



METRO

Agenda

MEETING: METRO COUNCIL WORK SESSION
DATE: December 16, 2008
DAY: Tuesday
TIME: 2:00 PM
PLACE: Metro Council Chamber

CALL TO ORDER AND ROLL CALL

- | | | | |
|----------------|-----------|--|----------|
| 2:00 PM | 1. | DISCUSSION OF AGENDA FOR COUNCIL REGULAR MEETING, DECEMBER 18, 2008/ADMINISTRATIVE/CHIEF OPERATING OFFICER COMMUNICATIONS | |
| 2:15 PM | 2. | PORTLAND-MILWAUKIE LIGHT RAIL PROJECT UPDATE | Wieghart |
| 3:00 PM | 3. | HIGH CAPACITY TRANSIT SYSTEM PLAN UPDATE | Mendoza |
| 3:45 PM | 4. | BREAK | |
| 3:50 PM | 5. | 2009 LEGISLATIVE SESSION | Tucker |
| 4:20 PM | 6. | COUNCIL BRIEFINGS/COMMUNICATION | |

ADJOURN

The Metro Council will be on recess from December 19, 2008 through January 7, 2009, reconvening on January 8, 2009 at 4:00 p.m.

**PORTLAND-MILWAUKIE
LIGHT RAIL PROJECT
UPDATE**

Metro Council Work Session
Tuesday, December 16, 2008
Metro Council Chamber

METRO COUNCIL

Work Session Worksheet

Presentation Date: Dec. 16, 2008 Time: 2:15 p.m. Length: 45 minutes

Presentation Title: Portland-Milwaukie Light Rail Project update

Department: Corridor Planning

Presenters: Bridget Wieghart and Dave Unsworth (TriMet)/Sean Batty (TriMet)

This is a briefing on the three issues outlined in the background section. More information will be provided during the work session.

ISSUE & BACKGROUND

In July, the Metro Council adopted the Locally Preferred Alternative (LPA) for the Portland-Milwaukie Light Rail Project. An application to enter Preliminary Engineering (PE) was submitted to the Federal Transit Administration on July 31, 2008 for a 7.3-mile project from Portland State University to SE Park Avenue. Project staff has continued to work on the project to resolve issue raised in the LPA process and to select an appropriated bridge type for the Willamette River Crossing.

Willamette River Bridge update. The Portland-Milwaukie Light Rail project will include a new multi-use transit bridge across the Willamette River, located between the Marquam Bridge and the Ross Island Bridge. In July, TriMet convened the Willamette River Bridge Advisory Committee (WRBAC) to determine feasible bridge types. The committee is made up of key stakeholders and property owners and is chaired by former mayor Vera Katz.

The committee has met monthly and, working with information from consulting bridge architects and bridge engineers, has narrowed the types of bridge feasible from the universe of possible bridge types to three. These include a 2-pier cable stayed, a 4-pier cable stayed and a wave frame girder. The bridge types no longer considered feasible were eliminated based on evaluation criteria including cost, risk, aesthetics, and environmental considerations. Attached are background materials on the committee and process.

WRBAC will meet again on December 11 to learn if the wave frame girder bridge can be modified to reduce its associated cost risk. In January, WRBAC will make a formal recommendation to the project Steering Committee on the bridge types to be studied further in Preliminary Engineering (PE). A public process will follow and the Steering Committee will be asked for a decision in March. Councilor Liberty sits on the project Steering Committee; Councilor Collette serves as his alternate.

TriMet staff will present additional information and answer questions on the bridge process at the Council worksession on December 16. All WRBAC materials are available at www.trimet.org/WRBAC/wrbac_meeting.

Preliminary Engineering (PE) status. In August, TriMet, with Metro's assistance, submitted a PE and New Starts application, which has been under Federal Transit

Administration (FTA) review since then. The FTA has signed off on a variety of elements of the package since then. In early December, TriMet and FTA completed a risk assessment meant to identify areas that would need further work during PE to more accurately estimate project cost. The assessment was positive and paves the way for TriMet to gain permission to enter PE as early as late January. TriMet and Metro will enter into an Intergovernmental Agreement to provide Metro funding for staff and consultants necessary to develop the project's Final Environmental Impact Statement and participate in the PE process.

Funding plan update. The Project submitted a 60-40 (federal-local) funding plan for the project in the application to enter Preliminary Engineering. During the FTA review, the region was asked and submitted a supplemental (50-50) financing plan. Further discussions with FTA on the appropriate financing plan are expected during PE phase.

OPTIONS AVAILABLE

This is a project update. Background materials are attached and more detailed information will be provided during the work session.

IMPLICATIONS AND SUGGESTIONS

Information items, no action needed at this time.

QUESTION(S) PRESENTED FOR CONSIDERATION

Seeking any feedback on the bridge process or other aspects of the project.

LEGISLATION WOULD BE REQUIRED FOR COUNCIL ACTION __Yes __X_No
DRAFT IS ATTACHED __Yes __No

Deliver a bridge that embodies the Portland aesthetic is functional and affordable

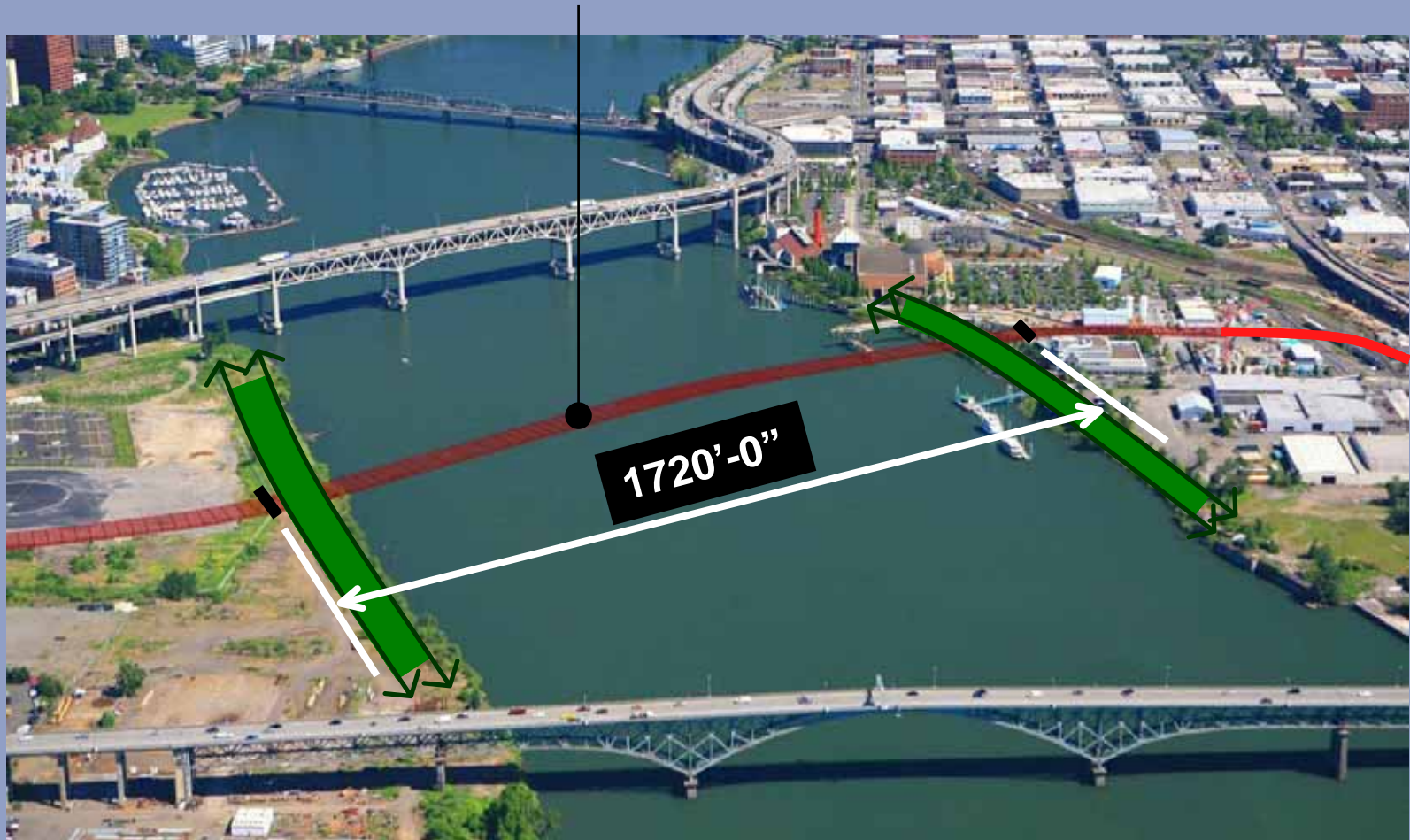
- **Aesthetic – the right bridge for the context**
- **Function – the right bridge for the use, site and environment**
- **Cost – the right bridge for the budget**
- ***Viable solutions must balance all three***



