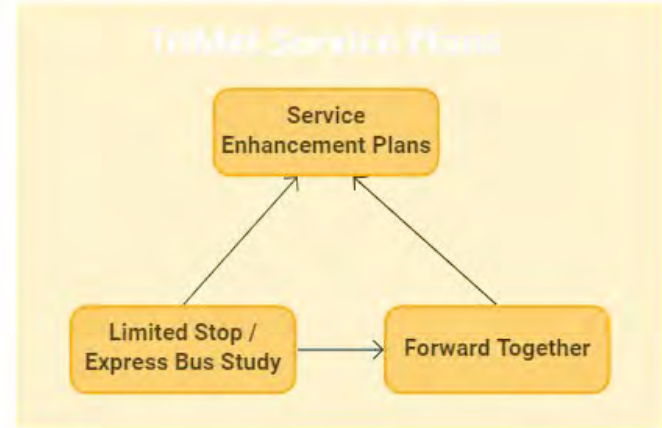
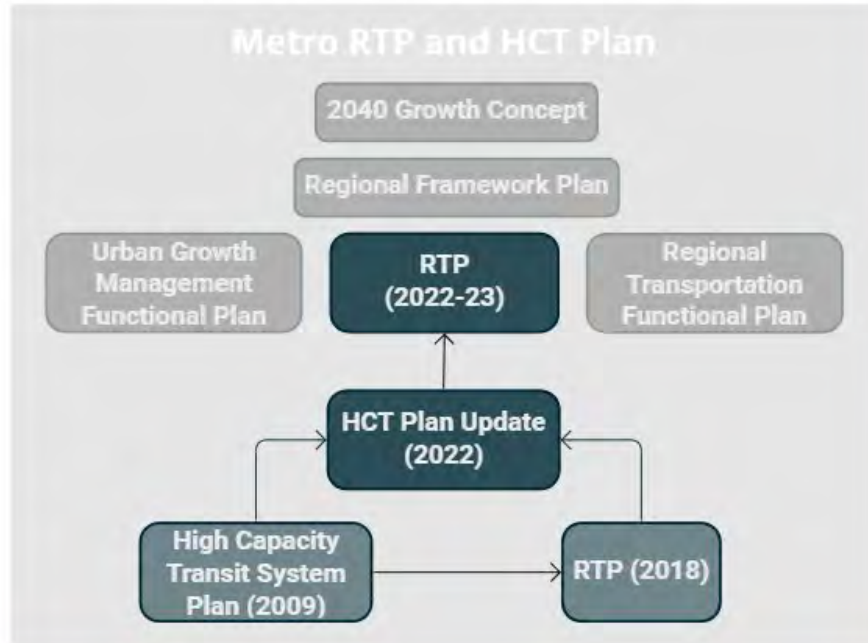
Directs Investments by directly influencing key evaluation / readiness measure(s) used for HCT decision making

