A G E N D A

600 NORTHEAST GRAND AVENUE | PORTLAND, OREGON 97232 2736
TEL 503 797 1700 | FAX 503 797 1794

METRO

MEETING: **METRO TECHNICAL ADVISORY COMMITTEE**
DATE: June 3, 2009
DAY: Wednesday
TIME: 10:00 a.m. to noon
PLACE: Room 370A&B

TIME	AGENDA ITEM	ACTION REQUESTED	PRESENTER(S)
10:00 a.m.	**CALL TO ORDER AND INTRODUCTIONS**		Robin McArthur
1. 30 min.	**High Capacity Transit Plan** *Objective: Make recommendation to MPAC*	Discussion & Action	Tony Mendoza
2. 30 min.	**Regional Transportation Investment Strategy** *Objective: Report on JPACT retreat results; make recommendation to MPAC*	Discussion & Action	Kim Ellis
3. 10 min.	**Local Actions Affecting Residential and Employment Capacity Information** *Objective: Review process for identifying local actions that affect residential capacity*	Informational	Chris Deffebach
4. 30 min.	**Comments on Preliminary Residential Urban Growth Report** *Objective: Identify issues and technical comments*	Discussion	Malu Wilkinson
5. 15 min.	**Comments on Assumptions for Preliminary Urban Growth Report MetroScope Scenario** *Objective: Review and discuss key assumptions*	Discussion	Malu Wilkinson/ Ted Reid
12:00	**ADJOURN**		

Next regularly scheduled meeting (MTAC meets the 1st & 3rd Wednesday of the month): June 14, 2009

For further information or to get on this mailing list, contact Paulette Copperstone @ paulette.copperstone@oregonmetro.gov or 503-797-1562

Metro's TDD Number – 503-797-1804

Need more information about Metro? Go to www.oregonmetro.gov

600 NE Grand Ave.
Portland, OR 97232-2736
503-797-1700
503-797-1804 TDD
503-797-1797 fax

www.oregonmetro.gov

Metro | *Memo*

Date: June 3, 2009

To: MTAC

From: Tony Mendoza, Transit Project Analysis Manager

Re: High Capacity Transit System Plan - ***Resolution No. 09-0452***

On May 29, 2009, TPAC recommended to JPACT for approval the resolution No. 09-0452 and Exhibits A, B & C with the modifications noted below. The resolution is scheduled to be recommended by MTAC to MPAC on June 3, 2009; recommended by MPAC to Metro Council on June 10, 2009; approved for inclusion in the RTP by JPACT on June 11, 2009; and approved for inclusion in the RTP by the Metro Council on July 9, 2009. These approvals will fold into the Regional Transportation Plan process for final approval in fall 2009. Members of MTAC had an initial introduction to the draft Resolution No. 09-0452, Exhibit A: *High Capacity Transit System Plan Tiers and Corridors,* and Exhibit B: *System Expansion Policy Framework* on May 6, 2009.

Exhibit A: High Capacity Transit System Plan Tiers and Corridors
This list below documents the proposed changes to Exhibit A: *High Capacity Transit System Plan Tiers and Corridors.* These changes are also noted as footnotes on the chart where appropriate.

On May 29, 2009, the TPAC recommended to JPACT the recommendations of the MTAC/TPAC Subcommittee with the following modifications:

- Retain the WES corridor (corridor 34) in the Near Term Regional Priority Tier. Note that service upgrades are currently included in the federal RTP financially constrained list of projects.
- Move corridor 17D so that it may be studied in conjunction with corridor 17, which resides within Next Phase Regional Priority Tier.

On May 14, 2009, the MTAC/TPAC HCT Subcommittee recommended the following:

- Move corridor 34 to from the Near Term to Next Phase tier. Line 34, the current WES commuter rail line, recently received a large regional investment and the upgrade to Light Rail will be placed in the Next Phase category. Service improvements that mimic light rail service are in the financially constrained RTP and therefore, upgrades will be examined in phases. Some portions of this corridor are included in corridors 28, 29 and potentially 11.
- Move corridor 9 from Developing to Next Phase tier. Staff of Clackamas County and Oregon City requested that Corridor 9 be studied in the future in conjunction with Corridor 8. These corridors connect Milwaukie and Clackamas County to Oregon City in the general vicinity of I-205 and McLoughlin.
- Remove corridor 43, from Portland Central City to St.Johns neighborhood, and line 54, from St. Johns neighborhood to Troutdale in the general vicinity of Columbia Blvd. City of Portland staff requested that this corridor be removed from the list due to low ranking based on the evaluation criteria. The City also reiterated the message from the industrial and freight committees that high capacity transit may conflict with the industrial based land use and freight movement in these corridors. HCT staff has also received this feedback from the community.
- Add corridor 55 to the Next Phase tier. This corridor was selected as part of Southwest Washington Regional Transportation Council (RTC) HCT System Plan. Place this corridor in the Next Phase tier to be further evaluated in coordination with RTC.

- Add the following clarifying language: “Corridors are not ranked within the tiers. Corridors are shown in numeric order by the corridor identification number.”
- Indicate that the location of the alignment is to be decided through a corridor refinement plan and/or alternatives analysis. Change the language to indicate that a corridor is “in the vicinity of” a particular existing transportation corridor.

Exhibit B: System Expansion Policy Framework

The list below documents the proposed changes to the Exhibit B: *System Expansion Policy Framework.* The *System Expansion Policy and System Expansion Targets* will be further developed during the Regional Transportation Plan (RTP) process through the RTP Work Group***.***

On May 29, 2009, the TPAC recommended to JPACT as part of the resolution No. 09-0452 the system expansion policy as modified by the MTAC/TPAC HCT Subcommittee.

