

Metro | Agenda

Meeting: Metro Policy Advisory Committee (MPAC)
Date: Wednesday, May 27, 2009
Time: 5 to 7 p.m.
Place: Council Chambers

- | | | | |
|----------------|-----|---|--|
| 5 PM | 1. | <u>CALL TO ORDER</u> | Tom Brian, Chair |
| 5:02 PM | 2. | <u>SELF INTRODUCTIONS & COMMUNICATIONS</u> | Tom Brian, Chair |
| 5:07 PM | 3. | <u>CITIZEN COMMUNICATIONS ON NON-AGENDA ITEMS</u> | |
| 5:10 PM | 4. | <u>CONSENT AGENDA</u> | Tom Brian, Chair |
| | * | • Consideration of the MPAC Minutes for May 13, 2009 | |
| | * | • MTAC Member Nomination | |
| 5:12 PM | 5. | <u>COUNCIL UPDATE</u> | |
| | 6. | <u>ACTION ITEMS</u> | |
| 5:15 PM | 6.1 | * Construction Excise Tax Renewal – <u>APPROVAL REQUESTED</u> | Robert Liberty, Councilor
Andy Shaw |
| | 7. | <u>INFORMATION / DISCUSSION ITEMS</u> | |
| 5:35 PM | 7.1 | # Introduction of “Investments in Greatest Places” Matrix documenting local and regional actions for meeting the 20-year land supply requirement – <u>INFORMATION</u> | Christina Deffebach |
| 6:05 PM | 7.2 | * Resolution No. 09-4052, For the Purpose Accepting the Regional High Capacity Transit System Tiers and Priorities, Policy Amendments and System Expansion Policy Framework for Addition to the 2035 Regional Transportation Plan, State Component – <u>INFORMATION / DISCUSSION</u> | Ross Roberts
Tony Mendoza |
| 7 PM | 8. | <u>ADJOURN</u> | Tom Brian, Chair |

* Material available electronically.

** Material to be e-mailed at a later date.

Material provided at meeting.

All material will be available at the meeting.

For agenda and schedule information, call Kelsey Newell at 503-797-1916, e-mail: kelsey.newell@oregonmetro.gov.

To check on closure or cancellations during inclement weather please call 503-797-1700.



Tentative MPAC meeting agendas as of May 20, 2009 – subject to change

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

<p><u>MPAC Meeting</u> May 13, 2009, 5 to 7 p.m.</p> <p>Frame Investment Choices:</p> <ul style="list-style-type: none">• Introduce and discuss concept of Integrating local and regional Investments• Introduce and discuss preliminary Employment Growth Report• Introduce and discuss construction excise tax renewal ordinance	<p><u>MPAC Meeting</u> May 27, 2009, 5 to 7 p.m.</p> <p>Prioritize Investments:</p> <ul style="list-style-type: none">• MPAC recommendation to Metro Council on Construction Excise Tax renewal (discussion and action)• Introduction of “Investments in Greatest Places” matrix w/ 5 pilot areas• Introduce and discuss High Capacity Transit Plan
<p><u>MPAC Meeting – Extended Meeting</u> June 10, 2009, 4:30 to 7:30 p.m.</p> <p>Prioritize Investments:</p> <ul style="list-style-type: none">• MPAC direction to Metro Council on High Capacity Transit Plan (action)• Direction on recommended approach to refine the Regional Transportation Plan Investment priorities and funding strategy	<p><u>MPAC Meeting</u> June 24, 2009, 5 to 7 p.m.</p> <p>Communities demonstrate how they plan to serve future growth/local aspirations:</p> <ul style="list-style-type: none">• MTAC comments on Housing UGR• Discuss investments that each community needs and is willing to adopt to achieve local aspirations and regional goals; review “Investments in Greatest Places” matrix for completeness• Introduce proposal to change 2040 Centers and Corridor designations• Introduce proposal to provide direction to urban and rural reserves process regarding capacity inside UGB

<p><u>MPAC Meeting</u> July 8, 2009, 5 to 7 p.m.</p> <p>Communities demonstrate how they plan to serve future growth/local aspirations:</p> <ul style="list-style-type: none"> • MTAC comments on Employment UGR • Introduce options for meeting the land need for large lot industrial development • Discuss investments that each community needs and is willing to adopt to achieve local aspirations and regional goals; provide direction on reconciliation with Preliminary UGR capacity conclusion (staff to provide a listing of potential changes that would produce changes to the Preliminary UGR) • Discuss proposal to change 2040 Centers and Corridor designations 	<p><u>MPAC Meeting</u> July 22, 2009, 5 to 7 p.m.</p> <p>Direction to Urban and Rural Reserves process regarding capacity inside existing Urban Growth Boundary</p> <ul style="list-style-type: none"> • Direction on Urban and Rural Reserves designations • Input on procedures and criteria for conversion from Urban Reserves to Urban • Recommendation on meeting the land need for large lot industrial development
<p><u>Placeholder for Joint MPAC/IPACT Meeting</u> July 29, 2009</p>	<p><u>MPAC Meeting – Cancel meeting?</u> August 12, 2009, 5 to 7 p.m.</p>
<p><u>MPAC Meeting – Council Recess. Cancel meeting?</u> August 26, 2009, 5 to 7 p.m.</p>	<p><u>MPAC Meeting</u> September 9, 2009, 5 to 7 p.m.</p> <ul style="list-style-type: none"> • Discuss preliminary draft Regional Transportation Plan elements
<p><u>MPAC Meeting – Possible Joint Meeting with IPACT</u> September 23, 2009, 5 to 7 p.m.</p> <ul style="list-style-type: none"> • Introduce Integrated Making the Greatest Place package 	<p><u>MPAC Meeting</u> October 14, 2009, 5 to 7 p.m.</p>
<p><u>MPAC Meeting</u> October 28, 2009, 5 to 7 p.m.</p> <ul style="list-style-type: none"> • Introduce and discuss draft Regional Transportation Plan and public comments received 	<p><u>November 11 (Veteran’s Day Holiday - meeting cancelled)</u></p>

MPAC Meeting – Special meeting date – regular meeting date falls on Thanksgiving eve)

November 18, 2009, 5 to 7 p.m.

- MPAC recommendation to Metro Council on draft Regional Transportation Plan pending final findings and conformity (action)
- Introduce resolution to authorize IGAs to designate urban and rural reserves
- Introduce resolution accepting regional range forecast and urban growth report

MPAC Meeting

December 9, 2009, 5 to 7 p.m.

- MPAC recommendation to Metro Council on resolution accepting regional range forecast and urban growth report (action)
- MPAC recommendation to Metro Council on resolution to authorize IGAs to designate urban and rural reserves (action)



METRO POLICY ADVISORY COMMITTEE
May 13, 2009
Metro Regional Center, Council Chambers

MEMBERS PRESENT

Tom Brian, Chair
Shane Bemis, Vice Chair
Pat Campbell
Jody Carson
Amanda Fritz
Jack Hoffman
Carl Hosticka
Dick Jones
Richard Kidd
Charlotte Lehan, Second Vice Chair
Robert Liberty
Don McCarthy
Alice Norris
Rod Park
Michelle Poyourow
Dilafruz Williams

AFFILIATION

Washington Co. Commission
City of Gresham, representing the Multnomah Co. 2nd Largest City
City of Vancouver
City of West Linn, representing Clackamas Co. Other Cities
City of Portland
City of Lake Oswego, representing Clackamas Co. Largest City
Metro Council
Clackamas Co. Special Districts
City of Forest Grove, representing Washington Co. Other Cities
Clackamas Co. Commission
Metro Council
Multnomah Co. Special Districts
City of Oregon City, representing Clackamas Co. 2nd Largest City
Metro Council
Multnomah Co. Citizen
Governing Body of School Districts

MEMBERS EXCUSED

Sam Adams
Ken Allen
Richard Burke
Nathalie Darcy
Dennis Doyle
Robert Kindel
Wilda Parks
Steve Stuart
Judy Shiprack
Rick VanBeveren
Mike Weatherby
Richard Whitman
Jerry Willey

AFFILIATION

City of Portland
Port of Portland
Washington Co. Special Districts
Washington Co. Citizen
City of Beaverton, representing Washington Co. 2nd Largest City
City of North Plains, City in Washington Co. outside UGB
Clackamas Co. Citizen
Clark Co., Washington Commission
Multnomah Co. Commission
TriMet Board of Directors
City of Fairview, representing Multnomah Co. Other Cities
Oregon Dept. of Land Conservation & Development
City of Hillsboro, representing Washington Co. Other Cities

ALTERNATES PRESENT

Jim Kight
Aron Carleson
Dresden Skees-Gregory

AFFILIATION

Multnomah County Other Cities
Washington Co. Other Cities
Washington County Citizen

STAFF

Andy Cotugno, Robin McArthur, Chris Deffebach, John Williams, Malu Wilkinson, Marcia Sinclair, Sherry Oeser, Andy Shaw, Stephan Lashbrook, Randy Tucker, Kayla Mullis and Kelsey Newell.

1. CALL TO ORDER AND DECLARATION OF A QUORUM

Chair Tom Brian declared a quorum and called the meeting to order at 5:11 p.m.

2. SELF INTRODUCTIONS AND COMMUNICATIONS

Committee members and audience members introduced themselves.

Chair Brian announced that staff has drafted and will circulate an amendment to change the MPAC Bylaws to allow a special services district seat on MTAC.

3. CITIZEN COMMUNICATIONS ON NON-AGENDA ITEMS

There were none.

4. CONSENT AGENDA

Approval of MPAC Minutes from April 22, 2009

MOTION: Mayor Alice Norris moved, and Mayor Richard Kidd seconded, to approve the MPAC minutes from April 22, 2009.

ACTION TAKEN: With all in favor, the motion passed.

5. COUNCIL UPDATE

Mr. Robert Liberty announced that the Metro organized trip to Vancouver, B.C. will be postponed until September.

6. ACTION & INFORMATION/ DISCUSSION ITEMS

6.1 Frame Investment Choices: Introduce Concept of Integrating Investments

Ms. Robin McArthur of Metro briefed the committee on framing investment choices and introduced the concept of integrating investments. Investments are the mechanism for bringing together all of the different tracts of Making the Greatest Place, including Local Aspirations. We are currently in Phase 3 of the Making the Greatest Place process and are focused on refining choices so that we can inform decisions concerning the Regional Transportation Plan (RTP), Urban and Rural Reserves, and investments.

Through the Local Aspirations process Metro staff has created an activity spectrum and amenities list that can be applied to each jurisdiction. In the Local Aspiration process jurisdictions were also asked to identify the kinds of investments that are necessary for realizing local aspirations. Jurisdictions responded that urban form, transportation and other local investments are needed through a combined local and regional effort to support local aspirations. Amber Glen is an example of an area that is using combined regional and local actions to support development.

We are in the process of prioritizing tracts in the RTP and would encourage jurisdictions to align local aspirations with investment tools in the forthcoming RTP and High Capacity Transit (HCT).

6.2 Preliminary Employment Urban Growth Report and Employment Land Choices

Councilor Carl Hosticka of Metro and Mr. Eric Hovee of E.D. Hovee and Co. briefed the committee on the preliminary Urban Growth Report (UGR). This UGR will use an outcome-based approach to focus on maintaining economic vitality and competitiveness among other things. The range forecast illustrates projections for the seven-county area in the next 20 years accompanied with a 45 year history for context.

This portion of the UGR focuses on employment demand and capacity analysis. A range is used in order to recognize unpredictable factors that could come into play throughout the 20 year projection period. Both the demand and capacity analysis recognize differences in employment subareas and use building space as a unit of measurement, which will help in reconciling the demand and capacity analysis results. Industrial and non-industrial capacities have been forecasted together and separately to better understand the needs for each sector.

The committee discussed:

- Focus on looking at the *type* of buildings that can accommodate employment growth;
- How industrial vacancies are accounted for in the projection;
- Capitalizing on regional benefits through marketing points;
- Importance of having land supply and facilities ready for specialized interest that may come to the region-
 - Need for an administrative tool that works in our political and legal framework to make this possible;
- Maintaining services to current employers while attempting to attract new ones;
- Push factors for migrating to higher density structures;
- Recognizing amenities connections in addition to land connections when identifying employment needs;
- Protecting agriculture land;
- Forming subcommittees to address policy questions;
- New tendency for industries to locate close to their market.

Mr. Andy Cotugno of Metro suggested that MPAC departmentalize policy questions based on the following three parts:

- Does the committee agree with the basic presentation and information of the preliminary report?
- Can we get all the utility we need out of land that is already in the UGB, based on industrial and non-industrial range charts?
- How do we accommodate niche or large-lot and unpredictable land needs?

Staff suggested a subcommittee be established to further discuss large-lot industrial needs.

6.3 Construction Excise Tax Renewal

Mr. Andy Shaw of Metro briefed the committee on the construction excise tax (CET) renewal. The CET was originally established to provide funding for new area planning that is added to the Urban Growth Boundary (UGB) and ready for development. The expiration date for the CET is tied to a specific revenue amount and is expected to expire sometime in the fall of 2009. The current tax rate is .12% of the permit costs and funds are distributed through funding grants and reimbursements.

The sunset is approaching on the CET and the question of whether to extend it will come to the Metro Council soon. Due to the passage of Senate Bill 1036, if the CET is not renewed now there will not be an opportunity to recreate it until 2018.

A CET advisory group has been formed to analyze the renewal possibility and process. The group suggests extending the program with the same tax structure for 5 more years with two rounds of grant applications for funds during that period. A screening committee will grant funding based on a set of criteria that will guide how funding should be used. The group recommends targeting existing areas that can display on-the-ground outcomes from funding use, that have significance to the region and that demonstrate geographic equity. The advisory group has also suggested withholding funding from projects that have already received funding under the current CET.

The committee then discussed:

- Clarification that projects that have not started yet but were awarded funds will still receive them under the current CET;
- Question of reasoning for not allowing projects already receiving funds to apply for further funding-
 - The suggestion is based on need for geographic equity and concern that funding did not lead to on-the-ground development;
- Question of credibility if we go back on word to construction industry that the tax would expire.

The committee agreed to approve the direction of the CET advisory group with the suggestion that funding be awarded based on merit regardless of whether a project has received CET

funding in the past. This issue will be back for MPAC consideration and a recommendation to the Metro Council at the May 27th meeting.

7. ADJOURN

Chair Brian adjourned the meeting at 6:59 p.m.