Influences Outcomes of HCT system investments

| Existing Regional Transit Network Policy (2018 RTP) | Proposed Policy Headline | 2023 RTP Outcomes | Relationship to HCT |
|---|------------------------------------|--|---|
| Policy 1: Provide a seamless, integrated, affordable, safe and accessible transit network that serves people equitably, particularly communities of color and other historically marginalized communities, and people who depend on transit or lack travel options. | Equity | <input checked="" type="checkbox"/> Equity <input type="checkbox"/> Safety <input checked="" type="checkbox"/> Climate <input checked="" type="checkbox"/> Mobility | <input type="checkbox"/> Foundational to Role <input checked="" type="checkbox"/> Directs Investments <input checked="" type="checkbox"/> Influences Outcomes |
| Policy 2: Preserve and maintain the region's transit infrastructure in a manner that improves safety, security and resiliency while minimizing life-cycle cost and impact on the environment. | Maintenance and Resilience | <input type="checkbox"/> Equity <input checked="" type="checkbox"/> Safety <input type="checkbox"/> Climate <input type="checkbox"/> Mobility | <input type="checkbox"/> Foundational to Role <input checked="" type="checkbox"/> Directs Investments <input type="checkbox"/> Influences Outcomes |
| Policy 3: Make transit more reliable and frequent by expanding regional and local frequent service transit and improving local service transit options. | Frequency and Reliability | <input type="checkbox"/> Equity <input type="checkbox"/> Safety <input checked="" type="checkbox"/> Climate <input checked="" type="checkbox"/> Mobility | <input type="checkbox"/> Foundational to Role <input checked="" type="checkbox"/> Directs Investments <input checked="" type="checkbox"/> Influences Outcomes |
| Policy 4: Make transit more convenient by expanding high-capacity transit; improving transit speed and reliability through the regional enhanced transit concept. | High-Capacity Transit | <input type="checkbox"/> Equity <input type="checkbox"/> Safety <input checked="" type="checkbox"/> Climate <input checked="" type="checkbox"/> Mobility | <input checked="" type="checkbox"/> Foundational to Role <input type="checkbox"/> Directs Investments <input type="checkbox"/> Influences Outcomes |
| Policy 5: Evaluate and support expanded commuter rail and intercity transit service to neighboring communities and other destinations outside the region. | Intercity / Inter-Regional Transit | <input type="checkbox"/> Equity <input checked="" type="checkbox"/> Safety <input checked="" type="checkbox"/> Climate <input checked="" type="checkbox"/> Mobility | <input type="checkbox"/> Foundational to Role <input type="checkbox"/> Directs Investments <input checked="" type="checkbox"/> Influences Outcomes |
| Policy 6: Make transit more accessible by improving pedestrian and bicycle access to and bicycle parking at transit stops and stations and using new mobility services to improve connections to high-frequency transit when walking, bicycling or local bus service is not an option. | Accessibility | <input type="checkbox"/> Equity <input checked="" type="checkbox"/> Safety <input checked="" type="checkbox"/> Climate <input checked="" type="checkbox"/> Mobility | <input type="checkbox"/> Foundational to Role <input type="checkbox"/> Directs Investments <input checked="" type="checkbox"/> Influences Outcomes |
| Policy 7: Use technology to provide better, more efficient transit service – focusing on meeting the needs of people for whom conventional transit is not an option. | Mobility Technology | <input checked="" type="checkbox"/> Equity <input checked="" type="checkbox"/> Safety <input type="checkbox"/> Climate <input checked="" type="checkbox"/> Mobility | <input type="checkbox"/> Foundational to Role <input type="checkbox"/> Directs Investments <input type="checkbox"/> Influences Outcomes |
| Policy 8: Ensure that transit is affordable, especially for people who depend on transit. | Affordability | <input checked="" type="checkbox"/> Equity <input type="checkbox"/> Safety <input type="checkbox"/> Climate <input type="checkbox"/> Mobility | <input type="checkbox"/> Foundational to Role <input type="checkbox"/> Directs Investments <input type="checkbox"/> Influences Outcomes |

We looked at partner plans and policies...

Local, State, and Federal Plans informing the Regional HCT Plan



RTP = Regional Transportation Plan, TDP = Transit Development Plan, TSP = Transportation System Plan

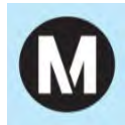
We looked to peer regions...



Seattle



San Francisco



Los Angeles



Twin Cities



Austin



Boston



Philadelphia

RTP Priorities

- Equity
- Safety
- Climate
- Mobility

What refinements could be made?

| Existing # | Revised # | Proposed Headline | Existing Policy Text | Gaps / Considerations Addressed | Updated Policy Text Considerations |
|------------|-----------|-----------------------------------|--|--|---|
| 1 | 1 | System Quality | <i>Provide a seamless, integrated, affordable, safe and accessible transit network that serves people equitably, particularly communities of color and other historically marginalized communities, and people who depend on transit or lack travel options.</i> | <ul style="list-style-type: none"> ▪ Separated existing Policy 1 into two policies ▪ Aligned with overarching Transportation Equity Policy 3 ▪ Integrated quality of service into policy language | Provide a high-quality, safe, and accessible system that makes transit a convenient and comfortable transportation choice for everyone to use. |
| | 2 | Equity | | | Ensure that the regional transit network equitably prioritizes service to those who depend on transit or lack travel options; makes service, amenities, and access safe and secure; and proactively supports stability of vulnerable communities, particularly communities of color and other historically marginalized communities. ² |
| N/A | 3 | Climate Change | N/A | <ul style="list-style-type: none"> ▪ Strengthen policies to focus on transit's role in addressing climate change | Prioritize our transit investments to create a transit system that encourages people to ride rather than drive alone and support transitioning to a clean fleet, enabling us to meet our state, regional, and local climate goals. |
| 2 | 4 | Maintenance and Resiliency | <i>Preserve and maintain the region's transit infrastructure in a manner that improves safety, security and resiliency while minimizing life-cycle cost and impact on the environment.</i> | <ul style="list-style-type: none"> ▪ Incorporated reliability into State of Good Repair | Preserve and maintain the region's transit infrastructure in a manner that improves safety, reliability, and resiliency while minimizing life-cycle cost and impact on the environment. |

What refinements could be made?

