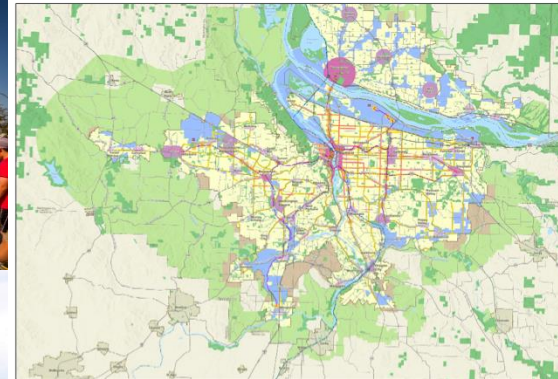


# 2023 Regional Transportation Plan

# Policy Framework and Process for the RTP Call for Projects

November 2, 2022



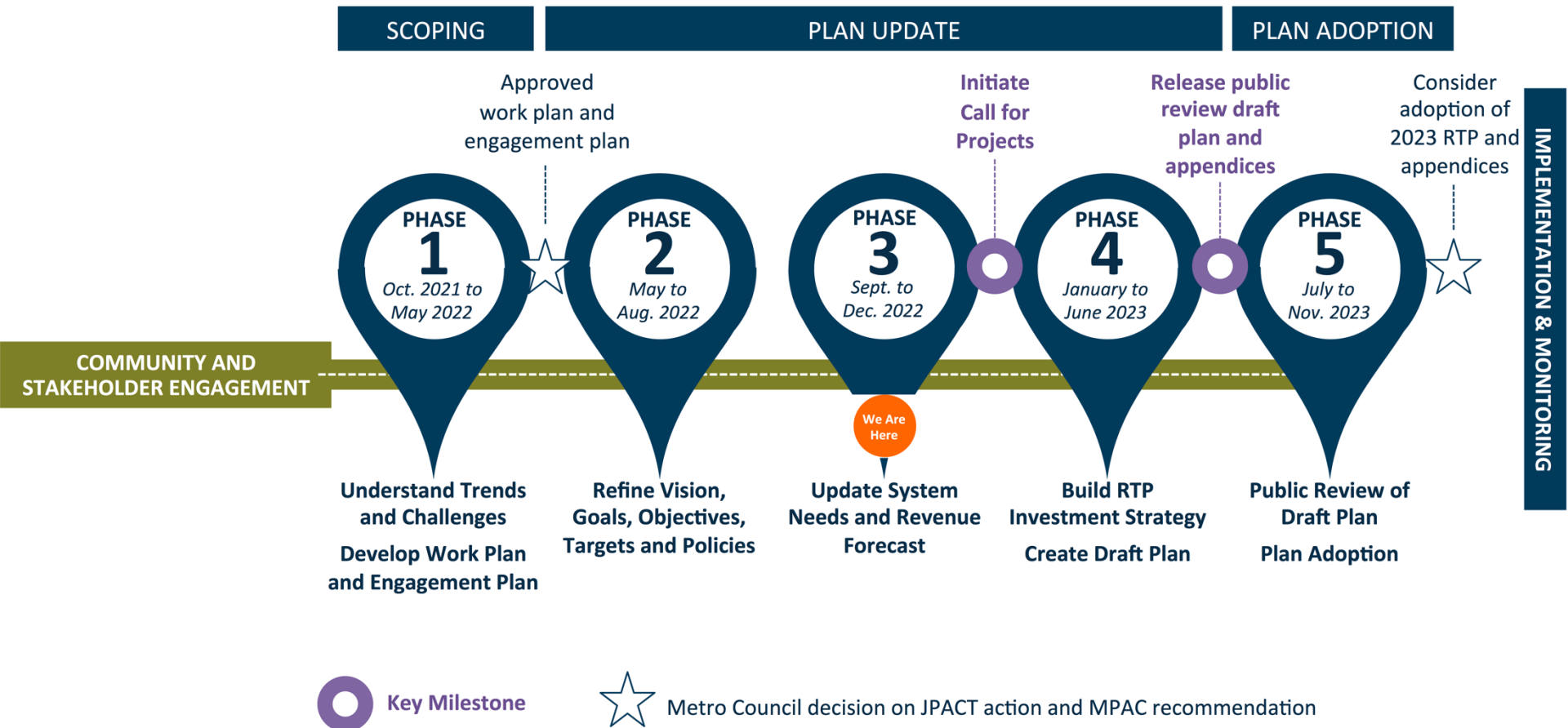
# Today's purpose

## Discussion and feedback

1. Does the policy framework provide adequate direction and guidance to agency partners to update the RTP investment priorities?
2. Comments or questions about the process?
3. Comments or questions about development of the draft revenue forecast or cost targets?



# 2023 RTP timeline



# Looking ahead to the Call for Projects

SEPT. TO DEC. '22

RTP Policy Framework

RTP Revenue Forecast

RTP Needs Analysis

JAN. TO FEB. '23

RTP  
Call for  
Projects

Jan. 6 to Feb. 17

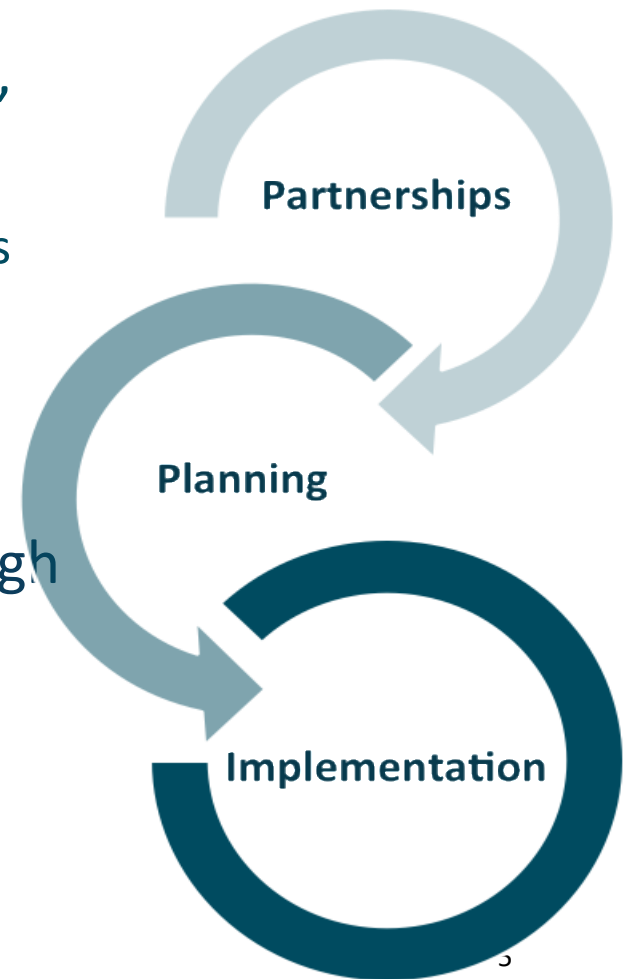
Engagement activities

# 2023 RTP CALL FOR PROJECTS

## Updating the region's priorities

Call for Projects from Jan. 6 to Feb. 17, 2023

- Build draft RTP list for evaluation, review, and refinement:
  - **Constrained priorities** – region's top priorities given current funding outlook
  - **Strategic priorities** – additional priorities the region agrees to work together to advance
- Priorities identified collaboratively through City of Portland and through county coordinating committees
- Capital funding targets determine how many projects may be submitted