Respectfully submitted,



Kayla Mullis
Recording Secretary

ATTACHMENTS TO THE PUBLIC RECORD FOR MAY 13th 2009

The following have been included as part of the official public record:

ITEM	DOCUMENT TYPE	DOC DATE	DOCUMENT DESCRIPTION	DOCUMENT No.
--	Agenda	5/13/09	<i>Revised</i> Agenda for MPAC meeting on May 13 th 2009	051309m-01
6.1	Power Point	5/13/09	Framework for integrating regional and local investments	051309m-02
6.1	Handout	4/15/09	Tansasborne-Amber Glen: Area Planning Timeline	051309m-03
6.2	Power Point	5/13/09	Preliminary Employment Urban Growth Report	051309m-04
6.2	Report	May 09'	2009-2030 Preliminary Urban Growth Report	051309m-05
6.2	Executive Summary	May 09'	2009-2030 Preliminary Urban Growth Report- Executive Summary	051309m-06



Date: May 11, 2009

To: Metro Policy Advisory Committee

From: Robin McArthur AICP, Planning & Development Director

R. McArthur
Re: New MTAC Member for MPAC Consideration

Per MPAC bylaws Article IV, Section C, applicable to the Metro Technical Advisory Committee, "each jurisdiction or organization named shall annually notify MPAC of their nomination. MPAC may approve or reject any nomination. Revision of the membership of MTAC may occur consistent with MPAC bylaw amendment procedures..."

Multnomah County wishes to nominate Jane McFarland as their primary member effective June 2009. Chuck Beasley remains as the first alternate and Karen Schilling remains as the second alternate.

If you have any questions or comments about this nomination, do not hesitate to contact me.

Thank you.



DEPARTMENT OF COMMUNITY SERVICES
MULTNOMAH COUNTY OREGON

Land Use and Transportation Program
1600 SE 190th Avenue
Portland, Oregon 97233-5910
(503) 988-3043


May 11, 2009

Robin McArthur
Metro
Regional Planning Division
600 NE Grand Ave
Portland OR 97232-2736

Dear Robin,

As required by the MPAC bylaws, each jurisdiction nominates a representative and an alternate to participate on the MTAC each calendar year. Due to the resignation of Derrick Tokos, MTAC representative, Multnomah County needs to reappoint our MTAC representative and alternates. Effective in June, and for the remainder of 2009, our representative will be Jane McFarland. Chuck Beasley will remain the first alternate, and I will remain as the second alternate.

Thank you for your consideration of this matter.


Karen Schilling
Multnomah County Planning Director

cc: Paulette Copperstone

MPAC Worksheet

Agenda Item Title: Construction Excise Tax

Presenter: Andy Shaw

Contact for this worksheet/presentation: Andy Shaw

Council Liaison Sponsor: Robert Liberty

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

Information	_____
Update	___X___
Discussion	_____
Action	___X___

MPAC Target Meeting Date: May 27th, 2009

Amount of time needed for: 30 minutes

Presentation ___10 min. ___

Discussion ___20 min. ___

Purpose/Objective

Metro Council will be considering an extension of the Construction Excise Tax (CET), which has funded comprehensive planning in urban growth boundary (UGB) expansion areas. The purpose of this presentation is to provide an update and solicit a recommendation from MPAC.

Action Requested/Outcome

MPAC recommendation for Metro Council consideration on the extension of the CET to provide ongoing funding for planning in existing areas within the UGB, future UGB expansion areas, and future urban reserve areas.

Background and context:

In 2006, Metro established a CET to fund planning to support development. Grants were allocated to local jurisdictions to complete Urban Growth Management Functional Plan (UGMFP) mandated planning for 2002-2005 UGB expansion areas. The ordinance establishing the CET is set to sunset when Metro certifies receipt of \$6.3 million in total revenues.

In 2007, the Oregon Legislature enacted Senate Bill 1036, which authorized school districts to levy a construction excise tax on new residential, commercial, and industrial construction to pay for school facility construction. However, the bill also prohibited the establishment of new construction excise taxes by other local governments. The state preemption expires in 2018. Existing CETs are “grandfathered” in – the local preemption does not apply to any tax “that is in effect as of May 1, 2007, or to the extension or continuation of such a tax, provided that the rate of tax does not increase from the rate in effect as of May 1, 2007”. Thus, state law allows Metro to continue levying a CET so long as the rate does not change.

However, if the tax is allowed to sunset, SB 1036 would prohibit the re-institution of an excise tax until 2018.

As the CET sunset approaches, Metro has convened an advisory group to consider extending the tax to support a broad spectrum of planning needs throughout the region. This group will make recommendations to Metro's Chief Operating Officer on whether to continue the program, and if so, what types of planning to fund, and how to distribute funds.

What is the schedule for future consideration of item

Metro Council: June 4 and June 11, 2009

MPAC Worksheet

Agenda Item Title (include ordinance or resolution number and title if applicable): High Capacity Transit System Plan, Res. No. 09-4052 For the Purpose of Accepting the Regional High Capacity Transit System Tiers and Priorities, Policy Amendments and System Expansion Policy Framework for Addition to the 2035 Regional Transportation Plan, State Component

Presenter: Tony Mendoza x1726

Contact for this worksheet/presentation: Jenn Tuerk x1756

Council Liaison Sponsor: Councilor Collette

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

Information	<u> X </u>
Update	<u> </u>
Discussion	<u> X </u>
Action	<u> </u>

MPAC Target Meeting Date: May 27, 2009

Amount of time needed for:

Presentation 55 mins

Discussion

Purpose/Objective (what do you expect to accomplish by having the item on *this meeting's* agenda):
(e.g. to discuss policy issues identified to date and provide direction to staff on these issues)

- Proposed tiers for project prioritization
- Proposed System Expansion Policy that establishes a process for advancement of projects over time, and which provides a process to select top tier projects to advance into the federal project development process
- The second draft of Resolution 09-4052, for adoption of Regional High Capacity Transit System Plan into the Regional Transportation Plan. This resolution is scheduled to be adopted by MPAC in June and Metro Council in July.

Action Requested/Outcome (What action do you want MPAC to take at *this meeting*? State the *policy* questions that need to be answered.) None at this time.

Background and context:

What has changed since MPAC last considered this issue/item?

Metro Council and JPACT adopted the screened corridors and evaluation criteria, which was approved by MPAC on January 14, 2009. The evaluation criteria have been applied to the screened corridors. The HCT TPAC/MTAC Subcommittee has reviewed three versions of the Detailed Evaluation Report (copy of third draft included in packet).

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

What is the schedule for future consideration of item (include MTAC, TPAC, JPACT and Council as appropriate):

- May 27, 2009: MPAC – Discuss recommended technical and public priorities and draft plan
- May 29, 2009: TPAC – Recommend HCT plan to JPACT (action)
- June 3, 2009: MTAC – Recommend HCT plan to MPAC (action)

- June 10, 2009: MPAC – Recommend HCT plan to Council for incorporation into the RTP (action)
- June 11, 2009: JPACT – Recommend HCT plan to Council for incorporation into the RTP (action)
- June 23, 2009: Metro Council work session
- July 2, 2009: Metro Council – Adoption of High Capacity Transit System Plan for incorporation into the RTP



Metro | Memo

Date: May 19, 2009
To: Metro Council
From: Dick Benner
Cc: Robin McArthur, John Williams
Re: Growth projections and distributions

This memo responds to recent discussions regarding growth projections and distributions and Metro's role in regional population coordination.

Overview

Metro recently released a preliminary draft urban growth report. The draft report presents range projections about how and where growth might occur in future. To create the draft range projections, Metro staff put data and assumptions about *current* policies and investments, *past* performance, *possible* future trends and advice from a wide variety of stakeholders into the MetroScope model.

Because the assumptions are based on *current* policies and investment strategies and *initial* assumptions about future trends, they are only a *starting point* for regional discussions. Metro's intent in releasing the draft range projections in preliminary form is to inspire and engage the region in making choices about the future and about how we can best invest our limited resources to build great communities.

As the region discusses and narrows the range of future policy and investment choices, Metro staff will continue to use MetroScope's forecasting abilities to test the effects and narrow the range projections. When a final set of regional choices and investment levels has achieved agreement, a final MetroScope analysis will provide a more specific distribution of population, housing and employment needs to cities and counties in the region.

With the release of the preliminary urban growth report information, Metro staff can create a range projection about the need for future urban reserves. The range reserves forecast would help the Reserves Steering Committee develop its recommendations and will also focus regional discussion about future investments and policies.

Population Coordination – Metro's Role

The state planning coordination statute¹ and Metro's own statute² charge Metro with ensuring coordination among local government land use and transportation planning efforts in the Portland region. The Legislature amended the coordination statute in 1995 to clarify that planning coordination includes coordination of population forecasts.³ Metro is responsible for developing a

¹ ORS 195.025

² ORS 268.380

³ ORS 195.036

forecast for the region and ensuring coordination among that forecast and the forecasts of cities and counties (portion within Metro district).

State law requires Metro to develop a new forecast every five years as part of an assessment of the capacity of the UGB to accommodate the next 20-years' worth of growth. Metro then uses the forecast as an "input" into MetroScope, together with many other inputs (current zoning; planned transportation investments; etc.). MetroScope accounts for market forces and distributes the forecasted housing units and employment across the region to reflect the current inputs. The region can decide to revise the inputs. For example, the region can decide to invest in high-capacity transit in certain locations. With such new inputs, MetroScope will re-distribute new housing units and employment to reflect the effects of the investments on the market (as limited by zoned capacity).

Metro has recently completed MetroScope runs with the "current policy" inputs of the preliminary Urban Growth Report (residential). One run uses the high end of the population range forecast, another uses the low end. Each of these runs presents a different distribution of new housing units and employment. During the next year or so, Metro will use new MetroScope runs to test the effects of new policy inputs suggested by the region's local governments to compare effects of the policies in achieving the "Making the Greatest Place" outcomes, "Characteristics of a Successful Region."

Before the end of 2010, the Metro Council will choose new policy inputs (from among a range of possibilities, from investments in Centers and Corridors to expansions of the UGB) and feed them into a final MetroScope run. Adoption of these new policy inputs, together with the distribution of new housing units and employment made by this run, will fulfill Metro's population and planning responsibilities under state law.

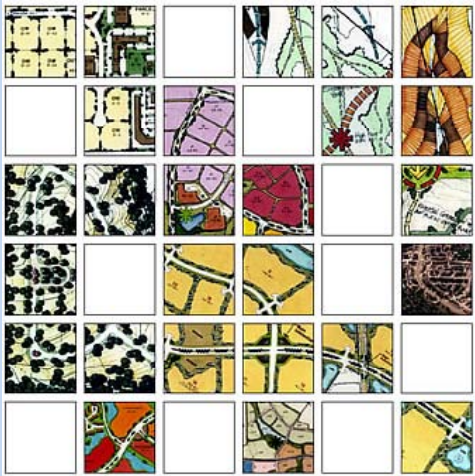
There has been some confusion about the relationships between the UGR and Metro's population coordination responsibilities. The recently-released UGR (residential) is an accounting of the capacity of the existing UGB to accommodate the forecasted housing and employment growth. It assumes existing policies and extends them through the planning period (20 years). Changes to the assumptions in the UGR (e.g., a higher "refill" rate to reflect new policies on investments) will influence the distribution, but it is a MetroScope run that will tell us where housing units and employment are likely to go as a result of the changed assumptions.

Another frequent question relates to the role of Table 3.07-1 in Title 1 of Metro's Urban Growth Management Functional Plan. This table and accompanying text implements the 2040 Growth Concept by requiring each city and county to maintain a specified amount of zoned capacity for housing and employment. For housing, the number for each city and county in Table 3.07-1 represents the cumulative minimum residential capacities⁴ of all its residential zones. In most cases, however, these zones also have *maximum* capacities that exceed the minimum capacities. MetroScope analyses and policy discussions underway focus on understanding how much of that *maximum* zoned capacity will be converted into actual development in the future, and will yield a more refined analysis of development potential. This analysis may lead the Metro Council to revise Title 1 and Table 3.07-1.

Please contact me if you have any questions about this memo.

⁴ Title 1 requires each city and county to establish the minimum number of dwelling units allowed in each zone that allows residential use. 3.07.140A.

Materials following this page were distributed at the meeting.



Construction Excise Tax

Funding Planning in the Region

May 27th, 2009

Construction Excise Tax

Advisory Group Recommendations

Extend the CET

Maintain Same Purpose:

- *To fund “regional and local planning that is required to make land ready for development after its inclusion into the Urban Growth Boundary”.*

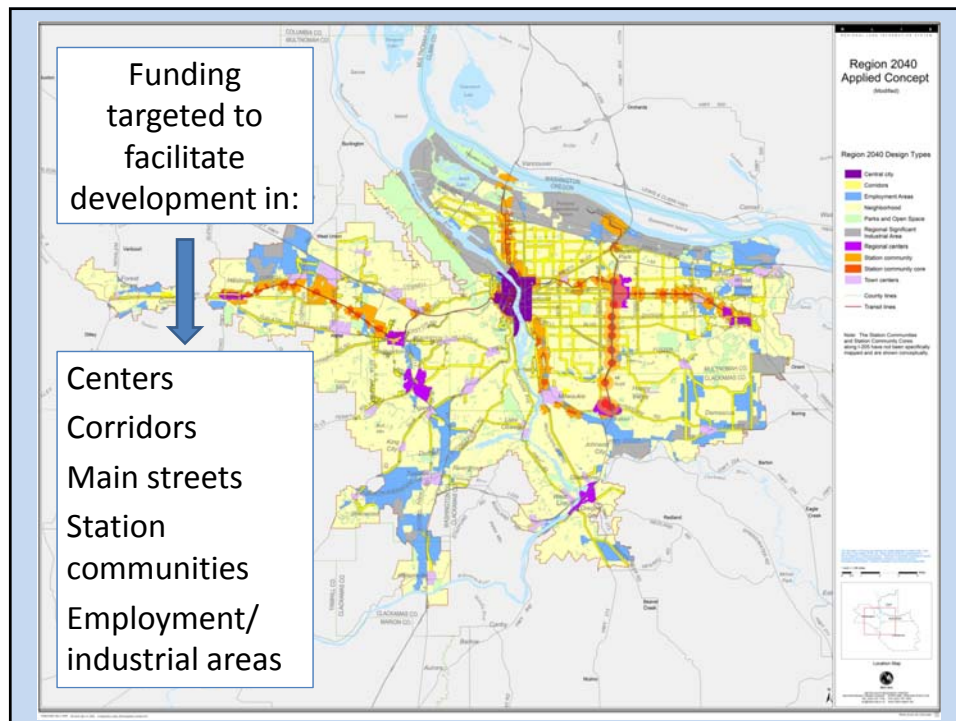
Construction Excise Tax

Expand Allocation of Funds:

- Areas that have already in the UGB;
- Future UGB expansion areas; and
- Urban reserve areas before inclusion in the UGB.