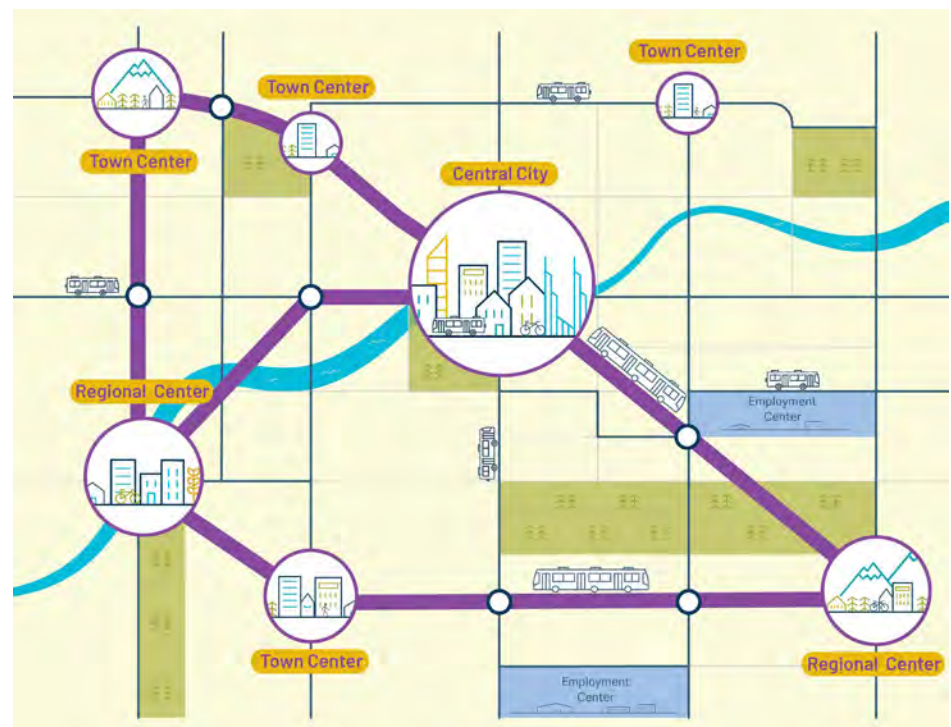
| Existing # | Revised # | Proposed Headline | Existing Policy Text | Gaps / Considerations Addressed | Updated Policy Text Considerations |
|------------|-----------|-------------------------------|--|---|---|
| 4 | 5 | High Capacity Transit | <i>Make transit more convenient by expanding high capacity transit; improving transit speed and reliability through the regional enhanced transit concept.</i> | <ul style="list-style-type: none"> Align with equity and climate outcomes and HCT definition Reframe “convenient” around equity Revise description of capacity | Complete and strengthen a well-connected network of high capacity transit along mobility corridors with the highest travel demand. High capacity transit prioritizes transit speed to connect regional centers with the Central City, link regional centers with each other and link regional centers to major town centers to provide people with high-quality service and convenient connections. |
| 3 | 6 | Coverage and Frequency | <i>Make transit more reliable and frequent by expanding regional and local frequent service transit and improving local service transit options.</i> | <ul style="list-style-type: none"> Moved reliability and the Enhanced Transit Concept to a new policy (see Policy 7) | Complete a well-connected network of local and regional transit on most arterial streets – prioritizing frequency along mobility corridors and main streets linking town centers to each other and neighborhoods to centers. |
| 3 and 4 | 7 | Reliability | <i>See Policy #4</i> | <ul style="list-style-type: none"> Created a separate policy focused on reliability that clarifies the role of ETC in the regional transit network | Through the Better Bus program, prioritize capital and traffic operational treatments identified in the Enhanced Transit Toolbox in key locations or corridors to improve transit speed and reliability. |

Could we expand HCT's role in the regional transit network?

Connecting regional centers and major town centers

“The 2040 Growth Concept sets forth a vision for connecting the central city to regional centers like Gresham, Clackamas and Hillsboro with high capacity transit. The RTP expands this vision to include **high capacity connections to major town centers, as well as** a complete network of regional transit along most arterial streets to better serve existing and growing communities.”

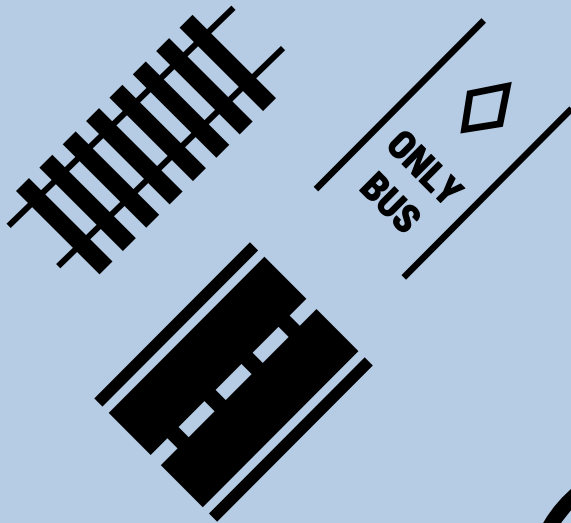
*2018 RTP - Regional Transit Strategy –
Page 4-4*



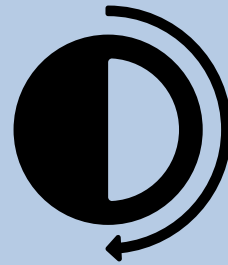
How could we refine the definition?

