



**METRO**

**Agenda**

MEETING: METRO COUNCIL WORK SESSION  
DATE: November 25, 2008  
DAY: Tuesday  
TIME: 2:00 PM  
PLACE: Metro Council Chamber

**CALL TO ORDER AND ROLL CALL**

- |                |           |   |                      |
|----------------|-----------|---|----------------------|
| <b>2:00 PM</b> | <b>1.</b> | <b>ADMINISTRATIVE/CHIEF OPERATING OFFICER COMMUNICATIONS</b>                            |                      |
| <b>2:05 PM</b> | <b>2.</b> | <b>MINORITY, WOMEN AND EMERGING SMALL BUSINESS (MWESB) ANNUAL REPORT FOR FY 2007-08</b> | Watkins/<br>Matthews |
| <b>2:15 PM</b> | <b>3.</b> | <b>FIRST QUARTER FINANCIAL REPORT</b>   | Norton               |
| <b>2:30 PM</b> | <b>4.</b> | <b>BROWNFIELDS PROGRAM UPDATE</b>   | Bateschell           |
| <b>3:00 PM</b> | <b>5.</b> | <b>BREAK</b>  |                      |
| <b>3:05 PM</b> | <b>6.</b> | <b>HIGH CAPACITY TRANSIT (HTC) UPDATE</b>   | Mendoza              |
| <b>4:05 PM</b> | <b>7.</b> | <b>COUNCIL BRIEFINGS/COMMUNICATION</b>  |                      |

**ADJOURN**

**MINORITY WOMEN  
EMERGING SMALL BUSINESS  
ANNUAL REPORT FOR FY  
2007-08**

Metro Council Work Session  
Tuesday, November 25, 2008  
Metro Council Chamber

# METRO COUNCIL

## Work Session Worksheet

Presentation Date: 11/25/08 Time: 2:00 PM Length: 10 min.

Presentation Title: MWESB Annual Report for FY 2007-08

Department: Finance & Administrative Service

Presenters: Darin Matthews, Angela Watkins

### ISSUE & BACKGROUND

Metro has a program for providing bid and contract opportunities to minority, women, and emerging small businesses (MWESB). Metro Code 2.04 contains the requirements for the various types of contracts (construction, goods, services, etc.).

In the past decade, Metro has been up and down with its utilization of MWESB contractors. This has ranged from 3 to 16%, with this past year's utilization being 6% of available contract dollars.

There is currently Code changes being drafted by the Office of Metro Attorney to expand Metro's sheltered market program, increase MWESB bid limits, and allow for direct appoint of MWESB firms for personal service contracts.

### OPTIONS AVAILABLE

With the decline in utilization this past year, Finance & Administrative Services is proposing some program enhancements. These include strengthening our Good Faith Effort program on large construction projects, expanding the use of minority publications for our bid opportunities, and using the City of Portland's list of MWESB contractors.

### IMPLICATIONS AND SUGGESTIONS

The program improvements that are underway, along with the suggestions for program enhancement, will hopefully increase the utilization of MWESB contractors.

The Code changes mentioned earlier will require Council approval. However, the program enhancements suggested for this coming year will not.

### QUESTION(S) PRESENTED FOR CONSIDERATION

Is the Metro Council supportive of the recommended program enhancements to our MWESB procurement program?

LEGISLATION WOULD BE REQUIRED FOR COUNCIL ACTION X Yes \_\_\_ No  
DRAFT IS ATTACHED \_\_\_ Yes X No

**FIRST QUARTER FINANCIAL REPORT**

Metro Council Work Session  
Tuesday, November 25, 2008  
Metro Council Chamber

# METRO COUNCIL

## Work Session Worksheet

Presentation Date: November 25, 2008 Time: 2:20 pm Length: 15 mins

Presentation Title: First Quarter (July-Aug-September) Financial Report

Department: Finance and Administrative Services

Presenters: Margo Norton, Director

### ISSUE & BACKGROUND

Finance and Administrative Services, working with the Finance Team, produces the quarterly finance reports, presented to Council 45 days following the close of quarter or at the first available Council date. The report is also posted on the website as soon as it is transmitted to Council.

We were able to preview this report with Council on November 5<sup>th</sup> at the budget work session. To recap, the recent economic disruption is reflected in some revenues, especially interest earnings (all funds) and Solid Waste tonnage-related enterprise revenue. Expenditures forecasted to year-end are on track, as would be expected in the first quarter.

Two actions will be needed from Council in the near future as a result of declining revenues:

1. Staff will be recommending the early defeasance of the Solid Waste Revenue Bonds (action prior to December 31).
2. Staff will be requesting authorization to prioritize funding for Regional Parks, Metropolitan Tourism Opportunity and Competitiveness Account (MTOCA) and renewal and replacement contributions in advance of Recovery Rate Stabilization contributions from per-ton tax (action in conjunction with second quarter report).

These requests are summarized in the report and will be explained in greater detail when the items come before Council for action.

A copy of the first quarter report will be sent under separate cover.

**LEGISLATION WOULD BE REQUIRED FOR COUNCIL ACTION** \_\_ Yes X No  
**DRAFT IS ATTACHED** \_\_ Yes \_\_ No

Agenda Item Number 4.0

**BROWNFIELDS PROGRAM UPDATE**

Metro Council Work Session  
Tuesday, November 25, 2008  
Metro Council Chamber

# METRO COUNCIL

## Work Session Worksheet

Presentation Date: November 25, 2008 Time: Length: 30 minutes

Presentation Title: Brownfields Program Update

Department: Planning and Development

Presenters: Miranda Bateschell, Associate Regional Planner

### **ISSUE & BACKGROUND**

The Metro Council adopted Resolution No. 05-3644, For the Purpose of Establishing a Brownfields Program and a Brownfields Task Force as well as Resolution No. 07-3765A For the Purpose of Establishing the Duties and Responsibilities of the Brownfields Task Force and Confirming Appointment of its Members on January 25, 2007.

#### **Program Success**

As a result, Metro established the Brownfields Recycling Program and convened the Metro Brownfields Task Force. With the recommendations of the task force, staff conducted outreach throughout the region, provided Phase I Environmental Site Assessments to five sites, multi-part Phase II environmental site assessments to four sites, and site-specific technical assistance to two additional sites.

