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Metro | *Memo*

Date: June 3, 2009
To: JPACT/MPAC
From: Andy Cotugno
Subject: RTP Revenue direction

At the JPACT Retreat, we collected feedback from JPACT regarding the level of revenue increases to build the proposed project list around for finalizing the RTP. **The purpose of this memo is to confirm direction to staff to bring back a draft set of project priorities consistent with this targeted funding level.** Subject to review and comment in August on the draft project list, this will serve as the basis for submitting an adoption document for consideration by the Committee in September.

In addition to the forecast of existing revenues, **JPACT is requested to confirm sizing of the state RTP around the increases in revenues reflected in Table 1, with the following clarification:**

1. Confirm city county OM&P based upon a ½-cent per year increase in the state gas tax with local or regional street utility fees or other local mechanism to meet a locally defined minimum standard. This is consistent with our past track record.
2. Confirm inclusion of SDC's at an assumed rate equivalent to at least the regional average plus indexing; higher in those jurisdictions so indicating.
3. Confirm inclusion of conventional vehicle fees (likely through the vehicle registration fee) from both state and local/regional sources. Clarify the level equivalent to:
    a. $15/year increase every 8 years by the state plus $15/year increase every 8 years by the region or local governments;
    OR
    b. $16/year increase every 8 years ($2 per year) by the state plus $8/year increase every 8 years ($1 per year) by the region or local governments.
    Either option is more aggressive than our past track record.
4. Confirm inclusion of any major highway projects that can't be funded within the resource level described above as projects at least partially funded through tolls.
5. Confirm sizing of the transit system expansion on the basis of a .2% increase in the payroll tax with the recognition that the second .1% needs to be through other funding mechanisms. This level of funding would provide for:
    a. both expanded operating costs and increased funding for capital, including a greater local match contribution to HCT.
    b. Approximately 30 miles of expanded LRT.
    c. Approximately 100+ miles of expanded Frequent Bus routes.
    d. Expanded local service and streetcar service contingent upon local government support for associated capital improvements.

The revenue increases above and listed in Table 1 would be in addition to the base of existing, committed revenue sources extrapolated into the future, as follows:

1. City/County Road-related Operations, Maintenance and Preservation
    a. Existing state shared highway trust fund distributed to cities and counties inclusive of revenues from HB 2001.
    b. Existing locally imposed gas taxes and street utility districts.
2. City, County, State Road-related Modernization including bike/ped. TSMO, freight, etc.
    a. Federal highway funds from STP, CMAQ, earmarks with an inflation factor
    b. State trust fund revenues to ODOT earmarked for Modernization, including HB 2001 earmarks.
    c. Locally collected funds for Modernization including from existing SDCs, existing MSTIP, urban renewal fund contributions.
3. Transit operations and expansion
    a. Federal transit funds distributed by formula plus an inflation factor; the historical portion of regional flex. Funds plus an inflation factor.
    b. Continuation of existing commitments of state shared resources.
    c. Locally collected funds for Modernization including from existing SDCs, existing MSTIP, urban renewal contributions.
    d. The local payroll tax as currently adopted and being phased-in.

Table 1. Summary of Recommended Funding Sources and Revenue Assumptions

Road-related operations, maintenance and preservation assumptions	
State gas tax	Equivalent of ½-cent per year increase
Local/regional street utility fee (SUF), indexed to inflation	Consider a combination of local and/or regional street utility fees to supplement state gas tax revenues
Road-related capital assumptions	
System development charges (SDCs)	All local governments should be at a level at least equal to the regional average plus indexing; higher for individual
State vehicle registration fee (VRF)	$2 per year increase ($16 per year every 8 years)
Regional/local vehicle registration fee (VRF)	$1 to $2 per year increase ($8 to $16 per year every 8 years)
Tolling	• Consider tolling on all new major mainline highway capacity to manage demand and fund maintenance and capital cost of facility. • Revenue assumption to be determined on a project-by-project basis through future corridor refinement plans and/or a regional congestion pricing study.
Transit operations, maintenance and preservation assumptions	
Payroll tax	Expand transit system through the equivalent of a 0.2 percent increase that is phased in, seeking a 0.1 percent increase, but looking to other sources to diversify revenues beyond the 0.1 percent increase; provide capacity for TriMet to contribute a greater capital share of HCT projects.
Transit capital and service expansion emphasis	
High capacity transit (HCT)	60 percent of payroll tax increase
Frequent bus	40 percent of payroll tax increase
Other regional and local transit service (includes regional bus, streetcar and local service)	Expand other regional/local service if local actions are implemented to leverage service, such as transit-supportive zoning, sidewalks, shelters, etc.
High Capacity Transit federal and local match sources [2]	
FTA New Starts	60 percent or better
State	10 percent
TriMet	Up to 16 percent with payroll tax increase [3]
Regional flex funds	7-9 percent
Local	7-9 percent