Design Parameters and Constraints

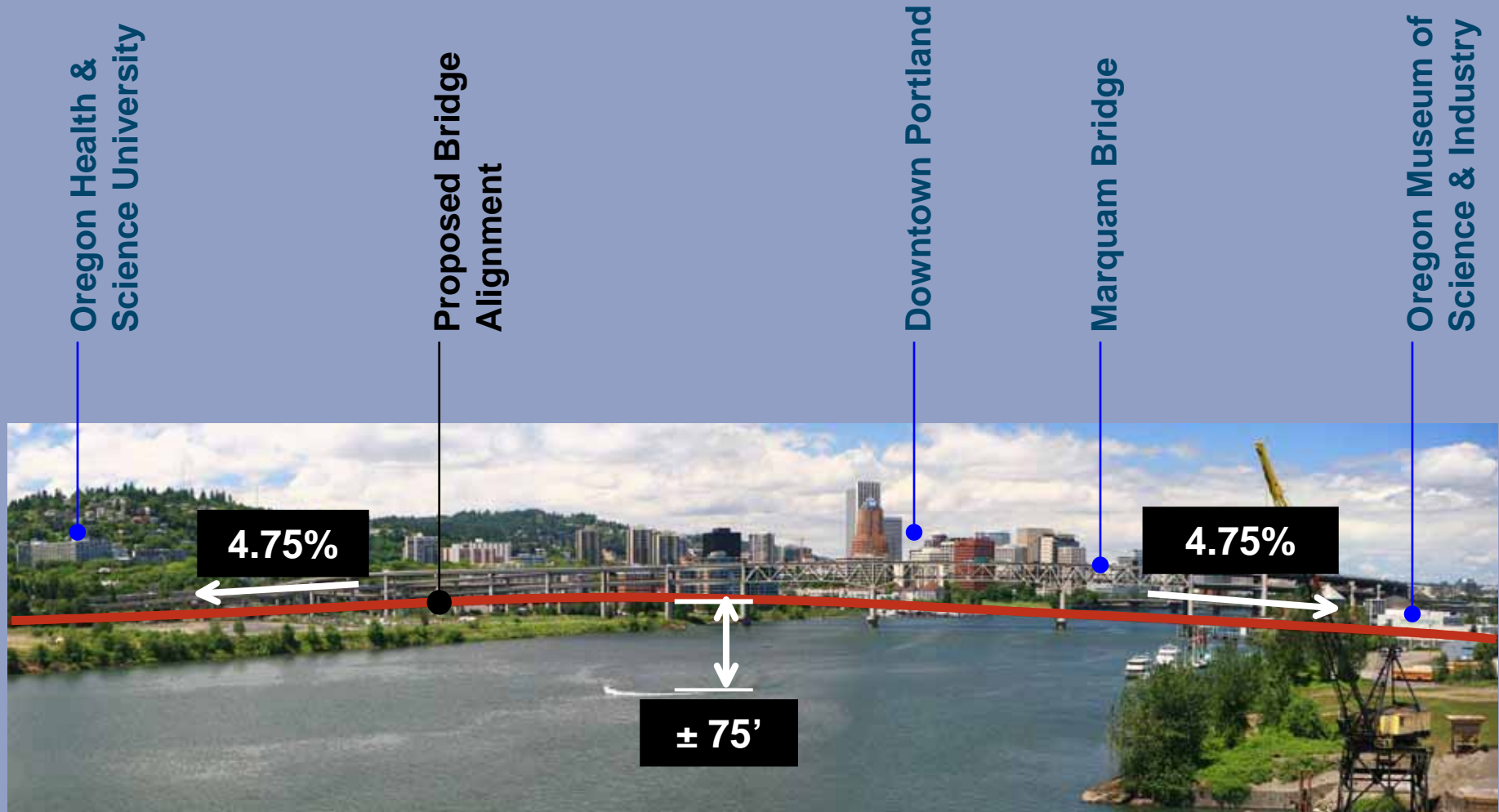
Willamette River Transit Bridge

**Proposed Bridge
Alignment from LPA**



Design Parameters and Constraints

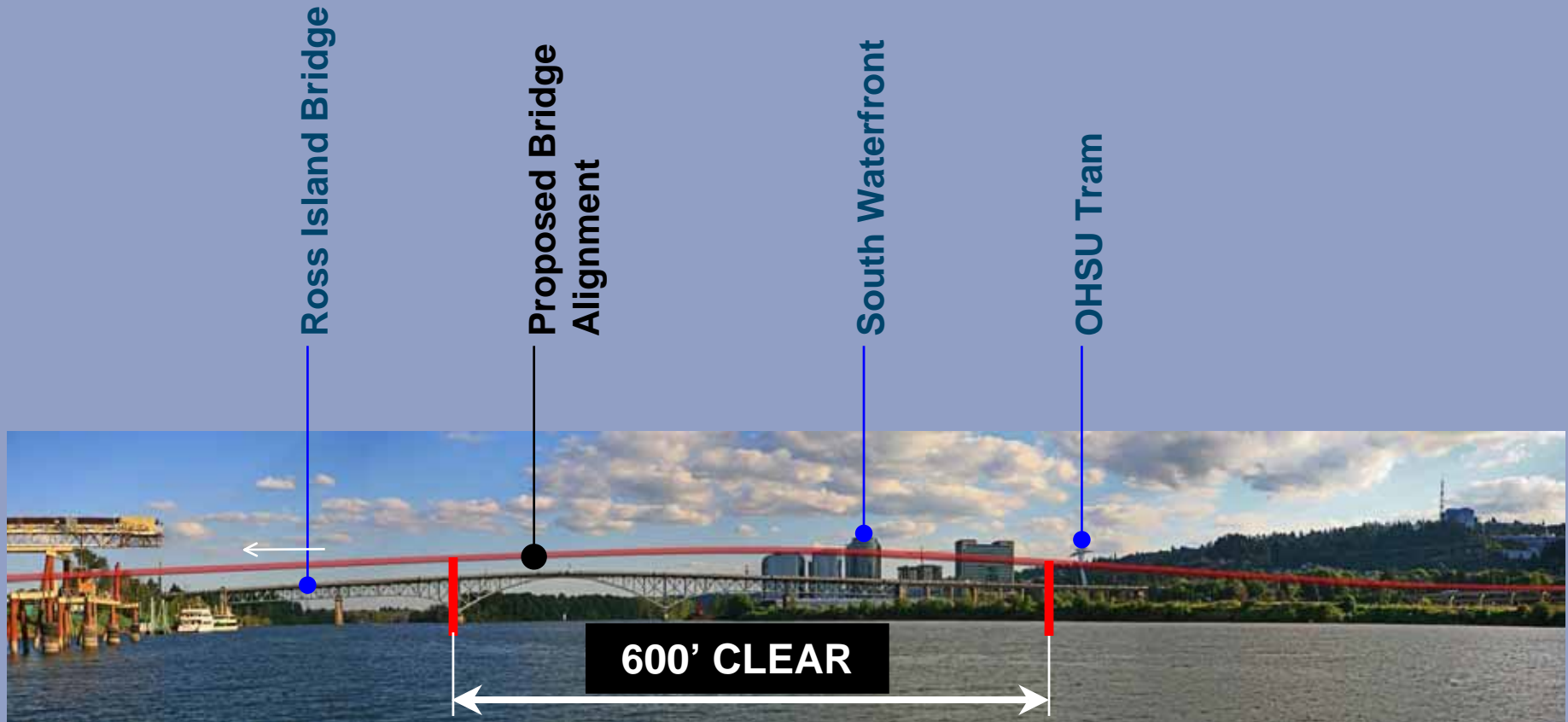
Willamette River Transit Bridge



Additional analysis on vertical clearance to occur during Preliminary Engineering

Design Parameters and Constraints

Willamette River Transit Bridge



**LPA included a range of spans
300' to 780' clear**

Universe of Bridge Types



Screening Criteria- “The Universe to Many”

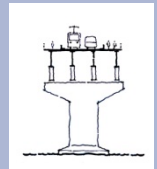
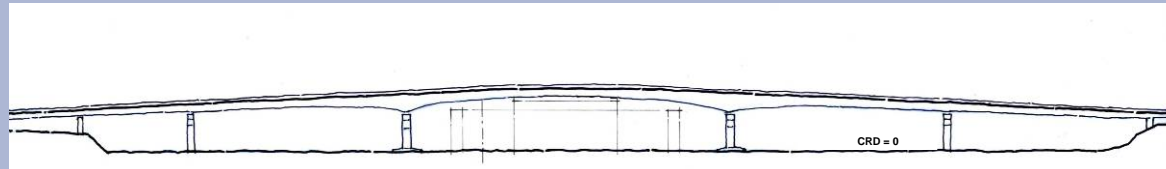
- 1. Engineering Criteria**
- 2. Conforms to Baseline Criteria**
- 3. Budget Tolerance**

“Universe of Bridges”

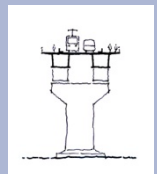
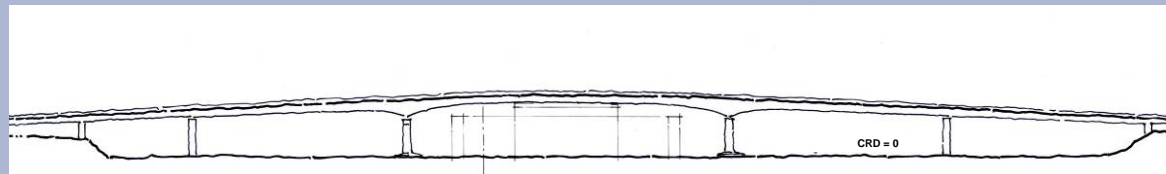
Willamette River Transit Bridge WRBAC Meeting 8.8.08

Type: Girders

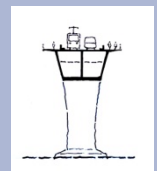
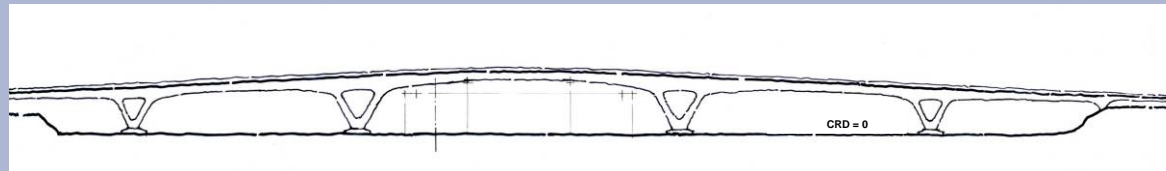
1. Steel I-Girder Double Deck Option



