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Metro | Agenda

Meeting: Metro Policy Advisory Committee (MPAC)

Date: Wednesday, December 17, 2008

Time: 5 to 7 p.m.

Place: Council Chambers

5 PM	1.		**CALL TO ORDER**	**Shane Bemis, Second Vice Chair**
5 PM	2.		**SELF INTRODUCTIONS & COMMUNICATIONS**	**Shane Bemis, Second Vice Chair**
5:05 PM	3.		**CITIZEN COMMUNICATIONS ON NON-AGENDA ITEMS**	
5:07 PM	4.		Nominations of Officers – INFORMATION	
5:10 PM	5.		MPAC Member and Alternate Recognition – DISCUSSION	**Shane Bemis, Second Vice Chair**
5:20 PM	6.	*	High Capacity Transit System Plan – DISCUSSION (Approval in January)	**Tony Mendoza**
5:35 PM	7.	*	Ordinance No. 08-1204, For the Purpose of Determining that Implementing Transit-Oriented Development is a Matter of Metropolitan Concern – DISCUSSION	**Megan Gibb**
5:45 PM	8.		Legislative Update – DISCUSSION	**Randy Tucker**
6:15 PM	9.	*	Request to Solicit Local Aspirations – DISCUSSION	**Christina Deffebach**
6:45 PM	10.		**ADJOURN**	**Shane Bemis, Second Vice Chair**

* Material available electronically.
** Material to be e-mailed at a later date.
# Material provided at meeting.
All material will be available at the meeting.

For agenda and schedule information, call Kelsey Newell at 503-797-1916, e-mail: kelsey.newell@oregonmetro.gov.
To check on closure or cancellations during inclement weather please call 503-797-1700.

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METRO

2008-2009 MPAC Tentative Agendas
as of December 10, 2008

All meetings are on Wednesdays, in the Metro Council Chamber, 600 NE Grand Ave., Portland, unless otherwise noted. For current agendas and materials, visit www.oregonmetro.gov/mpac.

Joint MPAC/JPACT Meeting December 10, 2008, **4 to 7 p.m.** Oregon Convention Center, Portland Ballroom (Rm. 256) • Bringing it All Together – Land Use, Transportation and Investment Choices and Preference Polling (Discussion) • Select policy choices to create preferred alternatives (Action)	**MPAC Meeting** December 17, 2008, 5 to 7 p.m. *(NOTE: Change of date)* • Nomination of Officers • MPAC Member and Alternate Recognition • HCT System Plan Ordinance No. 08-1204Transit-Oriented Development • Legislative Update • Request to Solicit Local Aspirations
MPAC Meeting January 14, 2009, 5 to 7 p.m. • Principles for Guiding RTP System Development • Election of 2009 MPAC Officers • HCT – Confirm screened corridors and evaluation criteria	**MPAC Meeting** January 28, 2009, 5 to 7 p.m.
MPAC Meeting February 11, 5 to 7 p.m.	**MPAC Meeting** February 25, 2009, 5 to 7 p.m.
MPAC Meeting March 11, 2009, 5 to 7 p.m.	**MPAC Meeting** March 25, 2009, 5 to 7 p.m.
MPAC Meeting April 8, 2009, 5 to 7 p.m.	**MPAC Meeting** April 22, 2009, 5 to 7 p.m.

MPAC Worksheet

Agenda Item Title (include ordinance or resolution number and title if applicable): High Capacity Transit System Plan

Presenter: Tony Mendoza

Contact for this worksheet/presentation: Jenn Tuerk

Council Liaison Sponsor: Burkholder & Collette

MPAC Meeting Target Dates:

What is this item (check no more than 2)?:

Information __X_
Update _____
Discussion __X _
Action _____

MPAC Target Meeting Date: ___Dec. 17, 2008___

Time needed for:
Presentation _____
Discussion __15_

Purpose/Objective (what is the purpose of having the item on *this meeting's* agenda):
(e.g. to discuss policy issues identified to date and provide direction to staff on these issues)
Update on the High Capacity Transit System Plan.

Action Requested/Outcome (What do you want MPAC to do at *this meeting?* State the ***policy*** questions that need to be answered.)
Review initial screened corridors and consider evaluation criteria for prioritizing corridors.

Background and context:
See cover memo.

What has changed since MPAC last considered this issue/item?
See cover memo.

What packet material do you plan to include? (must be provided 8-days prior to the actual meeting for distribution)
Attached memo

What is the schedule for future consideration of item (include MTAC, TPAC, JPACT and Council as appropriate): MPAC: Jan. 14; JPACT: Jan. 15; Metro Council: Jan. 20 and Feb. 10

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Metro | *Memo*

Date: Dec. 9, 2008

To: MPAC

From: Tony Mendoza, Transit Project Analysis Manager

Re: High Capacity Transit (HCT) System Plan Update

Introduction

The High Capacity Transit System Plan is being developed as a component of the RTP. The *HCT System Plan* will be a 30-year plan for prioritizing HCT investments in new corridors and changes to existing corridors. The results will be incorporated and further studied in the RTP and will be the basis for initiating future project development steps necessary to qualify for funding. Of the variety of public transit system functions (e.g., local bus, paratransit, regional bus, frequent bus and HCT), the *HCT System Plan* is designed to focus on the HCT element of the public transit system. HCT modes can include light rail, commuter rail, bus rapid transit or rapid streetcar and includes a significant amount of exclusive right-of-way. Non-HCT transit is planned by TriMet, SMART and other transit providers. The *HCT System Plan* is not a funding plan. Future decisions will be made regarding investing in HCT projects versus other needed transit service improvements.

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 role of HCT within the region is being considered as part of this plan, including weighing the benefits of providing more localized direct access compared to faster, regional access.

Status

MPAC reviewed the HCT scope of work at their January 2008 meeting. Since that time Metro has developed a broad range of corridors and system improvement ideas through a series of community workshops, stakeholder interviews, web surveys and work with MTAC and TPAC. These meetings also helped develop a list of values that were categorized into the attached set of Evaluation Criteria.

The attached memos illustrates work to date on screening the wide range of over 55 potential corridors and improvements to a reasonable set of approximately 15 corridors to be advanced through a feasibility and prioritization process. The Evaluation Criteria will be finalized by Metro Council and applied to these screened corridors for prioritization.

Next Steps

- Mid-January: 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. 14, 2009: MPAC – Consider screened corridors and evaluation criteria.
- Jan. 15, 2009: JPACT – Consider screened corridors and evaluation criteria.
- Jan. 20, 2009: Metro Council work session – Discuss screened corridors and evaluation criteria.

- Feb. 10, 2009: Metro Council work session – Consider screened corridors and evaluation criteria.

Attachments:
Detailed HCT Evaluation Framework – Draft for discussion, 12-8-08
TPAC Memo: High Capacity Transit System Plan Screening Criteria Update, Revised 12-5-08

memo

To	HCT Team
Cc	
From	Steer Davies Gleave & Nelson\Nygaard
Date	8 December 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 criterion 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[1] 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.

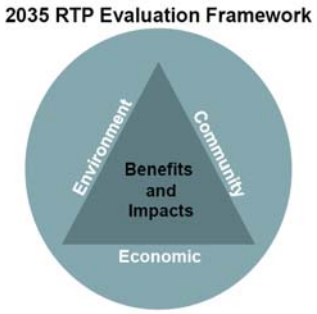
The output from this will support confirmation that the appropriate mode investments have been assumed and inform the strongest candidate, by highlighting the trade-offs that could occur and may deserve further investigation. As appropriate, the draft definition may be refined and the evaluation results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



[1] 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.