On May 14, 2009, the MTAC/TPAC HCT Subcommittee recommended the following:

- Add community support in the proposed system expansion targets.
- Add potential alternative analysis and location of alignment as potential regional support.
- Clarify that station access needs to be multi-modal.
- Clarify that transportation modeling means multi-modal transportation analysis.
- Clarify that existing working groups should be land use and transportation working groups.

In addition, the MTAC/TPAC HCT Subcommittee requested a detailed administrative work plan for the *System Expansion Policy.* This document would consider administrative processes, staff resources, and defined system expansion targets. This work plan will be completed as part of the Regional Transportation Plan.

Exhibit C: Regional Transportation Plan Amendments

On May 29, 2009, the TPAC recommended without changes to JPACT as part of the resolution No. 09-0452 Exhibit C: *Regional Transportation Plan Amendments*.

DRAFT TO MTAC 6-3-09

BEFORE THE METRO COUNCIL

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	)))))	RESOLUTION NO. 09-4052 Introduced by Councilor Carlotta Collette

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 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 eighteen 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 eighteen 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

WHEREAS, the resulting eighteen 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 corridors which have been place into tiers will be incorporated into the Regional Transportation Plan and long-range land use and transportation planning efforts; and the eighteen high capacity transit corridors will be regularly reviewed through the Regional Transportation Plan; and

WHEREAS, the system expansion policy provides a framework 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; now therefore

BE IT RESOLVED THAT:

1. The Council accepts the regional high capacity transit system plan tiers and corridors (Exhibit A), system expansion policy framework (Exhibit B), and recommended 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 corridors, system expansion policy framework and policy amendments 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

Regional High Capacity Transit System Plan Tiers and Corridors

Corridors are not ranked within the tiers. Corridors are shown in numeric order by the corridor identification number. Also refer to the attached map.

Tier	Corridor Description (Mode As Evaluated)[1]	HCT[1] Corridor Number	RTP Mobility Corridor Reference	Actions		
				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 the System Expansion Policy Framework's potential local actions and potential regional support, figure 2.	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			
	Beaverton to Wilsonville (LRT) in the vicinity of WES[4]	34[2]	2 – Central City – Tigard; 3 - Tualatin – Wilsonville; 19 – Beaverton – Tigard; 22 – Beaverton – North Plains			
Next Phase Regional Priority Corridors	CTC to Oregon City in the vicinity of I-205 Corridor (LRT)	8	8 – Clackamas – Oregon City	See the System Expansion Policy Framework's potential local actions and potential regional support, figure 2.	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)[3]	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			
	Tanasborne (LRT extension)[4]	17D	22 – Beaverton – North Plains			
	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			
	Gateway to Salmon Creek in the vicinity of I-205 Corridor[5]	55[5]	9 – Gateway – Clark County			
Developing Regional Priority Corridors	Hillsboro to Forest Grove (LRT extension)	12	24 – Beaverton – Forest Grove	See the System Expansion Policy Framework's potential local actions and potential regional support, figure 2.	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			
Regional Vision Corridors	Troutdale to Damascus (LRT)	13D	15 - Gresham/Fairview/Wood Village/Troutdale – Damascus	See the System Expansion Policy Framework's potential local actions and potential regional support, figure 2.	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[6]	16 – Rivergate – I-5; 18 – Portland Central City – Columbia County			
	Troutdale to St. Johns in the vicinity of US 30	54[6]	6 – Gateway – Gresham/Fairview/Wood Village/Troutdale; 16 –			

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

[2] The WES Corridor (34) service upgrades are currently included in the federal RTP financially constrained list of projects to all day 15 minute service. 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.

[3] The HCT MTAC/TPAC Subcommittee and TPAC recommend that corridor 9 be studied in conjunction with corridor 8.

[4] TPAC recommended that this corridor (17D) be studied in conjunction with corridor 17.

[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 and TPAC recommend evaluating the project in the Next Phase tier.

[6] The HCT MTAC/TPAC Subcommittee and TPAC recommend that these corridors be removed from the list due to its ranking as an HCT corridor based on the evaluation criteria. These corridors warrant further study for high quality transit service by TriMet.

Going places

REGIONAL HIGH CAPACITY TRANSIT SYSTEM PLAN

Metro

May 29, 2009

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

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

Vancouver
To Sappoose
St. Johns
Bethany
Forest Grove
Hillsboro
Orenco
Tanasbourne
Cedar Mill
Sunset Transit Center
Aloha
Beaverton
Raleigh Hills
Hillsdale
Washington Square
West Portland
Murray Hill
Tigard
King City
Tualatin
Sherwood
Lake Grove
Lake Oswego
Milwaukie
Hollywood
Gateway
Lents
Pleasant Valley
Happy Valley
Clackamas
Damascus
Gladstone
West Linn
Oregon City
Wilsonville
To Newberg
To Salem
Camas
Washougal
Troutdale
Fairview
Rockwood
Gresham
To Hood River
To Sandy

LEGEND

Transit

- High Capacity Transit* (2009)
- Planned High Capacity Transit (adopted)
- 2035 No-Build Bus Network

HCT Corridors

- HCT Corridors Recommended For Advancement (Lines are representative of general HCT corridors), Buffers are 1 Mile
- RTC HCT Corridors
- Potential Corridor Extensions (corridors extending to neighboring cities to be measured by travel demand)

2040 Growth Concept

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

- Railroad
- School
- Parks/Open Space
- County Boundary

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

0 2 4 Miles

Regional high capacity transit system expansion policy framework draft
5-29-09

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 tiers and corridors identify 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 relate to an HCT corridor's readiness and regional capacity to study and implement HCT projects. Corridors within each tier would be updated with each RTP or by RTP amendment. 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.