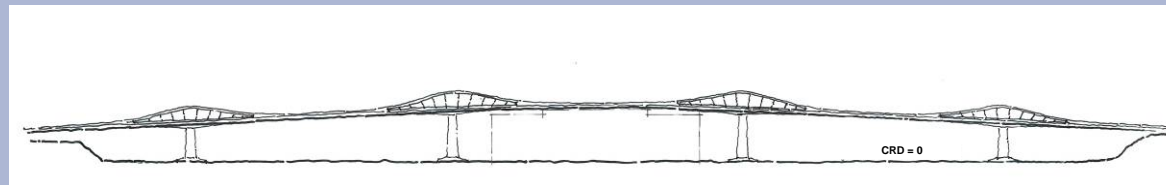
2. Steel Box



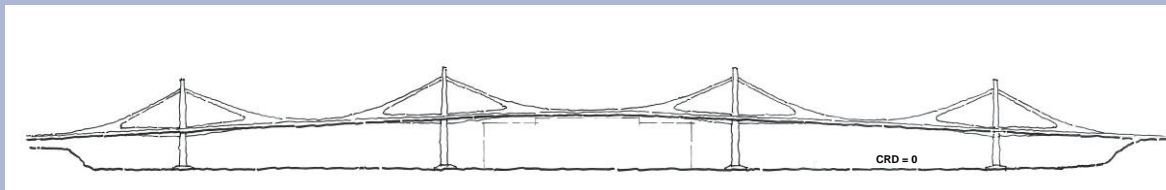
3. Concrete Segmental Box



4. Wave Frame Girder

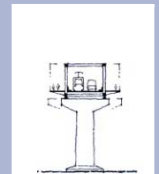
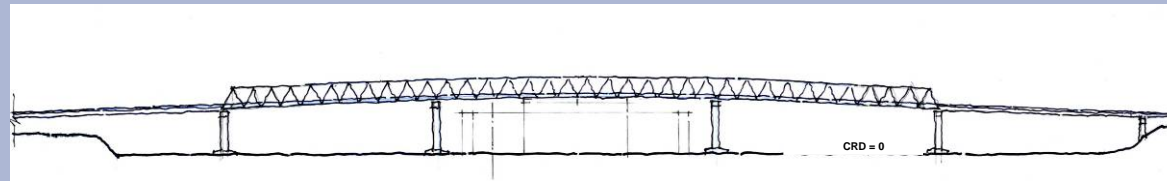


5. Sail Blade Girder

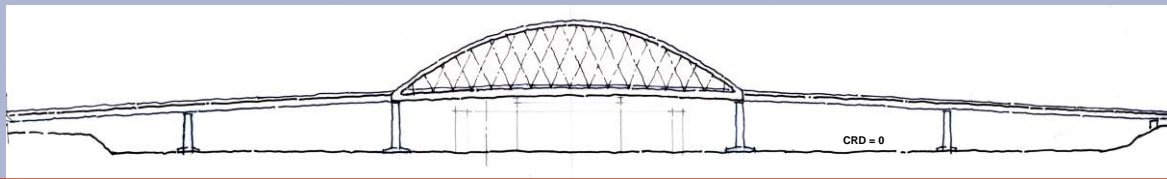


Type: Trusses and Arches

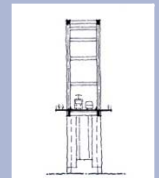
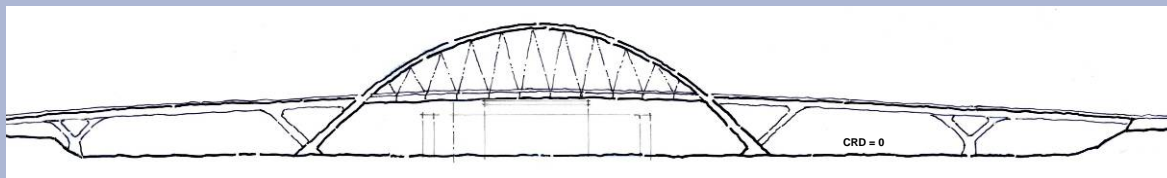
1. Through Truss



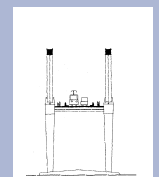
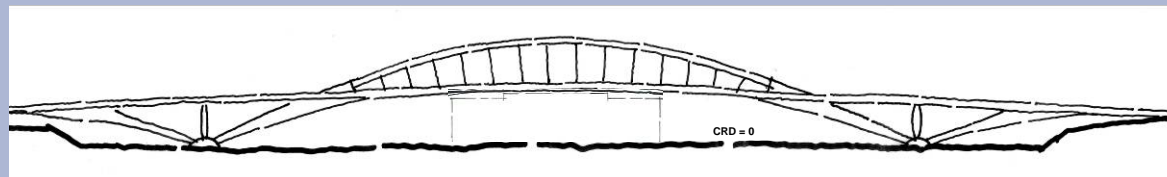
2. Tied Arch



3. Continuous Through Arch



4. Long Span Arch

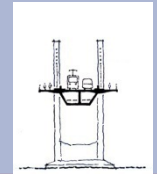
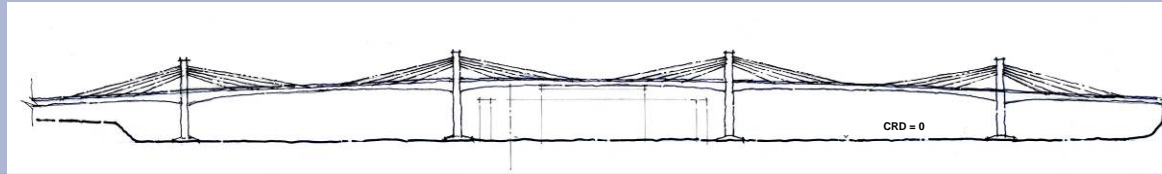


“The Universe of Bridges”

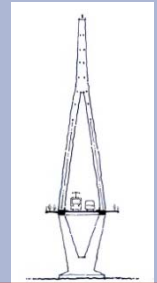
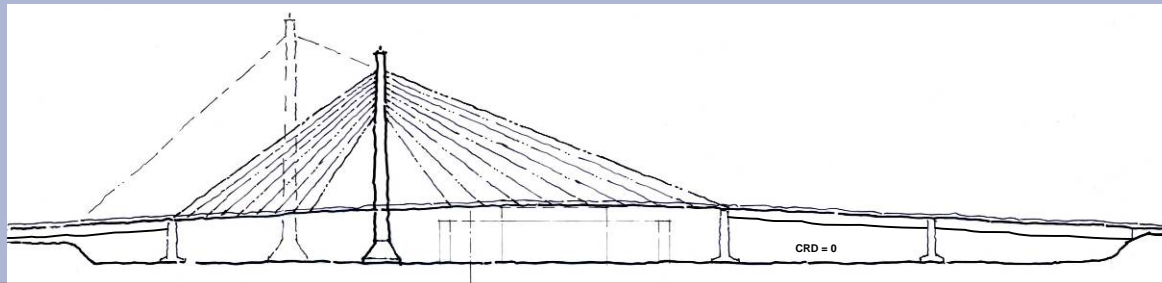
Willamette River Transit Bridge WRBAC Meeting 8.8.08

Type: Cable Supported

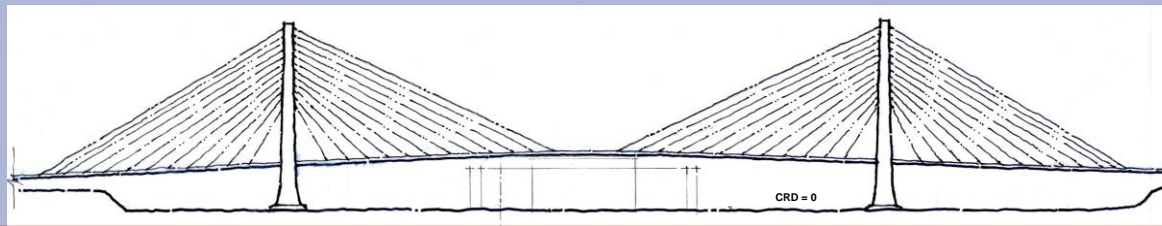
1. Cable Stayed Extradosed



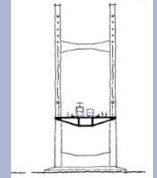
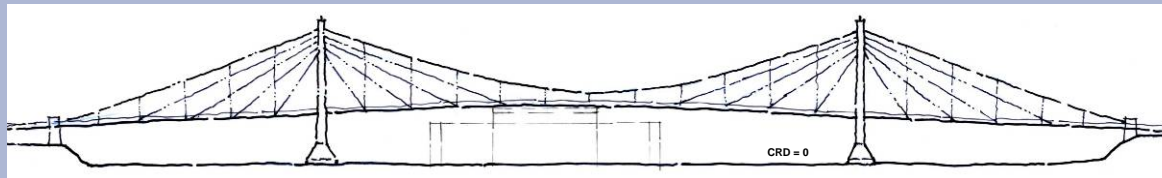
2. Cable Stayed Asymmetrical