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

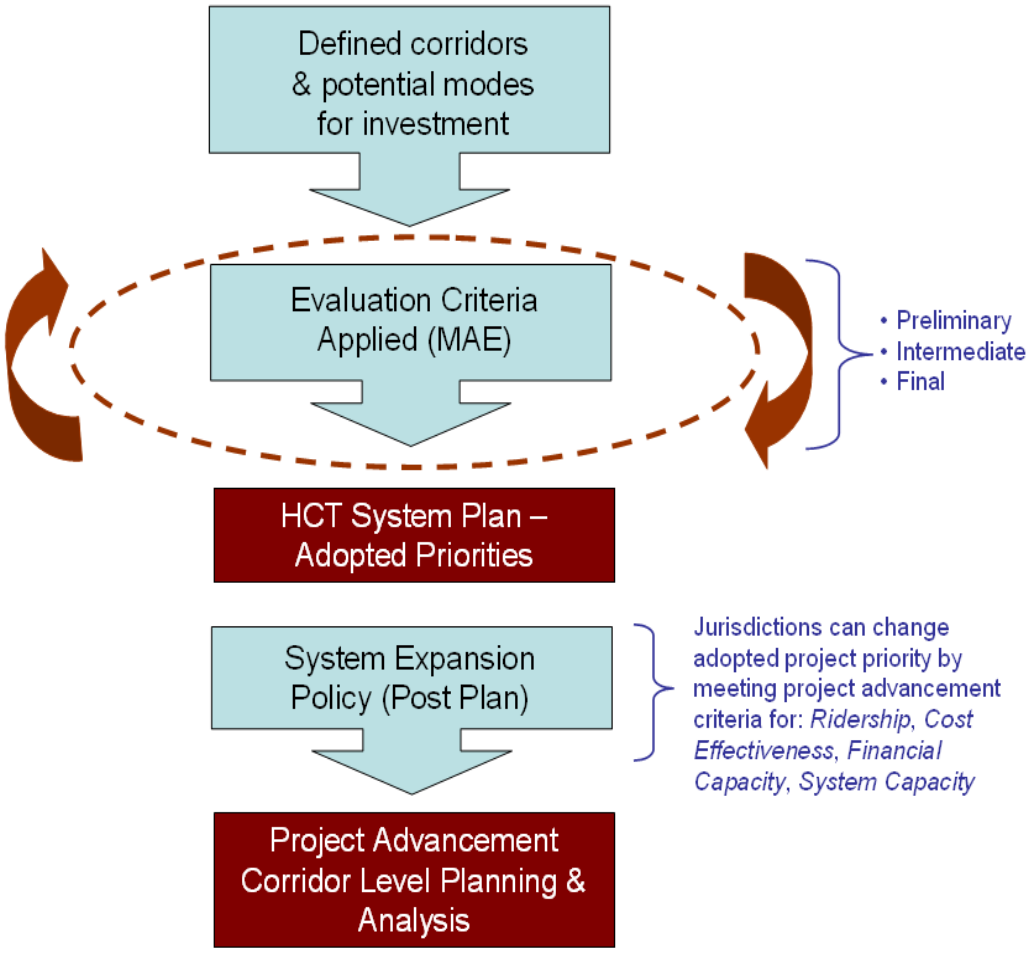


Figure 1 – MAE FRAMEWORK

COMMUNITY EVALUATION CATEGORY

Criteria	Measure	Role	Method
Supportiveness of existing local land use and adopted local transportation plans and policies	Qualitative scoring based on plan review	Identification in strategic terms of consistency or inconsistency with other proposed plans or policies	Existing LU
Acceptability to local communities	Qualitative scoring based on *Local Aspirations* outputs	Local populations may or may not wish to trade-off improved transit against other potential investments or may have concerns about the impact of HCT on urban form. Since a high level of local commitment is required for project development, communities that display strong commitment to project success should be acknowledged.	Rely on Metro Local Aspiration Process (reflective of regional goals/policies) Criterion to support local aspirations process with INDEX model
Ridership generators	Identification of major activity centers served, e.g. I Hospital & medical centers I Major retail sites I Major social service centers I Colleges / universities I Major Federal / State Government offices I Employers > 500 employees I Sports sites / venues	Ensuring the proposed corridor encompasses both current and future key demand attractors and generators and meets the requirements of transit to provide a service to and from where people wish to travel.	Evaluate TriMet's top 30 generators; o-d date from travel demand model. Housing not included as a major activity center, but is captured via TOI analysis

Support 2040	1. Central City, Regional Centers, Industrial areas, Freight and Passenger Intermodal facilities 2. Employment areas, Town Centers, Station Communities, Corridors, Main Streets 3. Inner and Outer Neighborhoods	Rank based on Service to 2040 land use types, consistent with RTP for service types related to primary, secondary and other urban components.	Support Region 2040 land use designations based on RTP priority areas
Transportation network integration - Transit	Identification of full trip benefits due to integration with transit transfer centers and interchange opportunities	Consideration of the network benefits that can be achieved, including both physical integration (i.e. good interchange opportunities), system integration (i.e. timetabling connecting services, through ticketing) and redundancy	Metro and TriMet to conduct a similar exercise to the screening criterion
Transportation network integration – Roads, use of ROW	Where roadways may be used for HCT ROW planned status of ROW (i.e. are plans in place to use ROW, including whether the facility is NHS and/or freight route.	Help to clarify what is the function of the facility.	Review of jurisdictional plans.
Transportation network integration – Ability to avoid congestion	Consider HCT ability to bypass congested areas compared to comparable non-HCT transit in mixed traffic		
Equity	Catchment analysis for social groups (low income and minority census tracts) within walking access (1/4 mile) to a stop	Consideration of those who may receive greatest benefit from the transit investment due to reduction of current barriers to travel reduced cost of travel. Members of these households are likely transit consumers. Analysis	Census and Metro Transportation Equity Analysis for the RTP

	Analysis of % of households with no vehicle available	includes: low and very-low income, racial minority, seniors, disabled people, low car ownership.	
Safety	Qualitative, based on adherence to good design standards	Direct safety impacts due to design and placement of HCT in ROW (i.e. physically segregated, running with general traffic, on-street stops).	Selection of corridors that have extraordinary conditions that may present a safety issue (e.g., freeway, elevated, trench, etc)
Health (Promote physical activity)	Comprehensiveness of pedestrian and cycling network Increase in average bicycle and pedestrian mode share	Assess benefits from increased physical activity caused by greater pedestrian access to transit and increased walking and cycling within the corridor.	Model and spreadsheet analysis
Housing + Transportation Affordability Index	Analysis of housing and transportation costs as percent of total household income.	Indirect measure of areas where transit demand by assessing the impact of transportation costs on housing choices.	Metro
Placemaking/Urban Form	Identification of impacts on urban composition and public space function	Potential to enhance land development; increase mix of land uses; enhance public spaces	Focus this on an assessment of vacant and underdeveloped land. Metro has done work on developable land in the region.
Transportation efficiency (Users)	Average travel time benefit per rider and distribution of benefits across the line and the system. This measure will also determine whether HCT is an effective mode compared to non-HCT transit through congested areas.	The average travel time benefit will demonstrate the effectiveness of the option across the system. The assessment of distribution will identify the 'winners and losers' across the system (e.g. if an extension results in new demand causing crowding on an existing	Model/TriMet

		section of route).	