# What projects are eligible to be included in the 2023 RTP?

Projects that:

- ❑ help achieve vision, goals and policies
- ❑ come from adopted plans or strategies that had opportunities for public input
- ❑ are located inside the MPO boundary and on the designated regional system
- ❑ cost at least \$2 million or be bundled with like projects



# 2023 RTP CALL FOR PROJECTS

## Coordinating committee role

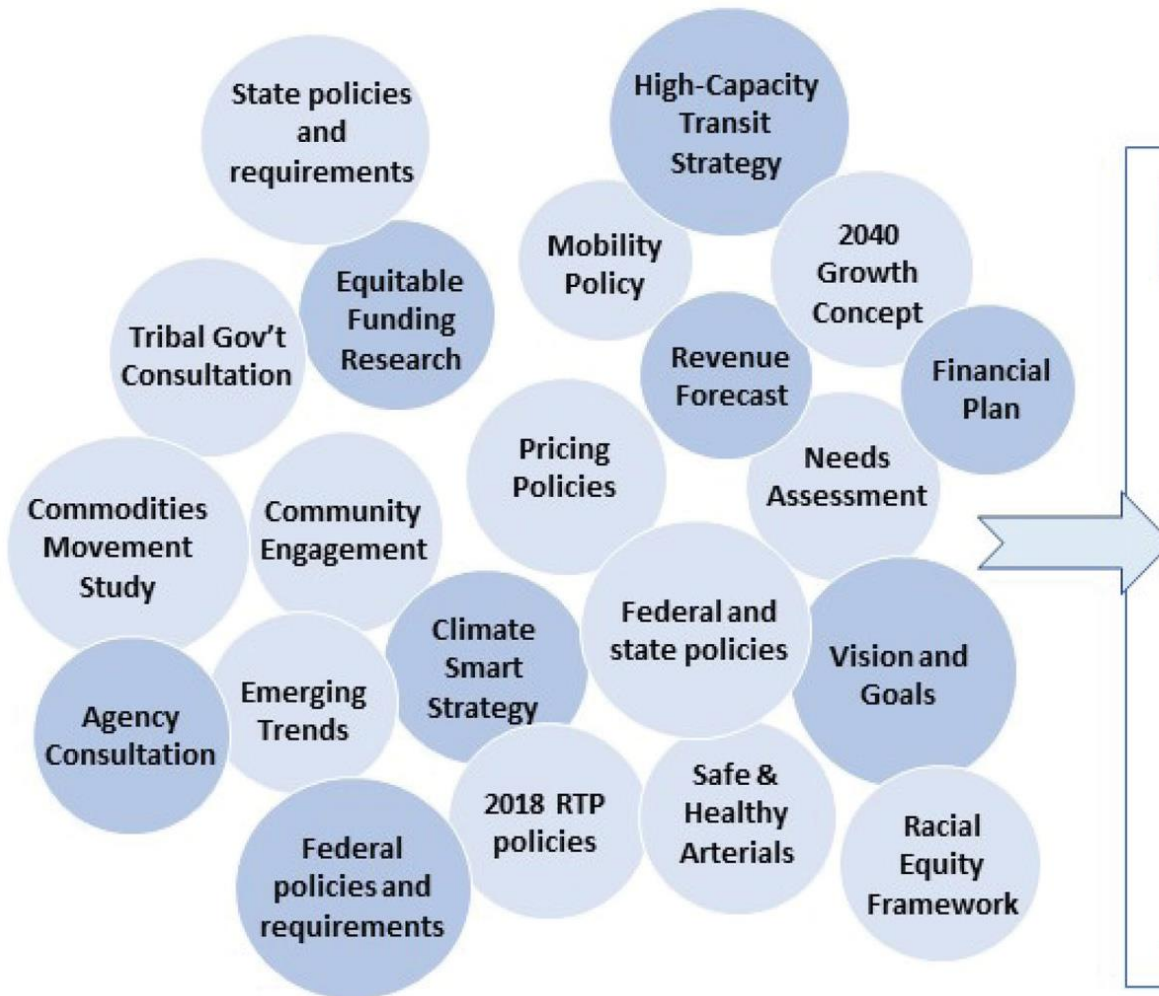
**Build a coordinated, sub-regional list of project and program priorities for the 2023-2045 time period in collaboration with state and regional partners**


**Submit three packages within respective cost targets:**

- 1 – “Constrained” priorities for 2023 to 2030
- 2 – “Constrained” priorities for 2031 to 2045
- 3 – “Strategic” priorities for 2031 to 2045

**Submit endorsement letter stating packages are sub-region’s agreed upon priorities for 2023 RTP**

# Elements informing the RTP Call for Projects





DRAFT - Oct. 27, 2022


## 2023 Regional Transportation Plan call for projects

An overview of the policy framework and approach

*The 2023 Regional Transportation Plan is an opportunity to bring together city, county, regional and state priority transportation projects to create a coordinated list of priority projects and programs for the period from 2023 to 2045. It is a key step for these projects to qualify for regional, state and federal funding.*

**Purpose**  
A major update to the Regional Transportation Plan is underway. The RTP is the blueprint for transportation in our region and a key tool for implementing the region's [2040 Growth Concept](#) and [Climate Smart Strategy](#). Together, these plans will help ensure that greater Portland thrives by connecting people to their jobs, families, schools and other important destinations and by allowing business and industry to create jobs and move goods to market.

This document describes the policy framework and approach for updating, assessing, and refining the list of projects and programs for the 2023 RTP. The policy framework reflects the culmination of more than two years of work by regional and community partners to identify transportation needs and develop a vision, goals, objectives, targets and a financial plan. The 2023 RTP call for projects responds to this direction as agency partners work together and with communities to update the investment priorities of the plan.



**An outcomes-based approach**  
An outcomes-based approach means the RTP guided by how residents want greater Portland to be in the future: the vision and goals of the RTP for a thriving region. An outcomes-based approach identifies the policies and investment that will achieve these vision and goals within a financially achievable budget.

Measurable objectives and performance targets are used to evaluate performance over time of the investments recommended in the plan and to monitor how the transportation system is performing between scheduled plan updates, which occur every five years. Figure 1 shows the elements of this outcomes-based approach.