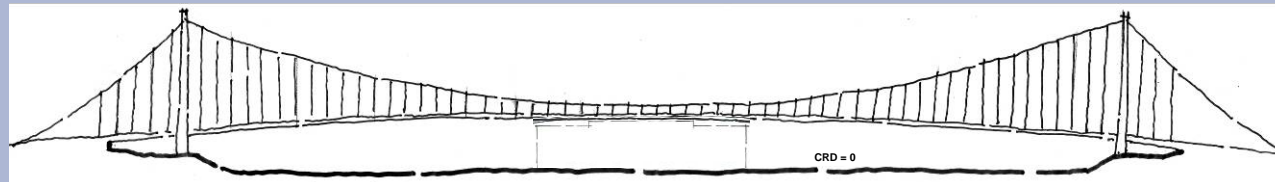
3. Cable Stayed



4. Cable Stayed Hybrid Suspension



5. Suspension

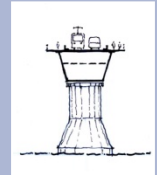
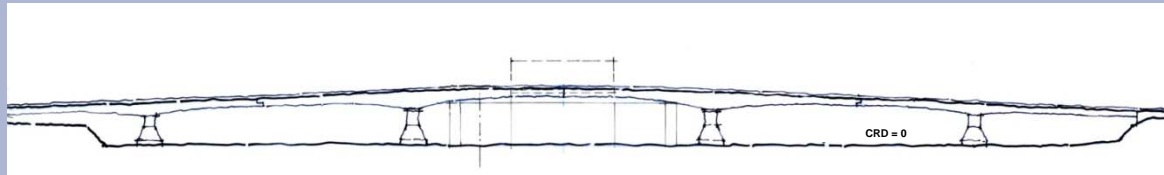


“Universe of Bridges”

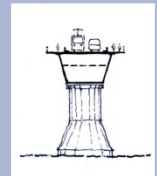
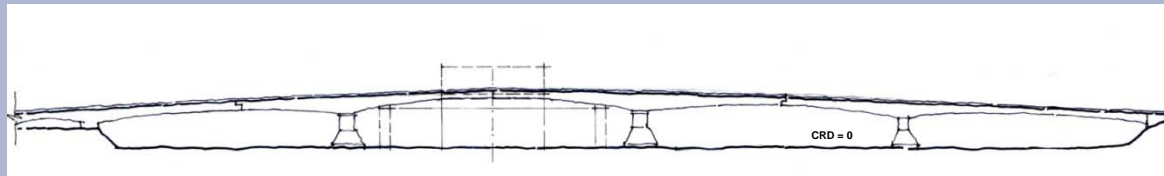
Willamette River Transit Bridge WRBAC Meeting 8.8.08

Type: Movable

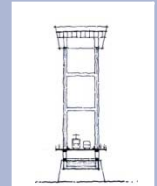
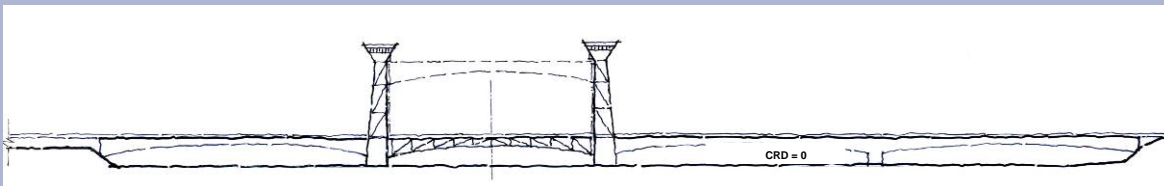
1. Movable – Swingspan Turnspans



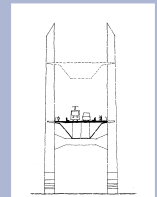
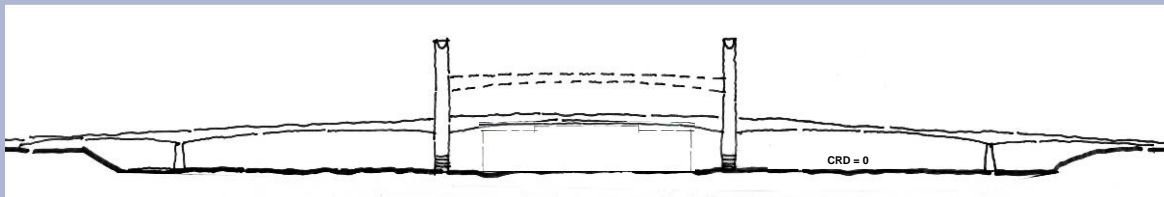
2. Movable – Swingspan Turnspans



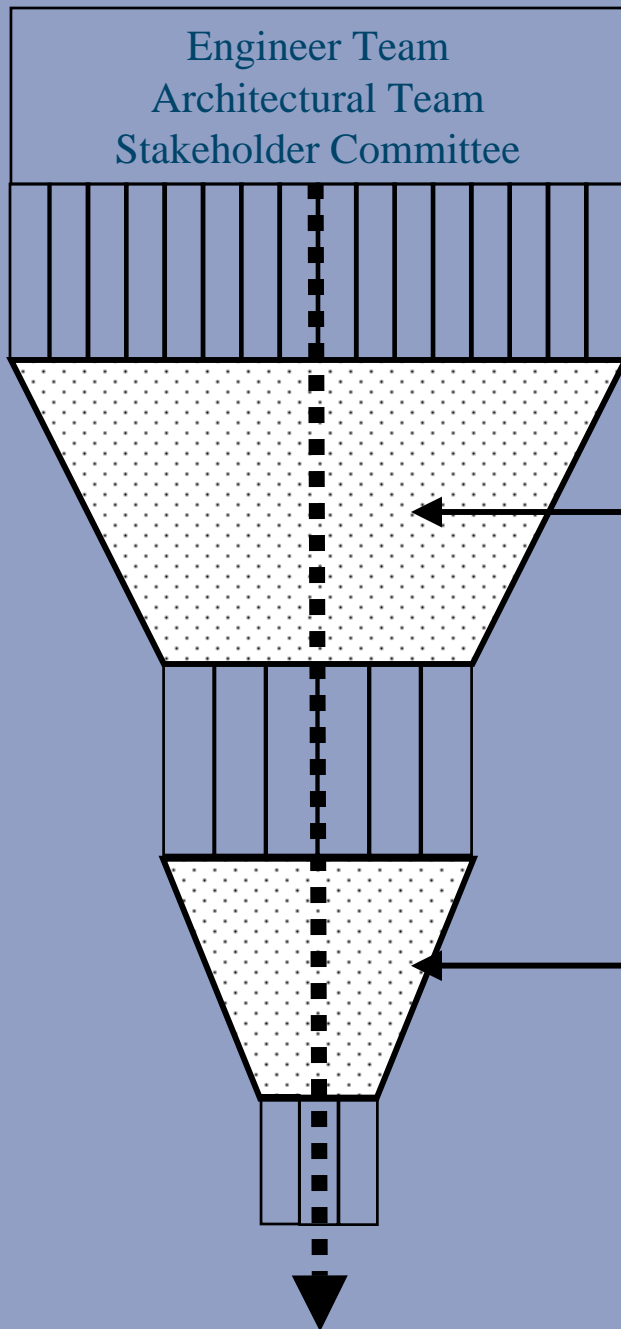
3. Movable Vertical Lift Low Level



4. Movable Vertical Lift



Process Diagram



Information Gathering

Establish Bridge Design Framework

Develop Range of Potential Bridge Types (**Many**)

Screen

Engineer, Architecture and Urban Design Development of
Initial Viable Alternatives (**Some**)

Screen

Verify Viable of Alternatives (**Few**)