These sites met the criteria established for prioritizing sites to receive grant funds as recommended by the Brownfields Task Force and as agreed upon by the Metro Council. They are located in centers or on corridors with available public transit. In addition, the sites are distributed throughout the region. Compelling sites were also chosen: those with potential imminent threat to human health or the environment or those with public resources available to support the redevelopment of the property. Technical assistance is still being provided to help move these sites from assessment through remediation and redevelopment.

#### **Brownfields Task Force Extension**

In 2008, Metro received a second grant from the U.S. Environmental Protection Agency for the purpose of continuing Metro's Brownfields Recycling Program from 2009-2011 in order to conduct additional community outreach and environmental site assessments. This additional grant work will extend the need for the Brownfields Task Force to provide guidance in developing and implementing the Brownfields Recycling Program.

#### **Brownfields Task Force Membership**

The duties of the Brownfields Task Force are to:

- Provide recommendations on developing and maintaining Metro's brownfields inventory, focusing site research, working with property owners, and conducting community and specific stakeholder outreach;
- Review criteria for selecting brownfield sites for environmental assessment;
- Prioritize sites for environmental assessments; and

- Provide recommendations regarding redevelopment of brownfield sites throughout local communities.

In recommending members for the Brownfields Task Force, staff, in conjunction with the Metro Council, carefully considered the varied expertise and perspectives that would be helpful to fulfill these duties and support the efforts of Metro's Brownfields Recycling Program. The members appointed represented a range of public and private sector experience in environmental and regulatory aspects of brownfields, economic development, affordable housing, construction project managements, industrial and commercial real estate, financial institutions, local government and community development.

The service of the initial members of the Brownfields Task Force appointed in January, 2007, under Resolution No. 07-3765A, concludes in January, 2009. As a result, the term of the Brownfields Task Force needs to be extended in response to the 2009-2011 grant received from the EPA. Several members of the Brownfields Task Force have offered to extend their term of service and continue to serve on the task force under the new grant. Staff, with the advice of the Council President, have recruited and recommended appointments to fill the vacant positions in order to maintain the range and balance of public and private expertise in the various organizational interests listed above.

### **OPTIONS AVAILABLE**

The Metro Council can choose to allow the term of the Brownfields Task Force to expire as defined under Resolution No. 07-3765A or can choose to extend the term of the Brownfields Task Force from January 2009 through 2011 in order to keep this advisory committee involved under the next grant cycle.

If the Metro council agrees to extend the duties of the Brownfields Task Force to serve under the 2009-2011 grant cycle, the Metro Council can also discuss appointing to the task force those nominated and proposed on Exhibit A to Resolution No. 08-4004 as drafted. The Council may also choose to propose modifications to this list through additions or deletions or may agree with the proposed membership list as drafted.

### **IMPLICATIONS AND SUGGESTIONS**

Staff recommends the extension of the Brownfields Task Force and amending the membership of the Brownfields Task Force as listed in Exhibit A to Resolution No. 08-4004 as drafted and attached. The list of nominations to the Brownfields Task Force was drafted for Council consideration and scheduled for Council action on December 11, 2008.

If the Brownfields Task Force is extended, this committee will continue to contribute valuable expertise to help shape the work of Metro's Brownfields Recycling Program. Task force recommendations help Metro's program in identifying brownfield sites throughout the Metro region and assessing the level of contamination of select sites to lay the groundwork for future redevelopment of such sites, and thus support Metro's efforts to focus development and investment in existing centers and corridors.



The task force represents a broad range of public and private sector experience in environmental and regulatory aspects of brownfields, economic and community development, affordable housing, construction project management, industrial and commercial real estate, financial institutions, and local government. Without this Brownfields Task Force, the Brownfields Recycling Program would lose the benefit of this expansive base of expertise in guiding the work program and selecting the best sites to receive site assessment funding and reinvestment assistance.

**QUESTION(S) PRESENTED FOR CONSIDERATION**

1. Does the Metro Council have any feedback, questions, or suggestions regarding the work of the Brownfields Recycling Program under the current grant or for the upcoming work under the 2009-2011 grant?
2. Does the Metro Council want to extend the term of the Brownfields Task Force from January 2009 through the end of the next grant cycle in 2011? If so, are there any proposed amendments to the attached draft legislation?

**LEGISLATION WOULD BE REQUIRED FOR COUNCIL ACTION X Yes \_\_\_No  
DRAFT IS ATTACHED X Yes \_\_\_No**

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF EXTENDING THE TERM  
AND CONFIRMING APPOINTMENTS OF THE  
BROWNFIELDS TASK FORCE

RESOLUTION NO. 08-4004

Introduced by Michael Jordan, Chief Operating  
Office with the Concurrence of Council  
President Bragdon

WHEREAS, establishing a Brownfields Program that complements ongoing planning efforts by cities and counties in the region will enhance the efficient use of land, eliminate environmentally contaminated sites and generate additional tax revenues for local governments; and

WHEREAS, identifying and prioritizing Brownfield sites in the region is an important part of increasing the developable short-term land supply in the region and could provide significant redevelopment opportunities for affordable housing, employment, and open spaces in local communities; and

WHEREAS, the Council, by Resolution 05-3644 (For the Purpose of Establishing a Brownfields Program and a Brownfields Task Force) adopted on December 1, 2005, directed the Chief Operating Officer to develop a strategic work program and a draft membership list for the Brownfields Task Force; and

WHEREAS, Metro received a two-year grant from the U.S. Environmental Protection Agency in 2006 for the purpose of developing and maintaining a region-wide inventory of Brownfields and environmental assessment of select sites; and

WHEREAS, the Metro Council, by Resolution No. 07-3765A, adopted on January 25, 2007, established the duties and responsibilities of the Brownfields Task Force and confirmed appointment of its initial members; and

WHEREAS, Metro established the Brownfields Recycling Program, convened the Metro Brownfields Task Force, and with the recommendations of the task force, conducted outreach throughout the region, provided Phase I Environmental Site Assessments to five sites, multi-part Phase II environmental site assessments to four sites, and site-specific technical assistance to two additional sites; and

WHEREAS, Metro received a second grant from the U.S. Environmental Protection Agency in 2008 for the purpose of continuing Metro's Brownfields Recycling Program from 2009 through 2011 in order to conduct additional community outreach and environmental site assessments; and

WHEREAS, this additional grant work will extend the need for the Brownfields Task Force; and

WHEREAS, the service of the members of the Brownfields Task Force appointed in January, 2007 concludes in January, 2009;

WHEREAS, the Council President has appointed members of the Brownfields Task Force subject to Council Confirmations; now, therefore

BE IT RESOLVED that the Metro Council:

1. Extends the duties of the Brownfields Task Force through January 31, 2012 to:
  - Provide recommendations on developing and maintaining Metro's brownfields inventory, focusing site research, working with property owners, and conducting community and specific stakeholder outreach;
  - Review criteria for selecting brownfield sites for environmental assessment;
  - Prioritize sites for environmental assessments; and
  - Provide recommendations regarding redevelopment of brownfield sites throughout local communities.
2. Confirms the appointment of the persons listed in Exhibit A, attached and incorporated into this resolution, to serve as the members of Metro's Brownfields Task Force.
3. Hereby directs the Brownfields Task Force to meet quarterly, with administrative and technical support from Metro staff, to submit recommendations to the Council on a periodic basis as approved by the Task Force.