Transit is essential and the backbone of the transportation network. The high capacity transit system is meant to connect **people** to regional centers with high-quality service (fast, frequent, safe and reliable) and carry more transit riders **more comfortably** than the local, regional, and frequent service transit lines. HCT operates with the majority or all of the service in exclusive guideway and could include light rail, commuter rail, rapid streetcar, bus rapid transit (BRT), and corridor-based BRT. **Corridor-based BRT makes a substantial investment in a specific corridor but may not operate in an exclusive guideway for the full corridor.”**

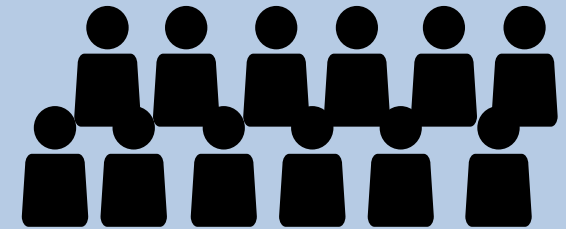
What makes a transit investment high capacity?



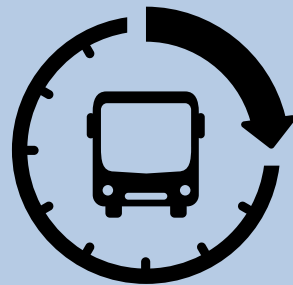
most to full
priority (speed
+ reliability)



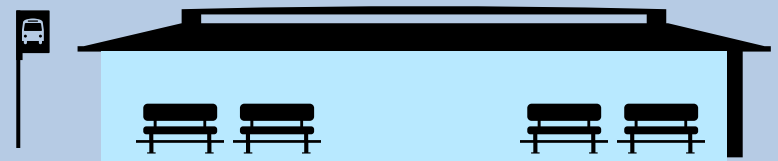
runs 16-18+
hours per day
(span)



moves a lot of
people (volume)



frequent to very frequent
(<15 minutes,
convenience)