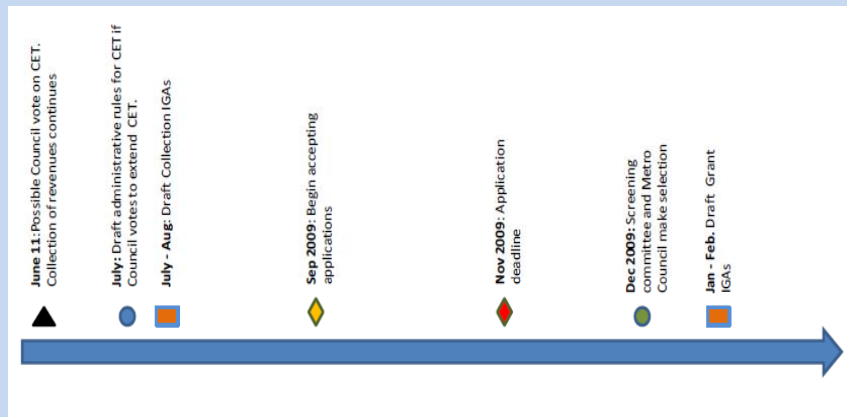
Establish Criteria:

- Achieve on-the-ground development
- Regionally significant
- Maintain equity
- Leverage public & private investment
- Target funding to 2040 development goals



Draft Timeline

CET Extension & First Grant Cycle



Key Questions For MPAC

Should the Metro Council extend the existing CET ordinance, and maintain authority to collect CET revenues?

Should the CET fund planning within the UGB, in expansion areas, and reserve areas, in support of 2040 Growth Concept development outcomes?

CET Advisory Group Recommendations **Revised – May 26, 2009**

Tax Structure

Maintain the same tax rate, remove or revise the sunset.

Rate: 0.12% (unchanged)

Floor: \$100,000 (unchanged)

Ceiling: \$10,000,000 (unchanged)

Sunset: Extend the sunset for a 5-year cycle to raise \$7-\$10 million. Create a sunset or mandatory re-assessment after this second cycle.

Exemptions: 501(c)(3) affordable housing projects are exempt (unchanged).

Administrative Fee: 5% for collecting jurisdictions (unchanged), 2.5% for Metro

Process

Screening Committee

Create a new screening committee to assess applications for funding and bring recommendations to the Metro Council.

Funding process & amounts

Funding to be provided as grants for prospective projects, not reimbursements of expenses already incurred. The screening committee will evaluate planning applications and assess funding levels for the applications.

Two Grant Cycles

Grants would be allocated in two application cycles, one at the beginning of the five-year period, and another two years into the five-year period.

Purpose

Maintain the existing purpose of providing “funding for regional and local planning that is required to make land ready for development after its inclusion in the Urban Growth Boundary” to help implement the requirements of the Urban Growth Management Functional Plan (unchanged). Allocate funding for the planning activities described below, using the principles articulated under “guiding principles”:

- *Existing Area Planning:* Place an emphasis on planning activities in existing areas inside the UGB
- *Urban Reserve Planning:* Future urban reserve areas would be eligible for grant funding to conduct concept planning.
- *Expansion Area Planning:* Future UGB expansion areas would be eligible for grant funding to conduct concept and/or comprehensive planning.
- *New Area Set Aside:* Create a set-aside of collected revenues to fund planning in urban reserve and expansion areas.

Guiding Principles

Expected Development Outcomes

Applications weighed on ability to achieve on-the-ground development/redevelopment outcomes.

Regionally Significant

Priority give to projects that clearly identify benefit to the region in achieving established regional development goals and outcomes. The region's development goals, expressed in the 2040 Growth Concept and the six Desired Outcomes adopted by the region to guide future planning, include:

- People live and work in vibrant communities where they can choose to walk for pleasure and to meet their everyday needs.
- Current and future residents benefit from the region's sustained economic competitiveness and prosperity.
- People have safe and reliable transportation choices that enhance their quality of life.
- The region is a leader in minimizing contributions to global warming.
- Current and future generations enjoy clean air, clean water and healthy ecosystems.
- The benefits and burdens of growth and change are distributed equitably.

Target funding towards planning that facilitates development in:

- Centers
- Corridors/Main Streets
- Station Centers
- Employment & Industrial Areas

Equity

Equitable distribution of funds based on collections of revenues and past funding.

Equitable distribution of funds based on planning resource needs.

Leverage/Matching Potential

Applications which leverage outcomes across jurisdictions and service providers, and that have opportunities for additional private/public investment will be given priority.

Focus

Avoid spreading funding broadly and thinly. Instead, fund a set of larger projects to leverage more substantial outcomes for the region.

Draft Motion on Continuation of the CET
MPAC Wednesday, May 27, 2009

The Metro Policy Advisory Committee (MPAC) endorses the extension of the existing CET ordinance for the purpose of funding grants for planning areas inside the urban growth boundary (UGB), future expansion areas, and urban reserves, with an emphasis on planning projects that advance the 2040 Regional Framework Plan and result in on-the-ground development.

CET Revenue Collections and Grants To Date by Jurisdiction				
Jurisdiction	Collection to Date*	% of Total Collection	Grant Awarded	% of Total Grant Funds
Beaverton	\$239,327.00	4%	\$3,750	0%
Clackamas County	\$461,097.95	8%	\$202,701	3%
Cornelius	\$20,183.00	0%	\$25,500	0%
Damascus	\$0.00	0%	\$524,724	8%
Durham	\$1,177.00	0%		
Fairview	\$26,134.60	0%		
Forest Grove	\$95,734.00	2%	\$8,422	0%
Gresham	\$314,163.18	6%	\$1,067,129	17%
Happy Valley	\$175,480.00	3%	\$168,631	3%
Hillsboro	\$621,142.90	11%	\$532,500	8%
King City	\$29,296.67	1%		
Lake Oswego	\$131,789.87	2%		
Milwaukie	\$22,713.41	0%		
Multnomah County	\$0.00	0%	\$202,500	3%
Oregon City	\$180,970.75	3%	\$702,000	11%
Portland	\$2,026,781.00	36%		
Sherwood	\$96,557.02	2%	\$376,964	6%
Tigard	\$169,418.52	3%		
Troutdale	\$64,215.79	1%		
Tualatin	\$182,221.00	3%	\$83,101	1%
Washington County	\$489,892.79	9%	\$2,397,478	38%
West Linn	\$93,084.16	2%		
Wilsonville	\$150,740.58	3%		
Wood Village	\$11,648.63	0%		
Total	\$5,603,769.82	100%	\$6,295,400	100%

Note: Multnomah County and Damascus did not enter into IGAs with Metro for the collection of CET revenues.

A grant of \$365,278 was awarded for the planning of Coffee Creek 2 which will be a joint effort by Washington County, Clackamas County, Tualatin, or Willsonville. For the purposes of this table, the funds are shown as allocated to Washington County.

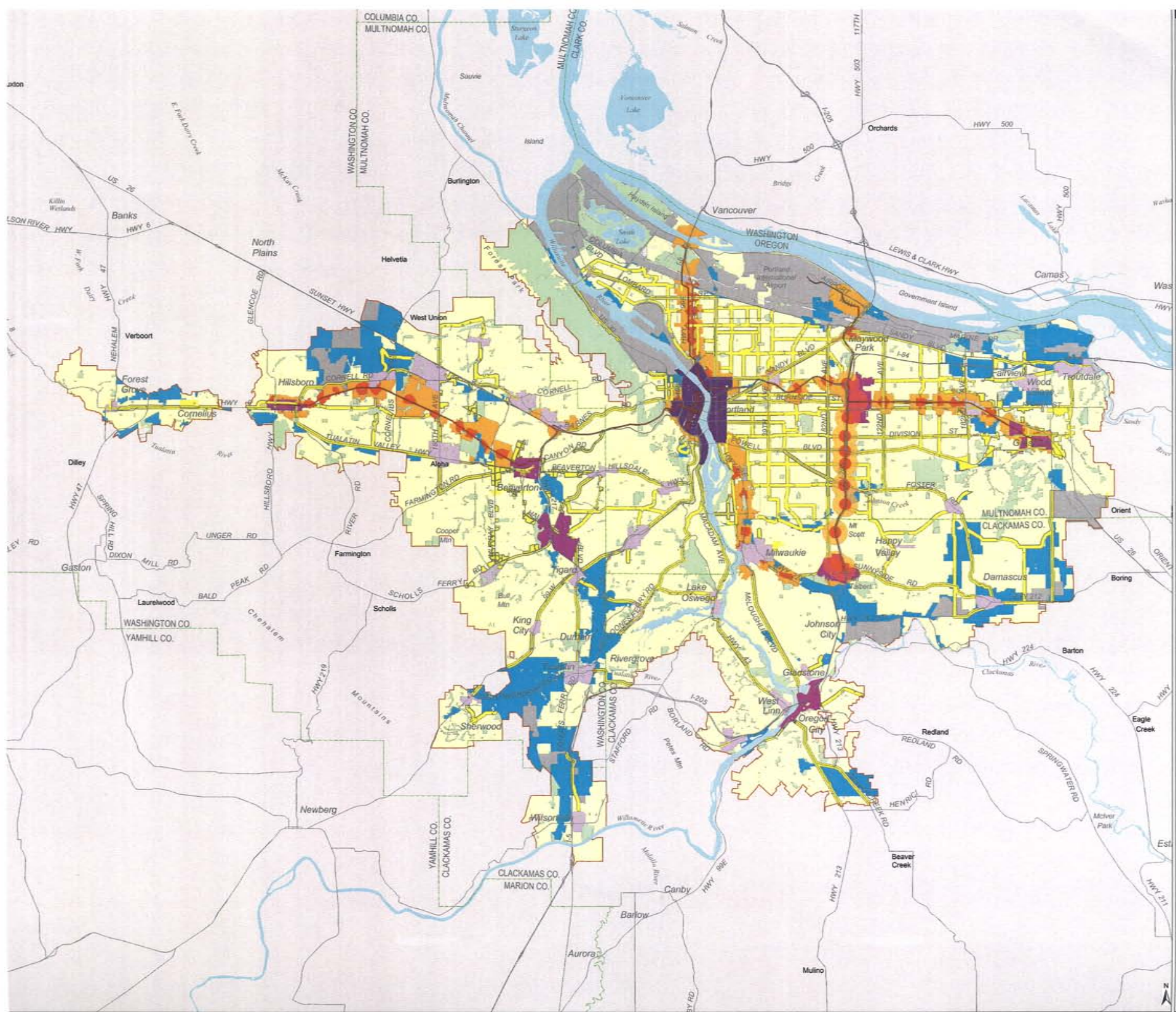
Region 2040 Applied Concept

(Modified)

Region 2040 Design Types

- Central city
- Corridors
- Employment Areas
- Neighborhood
- Parks and Open Space
- Regional Significant Industrial Area
- Regional centers
- Station community
- Station community core
- Town centers
- County lines
- Transit lines

Note: The Station Communities and Station Community Cores along I-205 have not been specifically mapped and are shown conceptually.



The information on this map was prepared from GIS data provided by the Metro Regional Data Resource Center. The information on this map is for informational purposes only and does not constitute a guarantee of accuracy. The information on this map is for informational purposes only and does not constitute a guarantee of accuracy. The information on this map is for informational purposes only and does not constitute a guarantee of accuracy.



MPAC Worksheet

Agenda Item Title: Introduction of "Investments in Greatest Places" Matrix documenting local and regional actions for meeting the 20-year land supply requirement

Presenter: Chris Deffebach

Contact for this worksheet/presentation: Chris Deffebach

Council Liaison Sponsor:

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

Information

Update

Discussion

Action

MPAC Target Meeting Date: May 27, 2009

Amount of time needed for:

Presentation 10

Discussion 20

Purpose/Objective (what do you expect to accomplish by having the item on *this meeting's* agenda):

The first objective is to make more explicit the Metro Council's intent to link local aspirations, decisions about transportation investments and the need for urban and rural reserves and UGB expansions by showcasing a proposed Investments in Greatest Places Matrix.

The second objective is to obtain feedback and direction on the Metro Council's intent and on refining the matrix.

Action Requested/Outcome (What action do you want MPAC to take at *this meeting*? State the *policy* questions that need to be answered.)

- Confirm the importance of linking transportation and other investments and land use decisions with local aspirations.
- Approve continued work on the matrix and the use of the matrix for informing regional decisions about local and regional actions and investments and land use.

Background and context:

Beginning this fall and extending into 2010, MPAC has important recommendations to make regarding:

- RTP investment principles and priorities,
- Strategies to meet 20- year employment and household capacity needs and how to plan for those needs within a range forecast that reflects uncertainties, and
- Size and location of urban and rural reserves.

To support the desired outcomes for the region, these recommendations need to be made in a way that supports sustainability and focuses on efficiency and effectiveness. Investments made in the right places and in partnerships can leverage private investments and help communities achieve their aspirations. Helping communities implement their aspirations will support the 2040 Growth Concept and help meet the region's capacity needs.

MPAC members do not always know the aspirations of other communities, the local actions taken or planned to achieve those aspirations or the role that regional investments play, yet their recommendations affect these aspirations. The matrix is a tool to help demonstrate these linkages and prepare MPAC for making recommendations for Making the Greatest Place.

What has changed since MPAC last considered this issue/item?

MPAC has considered the different parts of the Making the Greatest Place throughout the past year. At their last meeting MPAC saw a more conceptual form of this matrix that showed regional and local actions and the link between these actions and the vibrant communities that are active 18 hours a day or more that communities aspire to develop. The matrix presented on May 27th carries this initial concept to the next stage.

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

Presentaion materials will be distributed at the meeting.