ADOPTED by the Metro Council this 11<sup>th</sup> day of December 2008.

---

David Bragdon, Council President

Approved as to Form:

---

Daniel B. Cooper, Metro Attorney

**EXHIBIT A TO RESOLUTION NO. 08-4004**

**Members of Metro's Brownfields Task Force**

Mr. Clark Henry, Chair

Portland Brownfield Program Manager, Bureau of Environmental Services, City of Portland

The Honorable Catherine Arnold

Councilor, City of Beaverton

Mr. Scott Beard

Senior Vice President, Pacific Continental Bank

The Honorable Hal Busch

Councilor, City of Gladstone

Mr. Joshua Caldwell

Business Development Manager, S.D. Deacon Corp. of Oregon

Ms. Sara Daley

Real Estate Broker, Windermere/CCRG

Ms. Mimi Doukas

Director of Land Use Planning, WRG Design

Mr. Coby Graham

Industrial Hygienist, Oregon Health and Sciences University

Ms. Karen Homolac

Brownfields Program and Policy Coordinator, Oregon Economic and Community Development Department

Mr. Aaron Matusick

Attorney, Bittner & Hahs PC

Mr. James McGrath

Associate, ZGF Architects LLP

Ms. Renate Mengelberg

Business and Economic Development Coordinator, Clackamas County

Ms. Cara Nolan

Broker, Capacity Commercial Group

Mr. Peter Serrurier  
Partner, Stoel Rives LLP

Mr. Ramsay Weit  
Executive Director, Community Housing Fund

Mr. Gil Wistar  
Brownfields Coordinator, Environmental Cleanup Program, Oregon Department of Environmental  
Quality

DRAFT

Agenda Item Number 6.0

**HIGH CAPACITY TRANSIT (HTC) UPDATE**

Metro Council Work Session  
Tuesday, November 25, 2008  
Metro Council Chamber

# METRO COUNCIL

## Work Session Worksheet

Presentation Date: 11/25/08 Time: 3:00 Length: One Hour

Presentation Title: High Capacity Transit System Plan Update

Department: Planning Development

Presenters: Ross Roberts, Tony Mendoza, Jeffrey Tumlin (Nelson\Nygaard)

### ISSUE & BACKGROUND

*The HCT System Plan* is a 30 year plan for prioritizing HCT investments in new corridors and changes to existing corridors. The results will be incorporated into the RTP. The *HCT System Plan* tells us where the best locations are for major rail and bus transit capital investments based on evaluation criteria derived from the *RTP*. The *RTP* tells us whether HCT is the right transportation choice relative to other potential transportation investments. *Making the Greatest Place* tells us whether HCT is the right transportation choice to support the land use in any given corridor or center.

The Regional High Capacity Transit (HCT) System Plan is an element of the Regional Transportation (RTP), and is designed to evaluate 1) potential extensions to existing light rail, commuter rail and streetcar lines; 2) new HCT corridors for rail or bus improvements, 3) improvements to the existing system to relieve bottlenecks, and 4) potential land use and development opportunities to support these future transit investments. The project is supported by a sub-committee of TPAC and MTAC, a "Think Tank" resource group, and a robust public involvement program.

#### **Major goals of the project**

- **Identify future HCT transit investments and incorporate into the RTP.** The project is on schedule to develop a list of promising HCT investments by February 2009.
- **Prioritize the above transit investments for entry into federal project development and NEPA processes.** MPAC, JPACT and Metro Council action on priorities for the next wave of federal HCT projects is on schedule for adoption in March/April 2009

#### **Summary Status**

##### **Major accomplishments for this quarter**

- TPAC/MPAC subcommittee applied screening criteria for wide range of corridors on November 14, 2008 and developed narrowed list of corridors for TPAC and MPAC approval in December 2008.
- First two "Think Tank" meetings held on October 7 and November 17, 2008.
- Five regional transit workshops and 60 stakeholder interviews completed between July and October 2008.

##### **Major accomplishments for the next quarter**

- Metro Council review of screened corridors and evaluation criteria at November 25, 2008 work session.

- Adoption of list of Screened Corridors and detailed Evaluation Criteria:
  - MTAC and TPAC, scheduled for December 2008.
  - JPACT and MPAC, scheduled for January 2009
- Detailed technical analysis of screened corridors to be completed in based on detailed evaluation criteria

### **OPTIONS AVAILABLE**

-

### **IMPLICATIONS AND SUGGESTIONS**

-

### **QUESTION(S) PRESENTED FOR CONSIDERATION**

The staff of the High Capacity Transit System Plan would like to update the Metro Council on the schedule and progress of the High Capacity Transit System Plan. Is the High Capacity Transit System Plan going in the right direction?

**LEGISLATION WOULD BE REQUIRED FOR COUNCIL ACTION \_\_Yes x\_No  
DRAFT IS ATTACHED**

**\_\_Yes \_\_No**

Attachments:

Evaluation Framework and Timeline:

Screening Criteria

Evaluation Criteria

Public Involvement Summary

Think Tank Summaries (will be available at for November 25 Council Work Session)

HCT Next Steps





**Date:** November 25, 2008

**To:** Metro Council

**From:** Tony Mendoza, Transit Project Analysis Manager

**Re:** High Capacity Transit System Plan Screening Criteria Update

---

*The HCT System Plan* is a 30 year plan for prioritizing HCT investments in new corridors and changes to existing corridors. The results will be incorporated into the RTP. The *HCT System Plan* tells us where the best locations are for major rail and bus transit capital investments based on evaluation criteria derived from the RTP. The RTP tells us whether HCT is the right transportation choice relative to other potential transportation investments. *Making the Greatest Place* tells us whether HCT is the right transportation choice to support the land use in any given corridor or center.

