



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 B¹ 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

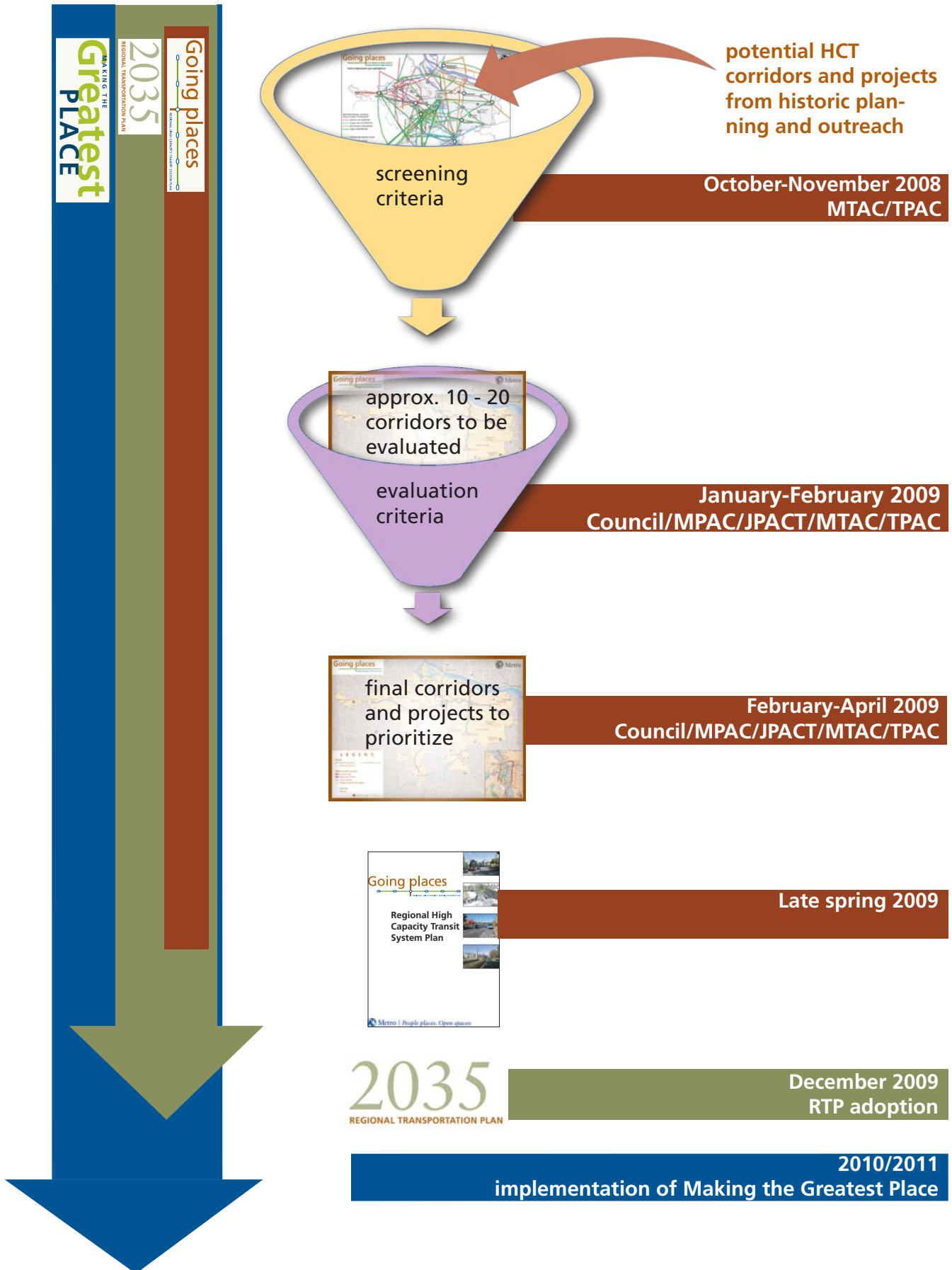
¹ Scenario B HCT improvements were gathered from the following sources: Region 2040 Concept, TriMet Transit Investment Plan (2007), RTP Federal Component (2007), and local jurisdiction comments received from TPAC/MTAC/JPACT/MPAC.