What is the schedule for future consideration of item (include MTAC, TPAC, JPACT and Council as appropriate):

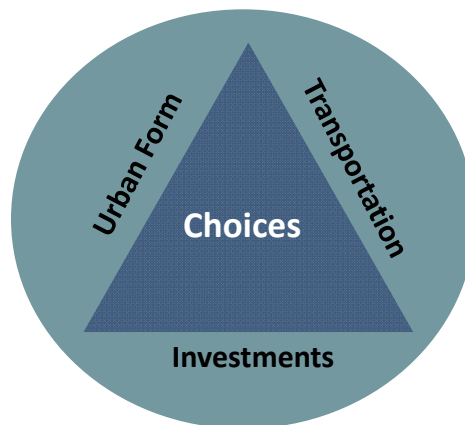
Staff will bring a more fully developed matrix to MPAC in June and in July review as a tool to understand growth forecasts under existing policy assumptions and potential growth forecasts with targeted local and regional actions. After September, MPAC will be asked to endorse a recommendation for the Urban Growth Report, Regional Transportation Plan and Reserves and will be asked to continue to reference the matrix as a tool . JPACT will consider the matrix as it relates to transportation priorities, as well. MTAC and TPAC will help refine the matrix.

Linking regional and local actions with local aspirations

MPAC

May 27, 2009

Investments are needed to support aspirations



Regional and local actions are needed to support aspirations

Regional actions

Local actions

Metro

Leveraging investments achieves more

Regional actions

8 hours

12 hours

18 hours

24 hours

Local actions

Metro

Example: Amber Glen Regional and local actions



Regional

Local

Investing in Great Places matrix
Achieving local aspirations through strategic regional and local investments

Metro | Making the greatest place
DRAFT

Local aspiration profile	Regional investment actions							Shared responsibilities										Private actions
	Activity level goal	Additional development goal	Transit	Highways and Arterials	Transportation system management	Regional Travel Options	Transit Oriented Development	Grants	Regional Greenspaces	Enhanced Pedestrian, Bike and Trail Environment	Other Infrastructure	Local streets and connectors	Supportive Code	Parking Strategies	Financial Incentives	Direct Project Incentives	Local Greenspaces	Collaboration
Hillsboro Amber Glen Proposed Regional Center	18	20,000 housing units 14,000 jobs																
Hillsboro Downtown Regional Center	18	20,000 housing units 15,000 jobs																
Tigard community Town Center	18	2,000 housing units 1.5 Million square feet of office/retail/employment																
Oregon City Downtown Regional Center	n/a																	
Columbia-Cascade River district Employment Area	n/a	50,000 jobs																
SE 82nd Avenue Corridor Main Street	n/a																	

Legend
Proposed (The icon is solid)
Existing (The icon is hollow)

Metro

Desired Regional Outcomes **(adopted by resolution)**

1. People live and work in vibrant communities where they can choose to walk for pleasure and meet their everyday needs.
2. Current and future residents benefit from the region's sustained economic competitiveness and prosperity.
3. People have safe and reliable transportation choices that enhance their quality of life.
4. The region is a leader in minimizing contributions to global warming.
5. Current and future generations enjoy clean air, clean water and healthy ecosystems.
6. The benefits and burdens of growth and change are distributed equitably.

Investing in Great Places matrix

Achieving local aspirations through strategic regional and local investments

Local aspiration profile			Regional investment actions							Shared responsibilities		Local actions					Private actions	
Activity level goal	Additional development goal		Transit	Highways and Arterials	Transportation system management	Regional Travel Options	Transit Oriented Development	Grants	Regional Greenspaces	Enhanced Pedestrian, Bike and Trail Environment	Other Infrastructure	Local streets and connectors	Supportive Code	Parking Strategies	Financial incentives	Direct Project Incentives	Local Greenspaces	Collaboration
Hillsboro Amber Glen Proposed Regional Center	18 <small>hour community</small>	24,000 Housing Units 14,000 Jobs																
Hillsboro Downtown Regional Center	18 <small>hour community</small>	20,000 Housing Units 15,000 Jobs																
Tigard community Town Center	18 <small>hour community</small>	2,500 Housing Units 1.9 Million Square Feet of office/retail/employment																
Oregon City Downtown Regional Center	n/a <small>hour community</small>	n/a																
Columbia-Cascade River district Employment Area	n/a <small>hour community</small>	32,500 Jobs																
SE 82nd Avenue Corridor/ Main Street	n/a <small>hour community</small>	n/a																

Legend

Proposed
(The icon is solid)

Existing
(The icon is hollow)

Investing in Great Places matrix definitions DRAFT

Local aspiration profile	Regional investment actions	Shared responsibilities	Local actions	Private actions
<p>2040 Design: Existing 2040 Growth Concept design type</p> <p>Activity level goal: Level of activity identified in local aspiration submission</p> <p>Additional development goal: additional development identified in local aspiration submission</p>	<p>Regional Investment Actions: Existing or proposed investments largely using regional funds</p> <p>Transit: HCT, bus services, streetcar, or facilities including park and ride and transit center</p> <p>Highways and arterials: New capacity, new access, including interchange access, safety improvements</p> <p>Transportation system management: Access management, signal optimization or other efforts that increase capacity of the existing system</p> <p>Regional Travel Options: Transportation Management Associations, targeted marketing and other efforts that reduce vehicular demand</p> <p>Transit Oriented Development: Metro investments in TOD projects</p> <p>Grants: Brownfield assessment grants, nature in Neighborhood grants or other regional grant programs, including Construction Excise Tax grants</p> <p>Regional Greenspaces: Regional parks, natural areas and trails</p>	<p>Shared Responsibilities: Local, Regional and other partnership funding</p> <p>Enhanced pedestrian, bicycle and trail environment: Landscaping, median or curb extensions, sidewalks, bikeways, boulevard retrofit, trails</p> <p>Other Infrastructure: Sewer, water, schools</p>	<p>Local Actions: Existing or proposed actions largely requiring local investments</p> <p>Local streets and connectors: New connections, new capacity, realignments</p> <p>Supportive code: Mixed use zoning or multi-family zoning in centers, streamlined or other process efficiencies, density bonus</p> <p>Parking strategies: Shared parking, reduced minimum or maximums, structured or metered parking</p> <p>Financial incentives: Urban renewal, general fund contributions, local improvement districts, business improvement districts, enterprise zones, SDC credits or variable SDC, vertical tax housing zone</p> <p>Direct project incentives : Innovations and outreach that involve property owner engagement, acquisition, marketing, joint development, storefront or main street programs</p> <p>Local greenspaces: Local parks, trails and natural areas</p>	<p>Collaboration: Active property owner partnership with public sector</p>

MPAC Worksheet

Agenda Item Title (include ordinance or resolution number and title if applicable): High Capacity Transit System Plan, Res. No. 09-4052 For the Purpose of Accepting the Regional High Capacity Transit System Tiers and Priorities, Policy Amendments and System Expansion Policy Framework for Addition to the 2035 Regional Transportation Plan, State Component

Presenter: Tony Mendoza x1726

Contact for this worksheet/presentation: Jenn Tuerk x1756

Council Liaison Sponsor: Councilor Collette

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

Information	<u> X </u>
Update	<u> </u>
Discussion	<u> X </u>
Action	<u> </u>

MPAC Target Meeting Date: May 27, 2009

Amount of time needed for:

Presentation 55 mins

Discussion

Purpose/Objective (what do you expect to accomplish by having the item on *this meeting's* agenda): (e.g. to discuss policy issues identified to date and provide direction to staff on these issues)

- Proposed tiers for project prioritization
- Proposed System Expansion Policy that establishes a process for advancement of projects over time, and which provides a process to select top tier projects to advance into the federal project development process
- The second draft of Resolution 09-4052, for adoption of Regional High Capacity Transit System Plan into the Regional Transportation Plan. This resolution is scheduled to be adopted by MPAC in June and Metro Council in July.

Action Requested/Outcome (What action do you want MPAC to take at *this meeting*? State the *policy* questions that need to be answered.) None at this time. Action is requested at the June 10th meeting.

Background and context: The Regional High Capacity Transit System Plan identifies corridors where new high capacity transit lines (HCT) could be developed over the next 30 years and prioritizes corridors based on evaluation criteria adopted by the region through this process. Much of the technical work for this study has been completed and the study is now in the final phase of evaluation and corridor prioritization. The HCT Plan will be incorporated into the RTP plan with the adoption of Resolution No. 09-4052 in July 2009.

What has changed since MPAC last considered this issue/item?

Metro Council and JPACT adopted the screened corridors and evaluation criteria, which was approved by MPAC on January 14, 2009. The evaluation criteria have been applied to the screened corridors. The HCT TPAC/MTAC Subcommittee has reviewed three versions of the Detailed Evaluation Report (copy of third draft included in packet).

What packet material do you plan to include? (must be provided 8-days prior to the actual meeting for distribution) Please see attached.

What is the schedule for future consideration of item (include MTAC, TPAC, JPACT and Council as appropriate):

- May 27, 2009: MPAC – Discuss recommended technical and public priorities and draft plan
- May 29, 2009: TPAC – Recommend HCT plan to JPACT (action)
- June 3, 2009: MTAC – Recommend HCT plan to MPAC (action)
- June 10, 2009: MPAC – Recommend HCT plan to Council for incorporation into the RTP (action)
- June 11, 2009: JPACT – Recommend HCT plan to Council for incorporation into the RTP (action)
- June 23, 2009: Metro Council work session
- July 2, 2009: Metro Council – Adoption of High Capacity Transit System Plan for incorporation into the RTP

DRAFT TO MPAC 5-27-09

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF ACCEPTING THE) RESOLUTION NO. 09-4052
REGIONAL HIGH CAPACITY TRANSIT)
SYSTEM TIERS AND PRIORITIES, POLICY) Introduced by Councilor Carlotta Collette
AMENDMENTS AND SYSTEM EXPANSION)
POLICY FRAMEWORK FOR ADDITION TO)
THE 2035 REGIONAL TRANSPORTATION)
PLAN, STATE COMPONENT)

WHEREAS, in 1975, elected leaders set the stage for the region's balanced transportation system by rejecting the so-called Mt. Hood Freeway project between the Marquam Bridge and Lents neighborhood after public outcry over its expected cost and the destruction of developed neighborhoods that would be harmed by its construction; and

WHEREAS, the metro region chose a different development option and adopted the 1975 Interim Transportation Plan, setting aside plans for large new highway projects in favor of a multitude of street and roadway projects and a network of transitways along major travel corridors to meet future travel demand; and

WHEREAS, a systemwide network examination of regional high capacity transit corridors was completed in 1982 and adopted by Metro that resulted in nearly 90 miles of light rail transit, commuter rail and streetcar being built and/or planned for construction by 2016; and

WHEREAS, the region's 2040 Growth Concept and 2035 Regional Transportation Plan seek to prepare for the expected increase in growth in the Portland metro region by providing multiple transportation options, including having pedestrian, bike and transit play a large role in facilitating growth within the region's current capacity; and

WHEREAS, expansion of the high capacity transit system will continue to reduce vehicle miles traveled, greenhouse gas emissions and the region's transportation carbon footprint; and

WHEREAS, high capacity transit is one of many important elements the region can use to build great communities; and

WHEREAS, a broad list of fifty-five potential high capacity transit corridors developed with the community and local jurisdictions was screened to the fifteen most promising corridors based on criteria including ridership, cost, environmental constraints, social equity, transit connectivity, traffic congestion and region 2040 Growth Concept land uses; and

WHEREAS, the resulting fifteen potential high capacity transit corridors were further analyzed based on a set of evaluation criteria that was approved by the Joint Policy Advisory Committee on Transportation (JPACT), Metro Policy Advisory Committee (MPAC) and the Metro Council; and

WHEREAS, the evaluation criteria were derived from the six Metro Council outcomes for a successful region, and are based on the three Regional Transportation Plan (RTP) categories of community, environment and economy, and also include a high capacity transit-specific category of deliverability; and

DRAFT TO TPAC 5-29-09

WHEREAS, the resulting fifteen potential high capacity transit system corridors are prioritized and placed into the tiers of near term regional priority corridors, next phase regional priority corridors, developing regional priority corridors and regional vision corridors; and

WHEREAS, the regional high capacity transit system plan tiers and priorities will be incorporated into the Regional Transportation Plan and long-range land use and transportation planning efforts; and the fifteen high capacity transit corridors will be regularly reviewed through the Regional Transportation Plan; and

WHEREAS, the System Expansion Policy provides a process for advancement of regional high capacity transit corridors, and identifies a distinct set of planning and policy actions and targets that will support successful high capacity transit implementation, including proposed amendments to the Regional Transportation Plan; and

NOW, THEREFORE, BE IT RESOLVED THAT:

1. The Council accepts the Regional High Capacity Transit System Tiers and Priorities (Exhibit A), System Expansion Policy Framework (Exhibit B), and Policy Amendments (Exhibit C) for addition to the 2035 Regional Transportation Plan, State Component.
2. Acceptance of the Regional High Capacity Transit System Tiers and Priorities, policy amendments and System Expansion Policy Framework is not a final land use decision. The Council will make a final land use decision on these matters when it adopts the 2035 Regional Transportation Plan, State Component by ordinance.

ADOPTED by the Metro Council this _____ day of _____ 2009.