Figure 1. 2023 RTP outcomes-based planning framework

Vision		
Goals	Objectives & Targets	Policies
Financial Plan	Investment Strategy	



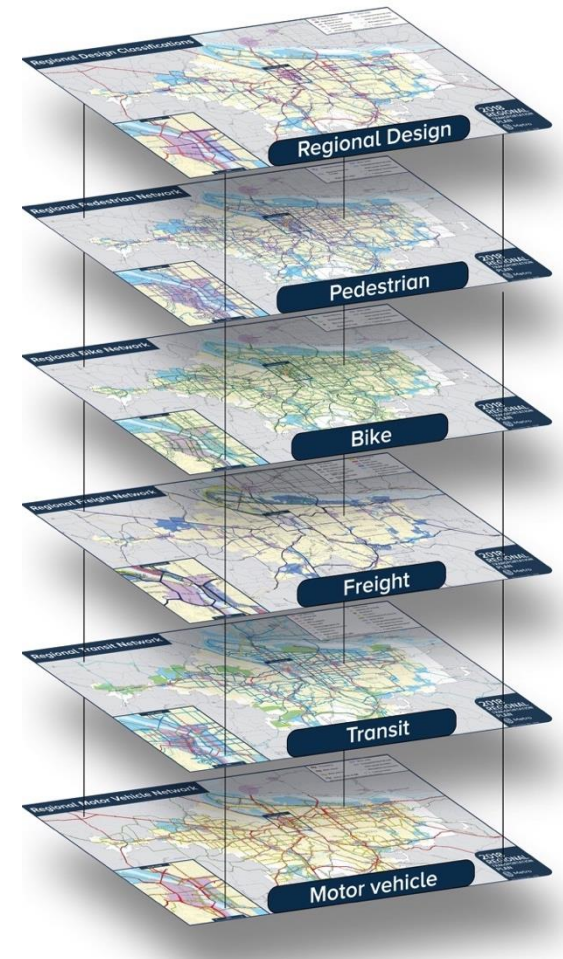



# Policy framework for the 2023 RTP Call for Projects...

**2040 Growth Concept map and supporting policies** that identify priority areas and investments

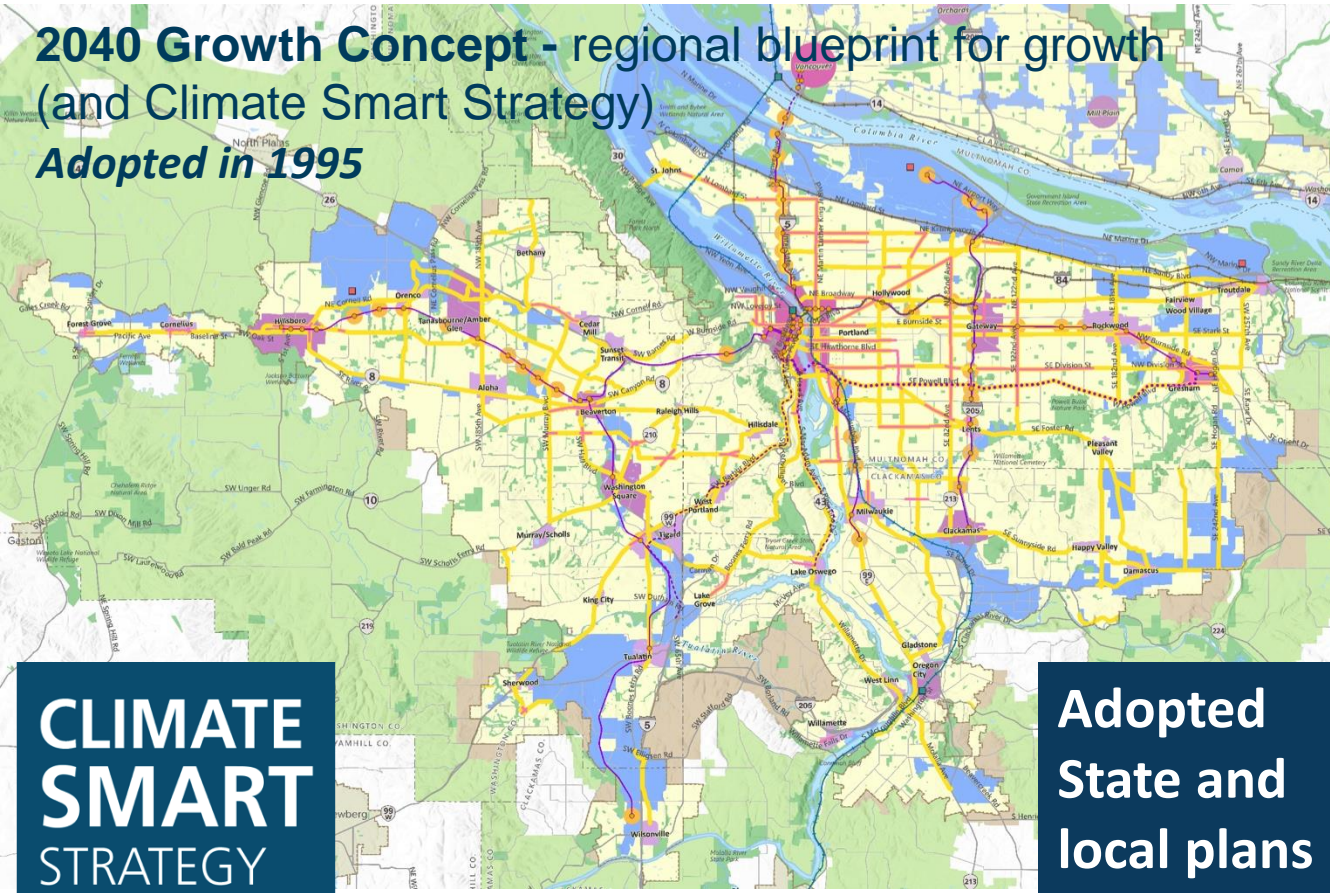
**Draft 2023 RTP vision, goals and policies**

**RTP transportation network maps and policies** that designate the regional system for transit, motor vehicle, freight, bicycle and pedestrian travel and priorities for investment



# 2040 Growth Concept is our foundation

**2040 Growth Concept - regional blueprint for growth**  
(and Climate Smart Strategy)  
*Adopted in 1995*



**CLIMATE  
SMART  
STRATEGY**

*Adopted in 2014*

**Adopted  
State and  
local plans**

Implemented through adopted community and regional plans



Building toward six desired outcomes

# Draft vision for 2023 RTP



## Vision---->

Everyone in the greater Portland region will have **safe, reliable, affordable, efficient, and climate-friendly** travel options that allow people to **choose to drive less** and support **equitable, resilient, healthy and economically vibrant communities and region.**

# Draft Goals for 2023 RTP

## EQUITABLE TRANSPORTATION

Transportation system disparities experienced by Black, Indigenous and people of color and people with low incomes, are eliminated. The disproportionate barriers people of color, people with low incomes, people with disabilities, older adults, youth and other marginalized communities face in meeting their travel needs are removed.