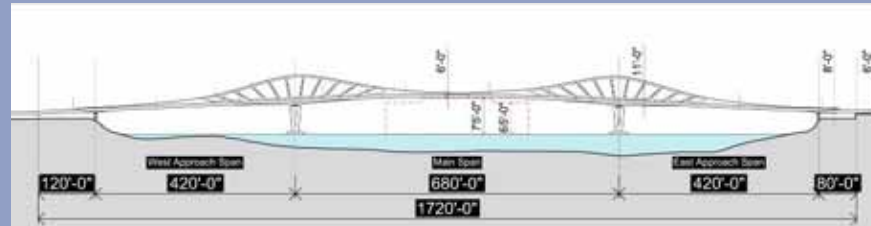
Begin Full Public Conversation



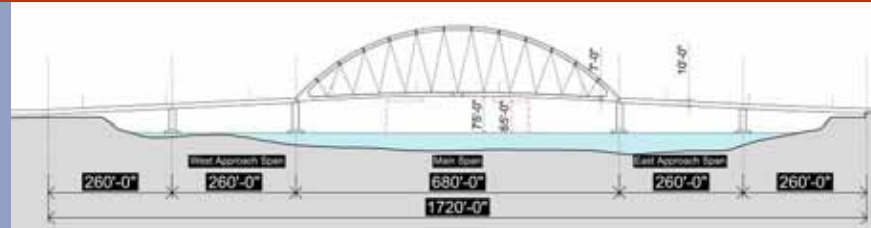
“Some” Bridge Types

Willamette River Transit Bridge

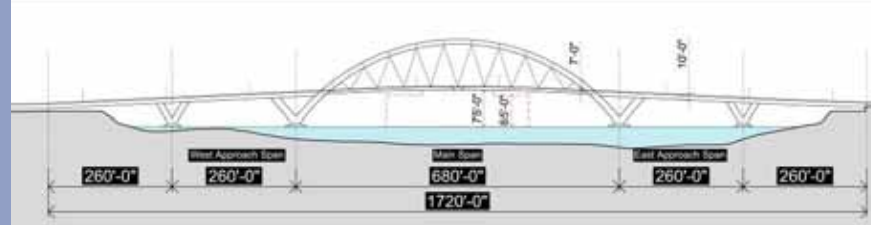
Wave Frame



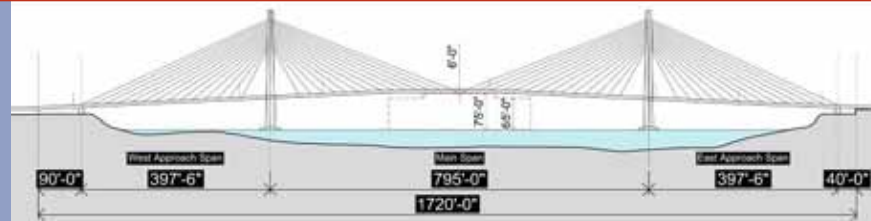
Tied Arch



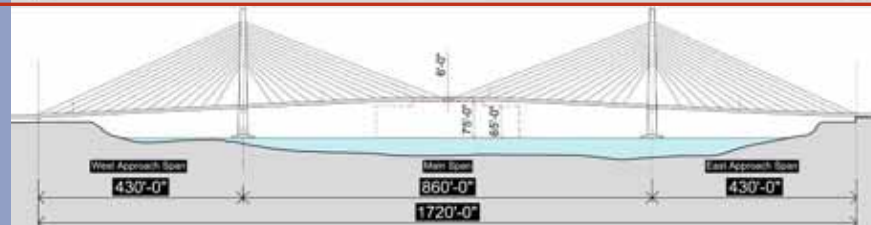
Through Arch



Cable Stayed - 4

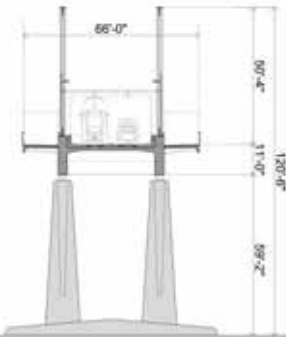


Cable Stayed - 2

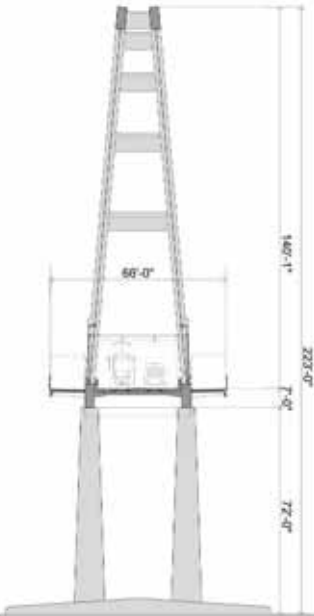


“Some” Bridge Types

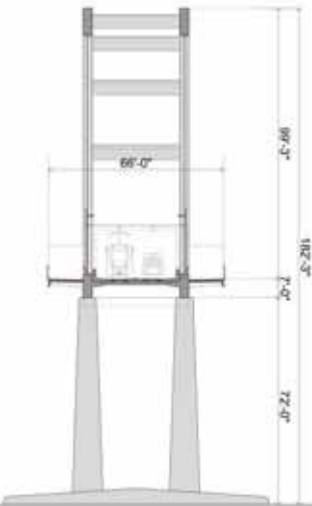
Wave Frame
120'-0"



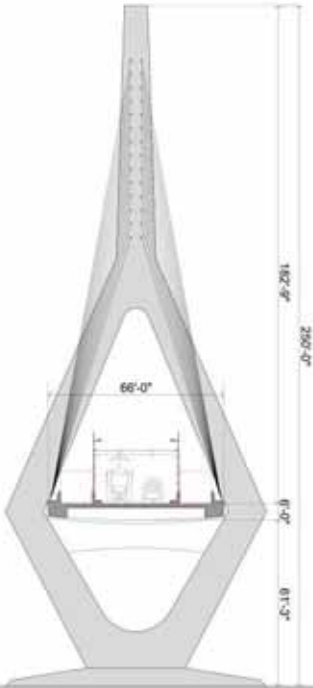
Tied Arch
223'-0"



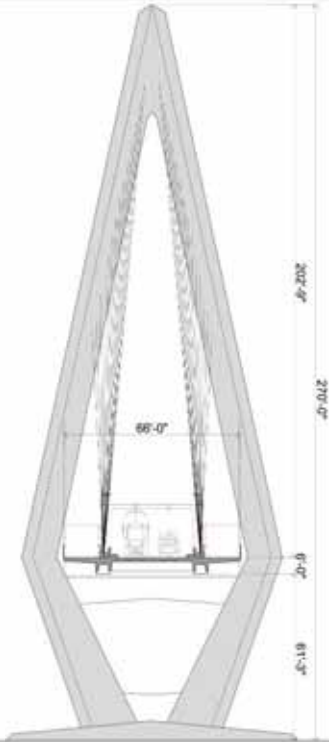
Through Arch
180'-0"



Cable Stayed - 4
250'-0"



Cable Stayed- 2
270'-0"



Willamette River Bridge Advisory Committee Summary

EVALUATION CRITERIA

- **Cost**
 - Initial cost
 - Life cycle cost – maintenance
- **Risk**
 - Cost escalation risk (superstructure)
 - Foundations and geotechnical
 - Design risk
 - Bid risk
 - Schedule risk
 - In-water construction risk
 - Permitting risk (navigational – environmental)
- **Fundamental performance**
 - Number, location and size of piers
 - Seismic performance
 - Modal optimization of section
 - User comfort – deflection and vibration
- **Architectural**
 - Looking at the bridge (proportion and scale)
 - Being near the bridge (experience on greenway, walkways and river)
 - Being on the bridge (experience crossing the river)
- **Urban context**
 - Portland core values, traditions and symbolism
 - Compatibility with existing context, fabric and adjacent bridges
 - Reflection of current technology and innovation
- **Greenway**
 - Depth of span over greenway (vertical clearance)
 - Width of span over greenway
 - Length of span at greenway (column to abutment)
 - Greenway trail user experience
- **Environmental – sustainability**
 - Environmental impacts during construction
 - Resource use – availability of local materials
 - In-water piers in or near known contaminated media cap
- **Bridge operations**
 - Line of sight between modes
 - OCS integration - complexity
 - Emergency response on bridge
 - Extent of inspections
 - Access for inspections
- **Miscellaneous**
 - Utility duct bank integration
 - Pier proximity to existing subsurface utilities
 - Accommodates asymmetrical loading
 - Accommodation of curved greenway spans
- **Opportunities**
 - Ability to treat stormwater on bridge
 - Addition of wildlife habitat on/under bridge
 - Additional fish habitat near bridge
 - Habitat enhancement at staging site
 - Incorporate alternative energy

Willamette River Bridge Advisory Committee

<u>Name</u>	<u>Affiliation</u>
Bob Durgan	Andersen Construction
Thomas Hacker	Thomas Hacker Architects Inc.
Art Johnson	KPFF Consulting Engineers
Sue Keil	Portland Department of Transportation
Pat LaCrosse	OMSI
Guenevere Millius	SRM Architecture and Marketing, Inc.
Karl Rohde	Bicycle Transportation Alliance
David Soderstrom	Portland Opera Board
Chuck Steinwandel	Ross Island Sand and Gravel
Christe White	Williams & Dame Development
Mark Williams	OHSU
Rick Williams	BPM Development
Mike Zilis	Walker & Macy

Committee chairs

Vera Katz
David Knowles

TriMet staff contact

Stephanie Ratcliffe 503-962-2150, ratclifs@trimet.org



PORTLAND-MILWAUKIE
LIGHT RAIL PROJECT

Finance Plan.

The July 31, 2008 Preliminary Engineering application included a 60% federal share /40% local share finance plan. FTA subsequently requested the Project submit a 50%/50% finance plan. On October 6, 2008, the project submitted a supplemental finance plan to comply with the FTA request. The two plans are shown in the table below.

	Millions of YOE \$	
	60/40 plan	50/50 plan
Uses		
Design and construction	\$1,214.6	\$1,214.6
Interim Finance	\$103.0	\$87.1
Net interest paid during construction	\$100.0	\$170.0
Total	\$1,417.6	\$1,471.7
Sources		
New Starts Funds	\$850.6	\$735.8
State Lottery Bonds	\$250.0	\$250.0
MITP Backed bonds	\$72.5	\$72.5
Net construction period finance cost on MTIP, State and local bonds.	\$100.0	\$170.0
In-Kind Contribution	\$38.0	\$38.0
Other local contributions	\$106.5	\$205.4
	\$1,417.6	\$1,471.7

- The supplemental 50/50 finance plan includes \$70 million in additional bond interest as a result of increased local match over the 60/40 finance plan.
- Less interim finance is required with the 50/50 plan as result of less federal funds.
- The 50/50 plan requires \$99 million more in local match than the 60/40.

Agenda Item Number 3.0

**HIGH CAPACITY TRANSIT SYSTEM PLAN
UPDATE**

Metro Council Work Session
Tuesday, December 16, 2008
Metro Council Chamber

METRO COUNCIL

Work Session Worksheet

Presentation Date: 12/16/08 Time: 3:05pm Length: 45minutes

Presentation Title: High Capacity Transit System Plan Update

Department: Planning and Development

Presenters: Andy Cotugno, Ross Roberts, Tony Mendoza, Crista Gardner

ISSUE & BACKGROUND

This item is a continuation of the High Capacity Transit (HCT) System Plan update from the Nov. 25, 2008 Council Work Session.

OPTIONS AVAILABLE

IMPLICATIONS AND SUGGESTIONS

See attached memo

QUESTION(S) PRESENTED FOR CONSIDERATION

See attached memo

LEGISLATION WOULD BE REQUIRED FOR COUNCIL ACTION __Yes ☒ No
DRAFT IS ATTACHED __Yes ☒ No

ATTACHMENTS

Memo to Metro Council

TPAC Memo: High Capacity Transit System Plan Screening Criteria Update, Revised
12-5-08

Detailed HCT Evaluation Framework – Draft for discussion, 12-8-08



Date: December 10, 2008
To: Metro Council
From: Tony Mendoza, Transit Project Analysis Manager
Re: High Capacity Transit (HCT) System Plan Update

Introduction

This memo updates information provided at the November 25, 2008 Council Work Session, and addresses questions raised at that meeting.