David Bragdon, Council President

Approved as to Form:

Daniel B. Cooper, Metro Attorney

Preliminary Ranking by Tier

Preliminary Ranking by Tier				Actions		
Tier ¹	Corridor Description (Mode As Evaluated) ²	HCT Corridor Number	RTP Mobility Corridor Reference	Actions for Next 4-Years		
Near Term Regional Priority	Portland to Gresham in the vicinity of Powell Corridor (LRT)	10	5 - Central City – Gateway; 6 – Gateway to Gresham/Fairview/Wood Village/Troutdale	See Local Jurisdiction and Metro Actions for <i>Regional Priority</i> Corridors Listed in Figure 3	The location of High Capacity Transit and local land use actions and investments will influence future capacity for residential and employment in the region.	Location of High Capacity Transit may influence the location of future Urban Reserves and Urban Growth Boundary expansions.
	Portland to Sherwood in the vicinity of Barbur/Hwy 99 Corridor (LRT)	11	2 – Central City – Tigard; 4 – Portland Central City; 20 – Tigard - Sherwood			
Next Phase Regional Priority Corridors	CTC to Oregon City in the vicinity of I-205 Corridor (LRT)	8	8 – Clackamas – Oregon City	See Local Jurisdiction and Metro Actions for <i>Next Phase</i> Corridors Listed in Figure 3	The location of High Capacity Transit and local land use actions and investments will influence future capacity for residential and employment in the region.	Location of High Capacity Transit may influence the location of future Urban Reserves and Urban Growth Boundary expansions.
	Park Ave to Oregon City in the vicinity of McLoughlin Corridor(LRT extension)	9 ³	8 – Clackamas – Oregon City; 11 – Milwaukie to Clackamas			
	Sunset Transit Center to Hillsboro in the vicinity of Hwy 26 Corridor/ Evergreen (LRT)	17	22 – Beaverton – North Plains; 24 – Beaverton to Forest Grove			
	Clackamas Town Center to Washington Square in the vicinity of I-205/217 Corridors(LRT)	28	2 – Central City – Tigard; 7 – Oregon City – Tualatin; 8 – Clackamas – Oregon City			
	Clackamas Town Center to Washington Square in the vicinity of RR ROW (LRT)	29	2 – Central City – Tigard; 11 – Milwaukie to Clackamas			
	Beaverton to Hillsboro in the vicinity of TV Highway (LRT)	32	24 – Beaverton – Forest Grove			
	Beaverton to Wilsonville (LRT) in the vicinity of WES	34 ⁴	2 – Central City – Tigard; 3 - Tualatin – Wilsonville; 19 – Beaverton – Tigard; 22 – Beaverton – North Plains			
	Gateway to Salmon Creek in the vicinity of I-205 Corridor	55 ⁵	9 – Gateway – Clark County			
Developing Regional Priority Corridors	Hillsboro to Forest Grove (LRT extension)	12	24 – Beaverton – Forest Grove	See Local Jurisdiction and Metro Actions Listed for <i>Developing Corridors</i> in Figure 3	The location of High Capacity Transit and local land use actions and investments will influence future capacity for residential and employment in the region.	Location of High Capacity Transit may influence the location of future Urban Reserves and Urban Growth Boundary expansions.
	Gresham to Troutdale Extension (LRT Extension)	13	6 – Gateway – Gresham/Fairview/Wood Village/Troutdale			
	Tanasborne (LRT extension)	17D	22 – Beaverton – North Plains			
Regional Vision Corridors	Troutdale to Damascus (LRT)	13D	15 - Gresham/Fairview/Wood Village/Troutdale – Damascus	See Local Jurisdiction and Metro Actions for <i>Vision Corridors Listed</i> in Figure 3	The location of High Capacity Transit and local land use actions and investments will influence future capacity for residential and employment in the region.	Location of High Capacity Transit may influence the location of future Urban Reserves and Urban Growth Boundary expansions.
	Clackamas Town Center to Damascus (LRT)	16	12 – Clackamas – Happy Valley; 13 – Happy Valley - Damascus			
	Sherwood to Tualatin (LRT)	38S	20 – Tigard – Sherwood/Newberg			
	Downtown Portland to Yellow Line in the vicinity of St. Johns (LRT) ⁶	43	16 – Rivergate – I-5; 18 – Portland Central City – Columbia County			
	Troutdale to St. Johns in the vicinity of US 30 Corridor (LRT) ⁶	54	6 – Gateway – Gresham/Fairview/Wood Village/Troutdale; 16 – Rivergate – I-5; 17 – I-5 – Columbia South Shore			

¹ Corridors are not ranked within the tiers. Corridors are shown in numeric order by the corridor identification number. Refer also to the attached map.

² The location of the alignment is to be decided through a corridor refinement plan and/or alternatives analysis.

³ The HCT MTAC/TPAC Subcommittee recommends that Corridor 9 be studied in conjunction with Corridor 8.

⁴ Although the WES Corridor was placed at first into the Near Term tier based on evaluation criteria, HCT MTAC/TPAC Subcommittee recommends placing the upgrade in the Next Phase category. Service improvements that mimic light rail service will be examined in phases. Some portions of this corridor are included in corridors 28, 29 and potentially 11.

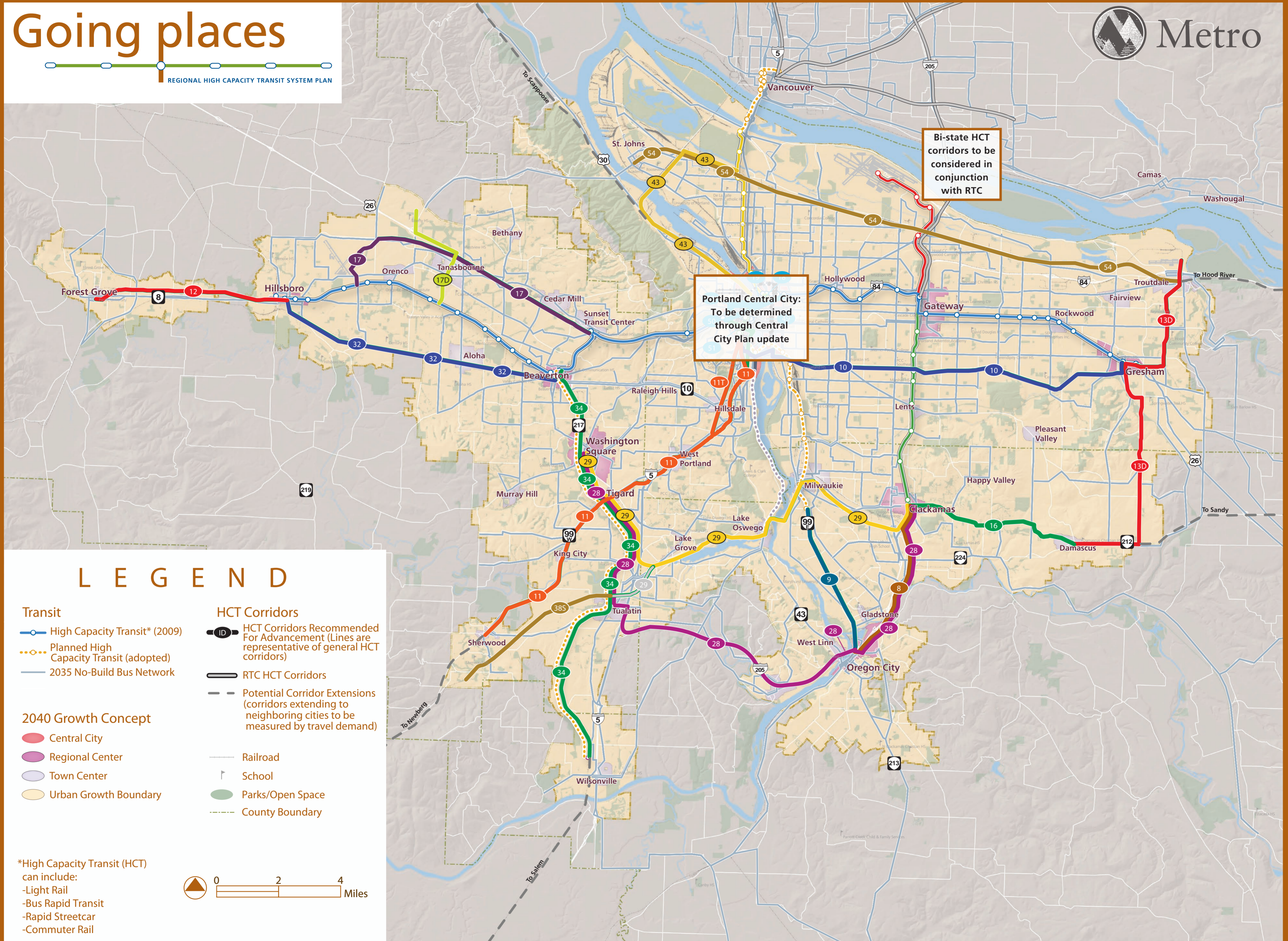
⁵ This corridor was selected as part of Southwest Washington Regional Transportation Council (RTC) HCT System Plan and was not ranked based on the evaluation criteria. The HCT MTAC/TPAC Subcommittee recommends evaluating the project in the Next Phase tier.

⁶ The HCT MTAC/TPAC Subcommittee recommends that this corridor be removed from the list due to its ranking as an HCT corridor based on the evaluation criteria.

Going places



REGIONAL HIGH CAPACITY TRANSIT SYSTEM PLAN



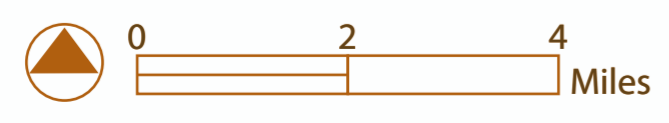
Bi-state HCT corridors to be considered in conjunction with RTC

Portland Central City: To be determined through Central City Plan update

LEGEND

- | | |
|--|---|
| <p>Transit</p> <ul style="list-style-type: none"> High Capacity Transit* (2009) Planned High Capacity Transit (adopted) 2035 No-Build Bus Network <p>2040 Growth Concept</p> <ul style="list-style-type: none"> Central City Regional Center Town Center Urban Growth Boundary | <p>HCT Corridors</p> <ul style="list-style-type: none"> HCT Corridors Recommended For Advancement (Lines are representative of general HCT corridors) RTC HCT Corridors Potential Corridor Extensions (corridors extending to neighboring cities to be measured by travel demand) <p>Other Features</p> <ul style="list-style-type: none"> Railroad School Parks/Open Space County Boundary |
|--|---|

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



Regional High Capacity System Plan System Expansion Policy Framework Draft 5-20-09

BACKGROUND

Making the Greatest Place helps define how regional and local aspirations come together to create vibrant, healthy and sustainable communities. The challenges of climate change, rising energy costs, economic globalization, aging infrastructure and population growth require regional land use and transportation decisions to be supported by local decisions and actions. While regional land use policy has positioned the Portland metro region as a model for transit-supportive development, much of the region remains auto dependent due to the relatively low level of transit supportive land use region-wide. With limited resources, it is essential that future regional investments in high capacity transit (HCT) be used to leverage achievement of land use and economic development goals.

PROCESS FOR HIGH CAPACITY TRANSIT PROJECT ADVANCEMENT - PRIORITY TIERS AND SYSTEM EXPANSION POLICY FRAMEWORK

The Regional High Capacity Transit System Plan identifies near- and long-term regional HCT priorities. The System Expansion Policy component of the plan provides a framework to advance future regional HCT corridors by setting targets and defining regional and local actions that will guide the selection and advancement of those projects.

High capacity transit priority tiers

As described in Figure 1, regional HCT system corridors are grouped into one of four priority tiers, along with specific targets and various steps local jurisdictions could follow to advance a project to a higher tier. The four tiers are based on an HCT corridor's readiness and regional capacity to study and implement HCT projects. Tiers would be updated with each RTP or by RTP amendment. These tiers would remain static and contain a similar number of projects over time. The four tiers are:

- **Near-term regional priority corridors:** Corridors most viable for implementation in next four years.
- **Next phase regional priority corridors:** Corridors where future HCT investment may be viable if recommended planning and policy actions are implemented.
- **Developing regional priority corridors:** Corridors where projected 2035 land use and commensurate ridership potential are not supportive of HCT implementation, but which have long-term potential based on political aspirations to create HCT supportive land uses.
- **Regional vision corridors:** Corridors where projected 2035 land use and commensurate ridership potential are not supportive of HCT implementation.

System Expansion Policy Framework

The System Expansion Policy Framework is designed to provide a transparent process agreed to by Metro and local jurisdictions to advance high capacity transit projects through the tiers. The framework is based on a set of targets designed to measure corridor readiness to support a high capacity transit project.

The System Expansion Policy Framework:

1. Identifies which near-term regional priority corridor(s) should move into the federal project development process toward implementation; and
2. Delineates a process by which potential HCT corridors can move closer to implementation, advancing from one tier to the next through a set of coordinated Metro and local jurisdiction actions.

Methods to reach targets will be shared by regional and local actions. Based on the tiered category, regional actions would be aligned with work in each corridor. Local actions would focus on meeting HCT targets. In Near Term Corridors, formal **Corridor Working Groups** would be established. Other corridors would coordinate work through existing processes, such through the TSPs.

System expansion targets: A small set of system expansion targets will be identified to measure project readiness and it's contribution to regional goals. These targets will provide clear direction to local jurisdictions that desire to advance projects. The following is a description of proposed system expansion targets that would vary based on the tier (details described in Attachment 1):

- Transit supportive land use/station context – all tiers
- Integrated transportation system development – Near Term only
- Financial capacity – capital and operating finance plans – Near Term only
- Housing needs supportiveness – Near Term and Next Phase
- Regional transit network connectivity – Near Term, Next Phase, and Developing
- Partnership/political leadership – Near Term, Next Phase, and Developing

Local Actions: would be structured to tiered targets. Some or all of the following actions to advance their project could be taken, depending on the tier placement (Details described in attachment 1) are:

- Develop corridor problem statement – all tiers
- Assess mode and function of HCT – all tiers
- Define corridor extent – all tiers
- Assess corridor against tier's corridor system expansion targets – all tiers
- Create ridership development plan - Near Term tier only
- Create multimodal station Access and Parking Plans – Near Term tier only

Regional support: Regional support will be necessary to advance any corridor. Regional actions may already be in place, such as work coordinated through the TSPs, however, specific regional actions to support HCT project advancement would vary based on the tier and could include (details described in Attachment 1):

- Create land use/TOD plans for centers and stations – all tiers
- Create station access and parking plans – Near Term only
- Assist with corridor assessment against SEP targets – Near Term only
- Perform multi-modal transportation analysis – Near Term only
- Coordinate with MTIP priorities – Near Term and Next Phase
- Analyze station siting alternatives – Near Term, Next Phase and Developing

System expansion targets: A small set of system expansion targets will be identified to measure project readiness and it's contribution to regional goals. These targets will provide clear direction to local jurisdictions that desire to advance projects. The following is a description of proposed system expansion targets that would vary based on the tier (details described in Attachment 1):

- Transit supportive land use/station context – all tiers
- Integrated transportation system development – Near Term only
- Financial capacity – capital and operating finance plans – Near Term only
- Housing needs supportiveness – Near Term and Next Phase
- Regional transit network connectivity – Near Term, Next Phase, and Developing
- Partnership/political leadership – Near Term, Next Phase, and Developing

