

# Performance management

# 2035

REGIONAL TRANSPORTATION PLAN

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## RTP FACT SHEETS: ONE IN A SERIES

The 2035 Regional Transportation Plan sets the course for using innovation and creativity to build a sustainable transportation system. It calls for making transportation investments that serve downtowns, main streets, job centers and other areas of urban activity. It sets out the importance of offering a range of affordable transportation options for everyone. It suggests that transportation investments should boost our economy, increase access and opportunity for underserved communities and clean our air. And it calls for on-going monitoring to ensure that as time goes on our investments are effectively coordinated across communities to make the most of past investments and keep this region a great place.



Metro, the regional government, crosses city limits and county lines to build a resilient economy, keep nature close by and respond to a changing climate. Representing a diverse population of 1.5 million people in 25 cities and three counties, Metro's directly elected council gives voters a voice in decisions about how the region grows and communities prosper.

## Gauging success by measuring performance

The 2035 Regional Transportation Plan (RTP) establishes an outcomes-based planning and decision-making framework centered on six desired outcomes for the region and triple bottom line that considers the economic, environmental and equity benefits and impacts of planning and investment decisions. Monitoring and reporting progress toward reaching the desired outcomes for the region is a key component of the framework. The 2035 RTP includes a multifaceted performance management system intended to track success.

### Performance management system

The 2035 RTP lays out an ongoing evaluation and monitoring cycle linking RTP outcomes and goals with plan implementation. Components include:

**Performance targets** are a set of ten benchmarked indicators that measure how effectively the region's transportation and land use investments and actions address the six desired outcomes.

**Interim mobility policy** sets the minimum performance level desired for transportation facilities in the region.

**Regional modal targets** creates goals for Non-drive alone mode share for travel to or within various land use types.

**RTP system evaluation** includes a set of performance measures to evaluate and compare different RTP investment packages during updates to the RTP.

**RTP system monitoring** is a periodic assessment of how the transportation system is functioning between RTPs.

### Six desired outcomes for the region

**Vibrant communities**

**Economic prosperity**

**Safe and reliable transportation**

**Leadership on climate change**

**Clean air and water**

**Equity**

### Interim performance measures

The RTP must demonstrate that it meets state planning requirements for an adequate transportation system to serve planned land uses in the 25-year plan period. The sum of indicators and measures included in the performance management system serves as the basis for making this determination.

While Metro, ODOT and other regional partners are developing a comprehensive set of measures for system performance that better reflect the region's land use and transportation goals, the motor vehicle performance indicators, found in table 3.08-02 of the Regional Transportation Functional Plan serve as the region's interim mobility policy by setting deficiency thresholds and operating standards for roadways. This policy matches the Oregon Highway Plan volume to capacity standards set forth in Policy 1F. The region cannot achieve the current interim mobility policy with its current level and mix of investments.

## Regional modal targets

The 2035 RTP also continues the use of non-drive alone modal targets to demonstrate compliance with the Transportation Planning Rule objective to reduce reliance on single-occupancy vehicle use. Table 2.5 of the 2035 RTP lists the target for each 2040 design type. The targets apply to trips to and within each design type and establish a goal for cities and counties to strive for as they implement the 2040 Growth Concept at the local level.

## Congestion management process

The 2005 Safe, Accountable, Flexible, Efficient, Transportation Equity Act (SAFETEA) requires metropolitan regions like Portland to develop and implement a process for “managing congestion that provides information on transportation system performance and on alternative strategies to alleviate congestion and enhance mobility for people and goods.”

The 2035 RTP integrates the region’s congestion management process (CMP) into its framework of goals, objectives, investment strategies and performance targets. Many of the RTP goals and objectives capture the intent of the congestion management process. The Regional Mobility Corridor concept frames the geographic scope of the CMP and establishes a way to look at an integrated set of transportation and land use strategies that work together to improve mobility.

The Mobility Corridor Atlas has emerged as the method for periodic monitoring and reporting of system performance. The CMP’s emphasis on system management and operations solutions is captured in the Transportation System Management and Operations vision and modal plan. In line with CMP directives, the Regional Transportation Functional Plan directs cities and counties to consider TSMO strategies first to meet transportation needs.

For more detail, see Congestion Management Process Roadmap in Appendix 4.4 of the 2035 RTP.

## Performance management in local plans

The Regional Transportation Functional Plan includes guidance for addressing performance targets and standards in local Transportation System Plans. Cities and counties are required to demonstrate that transportation projects will make progress toward the non-drive alone modal targets and the interim regional mobility policy standards found in Table 3.08-1 and Table 3.08-2 of the RTFP.

Local jurisdictions have the option of adopting alternative targets or standards as long as they:

- are no lower than the modal targets or volume/capacity ratios established in the RTP
- will not exceed motor vehicle capacity beyond the planned arterial and throughway network defined by Figure 2.12 of the 2035 RTP
- will not increase drive alone travel that is inconsistent with the regional modal targets.

Local jurisdictions must have Oregon Transportation Commission approval to adopt mobility standards for state highways that differ from Table 3.08-2.

Local plans must also include a set of performance measures that address safety, vehicle miles traveled per capita, freight reliability, congestion, walking, bicycling and transit mode shares to evaluate and monitor plan performance.

To show progress toward achieving the Table 3.08-1 and Table 3.08-2 performance targets, cities and counties must adopt:

- parking minimums and maximums consistent with Table 3.08-3 of the Regional Transportation Functional Plan
- designs for street, transit, bicycle, freight and pedestrian systems, consistent with Title 1 of the Regional Transportation Functional Plan
- TSMO projects and strategies; and
- land use actions following the requirements of the Transportation Planning Rule, section -0035(2).

\*For complete language, refer to the Regional Transportation Functional Plan, section 3.08.230 Performance Standards and Targets.

Refer to the “Key focus areas for the next RTP” fact sheet for new state and regional developments affecting mobility standards and performance measurement.