Q. How does the HCT System Plan relate to other transit planning in the region?

A. 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 that operate mostly in an 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 as part of the RTP.

Q. What is the role of HCT in the region?

A. 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.

Q. Can utilization of public roads be considered for HCT?

A. Yes, this will be examined where reasonable for each corridor.

Q. What would the benefits be if less costly transit investments were pursued, such as expansion of the frequent bus system instead of HCT?

A. Some comparisons will be made of HCT vs. non-HCT transit, where applicable. Some results will be presented in the HCT System Plan. Others may be more appropriate to present in the RTP and Greatest Place work due to the wider range of performance measures that can be compared when all modes and investments are considered.

A. The HCT System Plan will also consider trade-offs between HCT system expansion improvements, such as adding more capacity to the existing LRT system vs. extending lines to new areas, or creating parallel HCT lines.

Q. What would other investments, such as safety improvements yield in terms of ridership?

A. Metro is currently investing over \$100,000 to analyze "other influential factors," that influence transit ridership beyond land use, speed and frequency. The factors to be explored include elements

of the total transit system experience including comfort at stations, wayfinding, signage, comfort of the vehicle, lighting, perception of safety, etc. Although this work will not be complete before the completion of the HCT System plan, it will help inform our travel model and will be complete by the end of 2009. Since the RTP will tell us whether HCT is the right transportation investment relative to other transportation choices, the results of this analysis will be more relevant to that discussion.

Several additional comments were received at the 11/25/08 Work Session that referred to listing DRAFT on attached maps and criteria, and labeling the funnel diagram (HCT System Plan Evaluation Framework). The attached materials include these changes.

Status

The attached memos illustrate 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 final set of corridors to be evaluated and the Evaluation Criteria will be determined 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:

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



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.

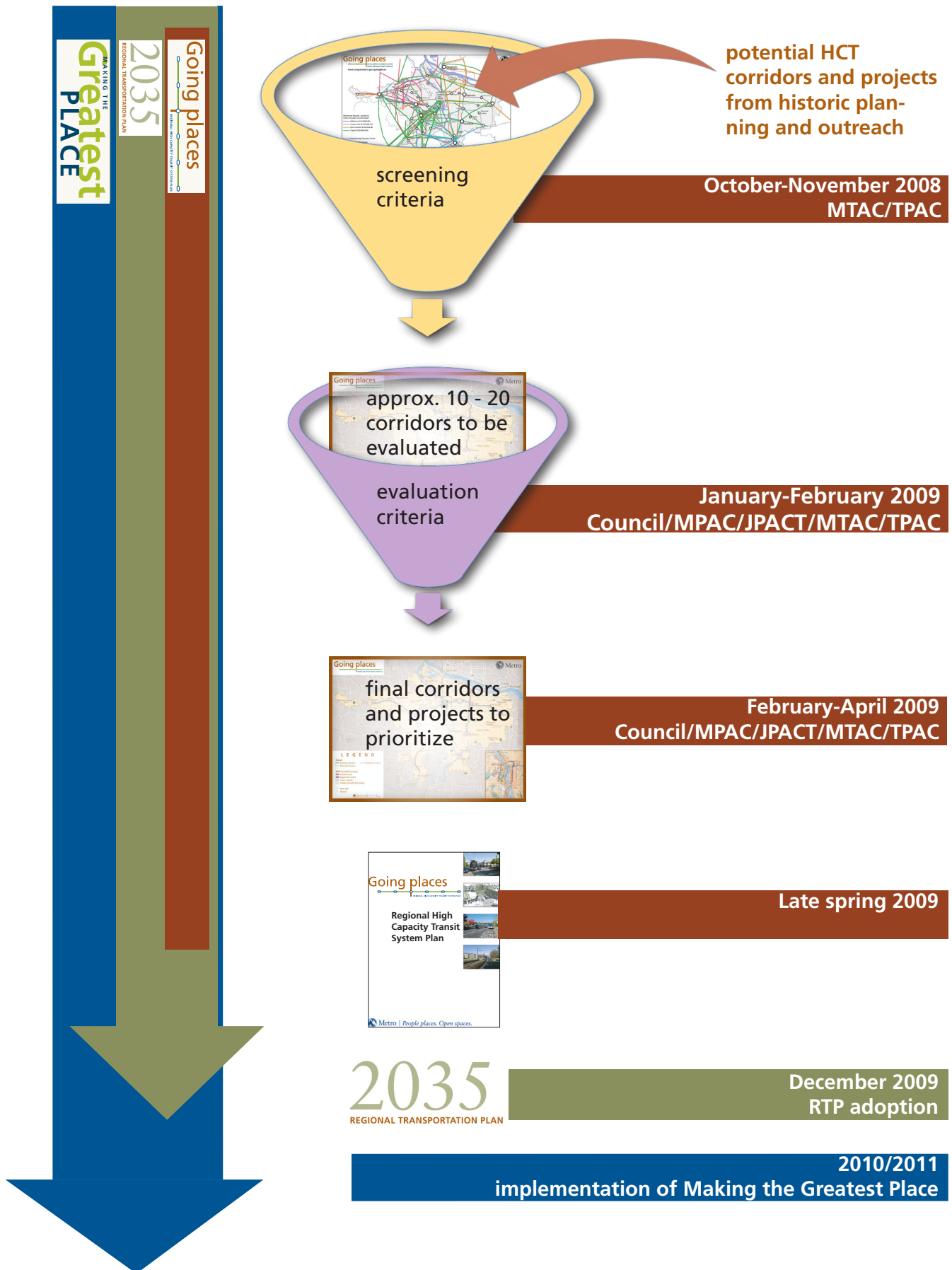
Figure 1: Initial Screening Criteria FINAL REVISED DRAFT, 11-7-08, based on 10-22-08 Subcommittee, 10-31-08 TPAC and 11-05-08 MTAC

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

Figure 2

High Capacity Transit System Plan Evaluation framework



High Capacity Transit System Plan

Evaluation timeframe

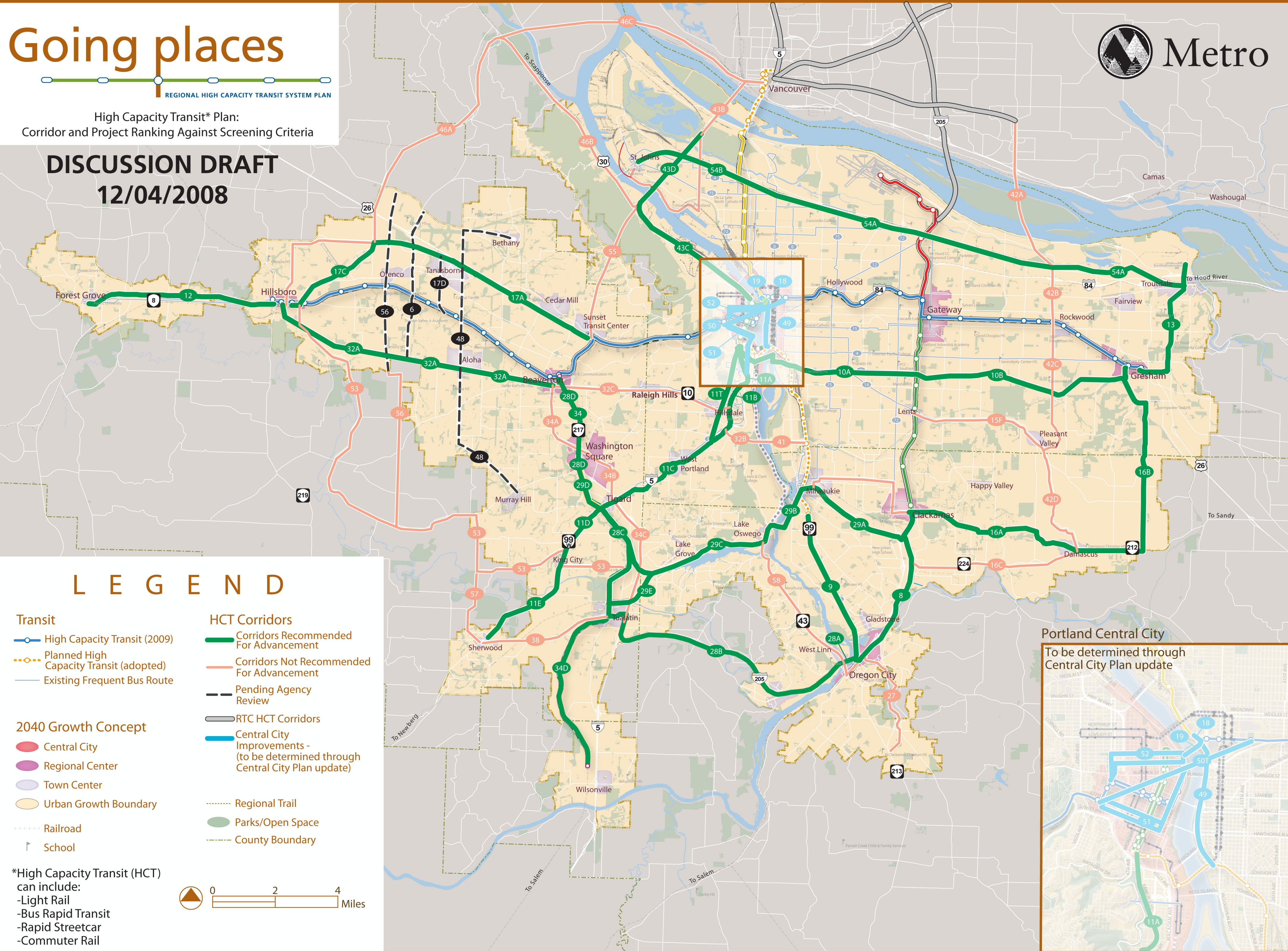
Tasks	Timeframe					
	October 2008	November 2008	December 2008	January 2009	February-April 2009	April-June 2009
Confirm screening criteria	TPAC	MTAC				
Apply screening criteria and confirm initial set of screened corridors and projects		TPAC MTAC	TPAC MTAC MPAC JPACT	MPAC JPACT Metro Council	Metro Council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