Tiers	Summary	Potential Methods to Reach Targets		Potential Targets	Potential Strategies
		Potential local actions (applied to each corridor)	Potential regional support (assistance with corridor assessment against SEP targets)*		
Near-term regional priority corridors	Corridors most viable for implementation in next four years.	<ul style="list-style-type: none"> • Develop corridor working group • Develop corridor problem statement • Asses mode and function of HCT assessment • Define corridor extent • Assess corridor against near-term corridor system expansion criteria • Create ridership development plan/ Land use/TOD plans for centers and stations • Create multi-modal station access and parking plans • Assess financial feasibility 	<ul style="list-style-type: none"> • Analyze station siting alternatives • Create land use/TOD plans for centers and stations • Create station access and parking plans • Coordinate with MTIP priorities • Perform multi-modal transportation analysis • Start potential Alternatives Analysis and define location of alignment 	<ul style="list-style-type: none"> • Transit supportive land use/station context • Housing needs supportiveness • Regional transit network connectivity • Integrated transportation system development • Financial capacity – capital and operating finance plans • Partnership/political leadership • Community Support 	<ul style="list-style-type: none"> • Corridor Working Group • Existing land use and transportation working groups
Next phase regional priority corridors	Corridors where future HCT investment may be viable if recommended planning and policy actions are implemented.	<ul style="list-style-type: none"> • Develop corridor working group • Develop corridor problem statement • Asses mode and function of HCT assessment • Define corridor extent • Assess corridor against next phase corridor system expansion criteria • Create land use/TOD plans for centers and stations 	<ul style="list-style-type: none"> • Analyze station siting alternatives • Create land use/TOD plans for centers and stations • Coordinate with MTIP priorities 	<ul style="list-style-type: none"> • Transit supportive land use/station context • Housing needs supportiveness • Regional transit network connectivity • Financial capacity – capital and operating finance plans • Partnership/political leadership • Community Support 	<ul style="list-style-type: none"> • Existing land use and transportation working groups

Developing regional priority corridors	Corridors where projected 2035 land use and commensurate ridership potential are not supportive of HCT implementation, but which have long-term potential based on political aspirations to create HCT supportive land uses.	<ul style="list-style-type: none"> • Develop corridor working group • Develop corridor problem statement • Define corridor extent • Assess corridor against developing corridor system expansion criteria • Create land use/TOD plans for centers and stations 	<ul style="list-style-type: none"> • Analyze station siting alternatives • Create land use/TOD plans for centers and stations 	<ul style="list-style-type: none"> • Transit supportive land use/station context • Regional transit network connectivity • Partnership/political leadership • Community Support 	<ul style="list-style-type: none"> • Existing land use and transportation working groups
Regional vision corridors	Corridors where projected 2035 land use and commensurate ridership potential are not supportive of HCT implementation.	<ul style="list-style-type: none"> • Develop corridor working group • Develop corridor problem statement • Define corridor extent • Assess corridor against vision corridor system expansion criteria • Create land use/TOD plans for centers and stations 	<ul style="list-style-type: none"> • Create land use/TOD plans for centers and stations 	<ul style="list-style-type: none"> • Transit supportive land use/station context • Community Support 	<ul style="list-style-type: none"> • Existing land use and transportation working groups

Figure 1: HCT priority tiers and proposed system expansion criteria/actions (draft concept)

*These are areas where Metro or other state and regional agencies might provide direct financial or staff support

Attachment 1 - System expansion policy terms and definitions

This section provides a description of terms and definitions used in this document to describe the proposed process for HCT project advancement. *This policy proposal is under development and as such all terms and definitions are working versions.*

Local Action Descriptions

Corridor problem statement: The corridor problem statement defines the purpose of the proposed HCT investment (i.e., congestion mitigation, economic development, etc.), assesses the role of the project in addressing other regional transportation priorities and identifies opportunities for integration with other transportation system improvements in the corridor. Goals should be established for each corridor.

Assess mode and function of HCT: Definition of the HCT modes that are most relevant for meeting the primary function of a corridor's problem statement. Selection of a lower cost mode could improve the near-term viability of the corridor.

Define corridor extent: As in an FTA Alternatives Analysis the definition of corridor extent could include a project extent that encompasses multiple alignment options; furthermore, the project extent should consider alternative alignments in separate corridors (e.g., Southeast McLoughlin Boulevard and I-205 to Oregon City).

Assess corridor against system expansion targets: This assessment addresses progress toward all system expansion targets for the current priority tier. Near-term corridors would be required to conduct a ridership development plan, station access and parking plan, and a land use/TOD plan.

Create corridor ridership development plan: Near-term corridors also would work with Metro to conduct a ridership development plan to assess potential future ridership based on current land use projections, identified station areas, and local zoning. This might involve demand modeling, but could effectively use Transit Orientation Index (TOI) scores within ½ mile of identified station areas. Ridership development would contribute to the corridor assessment against system expansion criteria and could include assessment of: TOI score, residential density, employment density, potential cost effectiveness, and transit supportive land uses (zoning and station typology aspirations).

Create multimodal station access and parking plan: Near-term corridors would work with Metro to conduct an access and parking management plan for each identified station area. The access component would ensure that station designs optimize opportunities for intermodal connections and TOD by planning for an urban block pattern. The parking management element would help local jurisdictions develop transit supportive parking policies that include development of potential parking districts. It would also establish maximum parking requirements, pay-for-parking, park-and-ride development and management, and other parking code changes such as unbundling parking for new development.

Assess financial feasibility: This action assesses the financial feasibility of the region to advance and HCT project based on the Financial Capacity Analysis targets described below. In order to meet SEP targets for local funding mechanisms, the plans would identify and propose incentives to finance existing and future infrastructure improvements. Potential tools should include SDC credits, tax abatement, improvement districts and tax increment financing (TIF).

Regional support for assistance with corridor assessment against SEP targets - descriptions

Analyze station siting alternatives: Locations of stations is a critical feature to the success of the HCT system. Metro has advanced tools to work in tandem with locals to assess the trade-offs between potential station areas.

Create and use and transit-oriented development plans for station areas: Detailed land use and TOD plans for Next Phase corridors would be conducted for these areas to ensure that station areas within a defined corridor extent will meet defined targets for ridership and transit supportive land use.

Create station access and parking plans: Parking availability is one of the strongest determinants of transit ridership and has the potential to add significant value to leverage regional HCT investment. Metro has tools for the region to develop parking plans for all land use types.

Coordinate with MTIP priorities: HCT investments should align with regional priorities for transportation and land use investments. MTIP prioritization supports for projects would support development or preparation of a corridor as an HCT project.

Perform multi-modal transportation analysis: Metro will assist with the preparation and production of transportation modeling for Near Term Regional Priority corridors. Metro will assist corridors in other tiers, as well, however, the tier may not warrant a unique model run.

Proposed system expansion target descriptions

Transit supportive land use/station context: Under this target, each station along a proposed alignment should be evaluated for ridership potential based on the jurisdictions' demonstrated willingness to promote transit supportive development. Specific targets could be set for residential, commercial and employment density in station areas. Additionally each station should undergo an evaluation to determine: (1) the capacity for station area development, (2) ability to create good station access for all modes and (3) any issues with station capacity or functionality.

Housing needs supportiveness: This criterion would measure the contribution of the project to improving overall housing and transportation affordability for populations of concern.

Regional transit network connectivity: This measure would assess the role the project plays in filling key regional transit system gaps, connectivity with the existing and planned systems, and ability for existing system facilities to support the investment. It would also measure a projects impact on the regional HCT system's ability to increase system capacity to deal with malfunction, incident or construction/maintenance, and the ability for existing station and track infrastructure to support the investment.

Integrated transportation system development: This target would provide a qualitative measure of the role project would play in addressing a broad range of regional transportation priorities, particularly as defined with the Mobility Corridor extent.

Partnership/political leadership: The measure of this target would be qualitative based on demonstrated political leadership, development of strategic partnerships and demonstrated advancement of local aspirations.

Financial capacity – capital and operating finance plans: To advance a proposed HCT investment to an AA/EIS there should be an assessment of capacity to fund capital and operations with no significant negative consequences on existing infrastructure or transit system operations. This evaluation could include:

- **Capital finance plan:** Financial capacity to fund capital construction should be evaluated. A qualitative rating could be developed based on whether a project is partially or fully funded; the availability of local capital funds and competition for funding that is needed for core system capacity enhancements or maintenance.
- **Operating finance plan:** A preliminary finance plan for operation of the investment should also be reviewed. Proposed measures might include estimated farebox recovery, cost effectiveness (total annualize operating and capital cost per passenger), and the stability, reliability and availability of proposed operating subsidy.

Community support: This measure would be qualitative based on expressed support for HCT service in the corridor.



Elements of the federal 2008 Regional Transportation Plan recommended for update based on the work concluded through the High Capacity Transit System Plan.

1. Define the function of high capacity transit within an integrated transportation system

Current Regional Transportation Plan policy: As defined in the Regional Transportation Plan, page G-7, “High capacity transit is characterized by carrying a larger volume of passengers using larger vehicles and/or more frequent service than a standard fixed route bus system. It operates on a fixed guideway or within an exclusive right-of-way, to the extent possible. Service frequencies vary by type of service. Passenger infrastructure is provided at transit stations and station communities, including real-time schedule information, ticket machines, special lighting, benches, shelters, bicycle parking, and commercial services. Using transit signal priority at at-grade crossings and/or intersections preserves speed and schedule reliability. Park and-ride lots provide important and necessary access to the high capacity transit network.”

What we’ve heard: In public involvement efforts and committees, staff has heard conflicting understanding and opinions about the purpose and function of high capacity transit. High capacity transit could serve corridors with access and many stops or it could serve centers with speed and few stops. Some participants wanted more suburban-to-suburban service and faster service through downtown Portland.

Recommendation: Update the RTP to define the function of high capacity transit as carrying a larger volume of passengers using larger vehicles and/or more frequent service than a standard fixed route bus, with a majority of an HCT line separated from traffic. The update should include language to reflect that the level of investment in High Capacity Transit should be warranted based on performance targets. HCT targets would be based on the ability of a capital investment to move people more efficiently than can be achieved by a fixed-route bus in traffic.

RTP update method: Regional High Capacity Transit System Plan system expansion policy targets would set clear guidelines about what HCT investment is fiscally appropriate based on projected demand. This would help guide the level of investment necessary for individual corridors.

2. Define the role of HCT in providing service to town centers and employment areas

RTP Figure 3.14

Current Regional Transportation Plan policy: Under the current Regional Transportation Plan, Figure 3.14, high capacity transit (LRT, commuter rail, and rapid bus) is designed to provide core transit service to primary components, which include the central city, regional centers, and Union Station, and to the secondary component, station communities. High capacity transit (LRT, commuter rail, and rapid bus) is designed to provide additional public transportation modes that may serve growth concept land use components include the Portland Airport (PDX) and town centers.

What we've heard: In public involvement efforts and committees, staff has heard a desire for town centers, employment areas and major activity centers (e.g., the Oregon Zoo) to be served by high capacity transit.

Service Type		Primary Components					Secondary Components				Other Urban Components		
		Central City	Regional Centers	Industrial Areas	Intermodal Facilities		Station Communities	Town Centers	Main Streets	Corridors	Employment Areas	Inner Neighborhood	Outer Neighborhood
					PDX	Union Station							
Regional Transit Network	LRT	●●	●●	○	○	○	○	○	○	○	○	○	
	Commuter Rail	●●	●●	○	○	○	○	○	○	○	○	○	
	Rapid Bus	●●	●●	○	○	○	○	○	○	○	○	○	
	Streetcar & Frequent Bus	●●	●●	○	○	○	○	○	○	○	○	○	
	Regional Bus	●●	●●	○	○	○	○	○	○	○	○	○	
Community Transit Network	Community Bus	○	○	○	○	○	○	○	○	○	○	○	
	Mini-Bus	○	○	○	○	○	○	○	○	○	○	○	
	Paratransit	○	○	○	○	○	○	○	○	○	○	○	
	Park-and-Ride	○	○	○	○	○	○	○	○	○	○	○	
Inter-Urban Transit	Inter-urban Rail	○	○	○	○	○	○	○	○	○	○	○	
	Inter-city Bus	○	○	○	○	○	○	○	○	○	○	○	

● Best public transportation mode(s) designed to serve growth concept land use components
○ Additional public transportation mode(s) that may serve growth concept land use components

Recommendation: Update the RTP with defined targets for mode-neutral transit service frequencies to serve each of the 2040 Growth Concept land uses. Performance targets would guide the mode type and clarify what major investment is appropriate. Activity centers are not clarified in the 2040 Growth Concept, and no specific service targets are recommended.

RTP update method: Regional High Capacity Transit System Plan system expansion policy targets would set clear guidelines about what HCT investment is fiscally appropriate based on projected demand. This would help guide the level of investment necessary for individual corridors.

3. Define HCT modes and resolve if rapid streetcar should be added as potential high capacity transit mode and clarify the role of commuter rail

Current Regional Transportation Plan policy: Under the current Regional Transportation Plan, page 3-38, high capacity transit facilities and services include light rail transit, commuter rail, bus rapid transit, intermodal passenger facilities and park-and-ride lots.

The Regional Transportation Plan, page G-15, defines streetcar as: “Fixed-route transit service mixed in traffic for locally oriented trips within or between higher density mixed-use centers. Streetcar services provide local circulator service and may also serve as a potent incentive for denser development in centers. Service runs typically every 15 minutes and streetcar routes may include transit preferential treatments, such as transit signal priority systems, and enhanced passenger infrastructure, such as covered bus shelters, curb extensions and special lighting.”

The Regional Transportation Plan, page G-3, defines commuter rail as: “Short-haul rail passenger service operated within and between metropolitan areas and neighboring communities. This transit service operates in a separate right-of-way on standard railroad tracks, usually shared with

freight use. The service is typically focused on peak commute periods but can be offered other times of the day and on weekends when demands exists and where capacity is available. The stations are typically located one or more miles apart, depending on the overall route length. Stations offer infrastructure for passengers, bus and LRT transfer opportunities and parking as supported by adjacent land uses. See also Inter-city rail.”

The Regional Transportation Plan, page G-8, defines inter-rail as “Inter-city passenger rail that is part of the state transportation system and extends from the Willamette Valley north to British Columbia. Amtrak already provides service south to California, east to the rest of the continental United States and north to Canada. These systems should be integrated with other transit services within the metropolitan region with connections at passenger intermodal facilities.”