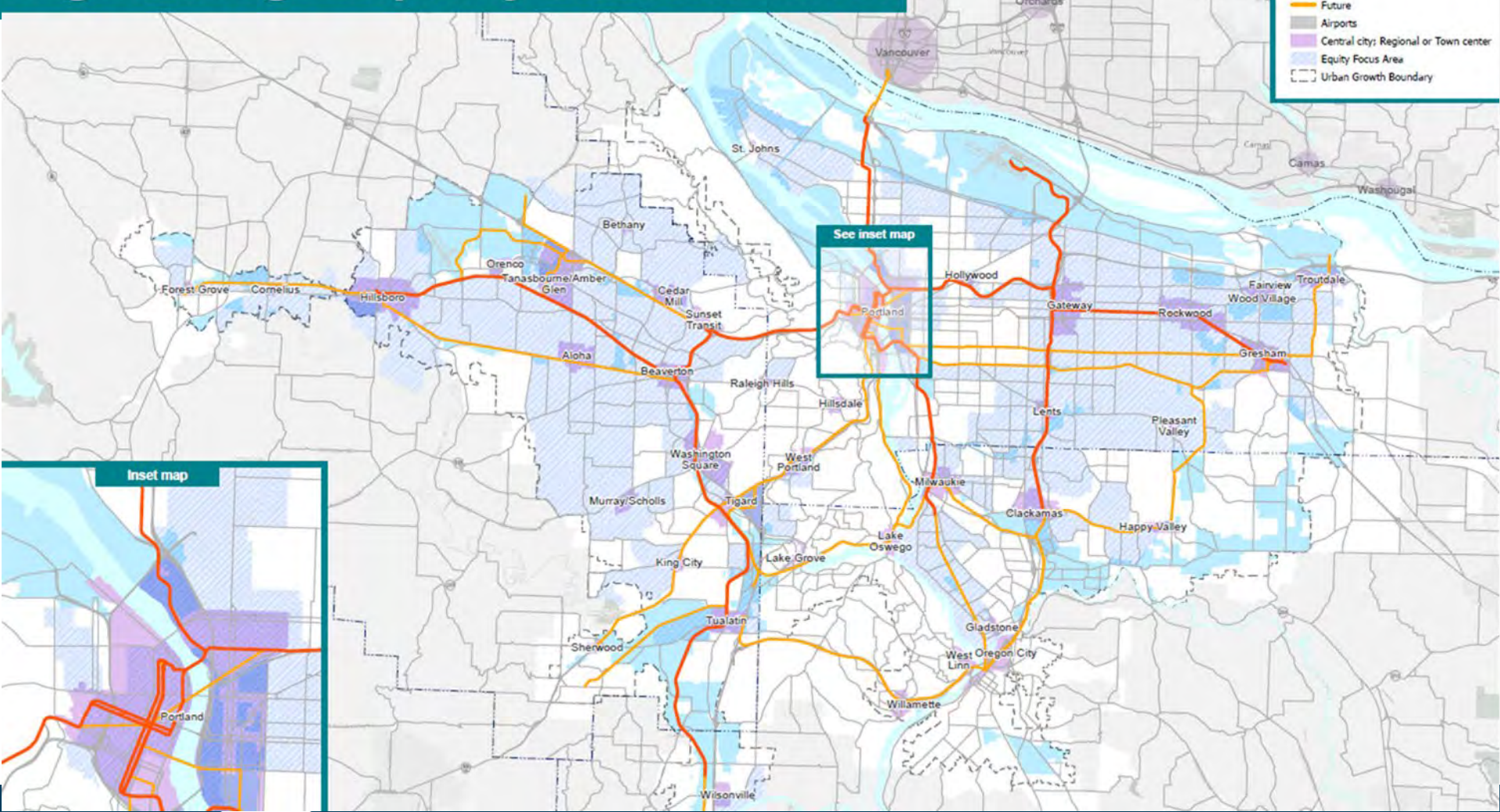


better to best amenities
(efficiency + comfort)

What makes a corridor ready?



Regional High Capacity Transit Network



Developing the Network Vision



To be evaluated a project must be:
 (1) In Regional Transit Strategy
 (2) Eligible for the FTA Capital Investment Grant (CIG) Program



Core Criteria Assessment

MOBILITY AND RIDERSHIP

- Current and/or future ridership
- Transit rider travel time benefit

LAND USE SUPPORTIVENESS AND MARKET POTENTIAL

- Land use supportiveness
- Supportiveness of urban form
- Enhances connections to and between 2040 Growth Areas
- Rebuilding/ redevelopment opportunity

COST EFFECTIVENESS

- Operating Cost (Operating Cost per Rider)
- Capital Cost (Capital Cost per Rider)

EQUITY BENEFIT