ENVIRONMENT EVALUATION CATEGORY

Criteria	Measure	Role	Method
Emissions & disturbance	Change in VMT and resulting emission levels for CO2 and other harmful pollutants such as NOx and SOx. (Potentially for the full project life-cycle)	Impacts on local air pollution, greenhouse gases and noise. Transportation related environmental impacts tend to track closely to VMT, making it a valuable proxy for emissions and air quality related measures.	Model
Natural resources	Length of alignment impacting identified sensitive habitats and/or natural resources	Impacts on environmentally sensitive areas due to land take or proximity to major infrastructure.	RLIS
4(f) resources	Acres of 4(f) resources impacted	Impacts on the amenity value of parkland, schools and other 4(f) resources.	RLIS

ECONOMY EVALUATION CATEGORY

Criteria	Measure	Role	Method
Transportation efficiency (Operator)	Cost per rider	To identify the financial performance of the day-to-day operations.	Model/TriMet
Economic competitiveness	Change in employment catchment	Improved transit and land use will increase the labor market's access to employment centers and promote re-development of employment sites.	Metro
Redevelopment	Vacant and redevelopable land		Metro

DELIVERABILITY EVALUATION CATEGORY

Criteria	Measure	Role	Method
Feasibility (Construction)	Capital cost	Flag for instances where negative impacts from construction of the project may be so great as to outweigh project benefits.	Sketch level engineering
Feasibility (Operations)	Operating cost	Ensure design of the project enables efficient operations; assess impact of project on existing system function/capacity.	Also focus on what impact new corridor operations would have on existing lines. TriMet should be involved in this evaluation.
Ridership	Ridership	Evaluate total ridership, ridership per revenue hour and revenue mile, system ridership impact	Model
Funding potential	Initial assessment of local and federal funding opportunities to cover estimated capital and operating costs	Most projects will not have funding sources identified. The intent is to identify key obstacles to successful funding or reward any project that has substantial identified local funding. A more detailed funding plan will be required at the project advancement phase.	Not to focus on existing FTA program criteria but assessment of likelihood of receiving federal funds.

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Metro | *Memo*

Date: December 5, 2008

To: TPAC

From: Tony Mendoza, Transit Project Analysis Manager

Re: High Capacity Transit System Plan Screening Criteria Update - REVISED

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[1] 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 - Revised
Figure 3 – Initial Draft Map of Corridor Screening Results - Revised
Figure 4 – Initial Draft List of Corridor Screening Results
Figure 5 – Screening Results by Segment chart
Figure 6 – Screening Results by Corridor chart

1 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.

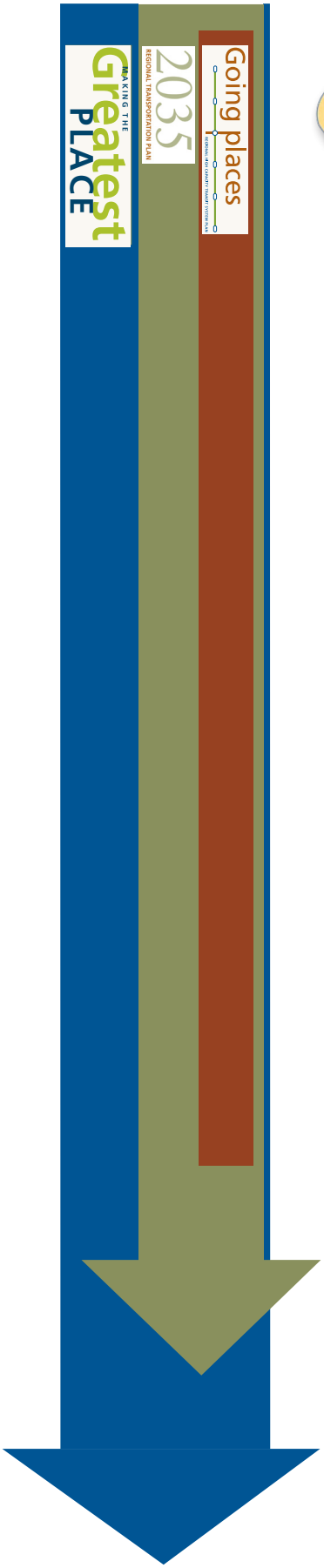
Figure 1: Initial Screening Criteria FINAL REVISED DRAFT, 11-7-08, based on 10-22-08 Subcommittee, 10-31-08 TPAC and 11-05-08 MTAC

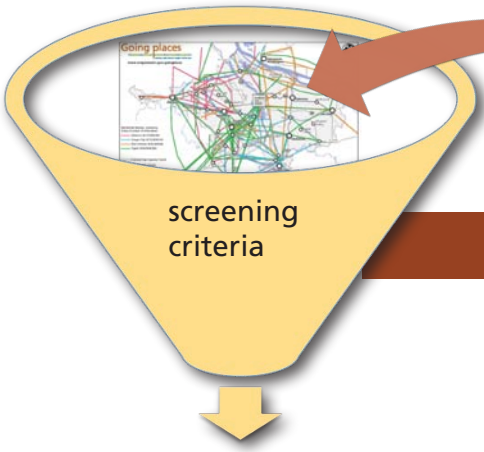
CRITERION	MEASUREMENT	PROPOSED SCREENING TARGET	
QUANTITATIVE CRITERIA			
Existing Potential Ridership	Transit Orientation Index	High	> 5.0 riders per acre
		Medium-High	4.0-5.0 riders per acre
		Medium	3.0-4.0 riders per acre
		Low-Medium	1.5-3.0 riders per acre
		Low	< 1.5 rider per acre
Future Potential Ridership	Transit Orientation Index	High	> 5.0 riders per acre
		Medium-High	4.0-5.0 riders per acre
		Medium	3.0-4.0 riders per acre
		Low-Medium	1.5-3.0 riders per acre
		Low	< 1.5 rider per acre
QUALITATIVE CRITERIA			
Corridor Availability and Cost	Qualitative assessment of right of way availability and associated access improvements (Includes geological hazards)	High	Minimal right of way or few structures required
		Medium	Moderate right of way or structures required
		Low	Major land acquisition, tunneling, bridge work or extensive ROW required
Environmental Constraints	Qualitative assessment of impact on natural resources	High	Minimal potential negative impacts to natural resources
		Medium	Moderate potential negative impacts to natural resources
		Low	Significant potential negative impacts to natural resources
Equity	Qualitative assessment of social equity needs	Does promote equity	Directly serves low-income and minority communities
		Slightly promotes equity	Provides indirect access to low-income and minority communities
		Does not promote equity	No access provided to low-income and minority communities
Connectivity and System	Qualitative assessment of transit system connectivity, intermodal connectivity, maintenance yard site or other transit system needs.	High	Strong connectivity and/or system benefits
		Medium	Moderate connectivity and/or system benefits
		Low	Poor connectivity, and/or system benefits

Congestion	Recognition of congestion parallel to proposed corridor	High	LOS F (2035 PM Peak 2-Hour; Mid-Day 1-Hour); Vehicle/Capacity Ratio
		Medium-High	LOS E (2035 PM Peak 2-Hour; Mid-Day 1-Hour); Vehicle/Capacity Ratio
		Medium	LOS D (2035 PM Peak 2-Hour; Mid-Day 1-Hour); Vehicle/Capacity Ratio
		Low-Medium	LOS C (2035 PM Peak 2-Hour; Mid-Day 1-Hour); Vehicle/Capacity Ratio
		Low	LOS A-B (2035 PM Peak 2-Hour; Mid-Day 1-Hour); Vehicle/Capacity Ratio
2040 Land Use	Support Region 2040 land use designations based on RTP priority areas	High	• Central city • Regional centers • Industrial areas • Freight and Passenger Intermodal facilities
		Medium	• Employment areas • Town centers • Station Communities • Corridors • Main Streets
		Low	• Inner neighborhoods • Outer neighborhoods

Figure 2

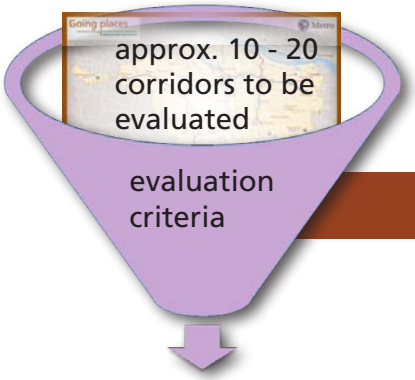
High Capacity Transit System Plan
Evaluation framework





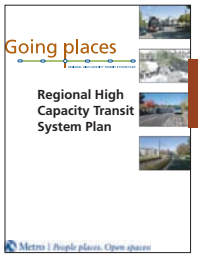
potential HCT corridors and projects from historic planning and outreach