## CLIMATE ACTION AND RESILIENCE

People, communities and ecosystems are protected, healthier and more resilient and carbon emissions and other pollution are substantially reduced as more people travel by transit, walking and bicycling and people travel shorter distances to get where they need to go.

## SAFE SYSTEM

Traffic deaths and serious crashes are eliminated and all people are safe and secure when traveling in the region.



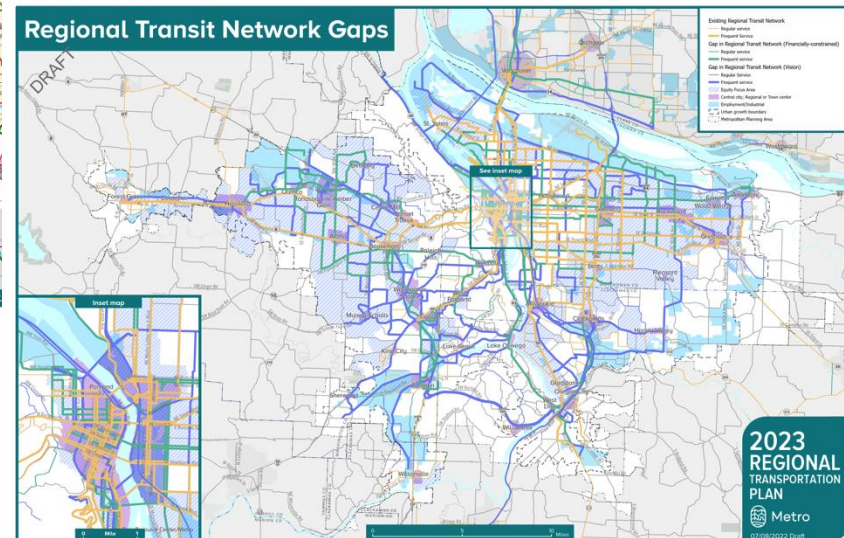
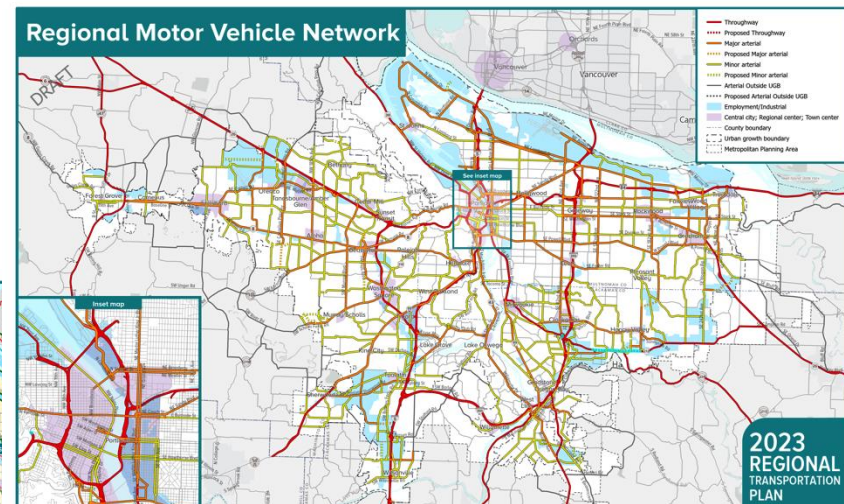
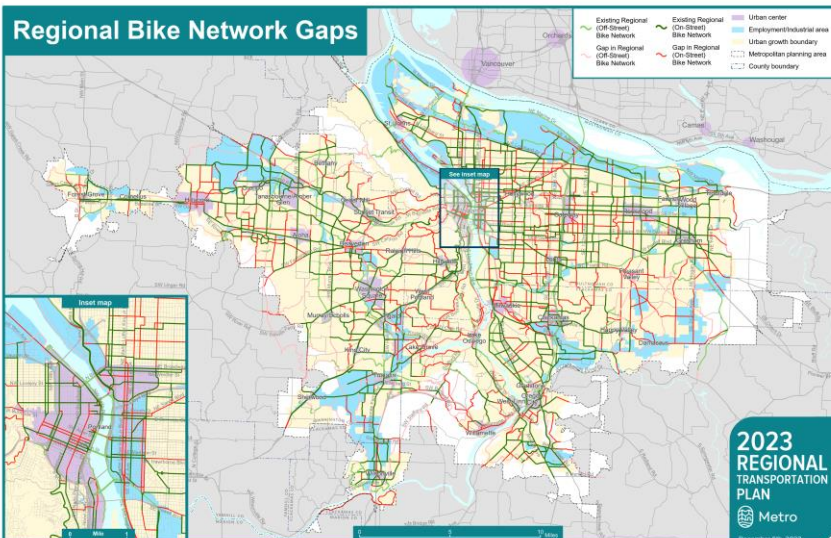
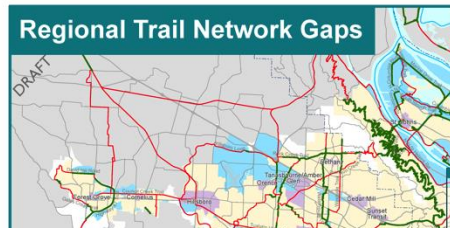
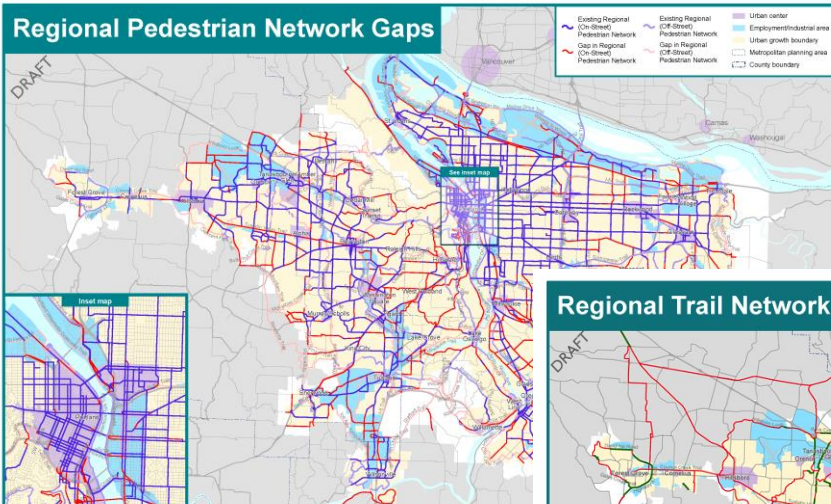
## MOBILITY OPTIONS

People and businesses can reach the jobs, goods, services and opportunities they need by well-connected, low-carbon travel options that are safe, affordable, convenient, reliable, efficient, accessible, and welcoming.