What we’ve heard: In public involvement efforts and committees, staff has heard that there are discrepancies existing in the current RTP. Rapid streetcar is being proposed in the Portland to Lake Oswego corridor, but rapid streetcar is not defined in the RTP. The High Capacity Transit System Plan has identified potential commuter rail lines to neighboring communities, but these lines would fall in between the RTP definitions of commuter rail definition and inter-city rail.

Recommendation: Update the RTP to replace the mode description type with mode function and performance targets. Targets for all modes performing as high capacity transit will be added, including the modes of commuter rail and rapid streetcar.

RTP update method: Regional High Capacity Transit System Plan system expansion policy targets would set clear guidelines about what HCT investment is fiscally appropriate based on projected demand. This would help guide the level of investment necessary for individual corridors.

4. Define the coordination of land use, station area and transportation investments with HCT investments

Current Regional Transportation Plan policy: There is currently no Regional Transportation Plan policy directing concurrent land use, transportation and transit planning in high capacity transit corridors.

What we’ve heard: In public involvement efforts and committees, staff has heard an emphasis on the importance of combining placemaking efforts and land use planning with future high capacity transit investments. Public participants were interested in creating links between stations and neighborhoods by integrating stations into surrounding communities, considering pedestrian and bike facilities around stations, and providing good local transit service to get people to HCT stations.

Recommendation: Update the RTP to incorporate the system expansion policy for advancement of high capacity transit corridors to include land use coordination and action by local communities to advance HCT projects.

RTP update method: Regional High Capacity Transit System Plan system expansion policy targets will include land use targets in association with measuring the value of potential future HCT investments.

CLICK HERE FOR REPORT

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High Capacity Transit System Detailed Evaluation

3rd DRAFT

Nelson\Nygaard Consulting Associates
621 SW Morrison, Suite 950
Portland, OR 97205

April 2009

Nelson | Nygaard
consulting associates

Planning for high capacity transit in the region

Regional HCT System Plan

MPAC
May 27, 2009



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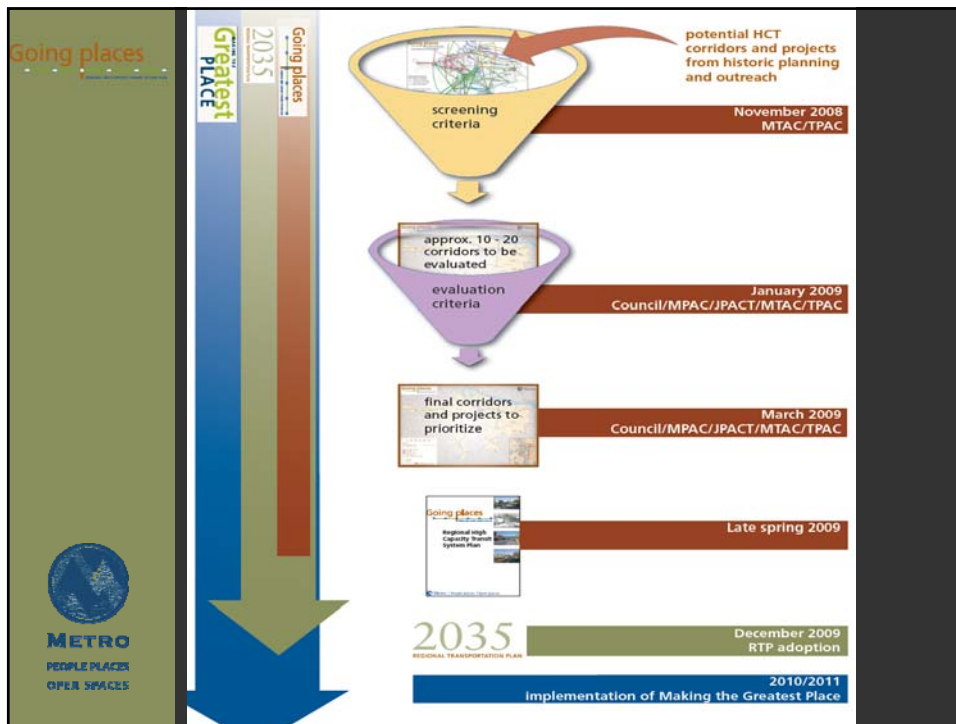
Planning for high capacity transit in the region

Agenda

- Project status
- Resolution 09-4052
- System expansion policy
- RTP policies
- Results of technical analysis
 - Tiers and regional priority corridors
 - Existing system improvements
 - Tunnel and eastside connector
 - Commuter rail to neighboring cities



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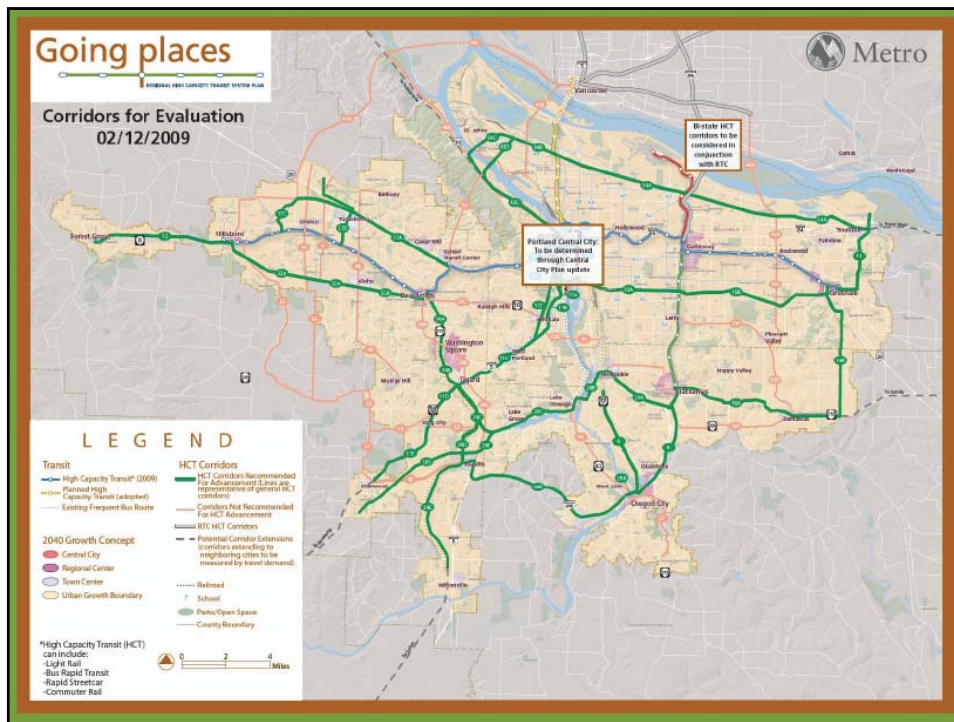
Going places

Planning for high capacity transit in the region

Upcoming dates

- May 27: MPAC – Discussion
- May 29: TPAC – action to JPACT
- June 3: MTAC – action to MPAC
- June 10: MPAC – action to Council
- June 11: JPACT – action for RTP inclusion
- June 23: Council work session
- July 9: Council Action

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Going places Planning for high capacity transit in the region			
Community	Environment	Economy	Deliverability
C1: Supportiveness of Existing Land Uses C2: Local Aspirations C3: Placemaking and Urban Form C4: Ridership Generators C5: Support of regional 2040 Growth Concept C6: Integration with Regional Transit System (<i>Addressed in White Paper</i>) C7: Integration with Other Road Uses C8: Congestion Avoidance Benefit C9: Equity Benefit C10: Health (Promotion of Physical Activity) C11: Safety and Security (<i>Addressed in White Paper</i>) C12: Housing + Transportation Affordability Benefit C13: Transportation Efficiency (User Travel Time Savings)	EN1: Reduction in Emissions and Disturbance EN2: Risk of Natural Resource Disturbance EN3: Risk of 4(f) Resource Disturbance (<i>Addressed in White Paper</i>)	EC1: Transportation Efficiency (Operator – cost per rider) EC2: Transportation Efficiency (System annualized capital & operating cost per rider) EC3: Economic Competitiveness (Change in employment served) EC4: Rebuilding/Redevelopment Opportunity (vacant and redevelopable land)	D1: Total Project Capital Cost (Exclusive & Non-Exclusive ROW Options) D2: Capital Cost Per Mile (Exclusive & Non-Exclusive ROW Options) D3: Operating & Maintenance Cost D4: Total Corridor Ridership D5: Funding Potential

Local aspirations workshops



Public involvement summary

- First phase
 - Stakeholder interviews
 - Online survey
 - Workshops and events
- Second phase
 - Community briefings
 - Surveys of committee members
 - Build-a-system tool



Build-a-system tool
 PLANNING AND CONSERVATION > TRANSPORTATION > HIGH CAPACITY TRANSIT PLAN > BUILD YOUR SYSTEM > BUILD-A-SYSTEM TOOL

Are you ready to build-a-system? Follow these easy steps:
 Select corridors. Need help? | Build a system and save it.

Save System | Clear System

Map Legend

- Center
- Junction / endpoint
- Selectable corridor
- Selected corridor
- Existing corridor
- Planned corridor
- Clark County HCT
- Urban growth boundary
- Major highway

My Current System

Capital cost \$ ①

Operating cost \$ ①

Ridership ①

Environmental benefit ①

Save system

My Saved Systems

Currently no saved systems

Compare saved systems

Send feedback to Metro

POWERED BY Google

Map data ©2009 Tele Atlas - Terms of Use

Going places

Planning for high capacity transit in the region

Corridor prioritization and advancement process

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What is a system expansion policy?

- Policy that provides a clear and measurable advancement process for regional priority HCT projects
- Outcome based
 - Measurable targets for ridership potential, transit supportive land use, access, etc
- Requires collaboration



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Why a policy to guide future HCT system expansion?

- HCT is a powerful tool to implement 2040 Vision (*Regional Framework Plan 1.15*)
- HCT requires significant investment
- HCT investment must optimize delivery on regional goals



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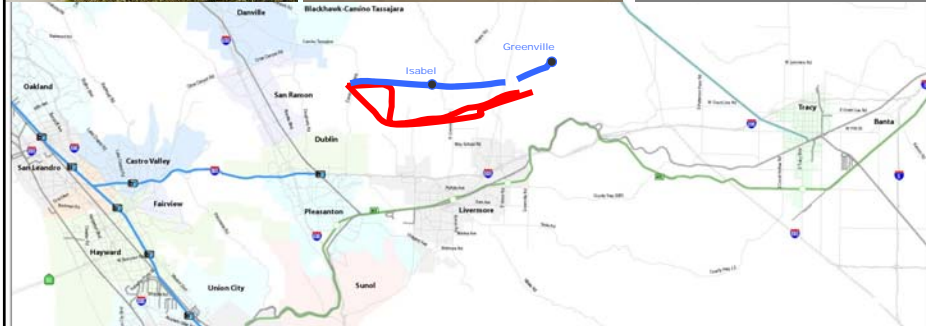
Is it being done elsewhere?

- Bay Area Rapid Transit (BART)
- System expansion policy objectives:
 - Ensure cost-effective transportation investment decisions
 - Protect the taxpayers' investment in physical infrastructure
 - Ensure financial health and sustainability
 - Enhance the environment and quality of life.



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Dublin/Pleasanton BART Station to Livermore



BART System Expansion Policy Ridership Threshold

DMU Railroad Ave. eBART Station	DMU Hillcrest eBART Station	Total Required	Total Expected	Policy
2,901	2,901	5,801	10,100	Met
Classic BART Railroad Ave. Station	Classic BART Hillcrest Station	Total Required	Total Expected	Policy
5,801	5,001	11,602	10,100	Not Met



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MTC Corridor Thresholds average per station

- Project Type Housing Threshold
- BART 3,850 units within ½ mile radius of station
- Light Rail 3,300
- Bus Rapid Transit 2,750
- Commuter Rail 2,200
- Ferry 750



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How would a system expansion policy work in this region?

- 2009 Regional HCT System Plan will:
 - prioritize adopted regional HCT corridors in 4 tiers
 - set framework for a system expansion policy that guides advancement



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How would a System Expansion Policy Work in this Region?

- Regional Transportation Plan will:
 - adopt system expansion policy by resolution
 - further define system expansion targets in the RTP
 - guide regular updates to HCT priorities
 - every four years
 - by amendment.



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How would a system expansion policy work in this region?

- Local jurisdictions in adopted corridors can form *corridor working groups* to formalize interest in future HCT investment
- Each HCT priority tier has:
 - Possible local and regional actions to meet targets
 - Targets to measure progress toward advancement



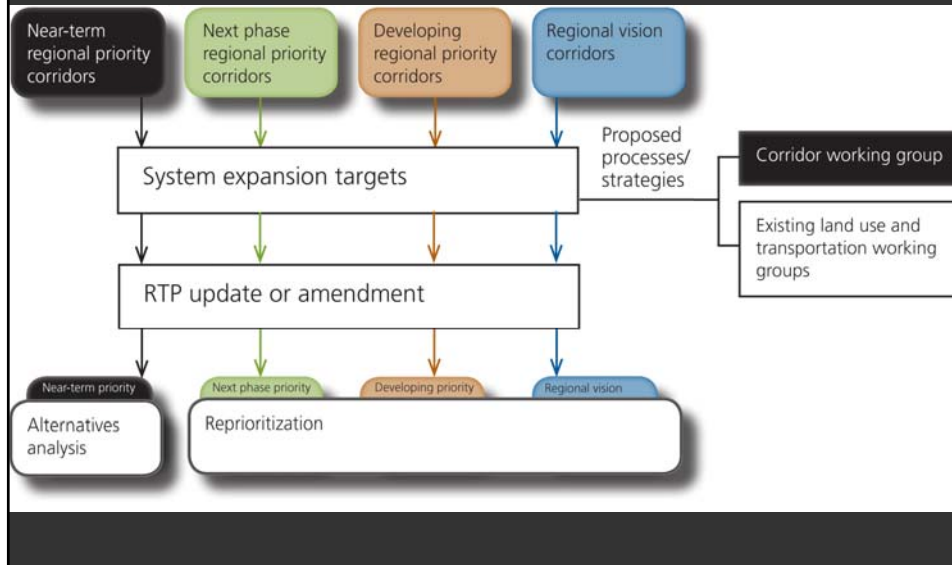
How would a system expansion policy work?