[1] Subject to refinement based on further data collection on city and county SDC rates in the region.
[2] Local match contribution percentages would be tailored on a project-by-project basis, in keeping with past practice. Historically, local match contributions have averaged 10 percent.
[3] A higher TriMet local match is conditioned on increased TriMet resources equivalent to a .2% increase on the payroll tax.

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Metro | *Memo*

Date: June 3, 2009

To: MPAC, JPACT and interested parties

From: Kim Ellis, RTP Project Manager

Re: 2035 Regional Transportation Plan (RTP) Update – Recommended RTP Investment Strategy Development Approach and Timeline

Purpose

This memo outlines the recommended approach, regional system definition and refinement criteria to guide updating the current federal RTP project list and identifying additional priority projects to include in the "state" RTP investment strategy. The Transportation Policy Alternatives Committee (TPAC) and Metro Technical Advisory Committee (MTAC) reviewed the approach and system definition, and support moving forward. The Joint Policy Advisory Committee on Transportation (JPACT) and the Metro Policy Advisory Committee (MPAC) will be asked to confirm this direction on June 10 and 11, respectively.

Action requested

- Confirm regional transportation system definition (*shown in Attachment 1*).
- Confirm system refinement criteria (*shown in Attachment 2*).
- Confirm next steps for developing performance benchmarks for the "state" RTP investment strategy (*shown in Attachment 3*).

Recommended Approach

With MPAC and JPACT confirmation, staff will proceed with finalizing instructions and resource materials for local coordinating committees to use to complete the following three-step process:

- **Step 1:** Review RTP goals and objectives, local aspirations submittals, mobility corridor atlas and needs assessment, current RTP project lists and subarea project maps and new priorities identified through regional plans and studies that are nearing completion. The purpose of this step is to identify gaps in potential solutions and priorities to be included in Steps 2 and 3.
- **Step 2:** Update the federal priorities project list, consistent with Attachments 1 and 2, *recognizing that no change may be needed*.
- **Step 3:** Identify additional priority projects to include in the "state" RTP investment strategy, consistent with the JPACT recommended funding target and Attachments 1 and 2.

Both project lists will be brought forward to JPACT and MPAC for review in August. Additional opportunities to refine the draft project lists will occur during the Fall 2009 adoption process as more information becomes available from the investment strategy analysis, subsequent policy advisory committee discussions and public comment.

Background

In late-2009, a number of coordinated growth management decisions will be made through the *Making the Greatest Place* initiative, including approval of the 2035 Regional Transportation Plan (RTP). Two levels of investment will be developed for the 2035 RTP.

- The first level, the *2035 RTP Federal Priorities (also known as the Financially Constrained System)*, will represent the most critical transportation investments for the plan period.[1]
- The second level, the "state" *2035 RTP Investment Strategy*, will represent additional priority investments that would be considered for funding if new or expanded revenue sources are secured.[2] This level of investment is tied to the revenue assumptions and funding target recommended by JPACT. The "state" RTP Investment Strategy will be developed to be adequate to serve planned land uses and will be the basis for future local and regional land use decisions.

A number of *Making the Greatest Place* and RTP-related efforts will be completed later this spring and summer – including documenting local aspirations and finalizing the regional freight plan, the high capacity transit plan and the Transportation System Management and Operations (TSMO) plan. Each of these efforts will identify additional priority investments for the region to consider as the RTP is finalized by the end of 2009.