October-November 2008
MTAC/TPAC



January-February 2009
Council/MPAC/JPACT/MTAC/TPAC

February-April 2009
Council/MPAC/JPACT/MTAC/TPAC



Late spring 2009

2035 REGIONAL TRANSPORTATION PLAN

December 2009
RTP adoption

2010/2011
implementation of Making the Greatest Place

Dec. 3, 2008

High Capacity Transit System Plan
Evaluation timeframe

Tasks	Timeframe					
	October 2008	**November 2008**	**December 2008**	**January 2009**	**February-April 2009**	**April-June 2009**
Confirm screening criteria	TPAC	MTAC				
Apply screening criteria and confirm initial set of screened corridors and projects		TPAC MTAC	TPAC MTAC MPAC JPACT	MPAC JPACT Metro Council	Metro Council	
Confirm evaluation criteria		TPAC MTAC	TPAC MTAC MPAC JPACT	MPAC JPACT Metro Council	Metro Council	
Review initial evaluation of corridors and projects					TPAC MTAC	
Approve prioritized corridors and projects and adopt plan						TPAC MTAC MPAC JPACT Metro Council

Going places

REGIONAL HIGH CAPACITY TRANSIT SYSTEM PLAN

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

DISCUSSION DRAFT
12/04/2008

Metro

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 - (to be determined through Central City Plan update)
- Regional Trail
- Parks/Open Space
- County Boundary

*High Capacity Transit (HCT) can include:
-Light Rail
-Bus Rapid Transit
-Rapid Streetcar
-Commuter Rail

0 2 4 Miles

Portland Central City

To be determined through Central City Plan update

Date: 11/24/2008
Location: HCT Plan\GIS\Illustrator Maps\HCT_Overall_Ranks.ai
Author: Alan Gunn

Figure 4

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/Subcomittee recommended for advancement
Corridor - staff/Subcomittee recommended for advancement
Corridor - staff/Subcomittee - one Corridor to be determined by Hillsboro
Corridor - staff/Subcomittee considered, but not recommended for advancement

Screening Results by Segment/Project

		Screening Results									
		1-3	1-5	1-5	1-5	1-3	1-3	1-3	1-5	1-5	1-3
Segment / Corridor ID	Segment / Corridor Name	Connectivity and System Score	O-D	Existing Potential Ridership	Future Potential Ridership	Corridor Availability and Cost	Environmental Constraints	Equity	Congestion (Midday)	Congestion (Peak)	2040 Land Use
6	(Amber Glen to Tanasbourne)	Low	Low	Low	Low-Medium	Medium	High	Low	Low	Medium-High	Low
8	(CTC - OCTC) via I-205	High	Medium	Low	Low-Medium	Medium	Medium	Medium	Medium-High	High	Medium
9	(Park - OCTC) via McLoughlin	High	Low	Low	Low	Medium	Medium	Low	Low	High	Medium
10	(Portland Mall - Gresham) via Powell	Medium	Low-Medium	Low-Medium	Medium	Medium	Medium	High	High	High	High
10A	(Portland Mall - I-205) via Powell	High	High	Medium	High	Low	Medium	Low	High	High	High
10B	(I-205 - Gresham) via Powell	Medium	Low-Medium	Low	Low	Medium	High	High	High	High	High
11	(Portland to Sherwood) via Barbur Hwy 99w	Low	Low-Medium	Low-Medium	Medium	Medium	Medium	Low	High	High	High
11A	(Portland to Terwilliger) via Barbur Hwy 99W	Medium	Medium-High	High	High	Low	Medium	Low	Low	High	High
11B	(Terwilliger to Multnomah) via Barbur Hwy 99w	Low	Medium	Low	Low	Low	Medium	Low	Low	High	High
11C	(Multnomah to Tigard) via Barbur Hwy 99w	Low	Low	Low	Low-Medium	Medium	Medium	Low	Medium-High	High	High
11D	(Tigard -King City) via Barbur Hwy 99w	Low	Low	Low	Low	Medium	High	Low	High	High	High
11E	(King City - Sherwood) via Barbur Hwy 99w	Low	Low	Low	Low	Medium	High	Low	High	High	High
11T	(Portland to Multnomah) via TUNNEL Barbur hwy 99w	Medium	Medium-High	Medium	High	Low	Medium	Low	Low	High	High
12	(Hillsboro - Forest Grove)	Medium	Medium	Low	Low	High	Medium	High	Medium-High	High	Medium
13	(Gresham - Troutdale MHCC) via Kane Dr	Medium	Low	Low	Low-Medium	Medium	Medium	Low	Low	High	Medium
15	(Lents to Pleasant Valley) via Foster Road	Low	Low	Low	Low	Medium	Medium	Low	Medium-High	High	Low
16	(CTC - Damascus)	Medium	Low-Medium	Low	Low	High	Medium	High	High	High	Medium
16A	(CTC - Damascas) via Sunnyside	Medium	Low-Medium	Low	Low-Medium	Medium	High	Low	Medium	High	Medium
16B	(Gresham - Damascus) via 232nd/242nd Ave	Low	Low	Low	Low	High	High	Low	Medium	High	Medium
16C	(CTC - Damascas) via Hwy 212/224	Medium	Low-Medium	Low	Low	Medium	Medium	High	High	High	Medium
17	(STC - Hillsboro)	Low	Low-Medium	Low	Low-Medium	High	Medium	Low	Medium-High	High	Medium
17A	(Shute - St Vincent) via Evergreen/US26	Medium	Low-Medium	Low	Low-Medium	Medium	Medium	Low	Medium-High	High	Medium
17B	(Hillsboro -Shute) via Evergreen	Low	Medium	Low	Low	Medium	High	Low	Medium	High	Medium
17C	(Hillsboro-Shute) via Cornel/Shute	Low	Medium	Low	Low-Medium	High	Medium	Low	Medium	High	Medium
17D	(Tanasbourne - Blue Line)	Low	Medium	Low	Medium	Medium	Medium	Low	Low	Medium-High	Medium
18	Improvements to Steel Bridge	High	High	High	High	High	High	Low	Low	Medium	High
19	Bridge Improvements	High	High	High	High	Medium	Low	Medium	Low	Medium	High
27	(Oregon City - Clac CC) - via Hwy213/RRROW	Low	Low	Low	Low	Medium	Low	Low	Medium-High	High	Low
28	(Oregon City - WSTC)	Low	Low	Low	Low-Medium	High	Medium	Low	High	High	Medium
28A	(Oregon City - West Linn) via new bridge	Low	Low	Low	Low	Low	Low	Low	High	High	Medium
28B	(West Linn - Tualatin) via I-205	Low	Low-Medium	Low	Low	Medium	Medium	Low	Medium	High	Medium
28C	(Tualatin - Tigard) via WES	Medium	Low	Low-Medium	Low-Medium	High	High	Low	High	High	Medium
28D	(Tigard - WSTC) via WES	Low	Low-Medium	Low-Medium	Medium	High	High	Low	Low	High	Medium
29	(CTC - Clackamas)	Medium	Low	Low	Low-Medium	High	Medium	High	Medium-High	High	Medium
29A	(CTC - Milwaukie) via Hwy 224	Medium	Low-Medium	Low	Low-Medium	Medium	Medium	Medium	Medium	Medium-High	Medium
29B	(Milwaukie - Lake O) via RR bridge	High	Low	Low	Low-Medium	High	Medium	Medium	Medium-High	High	Medium
29C	(Lake O - Tigard TC) via RR ROW	Medium	Low	Low	Low-Medium	High	Medium	Low	Medium-High	High	Medium
29D	Tigard TC - WSTC) via WES ROW	Low	Low-Medium	Low-Medium	Medium	High	Medium	Low	Medium-High	High	Medium
29E	(Boones Ferry - Tualatin) via RR ROW	Low	Low-Medium	Low-Medium	Low-Medium	High	Medium	Low	Medium-High	High	Medium
29F	(Milwaukie - Clackamas)	High	Low-Medium	Low	Low-Medium	Medium	High	Low	Low	Low	Medium
32	(Hillsboro - Hillsdale)	Low	Low	Low	Low-Medium	High	Medium	Medium	Medium-High	High	Medium
32A	(Hillsboro - Aloha - Beaverton) via TV Hwy	Medium	Low-Medium	Low	Low-Medium	High	Medium	High	Medium-High	High	Medium
32B	(Barbur - Lake O connector)	Low	Low	Low	Low	Medium	Medium	Low	Medium-High	High	Medium
32C	(Beaverton - Raleigh Hills - Hillsdale) via Beaverton Hillsdale	Low	Low-Medium	Low	Low-Medium	Medium	Medium	Low	Medium	High	Medium
34	(Beaverton - Wilsonville)	Low	Low	Low	Low-Medium	Medium	Medium	Medium	High	High	Medium
34A	(Beaverton - Washington Sq) via Hall	Medium	Medium	Low-Medium	Medium	Medium	High	Low	Medium	High	Medium
34B	(Washington Sq - Tigard) via Hall	Low	Low-Medium	Low	Low-Medium	Medium	High	Low	Medium-High	High	Medium
34C	(Tigard - Tualatin) via 217/I5	Low	Low	Low-Medium	Medium	Medium	Medium	Low	High	High	Medium
34D	(Tualatin - Wilsonville) via I5	Low	Low	Low	Low	Medium	High	Low	High	High	Medium
38	(Tualatin - Sherwood) via Sherwood Rd	Low	Low	Low	Low	Medium	High	Low	Medium	High	Low
41	(Lake O - McLoughlin connector)	Medium	Low	Low	Low	Low	Medium	Low	High	High	Low
42	(Vancouver - Damascus)	Low	Low	Low	Low	Medium	Low	Medium	Medium-High	High	Medium