- Access to jobs and services for historically marginalized populations

ENVIRONMENTAL BENEFIT

- Reduction in emissions

Filtering Process
 (1) Core criteria assessment
 (2) Time horizon



Readiness Criteria Assessment

FUNDING POTENTIAL

- FTA Scoring Assessment (based on FTA New/Small Starts CIG criteria)

LOCAL COMMITMENT AND PARTNERSHIPS

- Documented local and community support
- Adopted transit-supportive population and employment growth aspirations
- Supportive land use policies
- Partnerships with agencies and municipalities, including right-of-way owner
- Displacement analysis and partnerships, policies and tools

"NOT READY"

All projects that go through the Core Criteria Assessment will be included in the "Scorecard"

Assessment of Regional Transit Investments "Scorecard"

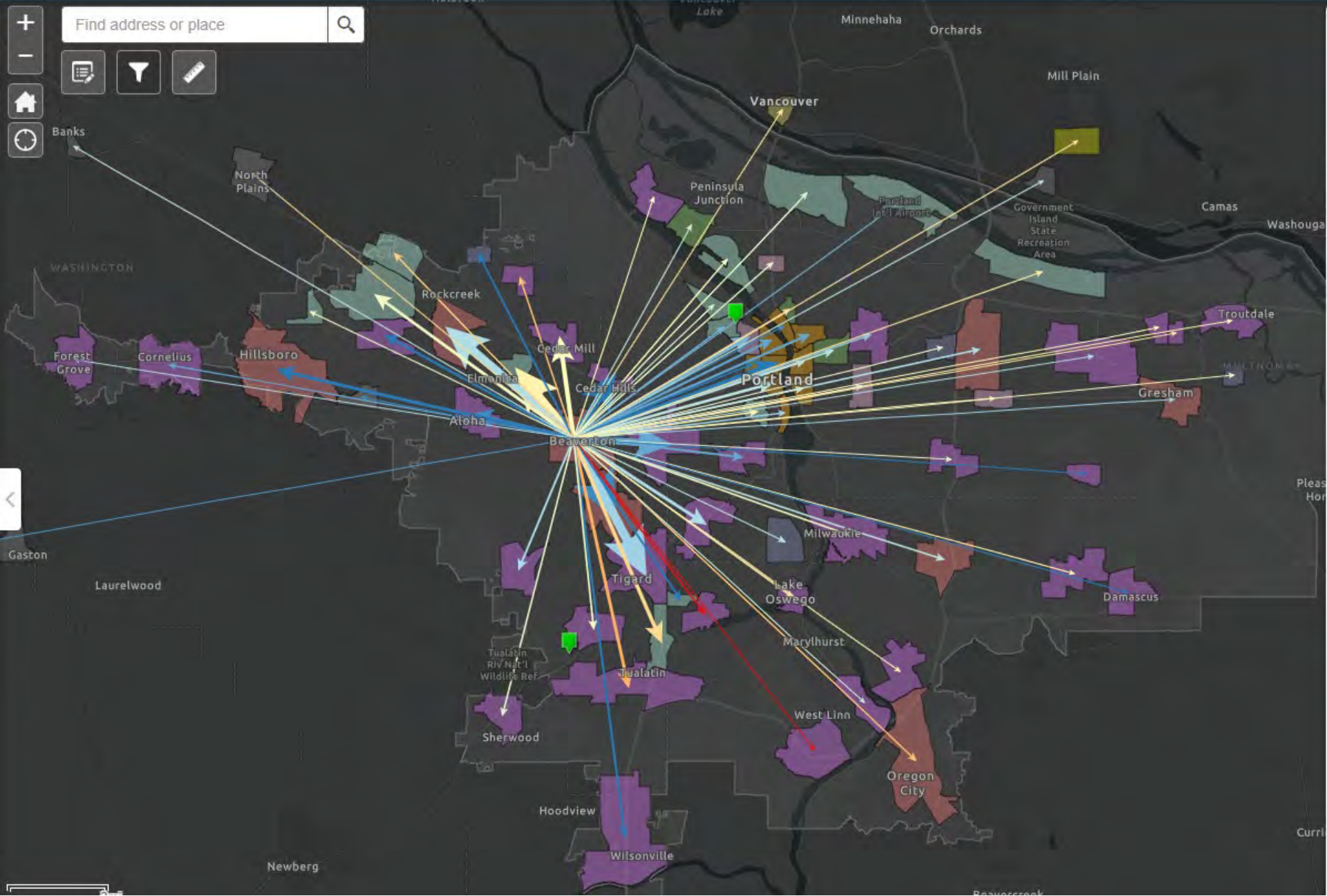
"READY"