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	<ul style="list-style-type: none"> • Central city • Regional centers • Industrial areas • Freight and Passenger Intermodal facilities
		Medium	<ul style="list-style-type: none"> • Employment areas • Town centers • Station Communities • Corridors • Main Streets
		Low	<ul style="list-style-type: none"> • Inner neighborhoods • Outer neighborhoods

High Capacity Transit System Plan Evaluation framework



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

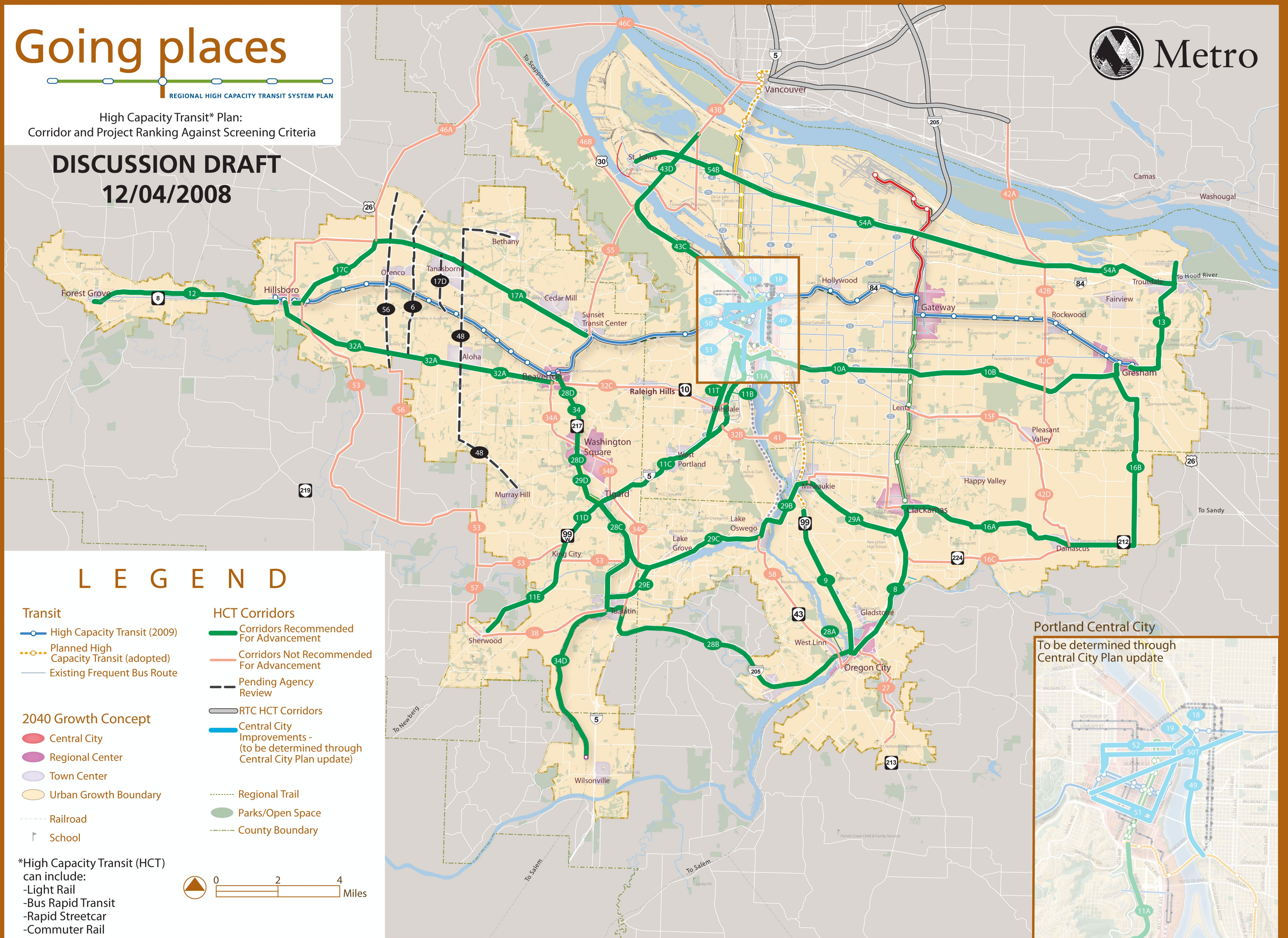
Going places



REGIONAL HIGH CAPACITY TRANSIT SYSTEM PLAN

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

DISCUSSION DRAFT
12/04/2008



LEGEND

Transit

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

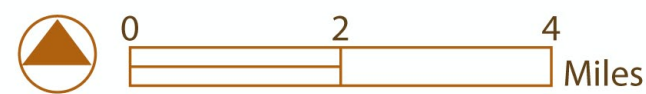
2040 Growth Concept

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

HCT Corridors