Segment / Corridor ID	Segment / Corridor Name	Screening Results									
		1-3	1-5	1-5	1-5	1-3	1-3	1-3	1-5	1-5	1-3
		Connectivity and System Score	O-D	Existing Potential Ridership	Future Potential Ridership	Corridor Availability and Cost	Environmental Constraints	Equity	Congestion (Midday)	Congestion (Peak)	2040 Land Use
42A	(Marine Drive - Vancouver) via 182nd	Low	Low	Low	Low	Low	Low	Low	Low	Medium-High	Low
42B	(Marine Drive - Rockwood) via 182nd	Low	Low-Medium	Low	Low-Medium	Medium	Medium	Low	Low	Medium-High	Medium
42C	(Rockwood - Pleasant Valley) via 182nd	Low	Low	Low	Low	Medium	Medium	Medium	Low	High	Medium
42D	(Pleasant Valley - Damascas) via Foster	Low	Low	Low	Low	High	High	Low	Medium-High	High	Low
43	(St. Johns - Vancouver/Union Station)	Low	Medium-High	Low-Medium	Medium	High	Low	High	High	High	High
43A	(St. Johns to RR)	Low	Medium	Low	Low-Medium	High	Medium	Low	Low	Low	High
43B	(RR to Vancouver) via UPRR Railroad Bridge	Low	Low	Low	Low-Medium	High	Low	Medium	Low	Medium	High
43C	(Union Station - St. Johns) via RR Bridge	Medium	High	Low-Medium	High	High	Medium	Medium	High	High	High
43D	(St. Johns - Vancouver) via Freight Corridor	Medium	Low	Low	Low	High	Low	Low	Low	High	High
46	(Cornell - St. Johns)	Low	Low	Low	Low	High	Low	Low	High	High	Medium
46A	(Cornell to UPRR) via Corn Pass Tunnel	Low	Low	Low	Low	High	Low	Low	High	High	Medium
46B	(UPRR - St. Johns) via Freight	Low	Low	Low	Low	High	Low	Medium	High	High	Medium
46C	(Corn Pass - St. Johns) via Northern Bridge	Low	Low	Low	Low	High	Low	Low	Low	Low	Medium
48	(Murray Hill - Bethany)	Low	Low	Low	Low	Low	Medium	Low	Medium	High	Low
49	Eastside Connector	High	Medium	High	High	Low	Medium	High	Low	Medium	High
50	Downtown Tunnel - Lloyd 11th to Goose Hollow 18th	High	Low-Medium	High	High	Low	Medium	High	Low	Low	High
51	Downtown Jefferson/Columbia via 1st Ave	Low	High	High	High	Low	Medium	Medium	Low	Medium	High
52	Downtown Everett/Glisan to 18th Ave	Low	High	High	High	Low	High	Medium	Medium	Medium	High
53	(Hillsboro - Tualatin)	Low	Low	Low	Low	Medium	Low	High	Low	High	Medium
54	(Troutdale - St. Johns)	Low	Low	Low	Low	High	Low	High	Low	Medium-High	Medium
55	(Sunset TC - St. Johns)	High	Low	Low	Low	Low	Low	Low	High	High	Low
56	(Orenco - Clark Hill Rd)	Low	Low	Low	Low	Medium	Low	Medium	Low	High	Low
57	(Scholls Ferry - Sherwood) via Roy Rogers Rd	Low	Low	Low	Low	Medium	Low	Low	High	High	Low
28A+28B	(Oregon City - Tualatin)	High	Low	Low	Low	Low	Medium	Low	Medium-High	High	Medium
17C+46A+46B+43B	(Hillsboro - Vancouver)	Low	Low	Low	Low	High	Low	High	Medium-High	High	High
41+32B+32C	(McLoughlin - Beaverton)	Medium	Low	Low	Low-Medium	Low	Medium	Low	Medium-High	High	Medium

Note: Methods for determining High, Medium, Low rankings are described in detail in the Screening Results Technical Memorandum
Note: All High ratings indicate positive results as related to project viability; all low ratings indicated negative results