At the JPACT retreat, JPACT supported the approach for developing the state RTP investment strategy and discussed the need for agreement on a definition of the regional transportation system. In addition, JPACT directed staff to develop a set of specific performance benchmarks that include greenhouse gas emissions, land use, public health and equity measures. On May 29, 2009, the Transportation Policy Alternatives Committee (TPAC) recommended JPACT confirm the regional transportation system definition and overall approach, including directing staff to develop a set of performance benchmarks for JPACT and MPAC consideration in August.

Attachment 1 provides an updated regional transportation system definition recommended for JPACT and MPAC consideration. Projects on facilities identified in Attachment 1, and corresponding RTP system maps, are eligible to be included in the project lists that are developed this summer.

Attachment 2 provides staff with system refinement criteria to use to update the current federal priorities project list and build the 2035 "state" RTP investment strategy this summer. The criteria were developed to reflect MPAC and JPACT investment priority direction provided in Fall 2008. This work will focus on integrating land use and individual RTP-related efforts into a comprehensive, multi-modal investment strategy that supports the 2040 Growth Concept and meets other goals of the RTP – including responding to local aspirations and such pressing concerns as climate change.

[1] The 2035 RTP Federal Priorities will be the basis for findings of consistency with federal metropolitan transportation planning factors, the Clean Air Act and other planning provisions identified in SAFETEA-LU.
[2] The 2035 "state" RTP Investment Strategy will be the basis for findings of consistency with the Statewide Planning Goal 12, the Oregon Transportation Planning Rule and the Oregon Transportation Plan and its components.

Attachment 3 summarizes proposed next steps for developing performance benchmarks for the RTP. Staff recommends this work be conducted by the RTP Work Group during the summer in coordination with development of High Capacity Transit (HCT) system expansion targets and defining an on-going monitoring system for the region's mobility corridors. The benchmarks will be drawn from Federal and State plans, policies and legislation, consider other benchmark efforts in the region (such as the Portland Plan) and build on the previous work of the RTP Performance Work Group.

Recommended schedule and approval process

June 10 and 11
MPAC and JPACT confirm approach and funding strategy elements, regional system definition, and next steps for developing performance benchmarks for the RTP.

June 15 – July 29
Local coordinating committees (staff-level) update project list with land use and trails staff. Project list refinements, additions and deletions are due to Metro by 5 p.m. on July 29.

Local coordinating committees (policy-level) endorse updated project list and "state" RTP investment strategy projects.

RTP work group develops RTP performance benchmarks for MPAC and JPACT consideration in August.

July 9
JPACT discussion of Transportation System Management and Operations (TSMO) plan and Regional Freight and Goods Movement plan recommendations, and RTP "parking lot" issues to be addressed through post-RTP adoption activities or the next RTP update.

August 12 and 13
MPAC and JPACT discuss draft project list, funding strategy and policy refinements, including performance benchmarks.

August-September
Metro staff begin system analysis and compile updated draft investment strategy (project list), funding strategy and policy refinements (Chapter 3).

September 15 - October 15
30-day public comment period held on draft investment strategy (project list), funding strategy and policy refinements (Chapter 3). The timing and location of public comment opportunities is under development.

October-December
JPACT, MPAC and Metro Council review public comments, preliminary system analysis, recommended amendments and consider approval (by Resolution) of investment strategy (project list), funding strategy and policy refinements (Chapter 3).

The approval action also directs staff to complete final system and conformity analysis, prepare regional, state and federal findings and a final document, and develop regional transportation functional plan amendments to guide local plan implementation for final adoption (by Ordinance) in June 2010.

ATTACHMENT 1

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Metro | *Memo*

Date: June 3, 2009

To: MPAC, JPACT and Interested Parties

From: Kim Ellis, RTP Project Manager

Re: 2035 Regional Transportation Plan - Regional Transportation System Definition

BACKGROUND

During the adoption of the federal component of the 2035 Regional Transportation Plan (RTP) in 2007, regional partners requested more policy discussion on what transportation facilities and services should be designated as the regional transportation system. In particular, regional partners raised concerns that the overall regional system definition may be too broad and may extend beyond facilities and services that are of regional interest. In addition, the Joint Policy Advisory Committee on Transportation (JPACT) directed staff to include a definition of what constituted a regional bridge and consider the appropriateness of designating collector facilities as part of the regional "Streets and Throughways System."