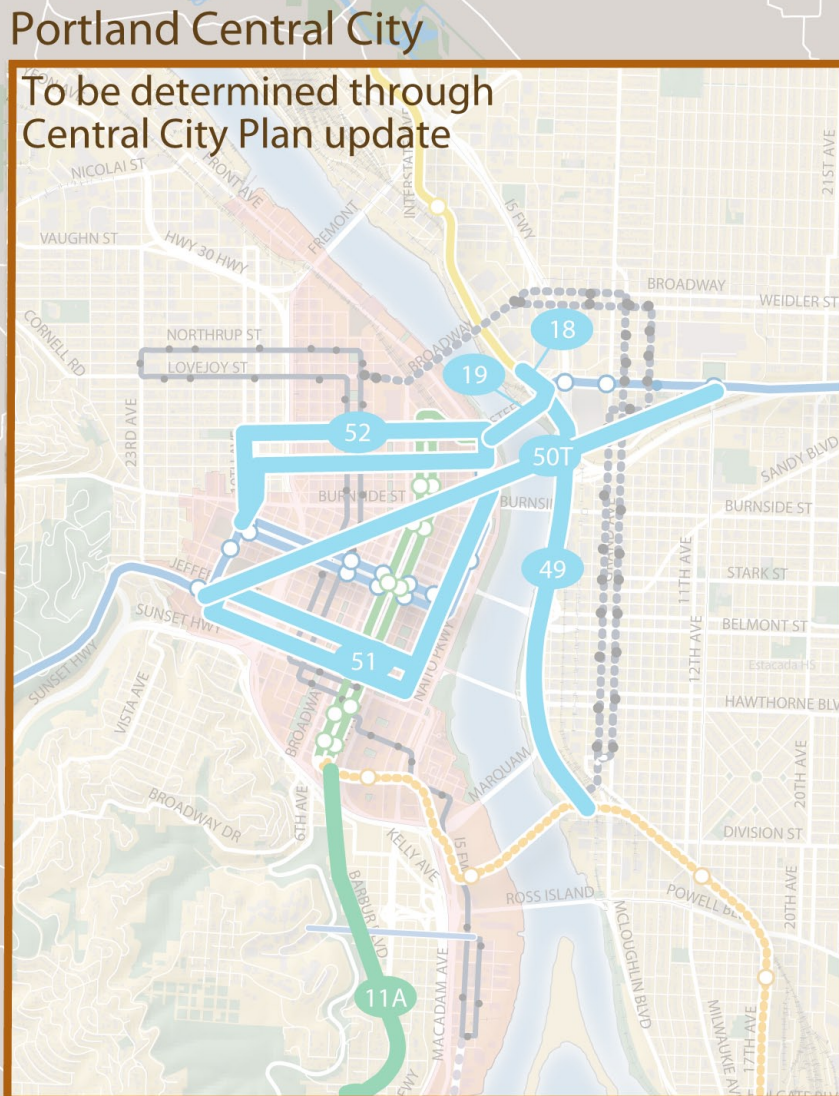
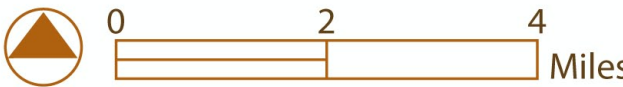
- Transit**

 - 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



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 - 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

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

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:

- I Assume a common baseline scenario (2035 Regional Transportation Plan Financially Constrained System) against which each corridor is compared
- I Ensure a consistent level of detail across the criteria and be commensurate with the level of project information available
- I Enable sufficiently disaggregate scoring, in order that the level of impact can be differentiated between corridors
- I 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 streetcar¹ 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



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:

- I Community
- I Environment
- I Economy
- I 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

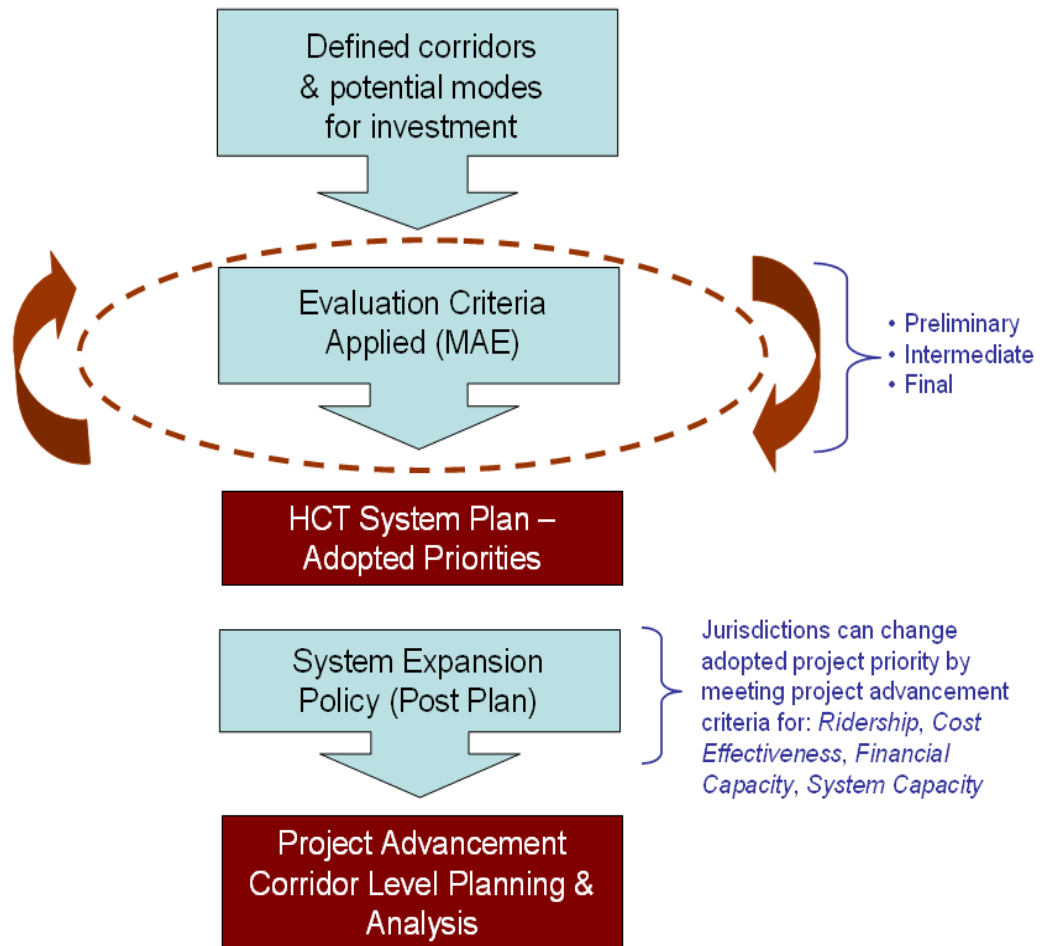


Figure 1 – MAE FRAMEWORK

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 <i>Local Aspirations</i> 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	<p>Identification of major activity centers served, e.g.</p> <ul style="list-style-type: none"> Hospital & medical centers Major retail sites Major social service centers Colleges / universities Major Federal / State Government offices Employers > 500 employees 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 data from travel demand model. Housing not included as a major activity center, but is captured via TOI analysis

Support 2040	<p>1. Central City, Regional Centers, Industrial areas, Freight and Passenger Intermodal facilities</p> <p>2. Employment areas, Town Centers, Station Communities, Corridors, Main Streets</p> <p>3. Inner and Outer Neighborhoods</p>	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).	
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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.

Agenda Item Number 5.0

2009 LEGISLATIVE SESSION

Metro Council Work Session
Tuesday, December 16, 2008
Metro Council Chamber

METRO COUNCIL

Work Session Worksheet

Presentation Date: December 16, 2008 Time: _____ Length: 30 minutes

Presentation Title: 2009 Legislative Session (work session #4)

Department: Strategy Center

Presenters: Randy Tucker

ISSUE & BACKGROUND

This work session will include a progress report on development of a legislative agenda for the 2009 Legislative Assembly and discussion of certain concepts that have been proposed. Attached is a summary list of concepts that have been presented to the Council at the legislative work sessions to date as well as issue briefs for concepts to be discussed at this work session.

OPTIONS AVAILABLE

Council may wish to discuss specific legislative concepts, direct staff to develop additional concepts, or provide guidance with respect to Metro's legislative agenda or a regional legislative agenda.

IMPLICATIONS AND SUGGESTIONS

QUESTION(S) PRESENTED FOR CONSIDERATION

Staff requests that Councilors provide feedback on the legislative concepts presented. No specific Council actions are required at this time. Following this work session, staff will prepare a resolution for formal adoption of a legislative agenda by the Council early next year.