Projects that meet readiness criteria advance into FTA process based on local / regional capacity

FTA PROJECT DEVELOPMENT

Thinking about initial screening...

What are the “big moves”?



Fall Engagement



1 **Welcome!**
Learn a bit about high-capacity transit before you begin.

WELCOME

All aboard! Exploring transit options for the Treasure Valley

COMPASS is planning for a future high-capacity transit system that will connect Caldwell to Boise to meet the demands of our growing region. While building a high capacity transit system is still likely 20+ years away, the time to plan for it is now. Take this short survey to help us understand how this type of service could serve you.

Español

2

TRADEOFFS

3

DESTINATIONS

4

PREFERENCES

5

WRAP UP

Welcome!

COMPASS is planning for a future high-capacity transit system that will connect Caldwell to Boise. Take this short survey to help us better understand how this type of service could serve you.

Next





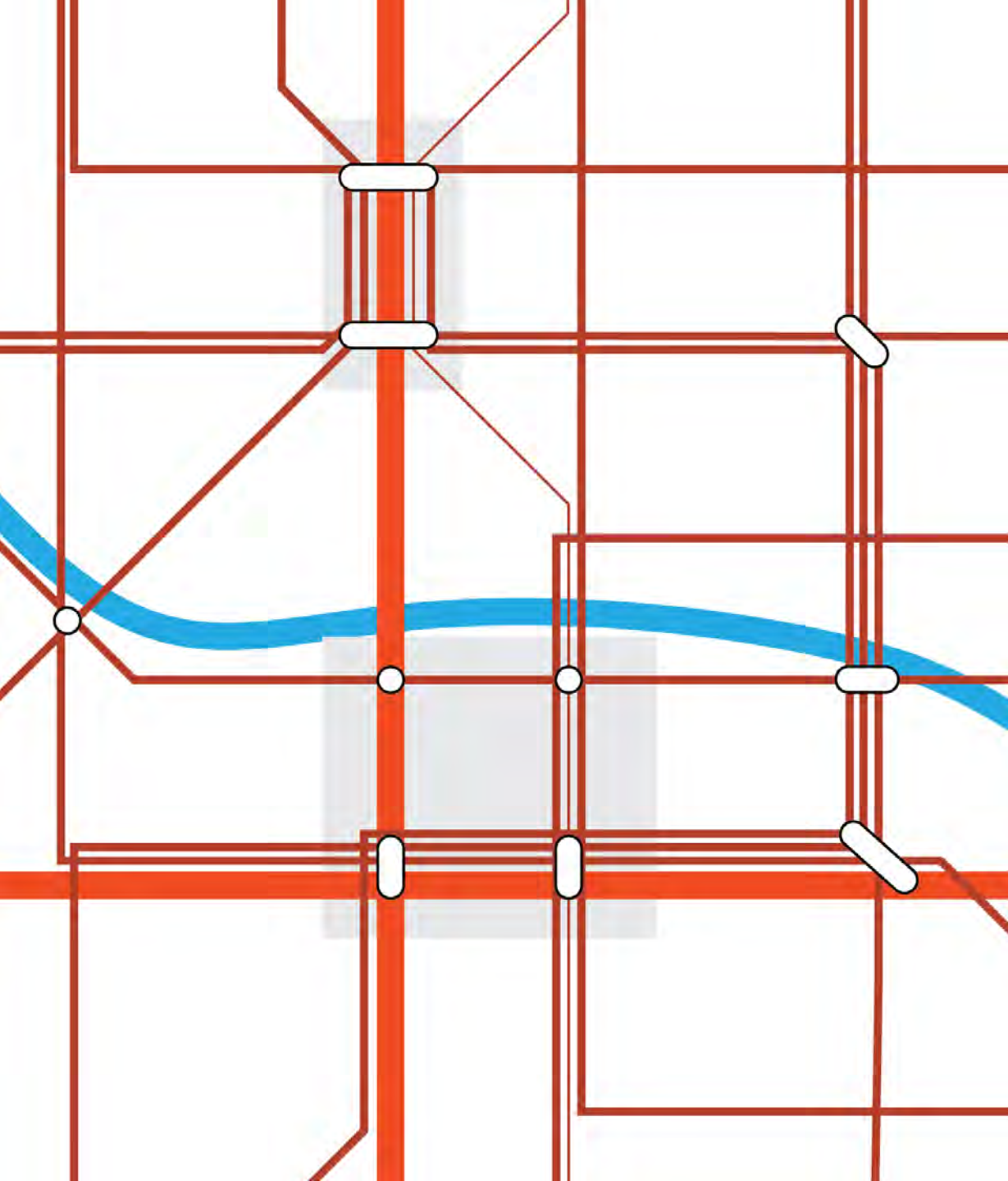
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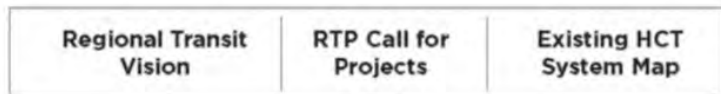
Assessment of Regional Transit Investments "Scorecard"