Screening Results by Corridor

		Screening Results									
		1-3	1-5	1-5	1-5	1-3	1-3	1-3	1-5	1-5	1-3
Segment / Corridor ID	Segment / Corridor Name	Connectivity and System Score	O-D	Existing Potential Ridership	Future Potential Ridership	Corridor Availability and Cost	Environmental Constraints	Equity	Congestion (Midday)	Congestion (Peak)	2040 Land Use
6	(Amber Glen to Tanasbourne)	Low	Low	Low	Low-Medium	Medium	High	Low	Low	Medium-High	Low
8	(CTC - OCTC) via I-205	High	Medium	Low	Low-Medium	Medium	Medium	Medium	Medium-High	High	Medium
9	(Park - OCTC) via McLoughlin	High	Low	Low	Low	Medium	Medium	Low	Low	High	Medium
10	(Portland Mall - Gresham) via Powell	Medium	Low-Medium	Low-Medium	Medium	Medium	Medium	High	High	High	High
11	(Portland to Sherwood) via Barbur Hwy 99w	Low	Low-Medium	Low-Medium	Medium	Medium	Medium	Low	High	High	High
12	(Hillsboro - Forest Grove)	Medium	Medium	Low	Low	High	Medium	High	Medium-High	High	Medium
13	(Gresham - Troutdale MHCC) via Kane Dr	Medium	Low	Low	Low-Medium	Medium	Medium	Low	Low	High	Medium
15	(Lents to Pleasant Valley) via Foster Road	Low	Low	Low	Low	Medium	Medium	Low	Medium-High	High	Low
16	(CTC - Damascus)	Medium	Low-Medium	Low	Low	High	Medium	High	High	High	Medium
17	(STC - Hillsboro)	Low	Low-Medium	Low	Low-Medium	High	Medium	Low	Medium-High	High	Medium
18	Improvements to Steel Bridge	High	High	High	High	High	High	Low	Low	Medium	High
19	Bridge Improvements	High	High	High	High	Medium	Low	Medium	Low	Medium	High
27	(Oregon City - Clac CC) - via Hwy213/RRROW	Low	Low	Low	Low	Medium	Low	Low	Medium-High	High	Low
28	(Oregon City - WSTC)	Low	Low	Low	Low-Medium	High	Medium	Low	High	High	Medium
29	(CTC - Clackamas)	Medium	Low	Low	Low-Medium	High	Medium	High	Medium-High	High	Medium
32	(Hillsboro - Hillsdale)	Low	Low	Low	Low-Medium	High	Medium	Medium	Medium-High	High	Medium
34	(Beaverton - Wilsonville)	Low	Low	Low	Low-Medium	Medium	Medium	Medium	High	High	Medium
38	(Tualatin - Sherwood) via Sherwood Rd	Low	Low	Low	Low	Medium	High	Low	Medium	High	Low
41	(Lake O - McLoughlin connector)	Medium	Low	Low	Low	Low	Medium	Low	High	High	Low
42	(Vancouver - Damascus)	Low	Low	Low	Low	Medium	Low	Medium	Medium-High	High	Medium
43	(St. Johns - Vancouver/Union Station)	Low	Medium-High	Low-Medium	Medium	High	Low	High	High	High	High
46	(Cornell - St. Johns)	Low	Low	Low	Low	High	Low	Low	High	High	Medium
48	(Murray Hill - Bethany)	Low	Low	Low	Low	Low	Medium	Low	Medium	High	Low
49	Eastside Connector	High	Medium	High	High	Low	Medium	High	Low	Medium	High
50	Downtown Tunnel - Lloyd 11th to Goose Hollow 18th	High	Low-Medium	High	High	Low	Medium	High	Low	Low	High
51	Downtown Jefferson/Columbia via 1st Ave	Low	High	High	High	Low	Medium	Medium	Low	Medium	High
52	Downtown Everett/Glisan to 18th Ave	Low	High	High	High	Low	High	Medium	Medium	Medium	High
53	(Hillsboro - Tualatin)	Low	Low	Low	Low	Medium	Low	High	Low	High	Medium
54	(Troutdale - St. Johns)	Low	Low	Low	Low	High	Low	High	Low	Medium-High	Medium
55	(Sunset TC - St. Johns)	High	Low	Low	Low	Low	Low	Low	High	High	Low
56	(Orenco - Clark Hill Rd)	Low	Low	Low	Low	Medium	Low	Medium	Low	High	Low
57	(Scholls Ferry - Sherwood) via Roy Rogers Rd	Low	Low	Low	Low	Medium	Low	Low	High	High	Low
28A+28B	(Oregon City - Tualatin)	High	Low	Low	Low	Low	Medium	Low	Medium-High	High	Medium
17C+46A+46B+43B	(Hillsboro - Vancouver)	Low	Low	Low	Low	High	Low	High	Medium-High	High	High
41+32B+32C	(McLoughlin - Beaverton)	Medium	Low	Low	Low-Medium	Low	Medium	Low	Medium-High	High	Medium

Note: Methods for determining High, Medium, Low rankings are described in detail in the Screening Results Technical Memorandum
Note: All High ratings indicate positive results as related to project viability; all low ratings indicated negative results

MPAC Worksheet

Agenda Item Title: **Ordinance 08-1204, For the purpose of determining that implementing transit-oriented development is a matter of metropolitan concern.**

Presenter: Megan Gibb, TOD Program Manager, Metro Planning & Development Department

Contact for this worksheet/presentation: Meganne Steele

Council Liaison Sponsor: Robert Liberty

Purpose of this item (check no more than 2):

Information	_____ X
Update	_____
Discussion	_____X
Action	_____

MPAC Target Meeting Date: 12-17-08

Amount of time needed for:

Presentation	__5___
Discussion	__5___

Purpose/Objective

The purpose of this item is to discuss the proposed Ordinance 08-1204 by which the Metro Council determines that the Transit-Oriented Development (TOD) Program is a matter of metropolitan concern and is thus within Metro's jurisdiction. Metro has been operating the TOD program for the past 12 years under TriMet's delegated authority. In order to have the program operate under Metro's authority, the Metro Council, after seeking advice from MPAC, must assume the TOD Program function by adoption of this ordinance.

Action Requested/Outcome

This is a discussion item to elicit MPAC member "advice" for the Metro Council; no action is required.

Background and context:

Approval of Ordinance 08-1204 is a housekeeping action that simply acknowledges existing policy and practice. Metro Council's determination that the TOD Program is a matter of metropolitan concern is supported by its prior recognition of the fact that Transit-Oriented Development is a cost-effective means of encouraging higher density and mixed-use development, increasing ridership for transit, reducing congestion and improving air quality, and is an important component in realizing the policies and fundamental goals of the Metro Region 2040 Growth Concept, Regional Framework Plan and the Metro Code. The attached Ordinance 08-1204 and staff report provide more specific background.

What packet material do you plan to include?

Ordinance 08-1204 and staff report.

What is the schedule for future consideration of item?

- **December 18, 2008** – Metro Council: first reading of the ordinance
- **January 16, 2009** – Metro Council: second reading of the ordinance & action to approve the ordinance and a related resolution authorizing the new IGA with TriMet

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF DETERMINING THAT IMPLEMENTING TRANSIT-ORIENTED DEVELOPMENT IS A MATTER OF METROPOLITAN CONCERN	))))	ORDINANCE NO. 08-1204 Introduced by Councilor Robert Liberty

WHEREAS, on May 16, 1996, the Metro Council adopted Resolution No. 96-2279 (For the Purpose of Authorizing an Intergovernmental Agreement with TriMet to assist in establishing a Transit-Oriented Development and Implementation Program at Metro) to authorize entry into an Intergovernmental Agreement with TriMet transferring TriMet authority to establish and implement a Transit-Oriented Development Program at Metro; and

WHEREAS, on November 18, 1999, the Metro Council adopted Resolution No. 99-2858 (For the Purpose of Authorizing a Revenue Neutral Intergovernmental Agreement with TriMet Concerning Transit-Oriented Development and Increasing the Level of Transit Service), which determined that implementing Transit-Oriented Development is a cost-effective means of increasing ridership for transit, reducing congestion and improving air quality, and thus is an important component in realizing the Region 2040 Growth Concept and authorized entry into an Intergovernmental Agreement with TriMet exchanging Federal STP Flexible Funds allocated to the Transit Oriented Development Program for TriMet general funds; and

WHEREAS, the TOD Work Plan was amended: (1) to include a site improvements project category by Resolution 00-2906 (For the Purpose of Amending the TOD Program Procedures to Facilitate TOD Projects Including the Round at Beaverton Central,) adopted March 9, 2000; (2) to include additional light rail corridors, streetcar, frequent bus, urban centers and green buildings by Resolution No. 04-3479 (For the Purpose of Amending the Transit-Oriented Development (TOD) Program Work Plan to Expand the TOD Program Area and Initiate An Urban Centers Program,) adopted July 15, 2004; (3) to add selection criteria for frequent bus line projects by Resolution No. 05-3563 (For the Purpose of Amending the Transit-Oriented Development (TOD) Program Work Plan to Apply Additional Selection Criteria to TOD Program Frequent Bus Line Projects), adopted May 19,2005; and (4) to allow a process for unsolicited proposals by Resolution No. 05-3617 (For the Purpose of Amending the Transit-Oriented Development (TOD) Program Work Plan to Allow a Process for Consideration of Unsolicited Development Proposals for Metro TOD & Centers Program Owned Land), adopted September 13, 2005 to designate focus centers, establish an urban living infrastructure program, and make technical changes as set forth in Exhibit A; and

WHEREAS, Section 4 of the Metro Charter, entitled "Jurisdiction of Metro," provides that, "Metro has jurisdiction over matters of metropolitan concern. Matters of metropolitan concern include . . . those matters the Council by ordinance determines to be of metropolitan concern."; and

WHEREAS, Section 7 (1) of the Metro Charter, entitled "Assumption Ordinance," provides that "The Council shall approve by ordinance the undertaking by Metro of any function not authorized by Sections 5 and 6 of this charter. The ordinance shall contain a finding that the function is of metropolitan concern and the reasons it is appropriate for Metro to undertake it."; and