Based on the tiered category, regional actions would be aligned with work in each corridor while local actions would focus on meeting HCT system expansion targets. In near-term corridors, formal **corridor working groups** would be established. Other corridors would coordinate work through existing processes.

Figure 1: System expansion policy framework

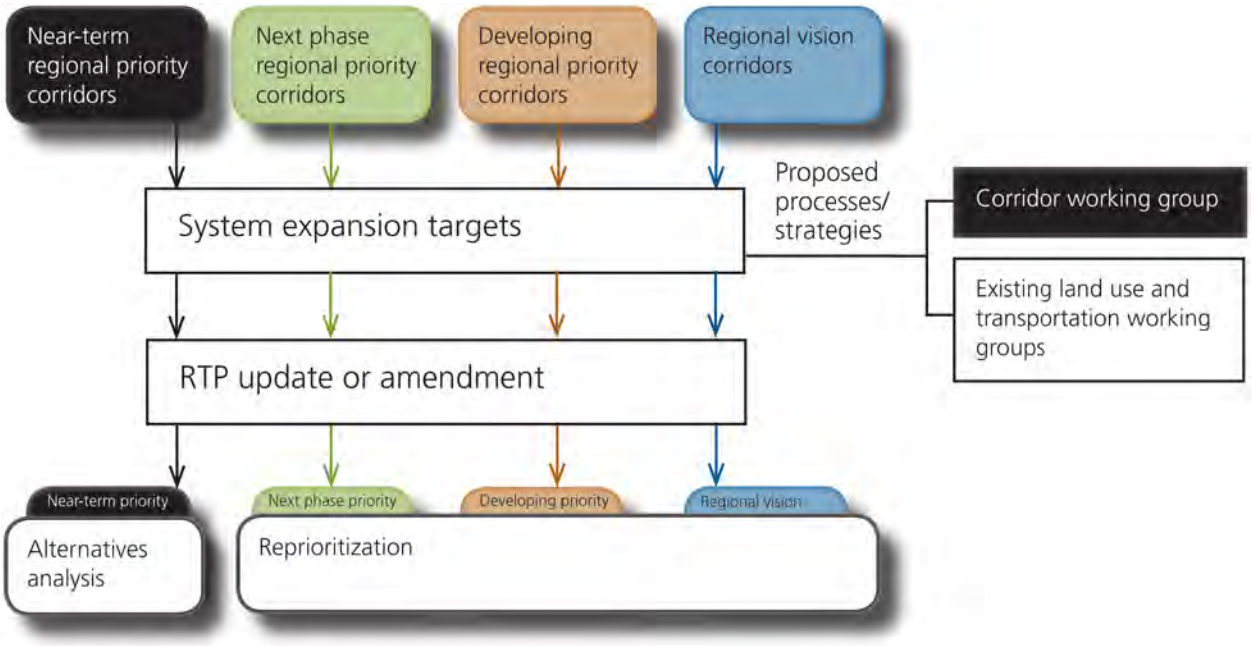


Figure 2: HCT system expansion policy framework concept

Tiers	Summary	Potential methods to reach targets		Potential system expansion targets	Potential strategies
		Potential local actions (applied to each corridor)	**Potential regional support (assistance with corridor assessment against system expansion targets)**		
Near-term regional priority corridors	Corridors most viable for implementation in next four years.	• Develop corridor problem statement • Define corridor extent • Assess corridor against system expansion targets • Create ridership development plan/ land use/TOD plans for centers and stations • Assess mode and function of HCT • Create multimodal station access and parking plans • Assess financial feasibility	• Create land use/TOD plans for centers and stations • Analyze station siting alternatives • Coordinate with MTIP priorities • Perform multi-modal transportation analysis • Create multimodal station access and parking plans • Start potential Alternatives Analysis	• 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	• 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.	• Develop corridor problem statement • Define corridor extent • Assess corridor against system expansion targets • Create ridership development plan/ land use/TOD plans for centers and stations • Assess mode and function of HCT	• Create land use/TOD plans for centers and stations • Analyze station siting alternatives • Coordinate with MTIP priorities	• 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	• Existing land use and transportation working groups

Tiers	Summary	Potential methods to reach targets		Potential system expansion targets	Potential strategies
		Potential local actions (applied to each corridor)	**Potential regional support (assistance with corridor assessment against system expansion targets)**		
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.	• Develop corridor problem statement • Define corridor extent • Assess corridor against expansion targets • Create ridership development plan/ land use/TOD plans for centers and stations	• Create land use/TOD plans for centers and stations • Analyze station siting alternatives	• Transit supportive land use/station context • Community support • Partnership/political leadership • Regional transit network connectivity	• 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.	• Develop corridor problem statement • Define corridor extent • Assess corridor against system expansion targets • Create ridership development plan/ land use/TOD plans for centers and stations	• Create land use/TOD plans for centers and stations	• Transit supportive land use/station context • Community support	• Existing land use and transportation working groups

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.

Local action descriptions

Local actions would be structured to reach tiered targets. Some or all of the following actions could be taken to advance a project, depending on the tier placement.