The Screening Criteria (Figure 1) was finalized and confirmed by the MTAC/TPAC HCT Subcommittee on October 22, 2008, by TPAC on October 31, 2008 and MTAC on November 5, 2008. The Screening Criteria constitutes the first phase of the HCT evaluation framework (Figure 2). The Screening Criteria will be used to narrow the wide array of High Capacity Transit Corridors and System Improvements assembled for the RTP Scenario B<sup>1</sup> and suggested in stakeholder interviews, public workshops, and Metro Committee meetings that began in July 2008.

The Corridor Screening Results and the Evaluation Criteria are scheduled to be confirmed by MTAC on December 3, 2008 and by TPAC on December 5, 2008. The initial screened corridors proposed for advancement through the evaluation criteria are shown on Figure 3 and described in Figure 4.

Attachments:

Figure 1 – Screening Criteria

Figure 2 – Evaluation Framework diagram

Figure 3 – Initial Draft Map of Corridor Screening Results

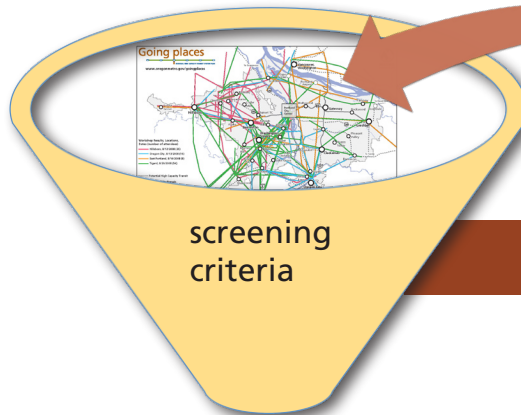
Figure 4 – Initial Draft List of Corridor Screening Results

---

<sup>1</sup> Scenario B HCT improvements were gathered from the following sources: Region 2040 Concept, TriMet Transit Investment Plan (2007), RTP Federal Component (2007), and local jurisdiction comments received from TPAC/MTAC/JPACT/MPAC.

**Figure 1: Initial Screening Criteria FINAL REVISED DRAFT, 11-14-08, based on 11-14-08 Subcommittee, 10-31-08 TPAC and 11-05-08 MTAC**

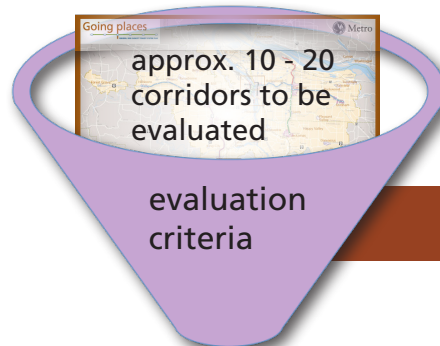
CRITERION	MEASUREMENT	PROPOSED SCREENING TARGET
<b>QUANTITATIVE CRITERIA</b>		
Existing Potential Ridership	Transit Orientation Index	High
		Medium-High
		Medium
		Low-Medium
		Low
Future Potential Ridership	Transit Orientation Index	High
		Medium-High
		Medium
		Low-Medium
		Low
<b>QUALITATIVE CRITERIA</b>		
Corridor Availability and Cost	Qualitative assessment of right of way availability and associated access improvements (Includes geological hazards)	High
		Medium
		Low
Environmental Constraints	Qualitative assessment of impact on natural resources	High
		Medium
		Low
Equity	Qualitative assessment of social equity needs	Does promote equity
		Slightly promotes equity
		Does not promote equity
Connectivity and System	Qualitative assessment of transit system connectivity, intermodal connectivity, maintenance yard site or other transit system needs.	High
		Medium
		Low
Congestion	Recognition of congestion parallel to proposed corridor	High
		Medium-High
		Medium
		Low-Medium
		Low
2040 Land Use	Support Region 2040 land use designations based on RTP priority areas	High
		Medium
		Low