Regional HCT priority tiers

Tier	Summary
Near term regional priority corridors	Corridors most viable for implementation in next four years.
Next phase regional priority corridors	Corridors where future HCT investment may be viable if recommended planning and policy actions are implemented.
Developing regional priority corridors	Corridors where projected 2035 land use and commensurate ridership potential are not supportive of HCT implementation, but which have long-term potential due to political aspirations to create HCT supportive built form.
Regional vision corridors	Corridors where projected 2035 land use and commensurate ridership potential are not supportive of HCT implementation and where land use aspirations are currently not supportive of HCT.



SEP process



SEP regional and local actions

Near term regional priority corridors

Local actions (Applied to each corridor)	Regional (Metro) supported actions	System expansion targets (Targets TBD)
<ul style="list-style-type: none"> • Develop corridor problem statement • Define corridor extent • Corridor assessment against system expansion targets • Ridership/land use/TOD development plan • Assess Mode and function of HCT • Create Station Access and Parking Plans • Assess Financial Feasibility 	<ul style="list-style-type: none"> • Land use/TOD planning for centers and stations • Station siting analysis • Coordination with MTIP priorities • Transportation modeling • Station access and parking plans • Start potential Alternative Analysis 	<ul style="list-style-type: none"> • Transit supportive land use/station context • Community support • Partnership/political leadership • Regional transit network connectivity • Housing needs supportiveness • Financial capacity – capital and operating finance plans • Integrated transportation system development

SEP regional and local actions

Next phase regional priority corridors

Local actions (Applied to each corridor)	Regional (Metro) supported actions	System expansion targets (Targets TBD)
<ul style="list-style-type: none"> • Develop corridor problem statement • Define corridor extent • Corridor assessment against system expansion targets • Land use/TOD development plan • Assess Mode and function of HCT • Create Station Access and Parking Plans • Assess Financial Feasibility 	<ul style="list-style-type: none"> • Land use/TOD planning for centers and stations • Station siting analysis • Coordination with MTIP priorities • Transportation modeling • Station access and parking plans • Start potential Alternative Analysis 	<ul style="list-style-type: none"> • Transit supportive land use/station context • Community support • Partnership/political leadership • Regional transit network connectivity • Housing needs supportiveness • Financial capacity – capital and operating finance plans • Integrated transportation system development

SEP regional and local actions

Developing regional priority corridors

Local actions (Applied to each corridor)	Regional (Metro) supported actions	System expansion targets (Targets TBD)
<ul style="list-style-type: none"> • Develop corridor problem statement • Define corridor extent • Corridor assessment against system expansion targets • Land use/TOD development plan • Assess Mode and function of HCT • Create Station Access and Parking Plans • Assess Financial Feasibility 	<ul style="list-style-type: none"> • Land use/TOD planning for centers and stations • Station siting analysis • Coordination with MTIP priorities • Transportation modeling • Station access and parking plans • Start potential Alternative Analysis 	<ul style="list-style-type: none"> • Transit supportive land use/station context • Community support • Partnership/political leadership • Regional transit network connectivity • Housing needs supportiveness • Financial capacity – capital and operating finance plans • Integrated transportation system development

SEP regional and local actions

Regional vision corridors

Local actions (Applied to each corridor)	Regional (Metro) supported actions	System expansion targets (Targets TBD)
<ul style="list-style-type: none"> • Develop corridor problem statement • Define corridor extent • Corridor assessment against system expansion targets • Land use/TOD development plan • Assess Mode and function of HCT • Create Station Access and Parking Plans • Assess Financial Feasibility 	<ul style="list-style-type: none"> • Land use/TOD planning for centers and stations • Station siting analysis • Coordination with MTIP priorities • Transportation modeling • Station access and parking plans • Start potential Alternative Analysis 	<ul style="list-style-type: none"> • Transit supportive land use/station context • Community support • Partnership/political leadership • Regional transit network connectivity • Housing needs supportiveness • Financial capacity— capital and operating finance plans • Integrated transportation system development

Planning for high capacity transit in the region

Discussion



RTP policy items

- *The function of high capacity transit within an integrated transportation system (high speed, fewer stops or slower with more stops)*
- *Role of High capacity transit service to town centers, corridors and employment areas*
- *Modes clarification (e.g., rapid streetcar and/or intercity passenger rail be added as potential High capacity transit mode)*
- *Clearly define the coordination of land use, station area, and transportation investments with HCT investments*



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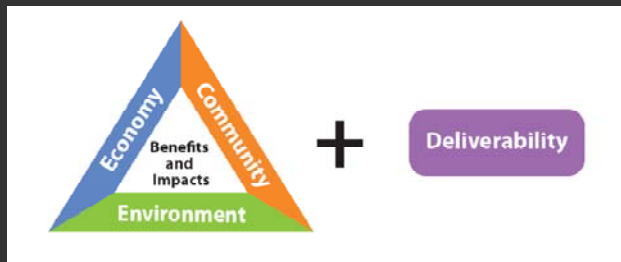
Regional HCT system: Corridor prioritization



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Adopted evaluation criteria

- Organized into three “accounts” that correspond to the outcomes-based RTP evaluation approach:



Community	Environment	Economy	Deliverability
C1: Supportiveness of Existing Land Uses C2: Local Aspirations C3: Placemaking and Urban Form C4: Ridership Generators C5: Support of regional 2040 Growth Concept C6: Integration with Regional Transit System (<i>Addressed in White Paper</i>) C7: Integration with Other Road Uses C8: Congestion Avoidance Benefit C9: Equity Benefit C10: Health (Promotion of Physical Activity) C11: Safety and Security (<i>Addressed in White Paper</i>) C12: Housing + Transportation Affordability Benefit C13: Transportation Efficiency (User Travel Time Savings)	EN1: Reduction in Emissions and Disturbance EN2: Risk of Natural Resource Disturbance EN3: Risk of 4(f) Resource Disturbance (<i>Addressed in White Paper</i>)	EC1: Transportation Efficiency (Operator – cost per rider) EC2: Transportation Efficiency (System annualized capital & operating cost per rider) EC3: Economic Competitiveness (Change in employment served) EC4: Rebuilding/ Redevelopment Opportunity (vacant and redevelopable land)	D1: Total Project Capital Cost (Exclusive & Non-Exclusive ROW Options) D2: Capital Cost Per Mile (Exclusive & Non-Exclusive ROW Options) D3: Operating & Maintenance Cost D4: Total Corridor Ridership D5: Funding Potential



Going places

Planning for high capacity transit in the region

Multiple account evaluation process:

- Provide technical analysis to stakeholders & committee members to recommend adjustments
- Apply criteria based on local values
 - Iterative discussion with HCT Subcommittee
- Subcommittee determined criteria captured priority goals

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Evaluation criteria correlation with public/stakeholder priorities

Ridership

- Supportiveness of existing land use
- Total ridership
- Ridership generators
- Housing/transportation Burden
- Funding potential

Environment

- Risk to Natural Resources
- Emissions & Disturbance

Cost

- Capital Cost
- O & M Cost
- Transportation Efficiency



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TPAC/MTAC HCT Subcommittee recommendations


- Apply all criteria equally in prioritization of corridors
- Adopt HCT system corridors as organized in tiers
- Tie tiers to system expansion policy to clarify process for advancement



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Criteria evaluation summary

Corridor	Description	Community															Environment					Economy					Feasibility				
		C1	C2	C3	C4	C5	C6	C7	C8	C9	C10	C11	C12	C13	EN1	EN2	E1	E2	E3	E4	F1	F2	F3	F4	F5						
8	Clackamas Town Center to Oregon City via I-205 (LRT)	1	2	0	0	3	2	1	0	1	1	1	1	1	-1	-1	0	-1	0	1	0	-1	-1	1	-2						
9	Park Ave to OCTC via McLoughlin (LRT extension)	0	2	2	0	3	3	1	0	1	1	1	1	0	-1	0	-1	0	0	0	0	-1	-1	1	1						
10	Portland to Gresham via Powell (LRT)	3	3	3	3	3	3	2	2	2	2	3	0	1	-2	-1	-1	3	1	0	-1	-1	-3	2	1						
11	Portland to Sherwood via Barbur/Hwy 99 (LRT)	3	3	2	3	2	3	2	2	2	2	2	2	2	-3	0	-1	3	2	-2	-2	-2	-2	3	3						
12	Hillsboro to Forest Grove (LRT extension)	0	2	0	3	2	1	0	2	1	1	2	2	1	-1	-1	-2	-2	0	2	-1	-1	0	-1	-1						
13	Gresham to Troutdale Extension (LRT Extension)	0	2	-1	2	2	1	0	0	2	1	1	1	0	-1	0	-1	0	0	0	-2	0	0	0	1						
13D	Troutdale to Damascus (LRT)	0	2	-3	2	2	1	1	0	1	1	1	1	3	-3	-2	-2	3	1	3	-3	-2	-2	1	1						
16	Clackamas Town Center to Damascus via Sunnyside (LRT)	0	2	-2	1	2	1	0	0	0	1	1	1	0	0	-2	-2	3	1	2	0	-2	-1	0	-2						
17	Sunset Transit Center to Hillsboro via Hwy 26 / Evergreen	2	3	-1	2	2	1	2	2	2	1	0	2	-2	-2	-1	-1	3	2	-1	-1	-2	2	0	-2						
17D	Tanasbourne (LRT extension)	1	3	-2	1	2	1	0	0	1	0	0	0	1	-1	0	-1	1	1	0	-1	0	0	0	0						
28	Clackamas Town Center to Washington Square via I-205/217 (LRT)	1	2	-1	1	3	1	3	1	1	2	2	2	3	-3	-2	-2	3	3	-3	-1	-1	-3	2	2						
29	Clackamas Town Center to Washington Square via RR ROW (LRT)	3	2	-1	2	3	2	3	1	1	2	3	3	3	-3	-2	-2	3	1	-2	-1	-3	2	3	3						
32	Beaverton to Hillsboro via TV Highway (LRT)	2	2	1	2	3	1	1	2	3	2	1	1	-2	-1	-2	2	1	-1	-2	-1	0	-1	1	0						
34	Beaverton to Wilsonville (LRT upgrade)	3	2	-2	1	3	2	3	2	3	2	1	1	3	-3	0	-1	3	2	-2	-1	-2	3	2	2						
38S	Sherwood to Tualatin	1	1	-2	0	1	1	1	1	0	1	0	0	0	-2	-1	-1	0	2	0	-1	0	0	0	0						
43	Downtown Portland to Yellow Line via St. Johns (LRT)	3	2	2	2	2	1	0	2	1	2	0	0	3	-3	-3	-2	2	0	-2	-2	0	-2	0	-2						
54	Troutdale to St. Johns via US 50 (LRT)	0	2	1	2	1	1	0	3	2	2	3	1	-3	-3	-3	-2	2	0	-2	-2	-3	0	-1	-1						



Regional HCT priorities by tier

Near Term Regional Priority Corridors

- 10 - Portland - Gresham via Powell
- 11 - Portland to Sherwood via Barbur Hwy 99w

Next Phase Regional Priority Corridors

- 8 - Clackamas TC – Oregon City TC via I-205
- 9 - Park – Oregon City TC via McLoughlin
- 17 - STC - Hillsboro
- 28 - Washington Square TC - Clackamas TC via I- 205
- 29 - Washington Square TC – Clackamas TC
- 32 - Hillsboro - Hillsdale
- 34 - Beaverton - Wilsonville
- 55 - Gateway to Salmon Creek

Developing Regional Priority Corridors

- 12 - Hillsboro - Forest Grove
- 13 -Gresham – Troutdale Extension
- 17D - Red Line extension to Tanasbourne

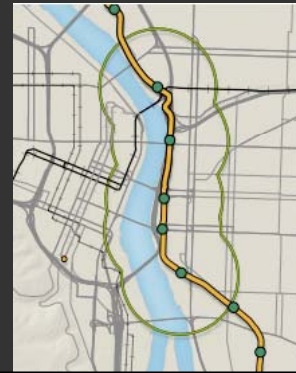
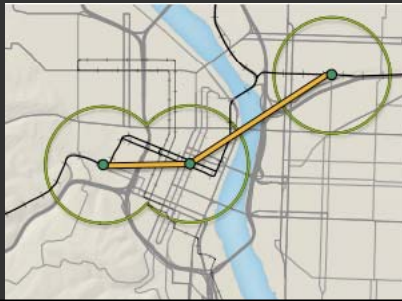
Regional Vision Corridors

- 13D - Troutdale – Damascus
- 16 - Clackamas TC - Damascus
- 38S - Tualatin-Sherwood
- 43 - St. Johns - Vancouver/Union Station
- 54 - Troutdale - St. Johns

Existing system capacity needs 2035

Conclusions

1. Ample capacity through 2035
2. No appreciable benefits to faster travel time through Central City



Commuter rail to neighboring cities

Figure 11: Estimated Ridership Potential Methods and Average Annual Ridership

Commuter Rail Corridor	Estimated Corridor Population (2008) ⁽²⁾	Peer Review		JTW Analysis		Average		Approx. Distance (Miles)	Annual Riders Per Mile
		Estimated Weekday Ridership	Estimated Annual Ridership	Estimated Weekday Ridership	Estimated Annual Ridership	Estimated Weekday Ridership	Estimated Annual Ridership		
Hood River	22,143	135	34,000	49	12,000	92	23,000	55	400
Salem/Keizer	519,828	3,166	807,000	2,499	637,000	2,832	722,000	50	14,400
Scappoose	11,070	67	17,000	37	9,000	52	13,000	20	700
Newberg	111,505	679	173,000	1,008	257,000	844	215,000	20	10,800
Sandy ⁽¹⁾	33,232	405	103,000	n/a	n/a	202	52,000	20	2,600
WES	441,000					1,250	319,000	15	21,300
Trinity Railway Express (Dallas/Ft. Worth, TX)	1,260,000					10,500	2,677,500	34	78,750
Sounder Commuter Rail (Seattle, WA)	1,338,000					10,000	2,550,000	80	31,875
UTA FrontRunner (Salt Lake City/Ogden, UT)	659,000					5,800	1,479,000	44	33,614
NCTD Coaster (San Diego, CA)	900,000					5,100	1,300,500	41	31,720
Altamont Commuter Express (Stockton/San Jose, CA)	997,000					3,200	816,000	86	9,488
RailRunner Express (Albuquerque/Santa Fe, NM)	396,000					2,500	638,000	97	6,600

Planning for high capacity transit in the region

Discussion