Develop corridor problem statement: The corridor problem statement defines the purpose of and established goals for the proposed HCT investment (i.e., congestion mitigation, economic development, etc.). It 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.

Define corridor extent: As in an FTA Alternatives Analysis, the definition of corridor extent could include a project extent that encompasses multiple alignment corridors or options.

Assess corridor against system expansion targets: The identification of progress toward all system expansion targets for the current priority tier.

Create ridership development plan/land use/TOD plans for centers and stations: Assessment of 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. A ridership development plan could include assessment of: TOI score, residential density, employment density, potential cost effectiveness and transit supportive land uses (zoning and station typology aspirations).

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 corridor's ability to meet targets.

Create multimodal station access and parking plan: The station access plan would ensure that station designs optimize opportunities for intermodal connections and TOD by planning for an urban block pattern. The parking management plan would help local jurisdictions develop transit supportive parking policies that include development of potential parking districts. It could also establish maximum parking requirements, pay-for-parking, park-and-ride development and management plans, and other parking code changes such as unbundling parking for new development.

Assess financial feasibility: Assessment of the financial feasibility of the region to advance an HCT project. The analysis would consider and propose incentives to finance existing and future infrastructure improvements, using tools such as SDC credits, tax abatement, improvement districts and tax increment financing (TIF).

Regional support descriptions

Regional support will be necessary to advance any corridor. Regional actions may already be in place, such as work coordinated through the transportation system plans; however, specific regional actions to support HCT project advancement would vary based on the tier.

Create land use and transit-oriented development plans for station areas: Land use and TOD plans for corridors would be reviewed for local areas to ensure that station areas within a defined corridor extent can meet defined targets for ridership and transit supportive land use.

Analyze station siting alternatives: Locations of stations is critical 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.

Coordinate with MTIP priorities: HCT investments should align with regional priorities for transportation and land use investments. MTIP prioritization 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, methods may vary.

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 review parking plans for all land use types.

Start potential alternatives analysis: The region can begin the process to help projects advance into federal alternatives analysis process.

Proposed system expansion target descriptions

A small set of system expansion targets will be identified to measure project readiness and contribution to regional goals. These targets will provide clear direction to local jurisdictions that desire to advance projects. System expansion targets would vary based on the tier.

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.

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

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

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 project's 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.

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

Financial capacity – capital and operating finance plans: This measure would assess the 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**: A qualitative rating 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 analysis of the financial capacity to operate using measures such as estimated farebox recovery, cost effectiveness (total annualize operating and capital cost per passenger), and the stability, reliability and availability of proposed operating subsidy

Integrated transportation system development: This measure would quantitatively assess the role each project would play in addressing a broad range of regional transportation priorities, particularly those priorities for the Mobility Corridor in which the corridor is located.

600 NE Grand Ave.
Portland, OR 97232-2736
www.oregonmetro.gov

Metro | *Memo*

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

1. <u>Define the function of high capacity transit within an integrated transportation system</u>

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."

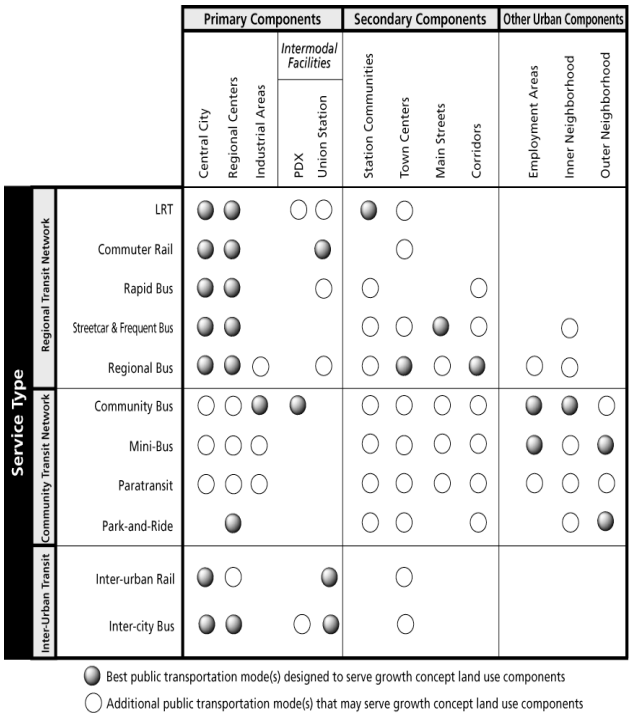
What we've heard: In public involvement efforts and committees, staff has heard conflicting understanding and opinions about the purpose and function of high capacity transit. High capacity transit could serve corridors with access and many stops or it could serve centers with speed and few stops. Some 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.

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-or-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. <u>Define the coordination of land use, station area and transportation investments with HCT investments</u>

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.

www.oregonmetro.gov/rtp




Regional Transportation Plan

Recommended Approach to Refine Investment Priorities

Linking transportation to land use, the economy and the environment

Kim Ellis, RTP Project Manager
MTAC | June 3, 2009

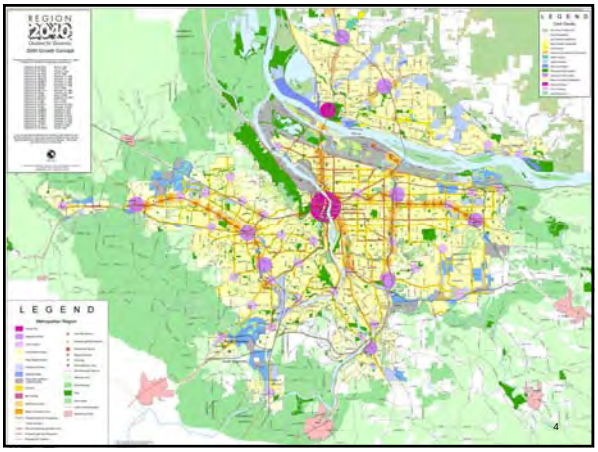
Metro

Direction needed today



Confirm recommended approach and timeline for developing state RTP investment strategy