screening  
criteria

potential HCT  
corridors and projects  
from historic planning  
and outreach

November 2008  
MTAC/TPAC



approx. 10 - 20  
corridors to be  
evaluated

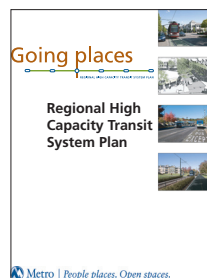
evaluation  
criteria

January 2009  
Council/MPAC/JPACT/MTAC/TPAC



final corridors  
and projects to  
prioritize

March 2009  
Council/MPAC/JPACT/MTAC/TPAC



Going places  
Regional High  
Capacity Transit  
System Plan

Late spring 2009

2035  
REGIONAL TRANSPORTATION PLAN

December 2009  
RTP adoption

2010/2011  
implementation of Making the Greatest Place

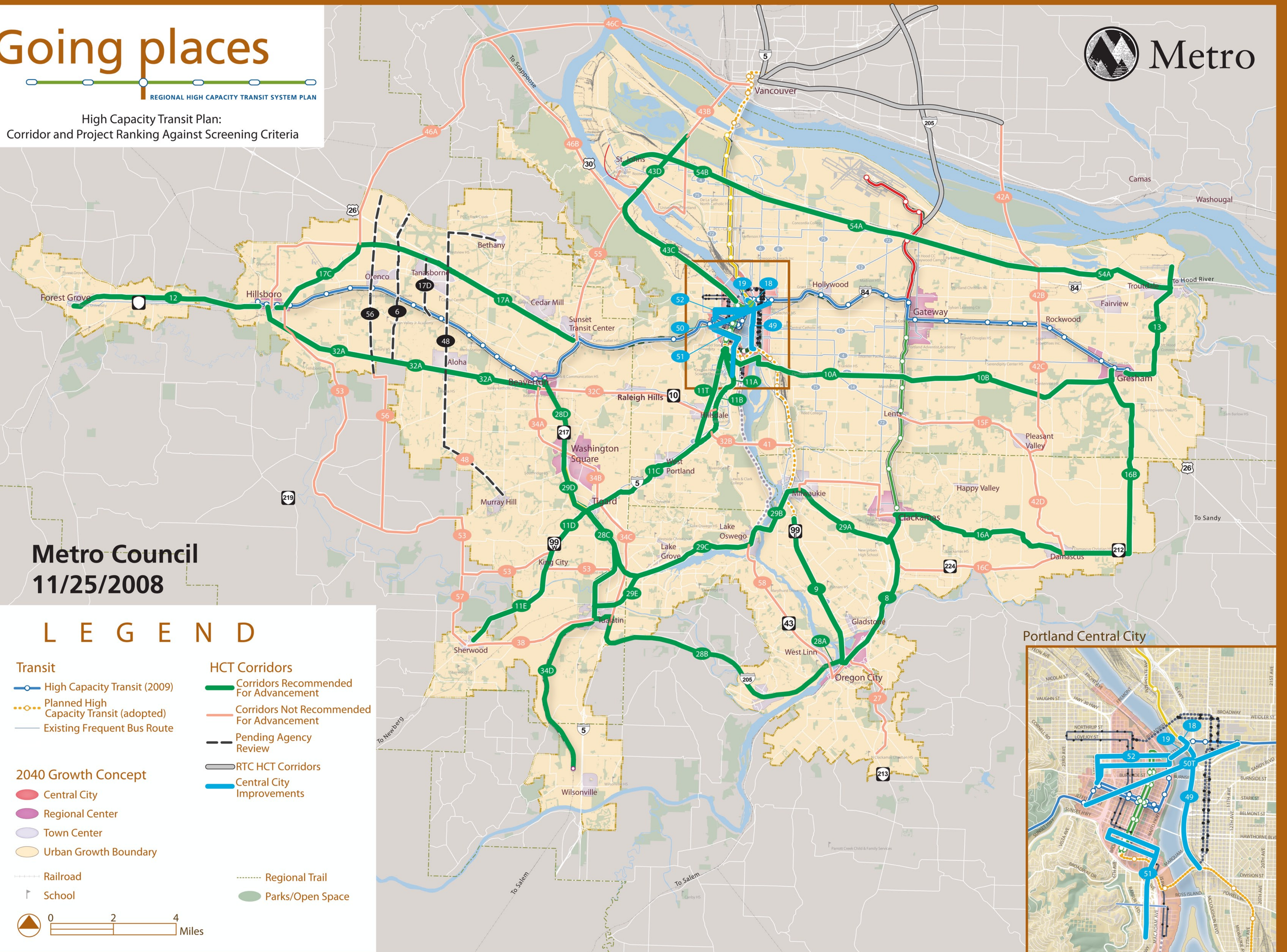


# Going places



REGIONAL HIGH CAPACITY TRANSIT SYSTEM PLAN

High Capacity Transit Plan:  
Corridor and Project Ranking Against Screening Criteria



Metro Council  
11/25/2008

## LEGEND

### Transit

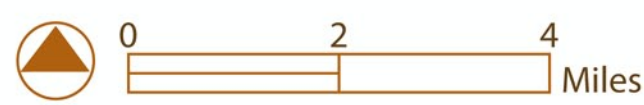
- High Capacity Transit (2009)
- Planned High Capacity Transit (adopted)
- Existing Frequent Bus Route

### 2040 Growth Concept

- Central City
- Regional Center
- Town Center
- Urban Growth Boundary
- Railroad
- School

### HCT Corridors

- Corridors Recommended For Advancement
- Corridors Not Recommended For Advancement
- Pending Agency Review
- RTC HCT Corridors
- Central City Improvements
- Regional Trail
- Parks/Open Space





High Capacity Transit System Plan  
 Initial Screened Transit Corridors  
 Metro Council Review 11/25/08

Not in priority order

Segment / Corridor ID*	Segment / Corridor Name
18	Improvements to Steel Bridge
19	Bridge/Rose Quarter Access Improvements
49	Eastside Connector
50	Downtown Tunnel - Lloyd 11th to Goose Hollow 18th
51	Downtown Jefferson/Columbia via 1st Ave
52	Downtown Everett/Glisan to 18th Ave
8	(CTC - OCTC) via I-205
9	(Park - OCTC) via McLoughlin
10	(Portland - Gresham) via Powell
11	(Portland to Sherwood) via Barbur Hwy 99w
12	(Hillsboro - Forest Grove)
13	(Gresham - Troutdale MHCC) via Kane Dr
16	(CTC - Damascus)
17	(STC - Hillsboro)
28	(Oregon City - WSTC)
29	(Washington Square - Clackamas)
32	(Hillsboro - Hillsdale)
34	(Beaverton - Wilsonville)
43	(St. Johns - Vancouver/Union Station)
54	(Troutdale - St. Johns)
6	(Amber Glen to Tanasbourne)
48	(Murray Hill - Bethany)
56	(Orenco - Clark Hill Rd)
17D	(Red Line extension to Tanasbourne)
15	(Lents to Pleasant Valley) via Foster Road
27	(Oregon City - Clac CC) - via Hwy213/RRROW
38	(Tualatin - Sherwood) via Sherwood Rd
41	(Lake O - McLoughlin connector)
42	(Vancouver - Damascus)
46	(Cornell - St. Johns)
53	(Hillsboro - Tualatin)
55	(Sunset TC - St. Johns)
57	(Scholls Ferry - Sherwood) via Roy Rogers Rd
17C+46A+46B+43B	(Hillsboro - Vancouver)
41+32B+32C	(McLoughlin - Beaverton)

\*Note: Corridors extending to neighboring cities were not considered in this analysis

**LEGEND**

Central City improvement - staff/Subcommittee recommended for advancement
Corridor - staff/Subcommittee recommended for advancement
Corridor - staff/Subcommittee - one Corridor to be determined by Hillsboro
Corridor - staff/Subcommittee considered, but not recommended for advancement

To HCT Team  
Cc  
From Steer Davies Gleave & Nelson\Nygaard  
Date 14 November 2008  
Project Portland HCT Project No. 22026001

---

**Subject Detailed HCT Evaluation Framework -DRAFT FOR DISCUSSION**

### Overview

In order to select and prioritize the 'best' HCT corridors for investment a robust, coherent and transparent framework for the detailed evaluation of options is required. To date a long list of corridors has been identified and is being refined. These will be screened, based upon agreed criteria, in order to identify a short list of corridors (~20) that will be subject to the detailed evaluation.

The objective for the detailed evaluation framework is to enable a comparative assessment of the corridors to be made. The framework therefore must:

- | Assume a common baseline scenario (2035 Regional Transportation Plan Financially Constrained System) against which each corridor is compared
- | Ensure a consistent level of detail across the criteria and be commensurate with the level of project information available
- | Enable sufficiently disaggregate scoring, in order that the level of impact can be differentiated between corridors
- | Present the information clearly, concisely and on a consistent basis so that decision makers can compare corridors against each other

It is proposed that no explicit weighting is given to the criteria. Having undertaken the initial evaluation there will be a review phase to gain agreement on the prioritization of corridors; for this it is important that decision makers can consider the implications and understand the potential effect of implicitly applying different weightings.