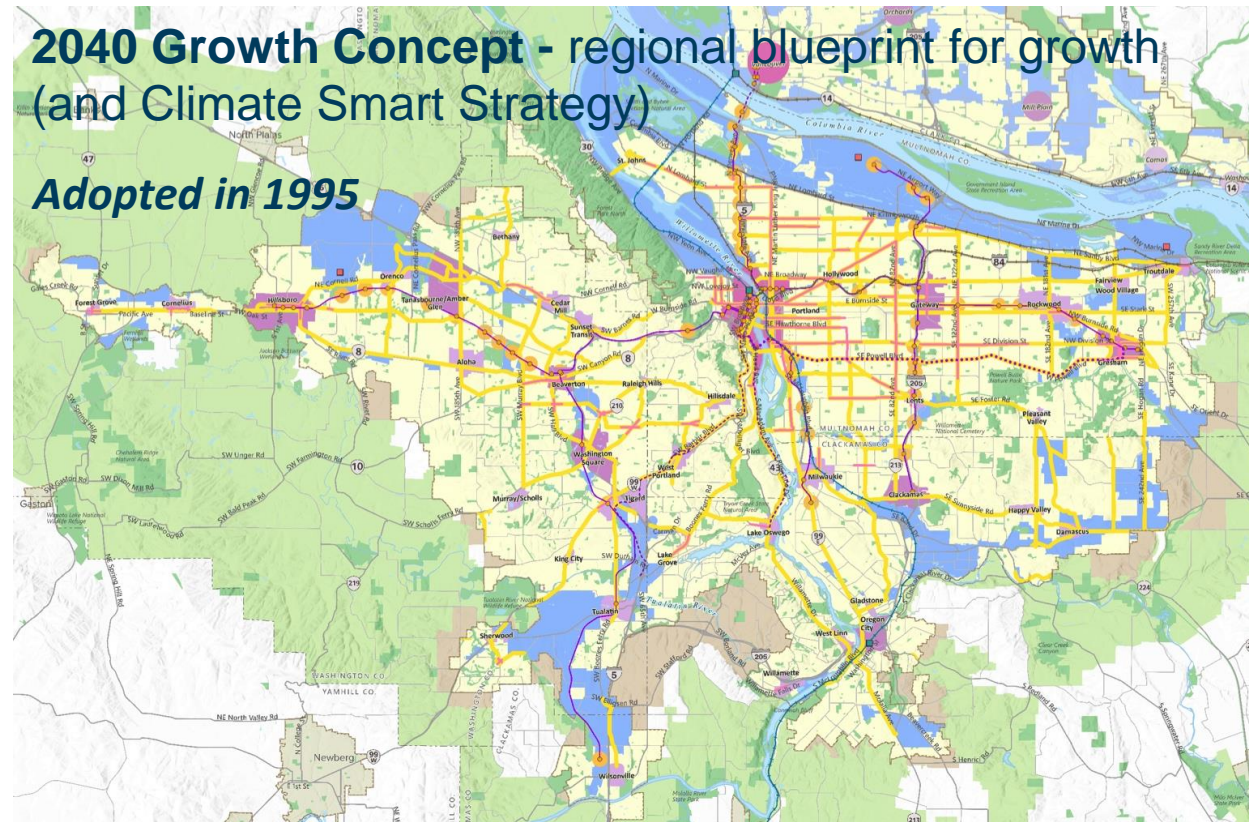
## THRIVING ECONOMY

An economically vibrant greater Portland region includes centers, ports, industrial areas, employment areas, and other regional destinations that are accessible through a variety of multimodal connections that help people, communities, and businesses thrive and prosper.