Building blocks to refine priorities



Aspirations – a starting point for local and regional actions

Tigard Downtown 2028 Vision

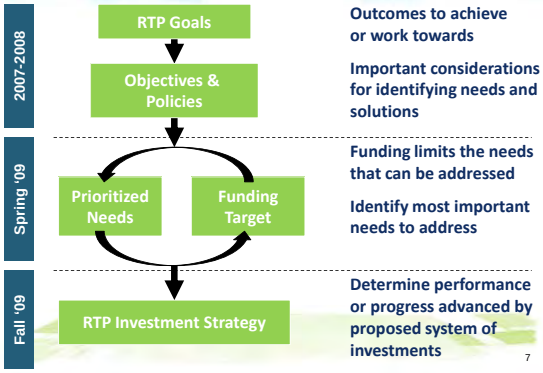
- Leverage local and regional investments
- Align your RTP investment priorities with your aspirations

2035 REGIONAL TRANSPORTATION PLAN

RTP Goals and Outcomes

- Vibrant Communities and Efficient Urban Form
- Economic Competitiveness and Prosperity
- Transportation Choices
- Efficient Management of the System
- Safety and Security
- Environmental Stewardship
- Human Health
- Equity
- Fiscal Stewardship
- Accountability

Goals lead to investment priorities



7

2035 RTP PERFORMANCE WORK GROUP RECOMMENDATIONS

Performance Evaluation Framework

8

What performance goals are most important to deliver? A few examples...

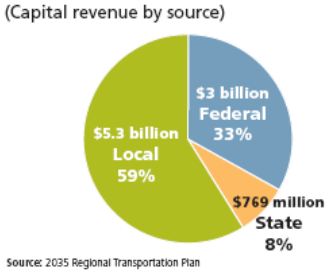
- Job creation - Increase the number of new jobs in centers and employment/industrial areas by XX%?
- Urban form - Increase the number of new households in centers and corridors by XX%?
- Safety - Reduce crashes, injuries and fatalities by 50%?
- Reliability - Reduce delay per capita by 10%?
- Travel - Reduce VMT per capita by 10%?
- Climate change - Reduce greenhouse gas emissions by 40%?
- Active transportation - Triple walking, biking and transit trips?
- Personal cost - Reduce average household cost for transportation and housing by 25%?

9

Using the 2007 RTP as a starting point for refining priorities

10

Local governments are funding an increasing share of the system

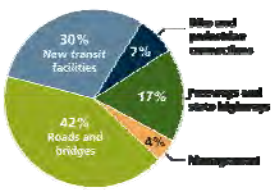


Source: 2035 Regional Transportation Plan

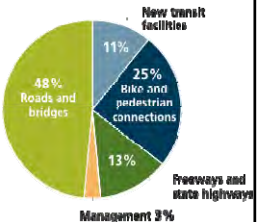
11

2007 Federal RTP Priorities

BY COST OF PROJECTS



BY NUMBER OF PROJECTS



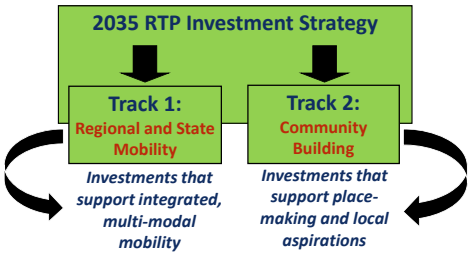
Capital cost assumption in 2035 RTP = $9.07 billion

12

Recommended approach and checklist of considerations

13

✓ Investment Strategy Framework



14

✓ Common needs across region

- Congestion and delay on throughways and arterials
- Throughways, topography and rivers are barriers
- Lack of arterial and local street connectivity
- More frequent transit service and broader coverage to meet RTP policies and land use vision
- Transit-supportive land use to leverage transit investments
- Substandard facilities and gaps in bike, pedestrian and trails networks
- At-grade rail crossings hinder mobility

15

✓ Track 1: Integrated Mobility Solutions

- Access management, signal timing, traveler information and tolling
- High capacity transit and frequent bus service supported by transit-supportive land use
- Sidewalk, bikeway and trail connections to transit
- Arterial connectivity, capacity and throughway overcrossings
- Grade separate road and rail
- Throughway capacity and interchange upgrades
- Freight rail upgrades

16

✓ Track 2: Community Building Solutions

CENTERS AND CORRIDORS

- Boulevard retrofits
- Transit service & transit-oriented development
- Street connections
- Sidewalks, bikeways & trails
- Timing signals for pedestrians and slower speeds
- Parking management & transportation management associations

INDUSTRIAL & EMPLOYMENT AREAS

- Arterial connections from Interstate system to industry, access management & timing signals for freight – ***the last mile***
- Transit service
- Improve and protect interchanges for freight access
- Sidewalks, bikeways & trails
- Transportation management associations

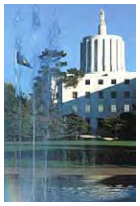
17

✓ MPAC/JPACT investment priorities

- On-going maintenance of existing system
- Target investments in centers, corridors and employment/industrial areas to attract growth and support economic development
- Increase emphasis on land use, management, transit and active transportation
- Focus throughway investments on existing system to address safety and support freight mobility and access
- Improve and protect throughway interchanges and upgrade arterials that provide access to industry
- Freight rail upgrades to expand freight choices

18

✓ State policies that direct the RTP



- Be "adequate" to support adopted land use
- Include a finance strategy
- Increase walking, biking and transit
- Reduce drive alone trips
- Reduce VMT per person
- Meet statewide mobility goals
- Reduce greenhouse gas emissions

19

✓ Update Federal priorities to respond to new information

- Local aspirations
- New plans and studies

20

✓ Is the system fully optimized?