FTA PROJECT DEVELOPMENT

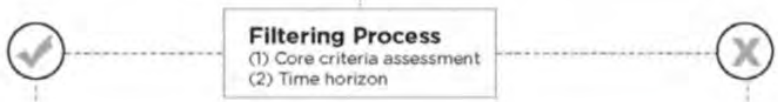
Looking to evaluating for readiness...



**Thinking about
the whole
system...**

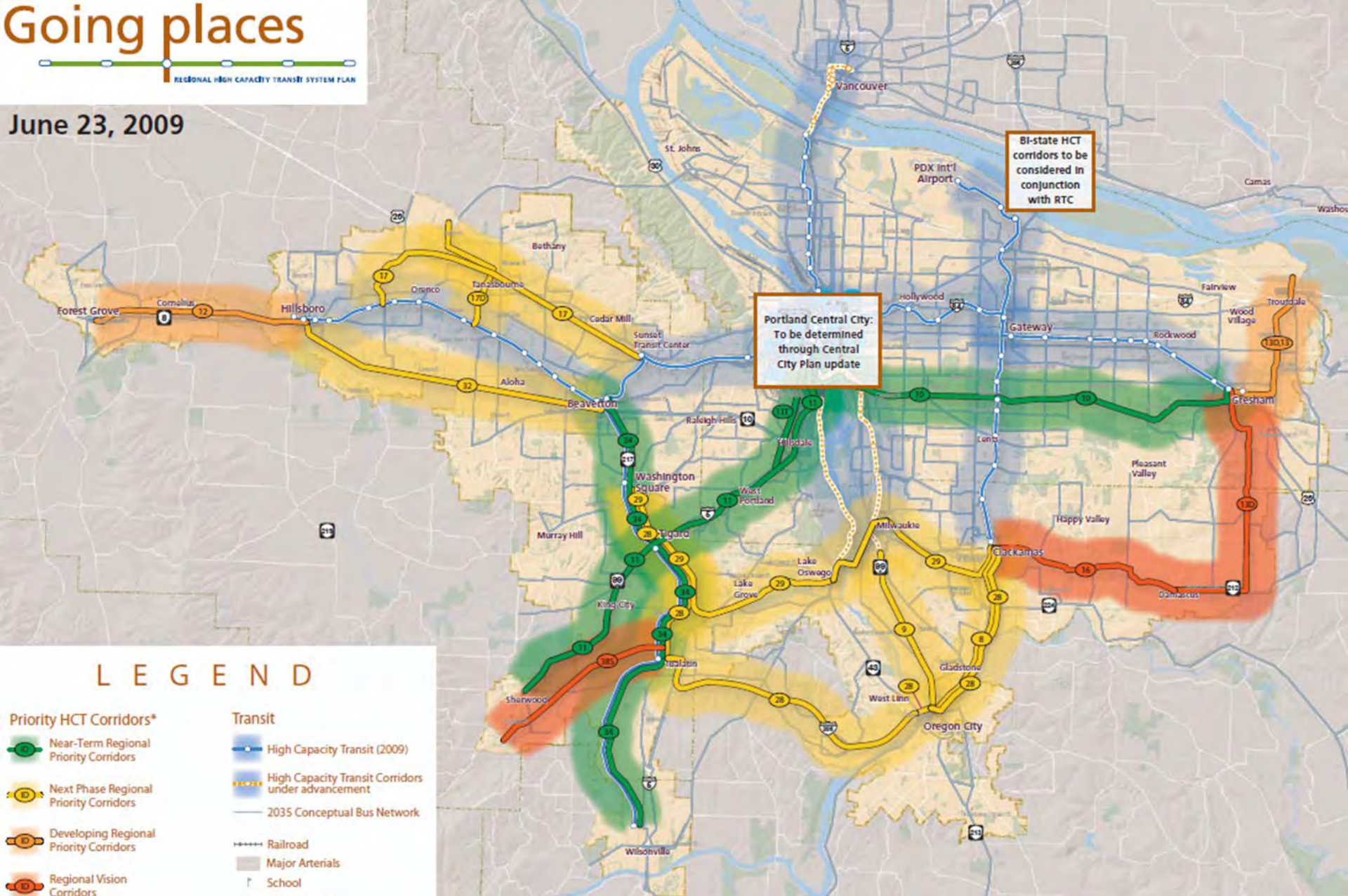


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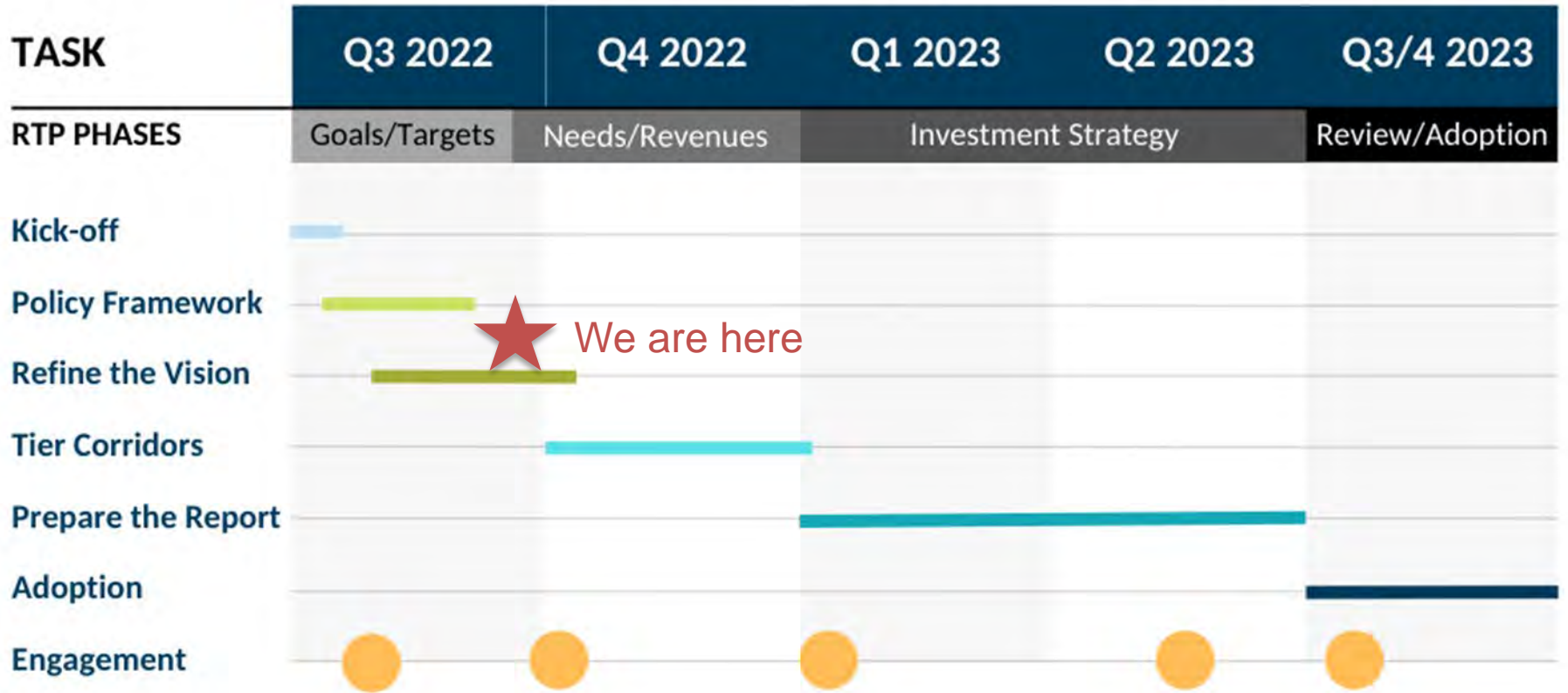


Looking at other aspects of readiness...

June 23, 2009



Assessing Corridor Readiness



4. Engagement & Next Steps



Thank you!!

oregonmetro.gov