Associated with this approach the assessment of each criteria will be quantified (potentially, as appropriate, as a monetary value) or qualitatively scored, e.g. adverse, beneficial. The intention of this approach is to avoid the addition of scores and the creation of a 'single' number for each corridor, which would negate the whole ethos of undertaking the multiple account evaluation.

## Evaluation Approach

The detailed evaluation is not a 'single step' in the process, but rather a tool that is employed on an ongoing basis to assist the shaping and refinement of the corridor prioritization. For each short listed corridor it is anticipated that the project development phase will identify the most plausible forms of mode investment for each corridor based upon the screening assessment (e.g. potential ridership, environmental, land take issues). For example light rail may be the only mode option for corridors which are extensions of the existing system, whereas for other corridors light rail, BRT, commuter rail and streetcar<sup>1</sup> options may be identified and evaluated.

Therefore for each of the (~20) short listed corridors it is likely that there will be several plausible mode investments defined. It is against these definitions that the preliminary evaluation will be undertaken.

The output from this will support confirmation that the appropriate mode investments have been assumed and inform the strongest candidate, by highlighting the trade-offs that could occur and may deserve further investigation. As appropriate, the draft definition may be refined and the evaluation results revised accordingly.

Supporting this iterative process will be the consideration of the system network effects, in order to ensure the definition of individual corridors does not result in precluding valuable opportunities for integration and delivering benefits due to the 'whole being greater than the sum of the parts'.

## Proposed MAE Framework

The Multiple Account Evaluation (MAE) approach is consistent with the Regional Transportation Plan (RTP) Outcomes-Based Evaluation Framework. The framework is organized in three evaluation categories:

- | Community
- | Environment
- | Economy

2035 RTP Evaluation Framework



---

<sup>1</sup> The 2035 RTP transit policy does not currently contain rapid streetcar as a HCT mode. This concept will be further explored in the context of the HCT system plan, and may result in policy refinements to the 2035 RTP.

Each of the categories is focused upon the effect once the investment is made, namely the transit line opens. However, for the evaluation of the corridors it is also important to consider the implications of attempting to implement the identified transit solution. A fourth account is therefore included in the MAE to address deliverability.

The MAE framework aligns with the hierarchy of objectives.

- | Region 2040 Vision
- | Council Adopted Definition of what makes a successful region
- | 2035 RTP -implementing the Region's 2040 Vision
- | HCT - supporting the RTP Goals

The Council Adopted Definition of what makes a successful region includes six goals to promote:

- | Vibrant, walkable communities
- | Sustained economic competitiveness and prosperity
- | Safe and reliable transportation choices
- | Minimal contributions to global warming
- | Clean air, clean water, healthy ecosystems
- | Benefits and burdens of growth distributed equitably

The 10 RTP Goals are:

- | Foster vibrant communities and compact urban form
- | Sustain economic competitiveness and prosperity
- | Expand transportation choices
- | Effective and efficient management of transportation system
- | Enhance safety and security
- | Promote environmental stewardship
- | Enhance human health
- | Ensure equity
- | Ensure fiscal stewardship
- | Deliver accountability



These goals can be grouped under the three evaluation categories used in the RTP, which provide the structure for the MAE framework (see Figure 1), alongside the consideration of deliverability and a summary of the corridor characteristics as produced from the screening exercise. For each evaluation category criteria addressing different aspects of the category are presented.

The evaluation will be both quantitative and qualitative, depending on the level of project development and extent of information available. As more information becomes available the assessment can be revisited.

Deriving from the framework structure will be a summary sheet designed to provide an overview for each corridor that will allow decision makers to identify and confirm the mode investments and corridors to be prioritized. Appendix A presents an example of a summary sheet. Associated documentation will provide supporting evidence for the detailed evaluation findings.

In the summary sheet, commentary will present the most significant findings against the criteria and provide a justification of the assessment score (including any assumptions made due to the absence of full information). Where mitigation of a negative impact would be required, it will be described and the score will reflect the mitigated effect.

In the initial stage the scoring will be based upon a seven-point scale:

- Significant benefit
- Moderate benefit
- Slight benefit
- Neutral
- Slightly adverse
- Moderately adverse
- Significantly adverse

## Multiple Accounts

The following sections detail the specific criteria that will be used to evaluate corridors against the four accounts:

- | Community
- | Environment
- | Economy
- | Deliverability

A description of essential corridor characteristics will also be provided as part of the evaluation. This information is described in the first table of Figure 1.

## System Expansion Policy

It is important to note that this level of evaluation is designed to provide a preliminary prioritization of corridors and narrow mode investment options. The assessment will be based on current and projected land use conditions. However, it is recognized that projections are never completely accurate and that conditions will change over time. To account for these changes, a System Expansion Policy including a separate set of criteria required for project advancement is proposed.

These criteria would provide communities along a corridor an opportunity to make proactive changes to land use and access policies. Jurisdictions benefiting from a proposed alignment or project would be required to submit Ridership Development and Financial Plans before moving to the next phase of project advancement. (See Appendix B - Project Advancement Criteria.)

The following graphic illustrates how HCT projects are prioritized in the System Plan process and the role of proposed project advancement criteria, which would allow jurisdictions to change the priority of an adopted HCT system project.