Examples of system optimization in Tigard:

- Meet on-going maintenance needs
- Access management and traffic signal timing on OR 99W
- Arterial traveler information and adaptive signal systems for OR 99W, and Hall Boulevard
- More freeway detection on OR 217 to enhance travel information and incident management efforts

21

✓ Can we better manage demand?

Examples of demand management in Tigard:

- Transit-supportive land uses in centers and corridors
- Expanded partnerships with Westside Transportation Alliance
- Carpool/vanpool programs and other employer services
- High occupancy tolls lanes on OR 217

22

✓ Are we adequately addressing deficiencies?

Examples of projects that address deficiencies in Tigard:

- Streetscape retrofits in downtown
- Reconstruct substandard Fanno Creek trail segments
- Widen arterials such as Greenburg Rd.
- All day WES service
- OR 217 braided ramps and 72nd Ave. interchange upgrade
- Grade separate rail crossings

23

✓ Are we adequately improving connectivity?

Examples of projects that improve connectivity in Tigard:

- Arterial overcrossings of OR 217
- New collector and arterial connections
- Complete Westside, Fanno Creek and Red Electric trails
- High capacity transit connection to Tigard via Barbur/OR 99W

24

Recommended process and timeline

25

Local coordinating committees take lead role

- Coordinate project list changes
- Work with cities to maintain balance between projects and funding threshold
- Provide forum for land use and trails staff to participate in discussions

26

Tools to use

- Current RTP project list, subarea project maps, system maps
- Mobility atlas and needs assessment
- HCT, TSMO and Freight plans
- Local aspirations summary
- Template for documenting proposed project list changes
- Guidance for local agency staff

27

Timeline

June – Direction and startup

July – Project list updated

August – Compile draft plan

Sept. – Dec. – Public comment and action

28

June 2009: Direction and startup

- June 10 – MPAC gives direction to staff on investment priorities and funding threshold
- June 11 – JPACT gives final direction to staff on investment priorities and funding threshold
- Late-June – Coordinating committees (staff) meeting(s) to update RTP project list

29

July 2009: Project list updated

- Early-July – Coordinating committees (policy) endorse updated project list
- July 9 – JPACT update on process and funding options
- July 29 – Agencies submit project list changes to Metro

30

August 2009: Compile draft plan

August – Compile draft plan; begin modeling and analysis

- Policy refinements (Chapter 3)
- RTP investment strategy
- RTP funding strategy

31

September – December 2009: Public comment and action

- 30-day public comment with other *Making the Greatest Place* recommendations
- Identify proposed amendments
- Committees review plan and take action on resolution of intent for final adoption in June '10

32

600 NE Grand Ave.
Portland, OR 97232-2736
503-797-1700
503-797-1804 TDD
503-797-1797 fax
www.oregonmetro.gov

Metro | *Memo*

Date: Thursday, May 28, 2009

To: MTAC

From: Chris Deffebach

Re: Local actions affecting residential and employment capacity

The recently released Preliminary Residential and Employment Urban Growth Report estimates the existing residential and employment capacity in the Metro area for the next 20 years based on existing zoning and market feasibility. Over the last few months, the Local Aspirations process has identified a few instances where communities have recently revised local zoning, corrected Metro's zoning data, or adopted new strategies that could affect the market feasibility of developing to current zoned capacity. We would like your help identifying capacity actions at tow different stages in our process.

Revising capacity estimates for the September 2009 Draft Urban Growth Report

This memo lists examples of the types of revisions that can be made to the Preliminary Urban Growth Report before it is released as the Draft Urban Growth Report for public review and Council consideration. MTAC members may know of other recent changes that should be folded into the calculation of existing 20 year capacity. In addition to your comments on the Urban Growth Report methodology at the next few MTAC meetings, staff would like MTAC to help identify other recent changes that should be incorporated into the assessment. Metro needs to identify these by the end of June in order to incorporate their capacity effect into the Draft Urban Growth Report. Examples of recent changes include:

Recent or potential local actions that can affect current capacity in the Urban Growth Report		
Jurisdiction/ Design Type	**Local Action**	**Potential effect on 20 year capacity estimate**
Cornelius	Revised Metro's zoning data to reflect Cornelius existing zoning	Change capacity
Gresham/ Regional Center	Consideration of Downtown Plan District Design Manual	Increase capacity
Happy Valley	Amend Comprehensive Plan and Zoning to include East Happy Valley portion of Damascus/Boring Concept Plan	Increase capacity (if more than what was reflected in the concept plan)
Oregon City	Reduced SDCs for Regional Center	Increase use of existing capacity
Troutdale/ Natural areas	Allow density bonuses to landowners that avoid protected habitat areas.	Increase capacity
Wood Village	Update Zoning and Development Code and consider financial incentives	Increase capacity and increase use of existing capacity

Increasing Zoned and "Market" Capacity through Local and Regional Actions by June 2010

The Local Aspirations process highlighted the wide range of current planning and investment activities at the regional and local level that are underway to help achieve community aspirations.