# RTP policy framework building a complete, connected multimodal system

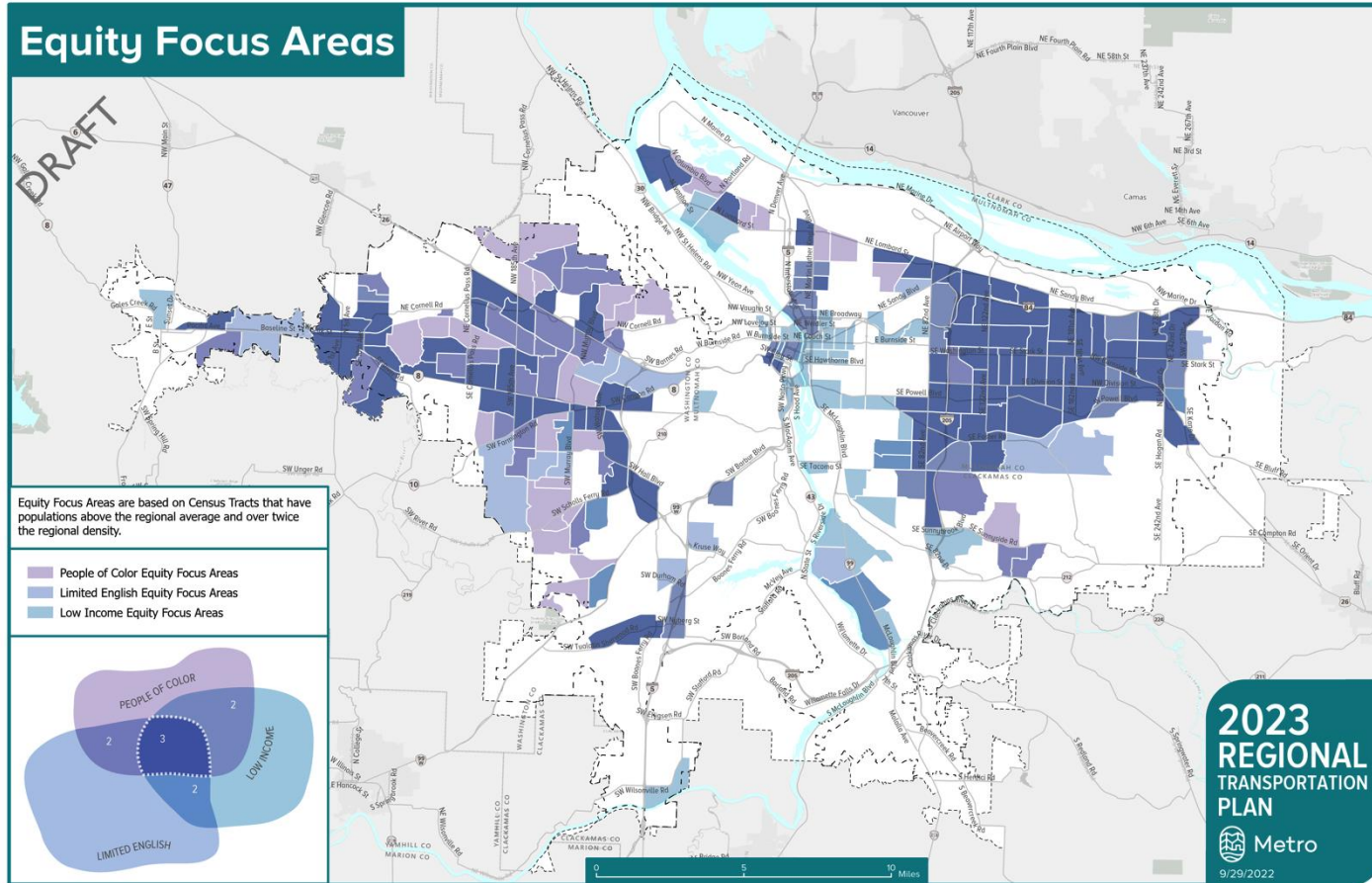


# RTP economy policy framework



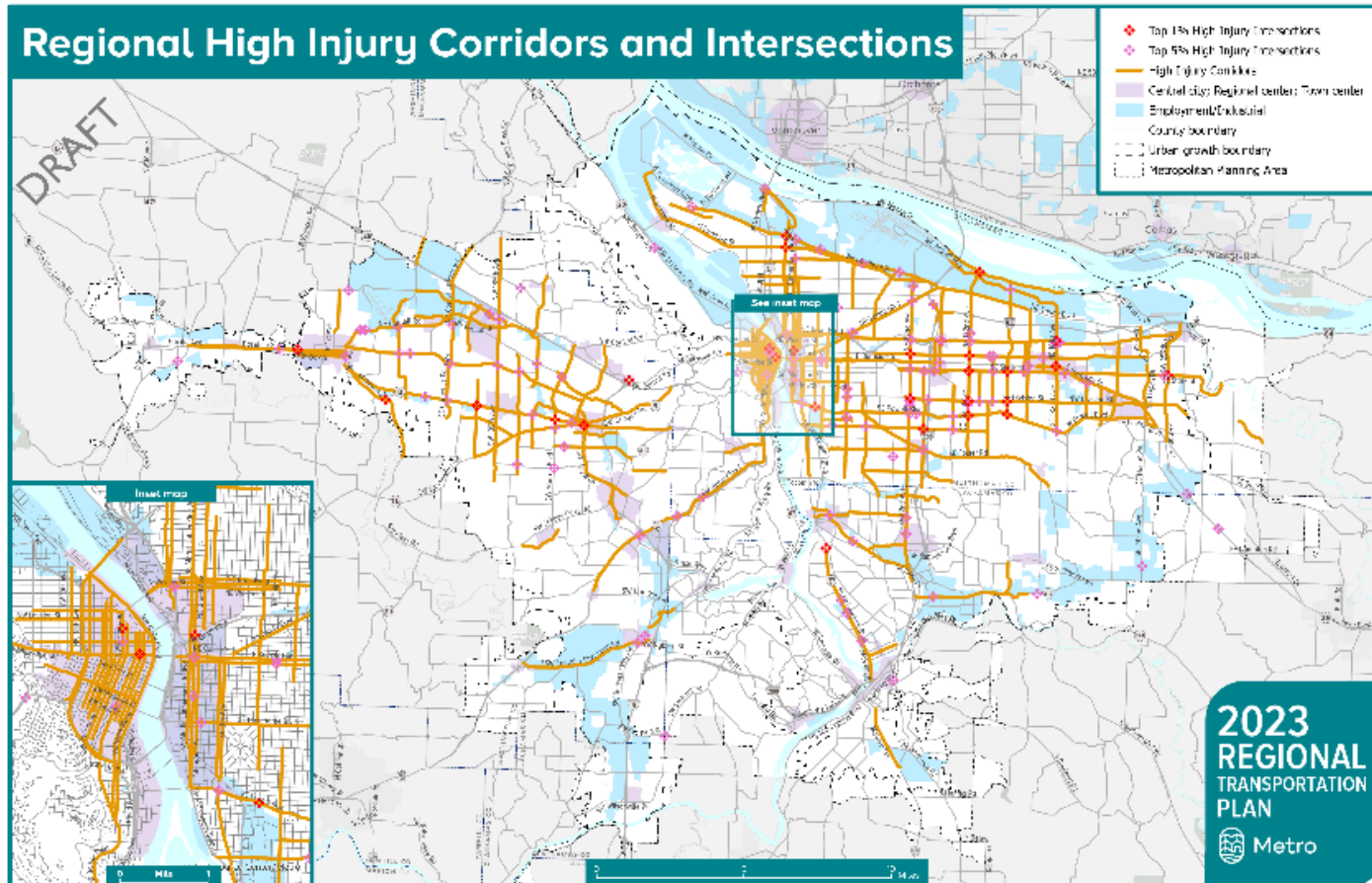
**Centers, ports, industrial areas, employment areas, and other regional destinations that are accessible through a variety of multimodal connections that help people, communities, and businesses thrive and prosper**

# RTP equity policy framework



EFAs are communities with concentrations of people of color, people with low incomes, and people with limited English proficiency.

# RTP safety policy framework



**Corridors** where 60 percent of serious/bike/ped crashes occur & the 5% of **intersections** with the highest rates of these crashes.



# RTP climate policy framework

The Climate Smart Strategy establishes a plan to meet greenhouse gas reduction targets set by the State. It identifies high- and moderate-impact climate actions.

## Climate Smart Strategy | Largest potential carbon reduction impact\*



### Vehicles and Fuels (Investment)

- Newer, more fuel efficient vehicles
- Low- and zero-emission vehicles
- Reduced carbon intensity of fuels



### Pricing (Policy)

- Carbon pricing
- Gas taxes
- Per-mile road usage charges (e.g., OReGO)
- Parking management and pricing
- Pay-as-you-drive private vehicle insurance



### Community Design (Policy with Investment)

- Walkable communities and job centers facilitated by compact land use in combination with walking, biking and transit connections



### Transit (Investment)

- Expanded transit coverage
- Expanded frequency of service
- Improvements in right-of-way to increase speed and reliability of buses and MAX

## Climate Smart Strategy | Moderate potential carbon reduction impact\*



### Active Transportation (Investment)

- New biking and walking connections to schools, jobs, downtowns and other community places



### Travel Information and Incentives (Investment)

- Commuter travel options programs
- Household individualized marketing programs
- Car-sharing and eco-driving techniques



### System Management and Operations (Investment)

- Variable message signs and speed limits
- Signal timing and ramp metering
- Transit signal priority, bus-only lanes, bus pull-outs
- Incident response detection and clearance

The RTP needs to reduce per capita VMT/GHG emissions by 30 percent below 2005 levels by 2045.