LEGISLATION WOULD BE REQUIRED FOR COUNCIL ACTION __Yes XNo
DRAFT IS ATTACHED __Yes XNo

Current list of 2009 legislative concepts

	7/22	8/12	9/23
Transportation			
Connect Oregon III	x		
Transportation funding package	x		
Trails funding*	x		
Transportation demand management (DLSM, etc.)*			x
LUFO			
Land Use			
Jurisdictional boundary*	x		
Boundary changes*	x		
Regional Housing Choice Revolving Fund			x
Brownfields			x
UR/RR funding			
Infrastructure			
Urbanizing area revolving loan fund			
Performance-based growth management			
Urbanization/annexation			
School facility planning			
Solid Waste			
Diesel retrofit*			x
<i>Product stewardship</i>			
Product stewardship framework		x	
Paint		x	
Pharmaceuticals		x	
Bottle bill		x	
<i>Toxics</i>			
Pesticide use reporting			x
Healthy Schools Initiative			x
Chemical policy			x
Parks			
Parks SDCs			
Parks in farm zones			
Measure 66 reauthorization			
Zoo/Nature in Neighborhoods			
No Oregon Child Left Inside Act		x	
Background checks			
MERC			
HQ hotel*		x	
Finance, Human Resources			
TSCC			x
Health care trusts			

Other (“Smart Government”)			
Public records (Auditor’s issue)	x		

METRO
2005 LEGISLATIVE ISSUE IDENTIFICATION

Department: Strategy Center

Date: 9 December 2008

Person completing form: Randy Tucker

Phone: 1512

ISSUE: Urbanization and annexation

BACKGROUND: A substantial amount of the urbanized area within the Metro UGB remains unincorporated. This creates significant challenges in terms of service delivery, finances, and equity. One common theme is the difficulty of providing urban services and creating a consistent urban fabric in the absence of city government, or in a landscape that is jurisdictionally fragmented. Another theme is fairness, epitomized by the “free rider” problem, where people who live in unincorporated areas use city services that they don’t pay for. A third theme is the difficulty of actually annexing or incorporating unincorporated areas.

There is a basic disconnect between our land use laws and our laws on governance. On the one hand, under Oregon’s land use laws we decide what land may be urbanized, then expect urbanization to occur there, including the provision of public services. On the other hand, our laws on governance say that no one should have to be in a city or pay taxes unless they vote for it. The result is that in too many cases, people end up either not getting the services they need, or not paying for the services they get.

Metro’s stake in these issues is heightened by recent UGB expansions that have brought into the boundary large new areas that are, by definition, unincorporated, and by the current process by which it is expected that the region will identify urban reserves. The region’s success in integrating both past and future UGB expansion areas into the urban fabric depends critically on what financial and governance structures will apply to them. Unfortunately, recent legislative actions have made it harder, not easier, to urbanize unincorporated areas.

Washington County is currently in the midst of a major process known as the Washington County Urbanization Forum through which multiple stakeholders are considering how best to provide urban services to future urban areas as well as existing unincorporated areas.

RECOMMENDATION: Cities are the best means of providing public services to urban areas. Metro has a strong interest in encouraging the orderly incorporation of urban and urbanizing areas. However, the recent politics of annexation at the state level have been extremely challenging and reform is not likely in the short term. Metro should monitor annexation-related legislation, promote continued conversations with other interested parties about how to create the conditions for rational urbanization, and potentially support any positive legislation that might emerge from the Washington County process.

LEGISLATIVE HISTORY: The basic framework of incorporation and annexation law appears in ORS 195, 198, 221 and 222. Much of the recent legislative activity on annexation issues has related to the conditions under which voter approval may or may not be required prior to annexation. [\[More detail to come here\]](#)

OTHER INTERESTED PARTIES: Local governments in the region, League of Oregon Cities, Oregon Home Builders Association and other development interests, Oregon Communities for a Voice in Annexation, others.

IMPACT IF PROPOSED ACTION OCCURS:
Depends on what the action is.

METRO
2007 LEGISLATIVE ISSUE IDENTIFICATION

Department: Strategy Center

Date: 9 December 2008

Person completing form: Randy Tucker

Phone: x1512

ISSUE: Infrastructure funding

BACKGROUND: The 2040 Growth Concept designated nearly 40 regional and town centers and about 400 miles of corridors throughout the region and called for concentrating growth in these areas as one of its key growth management and community development strategies. More recently, as part of the New Look at Regional Choices and the Making the Greatest Place (MGP) effort, the Metro Council has again declared that reinforcing growth in centers, corridors, and other areas within the existing urban growth boundary that are expected to accommodate population and employment growth is its top regional development priority. Recent workshops with key regional leaders have revealed continued support for this approach.

Under the MGP umbrella, Metro has developed a rough estimate of the financial cost of providing infrastructure necessary to implement the 2040 Growth Concept and conducted research into the return on investment of public funds in infrastructure to support different types of development. Given the steep price tag associated with providing these public facilities and services, it is clear that without additional funding, achievement of the region's overall policy objectives will be difficult in the near term.

In addition to funding for centers and corridors, some of Metro's regional partners are pursuing funding to pay for planning and infrastructure development in areas recently added to the urban growth boundary, as well as areas to be added in the future. The common thread is that in all cases, the objective is to support population and jobs in the areas expected to accommodate growth.

RECOMMENDATION: The need for additional infrastructure funding is clear, but no obvious prospective source of new funding has been identified. At this time, staff recommends a dual approach: encouraging the increased use of existing financial mechanisms to support centers development while also seeking either direct state funding or (more likely) legislative authorization to create new or expanded funding tools. Any new funding mechanism should be designed to address the funding needs of centers as well as expansion areas.

Because other parties may propose 2009 legislation that could support or undermine regional policy objectives, Metro should remain vigilant with respect to threats and opportunities that may arise. One existing mechanism that may be the subject of legislative activity is urban renewal. Because urban renewal is a critical tool supporting the development and redevelopment of vibrant centers and corridors, Metro should join with other interested parties to defend its use.

LEGISLATIVE HISTORY: The 2005 Legislature passed SB 839 extending the sunset of the law authorizing tax exemptions for transit-supportive development and also passed HB 2199 expanding the vertical housing tax credit. Bills aimed at either expanding or limiting the authority of local governments to assess system development charges (SDCs) in recent years have all failed, as have efforts to eliminate the pre-emption against local real estate transfer taxes. The 2007 Legislature passed SB 1036, which allowed

school districts to impose a construction excise tax for capital construction but preempted the use of that tool by other local governments for 10 years (while grandfathering in Metro's existing construction excise tax). Urban renewal has been the subject of heated legislative activity, though no significant legislative changes have been enacted.

OTHER INTERESTED PARTIES:

Development interests, land use advocates, neighborhood associations, local governments, more.

IMPACT IF PROPOSED ACTION OCCURS:

The development of well-designed centers and corridors – higher-density areas that combine housing, employment, retail, and cultural and recreational activities in a walkable environment that is well-served by transit – can offer many benefits to the region. These benefits include neighborhood revitalization, economic development, more efficient land use, more transportation choices, improved air quality, more effective targeting of public infrastructure investments, and protection of farmland and natural areas.

METRO
2009 LEGISLATIVE ISSUE IDENTIFICATION

Department: Human Resources

Date: October 15, 2008

Person completing form: Katie Pool

Phone: 503-797-1531

ISSUE: Criminal history checks for Metro employees who work with children

BACKGROUND: Metro's efforts to implement criminal history background checks have generally been impeded by state and federal laws which restrict Metro's access to the criminal history data systems maintained by law enforcement agencies. Metro places a particularly high priority on reliable criminal history screening of employees who have direct unsupervised access to children; most of these employees work at the Oregon Zoo.

The State of Oregon has developed criminal history employment standards and a screening process for child care facilities through the Child Care Division of the Employment Department. Child care workers who pass the screening are listed on the Division's Criminal History Registry. Child care centers regulated by the Division can verify the registration of prospective employees with a simple phone call.

Applicants to the Criminal History Registry pay a fee of \$3 - \$65 to be screened for state and federal criminal history, for significant complaints to child protective services agencies, and for other relevant information. Under the applicable employment standards, serious convictions disqualify applicants from employment either permanently or for a period of years. Less serious convictions ("maybe" crimes) or complaints are evaluated individually, with consideration given to the surrounding circumstances and subsequent remediation, and may or may not disqualify the applicant from inclusion on the Registry. The process includes appeal rights for applicants who are disqualified.

Metro wants to use the Criminal History Registry to screen employees with direct unsupervised access to children because it has no other way to conduct screenings of comparable quality. Currently, Oregon Zoo is implementing a process that screens employees and volunteers through a combination of commercial online services and the records of the Oregon State Police Clearinghouse Service, but the procedure is slow, expensive, and provides limited information. No reliable screening system available to Metro includes screening for "maybe" crimes and child protective services records.

The statute that authorizes the Registry permits but does not require the Child Care Division to make the Registry process available to local governments like Metro, whose child care operations are otherwise unregulated by the Division. Metro has worked diligently to make the case for inclusion to the Child Care Division, but has been rebuffed.

RECOMMENDATION: Amend ORS 657A.030 (8) by adding a new subparagraph (g) providing that local governments can require child care providers to be enrolled in the Criminal History Registry.

"657A.030 (8) For purposes of this section, "subject individual" means a subject individual as defined by the division by rule or a person who applies to be:

"...(g) A contractor, employee or volunteer of a political subdivision of this state who may have unsupervised access to children and who is required to be enrolled in the Criminal History Registry by the political subdivision.

LEGISLATIVE HISTORY: The Criminal History Registry was created by the Oregon Legislature in 1997.

OTHER INTERESTED PARTIES: The Oregon Employment Department and its Child Care Division, the Governor's office, Oregon local governments.

IMPACT IF PROPOSED ACTION OCCURS: Background checks for potential Metro employees or volunteers will be cheaper, faster, more complete and more reliable. Metro will rely on the Child Care Division's Criminal History Registry to thoroughly screen employees with unsupervised direct access to children. The Child Care Division's criminal history checks will include relevant material currently unavailable to Metro and will be updated by the Child Care Division. Metro may elect to have the cost borne by new employees. Even if Metro continues its current practice of reimbursing employees for the check, annual savings to Metro could total \$50,000 or more.