## HCT System Plan Evaluation and System Expansion Policy

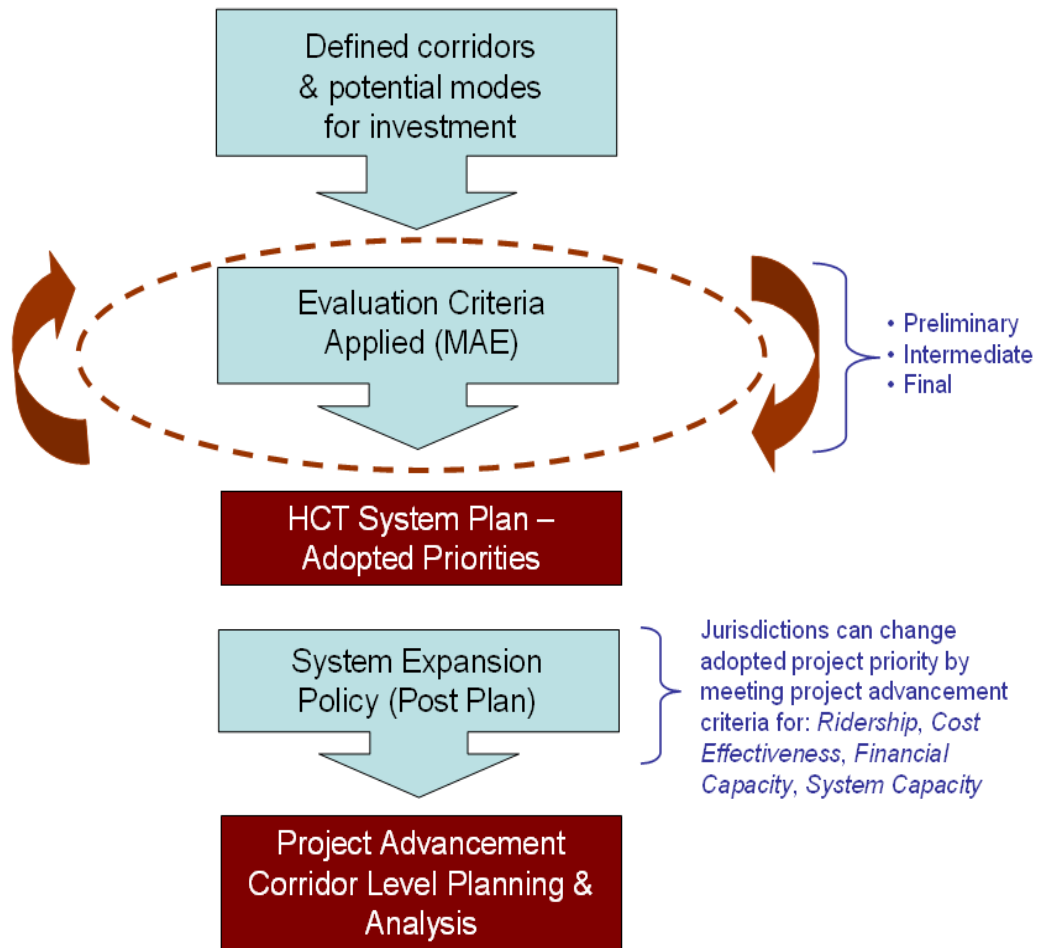


Figure 1 – MAE FRAMEWORK

## COMMUNITY EVALUATION CATEGORY

### Criteria

---

Supportiveness of existing and potential future local land use and transportation plans and policies and regional and local policies and *Local Aspirations*

---

Land use integration

---

Transportation network integration

---

Equity

---

Safety

---

Health (Promote physical activity)

---

Household needs analysis

---

Placemaking/Urban form

---

## ENVIRONMENT EVALUATION CATEGORY

### Criteria

---

Emissions & disturbance

---

Natural resources

---

4(f) resources

---

## ECONOMY EVALUATION CATEGORY

### Criteria

---

Transportation efficiency (Users)

---

Transportation efficiency (Operator)

---

Economic competitiveness

---

## **DELIVERABILITY EVALUATION CATEGORY**

### **Criteria**

---

Feasibility (Construction)

---

Feasibility (Operations)

---

Acceptability

---

Funding potential

---

## **SYSTEM DEVELOPMENT POLICY**

The detailed evaluation framework is intended to select and prioritize the 'best' HCT corridors for investment. We propose that the HCT System Plan include a set of project advancement criteria or requirements for project advancement. These criteria would provide local jurisdictions clear direction about what they need to do to advance their project to the next level of study (corridor level planning and analysis). The project advancement criteria suggested in this document are additive to the detailed evaluation framework discussed above, since it may be necessary for local jurisdictions to improve their assessment against certain criteria that were considered in the HCT System Plan process.

In effect these criteria form the early basis for a System Expansion Policy that will help the region direct funding to major transit investment projects that meet RTP goals and protect taxpayer money by ensuring cost effective transportation investment decisions.

The following is a proposed set of draft requirements that, subject to discussion, could form the basis for System Expansion Policy in the Metro region.

- Ridership Development Plan
- New Cost Effectiveness Evaluation with TOD
- Financial Capacity Evaluation
- System Capacity

## High Capacity Transit System Plan Public outreach summary summer/fall 2008

### Overview of stakeholder interviews, public workshops, online questionnaire and community events

During July through October, more than 50 stakeholders were interviewed for the High Capacity Transit (HCT) System Plan. To capture as many viewpoints as possible and accurately represent the divergent views found across the region, stakeholders representing viewpoints related to eight of the ten goals for the Regional Transportation Plan (RTP) were identified for interviews. These included business and community leaders, transportation and transit providers, safety and security experts, developers, economic development professionals, social service and nonprofit organizations, environmental groups and elected officials.

Between Aug. 12 and Aug. 20, Metro held four public workshops to engage participants in a discussion of HCT plan goals and to identify potential high capacity transit corridors. The workshops, held in Hillsboro, Oregon City, East Portland and Tigard, also provided an opportunity to learn about the plan's purpose and schedule and related Metro projects such as the RTP, Urban and Rural Reserves, Performance Measures. A written comment form offered individuals an opportunity to provide feedback in addition to the transit connections drawn on maps in discussion groups. A total of 104 attendees signed in at the four workshops: 26 in Hillsboro, 16 in Oregon City, eight in East Portland and 54 in Tigard.

With the first workshop on Aug. 12, an interactive questionnaire went live on Metro's web site. More than 200 people completed the online questions about which centers and corridors were important to serve with high capacity transit, barriers to using transit and goals for the system. The questionnaire was advertised at the workshops, community group meetings and events, farmers' markets and through blogs and e-newsletters. The questionnaire was removed from the web site and closed on the morning of Oct. 1, 2008.

The project team coordinated with the Drive Less/Save More community event booth to have a presence at the Willamette River Riverfest on Aug. 31 and Sept. 6, talking to more than 100 people about the project, handing out collateral and encouraging visits to the project web site. The project had its own community event booth at the Beaverton, Lents, Portland Ecotrust and Gresham farmers markets in September where staff informed more than 200 residents about the project and collected suggestions for possible connections.