Over the next 18 months, Metro staff would like your help to continue to identify changes in zoning and other strategies that affect the market for development and would help meet the capacity gap identified in the Draft Urban Growth Report. These will include, for example, regional transportation investments above and beyond the current "financially constrained" level of investment in the Regional Transportation Plan. They will also include local investments and incentives, such as tax increment financing in new urban renewal areas. The combination of regional and local actions will help achieve local aspirations and support the region's desired outcomes.

The attached Investment in Great Places Matrix illustrates the types of regional and local actions that can increase the capacity inside the existing urban growth boundary over the next 20 years by either increasing the zoned capacity or giving the market incentives to develop closer to maximum zoned density. Examples include:

Regional Actions:

- Changing center or corridor designations on the Growth Concept map
- Transportation projects beyond the "financially constrained" system that increase access and marketability, such as transit, streetcar, HCT, new interchanges or enhanced streetscapes
- Transportation management projects that increase the access and capacity of the existing system
- Park, trail and open space investments that increase property values and accessibility
- Direct financial incentives, such as TOD investments or brownfield grants
- Statewide tax incentives, such as energy programs that promote additional development or density, including energy tax credits

Local Actions:

- Infrastructure investments above and beyond those in local public facility plans (planned investments were assumed in the MetroScope runs associated with the Preliminary UGR) that increase available capacity.
- Parking management strategies that increase FAR.
- Supportive code changes, including mixed use zoning, height or FAR changes.
- Local street connections that increase access and site marketability (planned investments were assumed in the MetroScope runs associated with the Preliminary UGR).
- New financial incentives, including urban renewal, tax credits, reduced SDCs.

By the end of July, Metro would like to identify potential regional and local actions that could affect capacity and support local aspirations for inclusion in a preliminary list of regional and local actions in the fall. By December of 2010, Metro would like to document the local and regional actions that have been made that help meet the 20 year capacity needs. Local aspirations require regional and local investments. We plan to document these same investments to estimate capacity in the metro area.

Questions for MTAC Discussion

- Can you identify other examples of recent local actions that affect existing capacity that should be included in the Draft Urban Growth Report?
- Can you identify potential regional and local actions that can help address the capacity gap identified in the UGR by the end of this year and potential actions that may be made the end of 2010?

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		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 hour community	24,000 Housing Units 14,000 Jobs	●	●	●					●		●	Z	P	$		●	●
Hillsboro Downtown Regional Center	18 hour community	20,000 Housing Units 15,000 Jobs	●				$			●			Z	P	$	$		
Tigard Downtown Town Center	18 hour community	2,500 Housing Units 1.9 Million Square Feet of office/ retail/employment	●						●	●		●	Z	P	$			
Oregon City Downtown Regional Center	n/a hour community	n/a	●							●			Z	P	$	$	●	
Columbia-Cascade River district Employment Area	n/a hour community	32,500 Jobs		●								●	Z		$			
SE 82nd Avenue Corridor/ Main Street	n/a hour community	n/a	●							●			Z		$			

Legend

Proposed
(The icon is hollow)

Existing
(The icon is solid)

Printed on recycled content paper. 09219

Investing in Great Places matrix definitions DRAFT

Local aspiration profile

2040 Design: Existing 2040 Growth Concept design type

Activity level goal: Level of activity identified in local aspiration submission

Additional development goal: additional development identified in local aspiration submission

Regional investment actions

Regional Investment Actions: Existing or proposed investments largely using regional funds

Transit: HCT, bus services, streetcar, or facilities including park and ride and transit center

Highways and arterials: New capacity, new access, including interchange access, safety improvements

Transportation system management: Access management, signal optimization or other efforts that increase capacity of the existing system

Regional Travel Options: Transportation Management Associations, targeted marketing and other efforts that reduce vehicular demand

Transit Oriented Development: Metro investments in TOD projects

Grants: Brownfield assessment grants, nature in Neighborhood grants or other regional grant programs, including Construction Excise Tax grants

Regional Greenspaces: Regional parks, natural areas and trails

Shared responsibilities

Shared Responsibilities: Local, Regional and other partnership funding

Enhanced pedestrian, bicycle and trail environment: Landscaping, median or curb extensions, sidewalks, bikeways, boulevard retrofit, trails

Other Infrastructure: Sewer, water, schools

Local actions

Local Actions: Existing or proposed actions largely requiring local investments

Local streets and connectors: New connections, new capacity, realignments

Supportive code: Mixed use zoning or multi-family zoning in centers, streamlined or other process efficiencies, density bonus

Parking strategies: Shared parking, reduced minimum or maximums, structured or metered parking

Financial incentives: Urban renewal, general fund contributions, local improvement districts, business improvement districts, enterprise zones, SDC credits or variable SDC, vertical tax housing zone

Direct project incentives : Innovations and outreach that involve property owner engagement, acquisition, marketing, joint development, storefront or main street programs

Local greenspaces: Local parks, trails and natural areas

Private actions

Collaboration: Active property owner partnership with public sector

600 NE Grand Ave.
Portland, OR 97232-2736
503-797-1700
503-797-1804 TDD
503-797-1797 fax
www.oregonmetro.gov

Metro | *Memo*

Date: May 29, 2009
To: MTAC
From: Malu Wilkinson, Principal Regional Planner
Re: Preliminary residential urban growth report and MetroScope scenario assumptions

The preliminary residential urban growth report (UGR) will be a topic at MTAC on June 3rd and at MPAC on June 24th. Please come prepared with comments on methodology and technical assumptions in the preliminary residential UGR that MTAC should discuss.