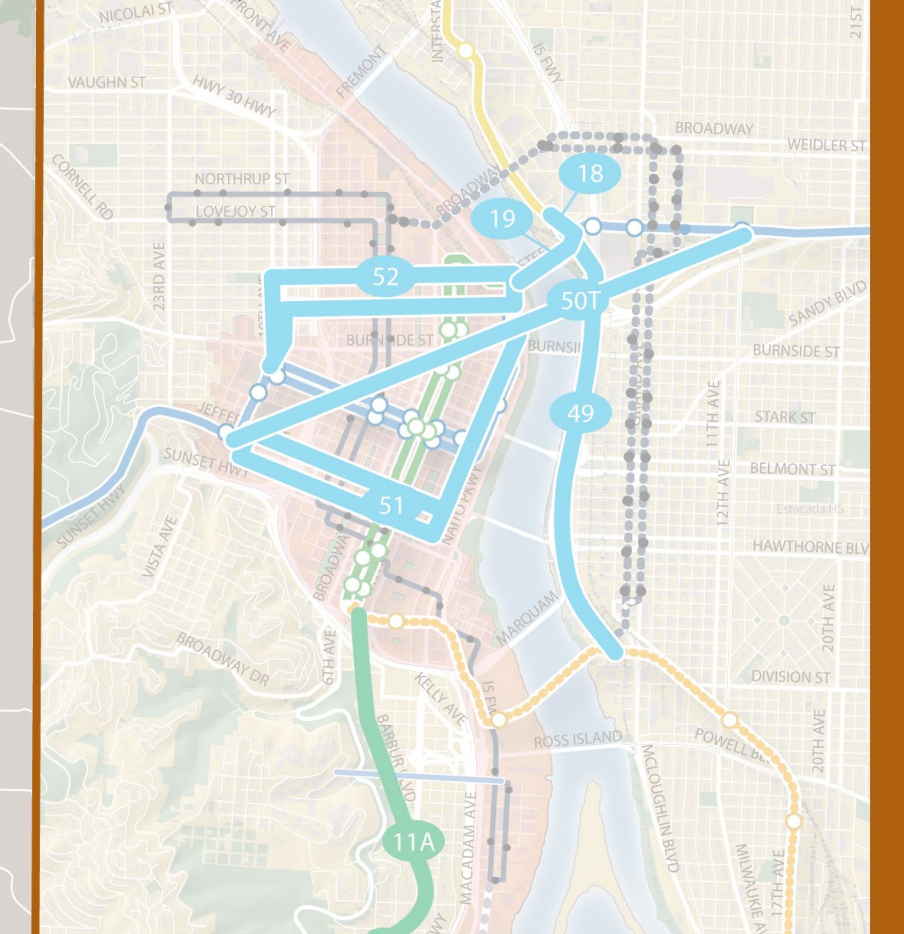
- Corridors Recommended For Advancement
- Corridors Not Recommended For Advancement
- Pending Agency Review
- RTC HCT Corridors
- Central City Improvements - (to be determined through Central City Plan update)
- Regional Trail
- Parks/Open Space
- County Boundary

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



Portland Central City

To be determined through Central City Plan update



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	

Figure 5

Screening Results by Segment/Project

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
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 - Damascus) 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 - Damascus) 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

Figure 6

Screening Results by Corridor

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
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