A scaled-down version of the workshop presentations was also given to the Oregon City Rotary Club on Aug. 27. Close to 50 participants offered origins and destinations to be considered. The workshop format was also altered to fit a meeting of the Hillsboro Chamber of Commerce on Sept. 30, where approximately 35 participants gave feedback on the goals as well as potential corridors and other things to consider during the process.

## **Themes resulting from outreach efforts**

### **Access**

- Serve employment areas and major institutions (educational and health), shopping areas and activity centers (e.g. Oregon Zoo, OMSI, Rose Garden, parks and greenspaces) along with regional and town centers.
- Create links between stations and neighborhoods by integrating stations into surrounding communities, considering bike and pedestrian facilities around stations and providing good local transit service to get people to and from stations

### **Service and speed**

- Provide more suburban-to-suburban connections and faster service through downtown Portland
- Provide flexibility in service times and modes and improved access for transit-dependent groups (low income, elderly, etc.), especially in the suburbs

### **Safety and security**

- Improve safety on transit vehicles and at stations
- Give special attention to crossings where transit vehicles and people or cars interact

### **Land use**

- Connect land use to public transportation to create compact commercial, residential and mixed-use development to support transit ridership

---

# High Capacity Transit System Plan

## Next steps update | Internal

### November 18, 2008



*note: items in italics are tentative*

- ✓ Sept. 26, 2008: **TPAC** – Discuss HCT evaluation framework.
- ✓ Sept. 30, 2008: End Public Comment Period. Note: feedback from stakeholders will continue to be accepted and evaluated through Nov. 5, 2008.
- ✓ Oct. 1, 2008: **MTAC** – Discuss HCT evaluation framework.
- ✓ Oct. 7, 2008: **Think Tank** - principles/values for HCT, transit around the world.
- ✓ Oct. 15, 2008: **Making the Greatest Place work session** – Present RTP scenarios (Kim).
- ✓ Oct. 22, 2008: HCT MTAC/TPAC Subcommittee – Recommend screening criteria, present scenario results, discuss evaluation criteria.
- ✓ Oct. 31, 2008: **TPAC** – Recommend on HCT evaluation framework and screening criteria.
- ✓ Nov. 5, 2008: **MTAC** – Recommend on HCT evaluation framework and screening criteria.
- ✓ Nov. 14, 2008: **HCT MTAC/TPAC Subcommittee** – Recommend evaluation criteria and screened list to MTAC and TPAC.
- ✓ Nov. 17, 2008: **Think Tank** – Discuss successful transit systems characteristics.
- Nov. 25, 2008: **Metro Council work session** – Quick process and public involvement update, review screening criteria and initial results map, introduce evaluation criteria and Think Tank highlights. Clarify use of screened list at state level.
- Dec. 3, 2008: **MTAC** – Recommend evaluation criteria and screened list to MPAC.
- Dec. 3, 2008: **MCCI** – Review and discuss public involvement.
- Dec. 5, 2008: **TPAC** – Recommend evaluation criteria and screened list to JPACT.
- Dec. 11, 2008: **JPACT** – Discuss screened corridors and evaluation criteria.
- Dec. 17, 2008: **MPAC** – Discuss screened corridors and evaluation criteria.
- *Mid-January (prior to Jan. 20 Metro Council work session): **HCT MTAC/TPAC Subcommittee** – Discuss policy questions and system expansion policy, screening process for corridors outside region, introduce Criterion Index use and “ground rules” and build-a-system tool. (Jan. 12 2-4 p.m. tentatively held for RTP subcommittee.)*
- Jan. 14, 2009: **MPAC** – Confirm screened corridors and evaluation criteria.
- Jan. 15, 2009: **JPACT** – Confirm screened corridors and evaluation criteria.
- Jan. 20, 2009: **Metro Council work session** – Confirm screened corridors and evaluation criteria. (1 hr booked 11-10-08 kw)
- Feb. 10, 2009: **Metro Council work session** – Do high-level introduction of Criterion Index and build-a-system tool and how they will be used in the process. (1 hr. booked 11-13-08 kw)



- 
- *Early February (to sync up somewhat with Local Aspirations work): **Think Tank** – How do we plan stations/station areas, how to we make future stations communities in themselves, Send evaluation criteria to them in advance, frame prioritization tradeoffs and choices*
  - *Mid-February: Initial evaluation results are formulated. Feed data to build-a-system tool and RTP hybrid scenarios.*
  - *Mid-February: **HCT MTAC/TPAC Subcommittee** – Share initial evaluation results, discuss prioritization process. (Feb. 15 2-4 p.m. tentatively held for RTP subcommittee.)*
  - *Late February: Discussions with local jurisdictions using Criterion tool through coordination with Local Aspirations.*
  - *Late February – Ads to announce upcoming public outreach. Frame choices based on evaluation results and Criterion discussion with local governments.*
  - *Feb. 27, 2009: **TPAC** – Highlight initial evaluation results, discuss prioritization process.*
  - *March 4, 2009: **MTAC** – Highlight initial evaluation results, discuss prioritization process.*
  - *Early to mid-March – build-a-system tool goes live, public events (grocery stores/events).*
  - *Mid-March (so we can be at TPAC on March 27): **HCT MTAC/TPAC Subcommittee** – Review final evaluation results, recommend priorities, review plan outline and approval process. (March 15 2-4 p.m. tentatively held for RTP subcommittee.)*
  - *Mid to late March or early April: **Think Tank** – Discuss messaging based on first meeting themes, system expansion policy, goals for future federal interactions*
  - *March 27, 2009: **TPAC** - Discuss recommended priorities and draft plan.*
  - *April 1, 2009: **MTAC** - Discuss recommended priorities and draft plan.*
  - *April 5, 2009: Farmer’s Markets begin today.*
  - *April 7, 2009: **Metro Council work session** – Discuss recommended priorities and draft plan. (schedule in late January)*
  - *April 8, 2009: **MPAC** - Discuss recommended priorities and draft plan.*
  - *April 9, 2009: **JPACT** - Discuss recommended priorities and draft plan.*
  - *April 24 – have HCT Plan Resolution drafted for submission to committees.*
  - *May 1, 2009: **TPAC** – Recommend HCT plan to JPACT (action).*
  - *May 6, 2009: **MTAC** - Recommend HCT plan to MPAC (action).*
  - *May 13, 2009: **MPAC** - Recommend HCT plan to Council (action).*
  - *May 14, 2009: **JPACT** - Recommend HCT plan to Council (action).*
  - *June 4, 2009 – **Metro Council adoption of HCT Plan.** (schedule in late February)*