# Draft RTP mobility policy framework

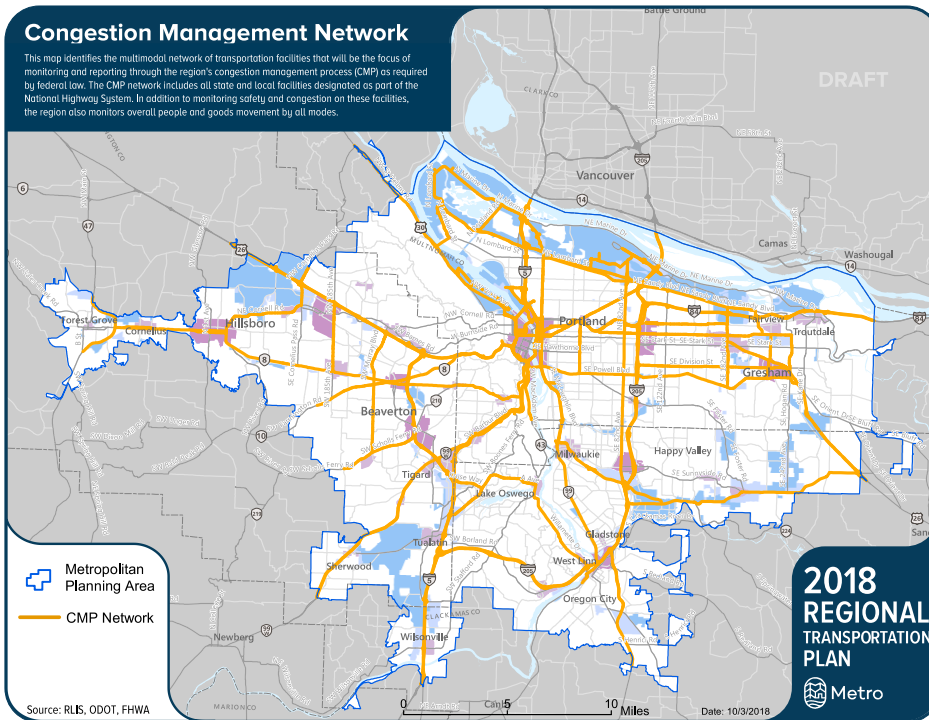
The updated Regional Mobility Policy will replace a 20-year-old interim policy that focused on addressing motor vehicle congestion.



The draft updated policy will address a variety of modes and outcomes by reducing VMT/capita, system completeness, and throughway hours of congestion.

# Draft RTP mobility policy framework follows congestion management process

## CMP Network



Source: 2018 RTP Appendix L

## CMP Toolbox of strategies

1		<b>Community design strategies</b> <ul style="list-style-type: none"> <li>Walkable communities and job centers facilitated by compact land use in combination with walking, biking and transit connections</li> <li>Mixed-used areas and transit-oriented development</li> <li>Parking management and pricing</li> </ul>
2		<b>Travel Information and Incentives strategies</b> <ul style="list-style-type: none"> <li>Commuter travel options programs</li> <li>Household individualized marketing programs</li> <li>Car-sharing and eco-driving techniques</li> <li>Safe Routes to School programs</li> <li>Ridesharing (carpool, vanpool) services</li> </ul>
3		<b>System management and operations strategies</b> <ul style="list-style-type: none"> <li>Real-time variable message signs and speed limits</li> <li>Signal timing and ramp metering</li> <li>Transit signal priority, bus-only lanes, bus pull-outs</li> <li>Incident response detection and clearance</li> <li>Access management (e.g., turn restrictions, medians)</li> </ul>
<b>Emerging</b>		<b>Congestion pricing strategies</b> <ul style="list-style-type: none"> <li>Peak period pricing</li> <li>Managed lanes</li> <li>High occupancy toll (HOT) lanes</li> </ul>
4		<b>Active Transportation strategies</b> <ul style="list-style-type: none"> <li>New biking and walking connections to schools, jobs, downtowns and other community places</li> <li>Bicycle infrastructure (e.g., bicycle racks, lockers and other bicycle amenities at transit stations and other destinations)</li> <li>Separated pathways and trails</li> </ul>
5		<b>Transit strategies</b> <ul style="list-style-type: none"> <li>High capacity transit</li> <li>Expanded transit coverage</li> <li>Expanded frequency of service</li> <li>Improvements in right-of-way to increase speed and reliability of buses and MAX</li> <li>Community and job connector shuttles</li> <li>Park-and-ride lots in combination with transit service</li> </ul>
6		<b>Street and throughway capacity strategies</b> <ul style="list-style-type: none"> <li>Local and arterial street connectivity to spread out travel</li> <li>Addition of turn lanes at intersections, driveway restrictions and other geometric designs such as roundabouts</li> <li>Road widening to add new lane miles of capacity (e.g. adding auxiliary lanes, additional general purpose lanes); pricing is considered when adding new throughway capacity in the region</li> </ul>