In addition to any specific comments on the residential UGR, we would like MTAC to advise us on the assumptions to use for updated MetroScope scenarios that will inform the draft UGR (both employment and residential) to be released in September. Staff worked with representatives from the three counties and the city of Portland to develop the assumptions that went into the scenarios run for the preliminary UGR, but we would like additional feedback for the draft UGR. Two scenarios will be conducted—one assuming the low end of the population and employment growth forecast range and one assuming the high end of the range. As with the scenarios included in the recently-released preliminary UGRs, these scenarios are intended to reflect a continuation of current policies, investments and trends. There are two areas in particular where we can use MTAC's advice: the timing of UGB expansion area infrastructure availability and residential subsidy assumptions. The assumptions that were used for the scenarios included in the preliminary UGRs are described below (further detail may be found in the appendix to the preliminary residential UGR).

Timing of UGB expansion area infrastructure availability

UGB expansions are made to add developable capacity. However, experience has shown that land is not immediately developable upon their inclusion in the UGB. In order for land to be developable, planning must have been completed and infrastructure financing needs to be in place. Consequently, these scenarios should assume that there is a development delay for land that has previously been added to the UGB. The timing assumptions used in recent scenarios are as follows[1]:

Metro UGB expansion area (past expansions only)	Assumed date of availability for development
Happy Valley	2010
Damascus	2020
All other areas added to the Metro UGB post 1997 (other than Happy Valley and Damascus)	2015

Residential subsidies in centers and corridors

To implement the 2040 Growth Concept, cities throughout the region have enacted effective strategies for attracting growth to their centers and corridors. These strategies include urban renewal, tax

[1] Timing assumptions can be specified in five year increments and at the Census Tract level.

abatement, and investments in public amenities. Recent scenarios assume that residential subsidies will be in place in the future as well. The guiding principle for making subsidy assumptions for those scenarios was to err on the side of being conservative and only include those locations that have active urban renewal or that have some other identifiable tool in place that acts as a residential subsidy (for instance, a vertical housing tax credit).

Those scenarios assume varying levels of residential subsidies in different locations. Three different subsidy levels per dwelling unit were assigned:

Tier A: $50,000
Tier B: $25,000
Tier C: $10,000

The upper end of the range, $50,000 per dwelling unit, was estimated through staff conversations with the Portland Development Commission. Assumptions were also made regarding the timing of the subsidy (expressed as the percentage of the total number of subsidized units that are available to the market in each five year increment).

					Percent of subsidized dwelling units available (timing)							
Location	Type	Active urban renewal? (residential only)	Reason for subsidy assumption (other than active urban renewal)	Tier*	2010	2015	2020	2025	2030	2035	2040	Total number of subsidized units
Downtown	CC	yes		A	20%	40%	40%					13500
North Macadam	CC	yes		A	33%	33%	33%					7500
Oregon Conv. Center	CC	yes		A	33%	33%	33%					3000
River District	CC	yes		A	25%	25%	25%	25%				24000
South Park Blocks	CC	yes		A	25%	25%	25%	25%				2000
Beaverton	Reg. Ctr.	charter amendment approved by voters, but no active UR	vertical housing program applied on a case-by-case basis (not an abatement zone)	B			20%	20%	20%	20%	20%	2000
Clackamas	Reg. Ctr.	yes		B	25%	25%	25%	25%				2000
Gateway	Reg. Ctr.	yes		B	25%	25%	25%	25%				2000
Gresham	Reg. Ctr.		Vertical housing tax abatement	B	33%	33%	33%					2000
Oregon City	Reg. Ctr.	yes		C	33%	33%	33%					2000
Vancouver	Reg. Ctr.		Parking revenues go to redevelopment. City built parking structure	B	20%	20%	20%	20%	20%			6000
Gladstone	Town Ctr.	yes		C	20%	20%	20%	20%	20%			1200
Hollywood	Town Ctr.		tax abatement, TOD subsidies	B	25%	25%	25%	25%				1200
Lake Oswego	Town Ctr.	yes		B		20%	20%	20%	20%	20%		1200
Lents	Town Ctr.	yes		B		20%	20%	20%	20%	20%		1200
Milwaukie	Town Ctr.		light rail to be built; vertical housing tax abatement	C				25%	25%	25%	25%	1200
Rockwood	Town Ctr.	yes		B			20%	20%	20%	20%	20%	1200
Sherwood	Town Ctr.	yes		C		20%	20%	20%	20%	20%		1200
Tigard	Town Ctr.	yes		C			20%	20%	20%	20%	20%	1200
Troutdale	Town Ctr.	yes		C			20%	20%	20%	20%	20%	1200
Interstate	Non-ctr. UR	yes		A	25%	25%	25%	25%				8000
MLK	Non-ctr. UR	yes		A	20%	20%	20%	20%	20%			3500
Villebois	Non-Ctr UR	yes		C		20%	20%	20%	20%	20%		1000
Canby	City	yes		C			20%	20%	20%	20%	20%	600
Sandy	City	yes		C			20%	20%	20%	20%	20%	600

Questions for MTAC:

1. Do these scenario assumptions reasonably approximate a continuation of current policies, investments and trends? If not, what should our assumptions be?
2. What specific comments do you have on the residential UGR's methodology and technical assumptions that need to be discussed by MTAC?