WHEREAS, implementing Transit-Oriented Development is a cost-effective means of encouraging higher density and mixed-use development, increasing ridership for transit, reducing congestion and improving air quality, and thus is an important component in realizing the vision, policies

and fundamental goals in Metro's Region 2040 Growth Concept, Regional Framework Plan and the Metro Code set forth herein below; and

WHEREAS, Fundamental 2 of the Regional Framework Plan charges Metro to "Encourage the efficient use of land within the UGB including buildable industrial and commercial land and focus development in 2040 mixed use centers and corridors."; and

WHEREAS, Fundamental 7 of the Regional Framework Plan charges Metro to "Enable communities to provide diverse housing options for all residents by providing a mix of housing types as well as affordable housing in every jurisdiction."; and

WHEREAS, the Regional Framework Plan provides that it is the Policy of the Metro Council to: "Balance the region's growth by . . . targeting public investments to reinforce compact urban form." (*Urban Form Policy 1.1.1 (d)*); "Manage the urban land supply in a manner consistent with state law by encouraging the evolution of an efficient urban growth form." (*Growth Management Policy 1.6.1 (a)*); "Support the identity and functioning of communities in the region through . . . ensuring that incentives and regulations guiding the development and redevelopment of the urban area promote a settlement pattern that . . . includes concentrated, high-density mixed-use urban centers developed in relation to the region's transit system." (*Urban Design Policy 1.10.1 (c)(v)*); "Encourage pedestrian and transit supportive building patterns in order to minimize the need for auto trips and to create a development pattern conducive to face-to-face community interaction." (*Urban Design Policy 1.10.2*); "Develop a regional strategy for enhancement of Centers, Station Communities and Main Streets in the region . . .placing a high priority on investments in Centers by Metro and efforts by Metro to secure complementary investments by others." (*Centers Policy 1.15.2. (b)*); "Increase walking for short trips and improve pedestrian access to the region's public transportation system through pedestrian improvements and changes in land use patterns, designs and densities." (*Regional Pedestrian Mode Share Policy 2.25.1*); and

WHEREAS, Metro Code Chapter 3.07, Title 6, entitled "Central City, Regional Centers, Town Centers and Station Communities," Section 3.07.610 - " Purpose and Intent," addresses the maintenance and enhancement of Centers by encouraging development in Centers that will improve the critical roles they play in the region, in aid of the accomplishment of the 2040 growth concept; and

WHEREAS, Metro Code Chapter 3.07, Title 9, entitled "Performance Measures," Section 3.07.910 - "Purpose and Intent," establishes a summary of fundamental goals of the region, one of which is to "Encourage efficient use of land within the UGB by focusing on development of 2040 mixed use centers and corridors."; and

WHEREAS, in determining that providing for the implementation of Transit-Oriented Development is a matter of metropolitan concern, the Metro Council does not wish to exercise any authority to direct or regulate local government efforts to provide for the implementation of transit-oriented development, and therefore concludes that Metro is not providing or regulating any existing service provided by local governments; and

WHEREAS, pursuant to Section 7 (3) of the Metro Charter, "Assumption of Other Service Functions, the Council shall seek the advice of the MPAC before adopting an ordinance authorizing provision or regulation by Metro of a service, which is not a local government service."; and

WHEREAS, this ordinance has been submitted to MPAC in its advisory capacity prior to being considered by the Metro Council; now therefore,

THE METRO COUNCIL ORDAINS AS FOLLOWS:

1. The continued implementation of Transit-Oriented Development throughout the Metro Region is a metropolitan concern and the Metro Council finds, pursuant to Section 4 of the Metro Charter, that the Council shall exercise jurisdiction over the matter by providing for the implementation of Transit-Oriented Development through the Metro Transit-Oriented Development and Urban Centers Implementation Program, using federal, state, and regional, financial resources, as said resources become available and as the Metro Council shall further identify and direct.

2. In determining that providing for the implementation of Transit-Oriented Development is a matter of metropolitan concern, the Metro Council finds that Metro shall not exercise any authority to preempt, direct or regulate local government efforts to provide for the implementation of Transit-Oriented Development, and therefore concludes that Metro is not providing or regulating any existing service provided by local governments. Therefore this ordinance is not subject to approval by either the Metro Policy Advisory Committee or the voters of the Metro Area.

ADOPTED by the Metro Council this _____ day of _____ 2008.

_____
David Bragdon, Council President

Attest:

_____
Christina Billington, Recording Secretary

Approved as to Form:

_____
Daniel B. Cooper, Metro Attorney

STAFF REPORT

IN CONSIDERATION OF ORDINANCE NO. 08-1204, FOR THE PURPOSE OF DETERMINING THAT IMPLEMENTING TRANSIT-ORIENTED DEVELOPMENT IS A MATTER OF METROPOLITAN CONCERN

Date: December 18, 2008 Prepared by: Robin McArthur and Megan Gibb

BACKGROUND

The Metro Transit-Oriented Development and Urban Centers Implementation Program ("TOD Program") originated in 1996, as a result of Metro Council adoption of Resolution No. 96-2279, on May 16, 1996, "For the Purpose of Authorizing an Intergovernmental Agreement with TriMet to Assist in Establishing a Transit-Oriented Development and Implementation Program at Metro." Subsequent Council Resolutions detailed below authorized the execution of an Intergovernmental Agreement that established the delegation to Metro of TriMet's authority to implement Transit-Oriented Development, and provided for a coordinated Metro – TriMet approach to Transit-Oriented Development, including a funding exchange between Metro and TriMet to improve the efficiency of the new Metro TOD Program. The Intergovernmental Agreement has been extended on four occasions, most recently in 2005, and is now nearing expiration. During that time, as set forth in the Metro TOD Program Workplan, (established via Metro Council Resolution No. 98-2619 "For the Purpose of Authorizing Start-up activities for the Transit-Oriented Development Program at Metro") Metro Council has exercised primary oversight on the implementation of Transit-Oriented Development. Metro and TriMet propose to enter into a new long-term IGA to coordinate Transit-Oriented Development and Urban Centers Implementation that requires no recurring extensions of term by Metro Council and no delegation of authority from TriMet. This IGA would maintain the current level of Metro – TriMet coordination and funding exchange, but eliminates any need for TriMet to duplicate Metro Council's oversight of the TOD Program by eliminating the delegation of authority. This proposed arrangement requires that the Council exercise independent jurisdiction over Transit-Oriented Development and Urban Centers Implementation by declaring it to be a matter of "metropolitan concern."

This ordinance provides a Metro Council determination that Transit-Oriented Development and Urban Centers Implementation is a matter of metropolitan concern and is thus within Metro's jurisdiction. Metro Council's determination is supported by its prior recognition of the fact that Transit-Oriented Development is a cost-effective means of encouraging higher density and mixed-use development, increasing ridership for transit, reducing congestion and improving air quality, and is an important component in realizing the following policies and fundamental goals of the Metro Region 2040 Growth Concept, Regional Framework Plan and the Metro Code:

Fundamental 2 of the Regional Framework Plan charges Metro to: "Encourage the efficient use of land within the UGB including buildable industrial and commercial land and focus development in 2040 mixed use centers and corridors."

Fundamental 7 of the Regional Framework Plan charges Metro to: "Enable communities to provide diverse housing options for all residents by providing a mix of housing types as well as affordable housing in every jurisdiction."

The Regional Framework Plan provides that it is the policy of the Metro Council to: "Balance the Region's growth by . . . targeting public investments to reinforce compact urban form." (*Urban Form Policy 1.1.1 (d)*); "Manage the urban land supply in a manner consistent with state law by encouraging the evolution of an efficient urban growth form." (*Growth Management Policy 1.6.1 (a)*); "Support the identity and functioning of communities in the region through . . . ensuring that incentives and regulations guiding the development and redevelopment of the urban area promote a settlement pattern that . . . includes concentrated, high density mixed use urban centers developed in relation to the region's transit system." (*Urban Design Policy 1.10.1 (c)(v)*); "Encourage pedestrian and transit supportive building patterns in order to minimize the need for auto trips and to create a development pattern conducive to face-to-face community interaction." (*Urban Design Policy 1.10.2*); "Develop a regional strategy for enhancement of Centers, Station Communities and Main Streets in the region . . . placing a high priority on investments in Centers by Metro and efforts by Metro to secure complementary investments by others." (*Centers Policy 1.15.2 (b)*); "Increase walking for short trips and improve pedestrian access to the region's public transportation system through pedestrian improvements and changes in land use patterns designs and densities." (*Regional Pedestrian Mode Share Policy 2.25.1*)."