Source: 2018 RTP (Chapter 3) and Appendix L

# Draft revenue forecast and cost targets

## Draft 2023 RTP cost targets for capital projects (*under development*)

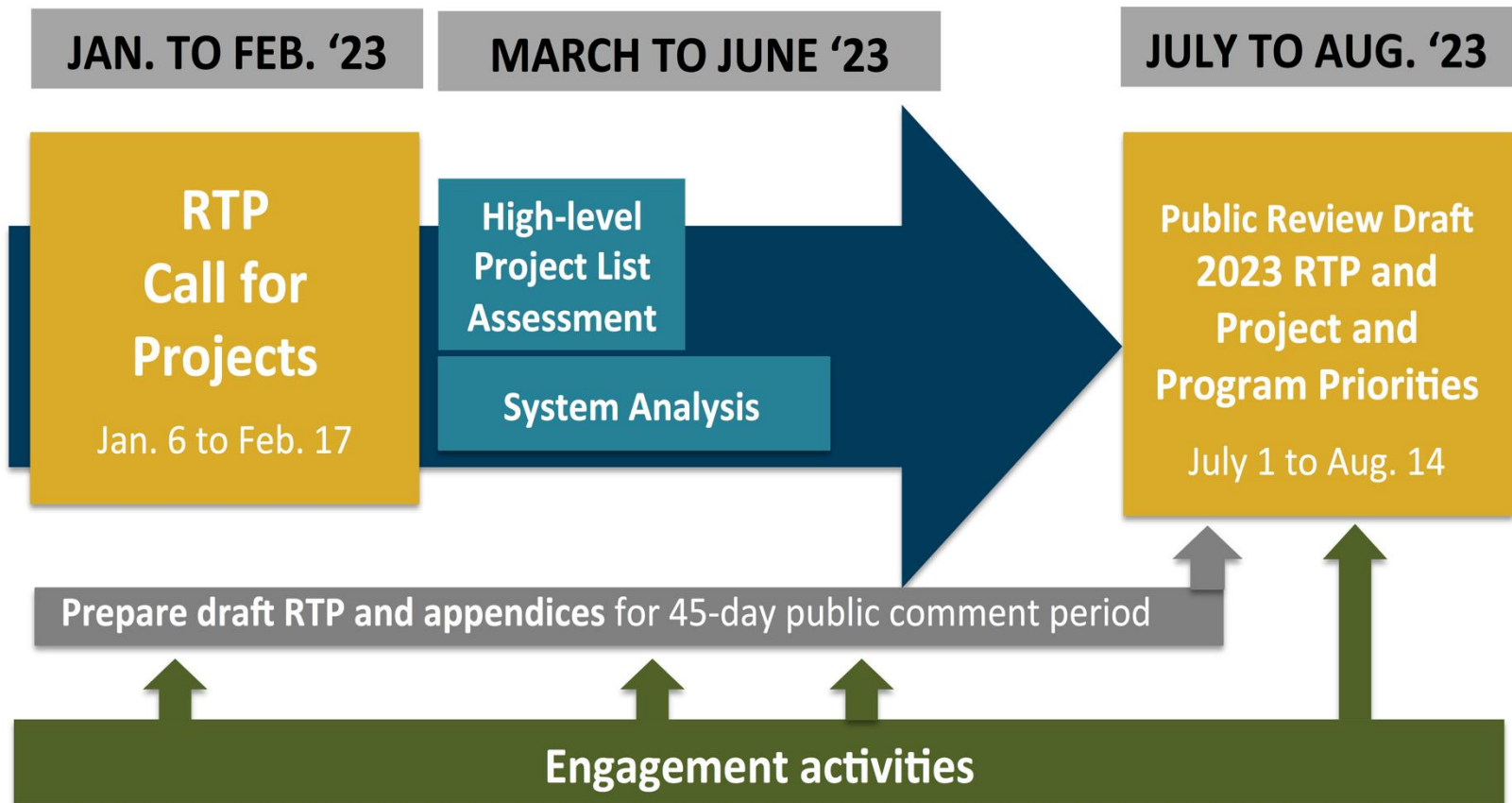
Agency/County coordinating committee	Constrained List cost target for 2023-2030 (billions, 2023 dollars)	Constrained List cost target for 2031-2045 (billions, 2023 dollars)	Strategic List cost target for 2031-2045 (billions, 2023 dollars)	Total RTP List cost target for 2023-2045 (billions, 2023 dollars)
City of Portland	\$0.000	\$0.000	\$0.000	\$0.000
Clackamas County, Cities, & NCPRD	\$0.000	\$0.000	\$0.000	\$0.000
Multnomah County and Cities	\$0.000	\$0.000	\$0.000	\$0.000
Washington County, Cities & THPRD	\$0.000	\$0.000	\$0.000	\$0.000
Oregon Dept. of Transportation	\$0.000	\$0.000	\$0.000	\$0.000
TriMet & SMART (Transit Capital)	\$0.000	\$0.000	\$0.000	\$0.000
Metro	\$0.000	\$0.000	\$0.000	\$0.000
Port of Portland	\$0.000	\$0.000	\$0.000	\$0.000

The strategic list cost target is recommended to be **1.5 times** the financially constrained list cost target.

# Outcomes-based technical analysis

	High-level project assessment	System analysis
<b>Equity</b>	Is the project located in an Equity Focus Area?	Does the RTP benefit Equity Focus Areas at least as much, if not more, than other communities in the region?
<b>Climate</b>	Does the project have a high or medium greenhouse gas reduction potential?	Does the RTP meet vehicle miles traveled per capita reduction targets?
	Is the project located in a designated center?	Does the RTP meet transit, bicycle and pedestrian mode share targets?
<b>Safety</b>	Is the project identified as safety project?	Does the RTP meet regional safety targets?
	Is the safety project on a high injury corridor?	
<b>Mobility</b>	Does the project complete a gap in the region's pedestrian, bicycle or transit networks?	Does the RTP meet targets for completing the multimodal transportation system?
		Does the RTP meet vehicle miles traveled per capita reduction targets?
		Does the RTP meet targets for reliable travel on throughways?
<b>Economy</b>	Does the project improve access to destinations within centers and industrial and employment areas?	Does the RTP improve freight, transit, bicycle and pedestrian access that serve centers and industrial and employment areas?
		Does the RTP increase access by auto and transit to 21 destinations?

# Call for Project timeline and process



# Key dates in the Call for Projects

- |              |                                                                                                                                                                     |
|--------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Dec. 6 and 7 | <b>Online RTP Hub training for agency staff</b> ( <i>12/6: noon to 3PM and 12/7: 9AM-noon</i> )                                                                     |
| Jan. 6       | <b>Call for Projects begins</b> and online database system available                                                                                                |
| Feb. 17      | <b><u>Deadline #1</u></b> Project sponsors submit required project information through online system and coordinating committees email endorsement letters to Metro |
| March-May    | <b>Metro conducts technical analysis and reviews findings</b> with technical and policy committees                                                                  |
| April        | Metro and CBOs <b>seek public input on draft lists</b>                                                                                                              |
| May 1        | <b><u>Deadline #2</u></b> Project sponsors submit letters of endorsement from governing bodies                                                                      |
| May-June     | <b>JPACT and Metro Council consider input and findings and provide direction</b> on finalizing draft RTP and updated priorities for public review and adoption      |

# Key resources and tools to support jurisdictional partners

RTP Hub online system and web page with resources:

- **Project Submission Guide** – a *how to guide with more details about information to be updated/submitted in the hub*
- **Online resource maps and geospatial data** of 2018 RTP projects, policy framework maps and need analysis maps
- **Cost estimate guidance** and workbook
- **Metro RTP staff liaisons**



# December TPAC action

Request TPAC recommendation to JPACT for updating the RTP project and program priorities:

- Use policy framework to update priorities to address identified needs
- Accept draft revenue forecast and sub-regional cost targets for capital projects

*The recommendation will provide direction to move forward and does not adopt policy, a funding strategy, or a plan – that comes next year.*

# Discussion and feedback

- Does the **policy framework provide adequate direction and guidance** to agency partners to update the RTP investment priorities?
- Comments or questions about **the process?**
- Comments or questions about **development of the draft revenue forecast or cost targets?**

# Learn more about the **Regional Transportation Plan** at:



**Metro**

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[oregonmetro.gov/rtp](https://oregonmetro.gov/rtp)