Metro Code Chapter 3.07, Title 6, entitled "Central City, Regional Centers, Town Centers and Station Communities," Section 3.07.610 - "Purpose and Intent," addresses the maintenance and enhancement of Centers by encouraging development in Centers that will improve the critical roles they play in the region, in aid of the accomplishment of the 2040 growth concept.

Metro Code Chapter 3.07, Title 9, entitled "Performance Measures," Section 3.07.920 - "Purpose and Intent," establishes a summary of fundamental goals of the region, one of which is to "Encourage efficient use of land within the UGB by focusing on development of 2040 mixed use centers and corridors."

ANALYSIS/INFORMATION

1. **Known Opposition.** None known.

2. **Legal Antecedents.** Sections 4 and 7 of the Metro Charter provide that Metro has jurisdiction over "matters of metropolitan concern," including those matters the Council determines to be of metropolitan concern by ordinance. Such an ordinance shall contain a finding that a function is of metropolitan concern and the reasons for which it is appropriate to be undertaken by Metro. Metro's authority to implement Transit-Oriented Development and operate the Transit-Oriented Development and Urban Centers Implementation Program has heretofore been by delegation of authority from TriMet to Metro contained in an intergovernmental agreement (the "IGA") approved by the Metro Council via Resolution No. 99-2858, "For the Purpose of Authorizing a Revenue Neutral Intergovernmental Agreement with TriMet Concerning Transit-Oriented Development and Increasing the Level of Transit Service," adopted November 18, 1999, and four successive extension amendments approved by the Metro Council via Resolutions No. 99-2858, adopted November 18, 1999; No. 01-3114A, adopted November 8, 2001; No. 03-3314, adopted May 15, 2003; No. 04-3478, adopted July 15, 2004; and No. 05-3627, adopted October 27, 2005.

3. **Anticipated Effects.** Metro Council will obtain jurisdiction over the implementation of Transit-Oriented Development as a matter of metropolitan concern. The delegation of TriMet's authority to implement Transit-Oriented Development will no longer be necessary, and thus repetitive Metro Council authorization of amendments extending the delegation IGA will no longer be required. Concurrently with this ordinance, Metro Council will be asked to authorize the entry by Metro into a long-term IGA with TriMet, providing for periodic exchanges of TriMet general funds for TOD

Program federal transportation flexible funds in order to improve the efficiency of government. The ordinance is specifically not intended to exercise any authority to direct, regulate or preempt local government efforts to provide for the implementation of Transit-Oriented Development, and thus this ordinance will not result in Metro providing or regulating any existing service provided by local governments.

4. **Budget Impacts.** Future revenues and expenditures associated with the implementation of Transit-Oriented Development as a matter of metropolitan concern will be determined as part of the budget process.

RECOMMENDED ACTION

Metro staff recommends the adoption of Ordinance No. 08-1204.

M E M O R A N D U M

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METRO

To: Reserves Steering Committee

From: Chris Deffebach, Manager, Land Use Planning

Subject: Local Jurisdiction Growth Aspiration Requests

Date: December 8, 2008

Metro staff has requested information from Metro area planning directors on the aspirations for growth in their communities for use in several tracks of the Making the Greatest Place effort. This memo summarizes this request and its relevance for consideration of urban and rural reserves. Staff will briefly summarize the Local Aspiration effort at the MPAC meeting on December 17th.

Each of the Making the Greatest Place tracks requires an understanding of aspirations for growth in each jurisdiction. Estimates of how local communities plan to grow will help determine:

- How we plan to meet 20 year needs identified in the Urban Growth Report
- How to set priorities for high capacity transit and other transportation investments
- How to size urban and rural reserves
- How to target technical assistance to support achieving these aspirations.

To coordinate between the different Making the Greatest Place tracks, staff have requested planning directors to describe the aspirations for growth in their communities. The request asks:

1. What are your plans for growth in your city in general and in your centers, corridors and employment areas in particular?
    - What is your planned capacity? Is our understanding of your current planned capacity correct?
    - What are your aspirations for capacities beyond current adopted plans, if any?
    - What are your plans for growth in the 50 year timeframe, if any?
2. What kind of community are you planning for?

- Are you planning for an 18- hour community or other community shown on the Activity Spectrum?
- Are you planning for a particular quality of environment, such low-rise or high-rise?

3. What policy and investment choices will it take for you to achieve these aspirations?
   - What type of transportation or other infrastructure?
   - What type of financial assistance?
   - What type of regulatory or other tools?

In addition, we are using this opportunity to ask jurisdiction staff to give feedback on Metro's vacant land inventory and capacity assumptions for use in completing the employment analysis for the Urban Growth Report.

Washington, Clackamas and Multnomah County planning staff are partnering with Metro staff to convene planning directors, collect aspirations and synthesize the results at a subarea level. In addition, the local aspirations will be summarized at the regional level and evaluated to see how the sum of the local aspirations supports the success of the region as a whole.

The planning directors have been asked to submit the local aspirations by January 2009 to support the development of other Making the Greatest Place products in February and March. The summary of local aspirations will provide one view of the future capacities within the region and can inform the sizing of urban reserve in the spring. The summary of local aspirations will also support the prioritization of mobility and community building projects at RTP workshops in February and March. The High Capacity Transit project will incorporate the summary of the local aspiration work to evaluate alternative corridors.

Finally, the results we receive will reflect only an initial consideration of how the region wants to grow in the next 20 to 50 years. Every community in the Metro region is at a different point in the planning process. Some communities will be able to estimate their capacity under current zoning while others will reflect a more elaborate vision and potential consideration beyond current zoning. Throughout 2009 and 2010, we expect the aspirations to be revised as many communities consider different growth options through a public process as part of their periodic review.

The local aspirations should help illustrate where and how the region plans to grow and the investments and priorities communities are making to achieve those aspirations. This information will support the upcoming decisions in Making the Greatest Place and help set policy and investment priorities.

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Metro | *Memo*

Date: December 10, 2008

To: MPAC Members, Alternates and Interested Parties

From: Kelsey Newell, Metro

Re: 2009 MPAC meeting schedule

Please mark your calendars with the following 2009 MPAC meeting dates. MPAC meetings will be held from 5 to 7 p.m. in the Metro Council Chambers:

Wednesday, January 14, 2009	MPAC Meeting
Wednesday, January 28, 2009	MPAC Meeting
Wednesday, February 11, 2009	MPAC Meeting
Wednesday, February 25, 2009	MPAC Meeting
Wednesday, March 11, 2009	MPAC Meeting
Wednesday, March 25, 2009	MPAC Meeting
Wednesday, April 8, 2009	MPAC Meeting
Wednesday, April 22, 2009	MPAC Meeting
Wednesday, May 13, 2009	MPAC Meeting
Wednesday, May 27, 2009	MPAC Meeting
Wednesday, June 10, 2009	MPAC Meeting
Wednesday, June 24, 2009	MPAC Meeting
Wednesday, July 8, 2009	MPAC Meeting
Wednesday, July 22, 2009	MPAC Meeting
Wednesday, August 12, 2009	MPAC Meeting
Wednesday, August 26, 2009	MPAC Meeting
Wednesday, September 9, 2009	MPAC Meeting
Wednesday, September 23, 2009	MPAC Meeting
Wednesday, October 14, 2009	MPAC Meeting
Wednesday, October 28, 2009	MPAC Meeting
Wednesday, November 18, 2009	MPAC Meeting
Wednesday, December 9, 2009	MPAC Meeting
Wednesday, December 16, 2009	MPAC Meeting