Metro committed to addressing this issue during the state component of the update, and brought the issues forward for discussion by the RTP Work Group in February 2009. JPACT members also raised the policy questions at the retreat held on May 22.

TPAC RECOMMENDATION ON CHANGES TO REGIONAL SYSTEM DEFINITION

On May 29, the Transportation Policy Alternatives Committee (TPAC) recommended JPACT approval of changes to the regional transportation system definition, as shown in Attachment 1:

- Expand the definition to more specifically define regional bridges[1] based on the function they serve, recognizing their importance to the overall function of the regional transportation system.
- Remove the "collectors of regional significance" designation from the RTP, except for those facilities that are otherwise identified in Attachment 1.

  The 2004 RTP designated "Collectors of Regional Significance" on the Regional Motor Vehicle Functional Classification System Map. These facilities had the intended function of connecting the arterial system and the local collector system to: (1) ensure adequate access to the primary and secondary land-use components of the 2040 Growth Concept; (2) allow dispersion of arterial level traffic over a number of lesser facilities where an adequate collector street network exists; and (3) define appropriate collector level movement between jurisdictions. In reality, several of these facilities are designated as collectors in local plans, yet they serve as "minor arterial" or "major arterial" routes, carrying longer-distance, regional level traffic. In some cases, it may be appropriate to change the designation of the facility to a major or minor arterial classification for purposes of the RTP. In other cases a traffic management plan may be appropriate to protect the desired function of an individual facility. This summer, Metro and local agencies staff will further evaluate the appropriateness of a major arterial or minor arterial designation for the facilities affected by this recommendation.

IMPLICATIONS FOR RTP INVESTMENT STRATEGY

JPACT is requested to confirm the regional system definition shown in Attachment 1. Facilities described in Attachment 1 are eligible for inclusion in the RTP investment strategy to be developed this summer.

[1] Oregon Revised Statues (ORS) provisions and Oregon Department of Transportation (ODOT) bridge definitions definition were used as a starting point.

ATTACHMENT 1 to Attachment 1

REGIONAL SYSTEM DEFINITION

EXCERPTED FROM 2035 RTP (adopted Dec. 2007) - significant changes are highlighted in strikethrough and underscore.

"3.4.1 Regional Transportation System Definition

Multi-modal regional transportation facilities and services are defined both functionally and geographically. A facility or service is part of the regional transportation system if it provides access to any activities crucial to the social or economic health of the Portland metropolitan region, including connecting the region to other parts of the state and Pacific Northwest, and providing access to and within 2040 Target areas, as described below.

Facilities that connect different parts of the region together by crossing county or city boundaries are crucial to the regional transportation system. Any link that provides access to or within a major regional activity center such as an airport or 2040 target area, is also a crucial element of the regional transportation system, as described below.

As a result, the regional transportation system is currently defined as:

1. All state transportation facilities (including interstate, state, regional and district highways and their bridges, overcrossings and ramps).
2. All arterial ~~and collector of regional significance~~ facilities and their bridges.
3. Transportation facilities within designated 2040 centers, corridors, industrial areas, **employment areas,** mainstreets and station communities.
4. All high capacity transit and regional transit systems and their bridges.
5. All regional bicycle and pedestrian facilities and their bridges, including regional trails with a transportation function.
6. **All bridges that cross the** Willamette**, Columbia, Clackamas, Tualatin or Sandy rivers**~~Interstate Bridges~~**.**
7. **All** freight and passenger intermodal facilities, airports, rail facilities and marine transportation facilities **and their bridges.**
8. Any other transportation facility, service or strategy that is determined by JPACT and the Metro Council to be of regional interest because it has a regional need or impact (e.g. transit-oriented development, transportation system management and demand management strategies, local street connectivity, and culverts that serve as barriers to fish passage).

Regional Transportation System Components

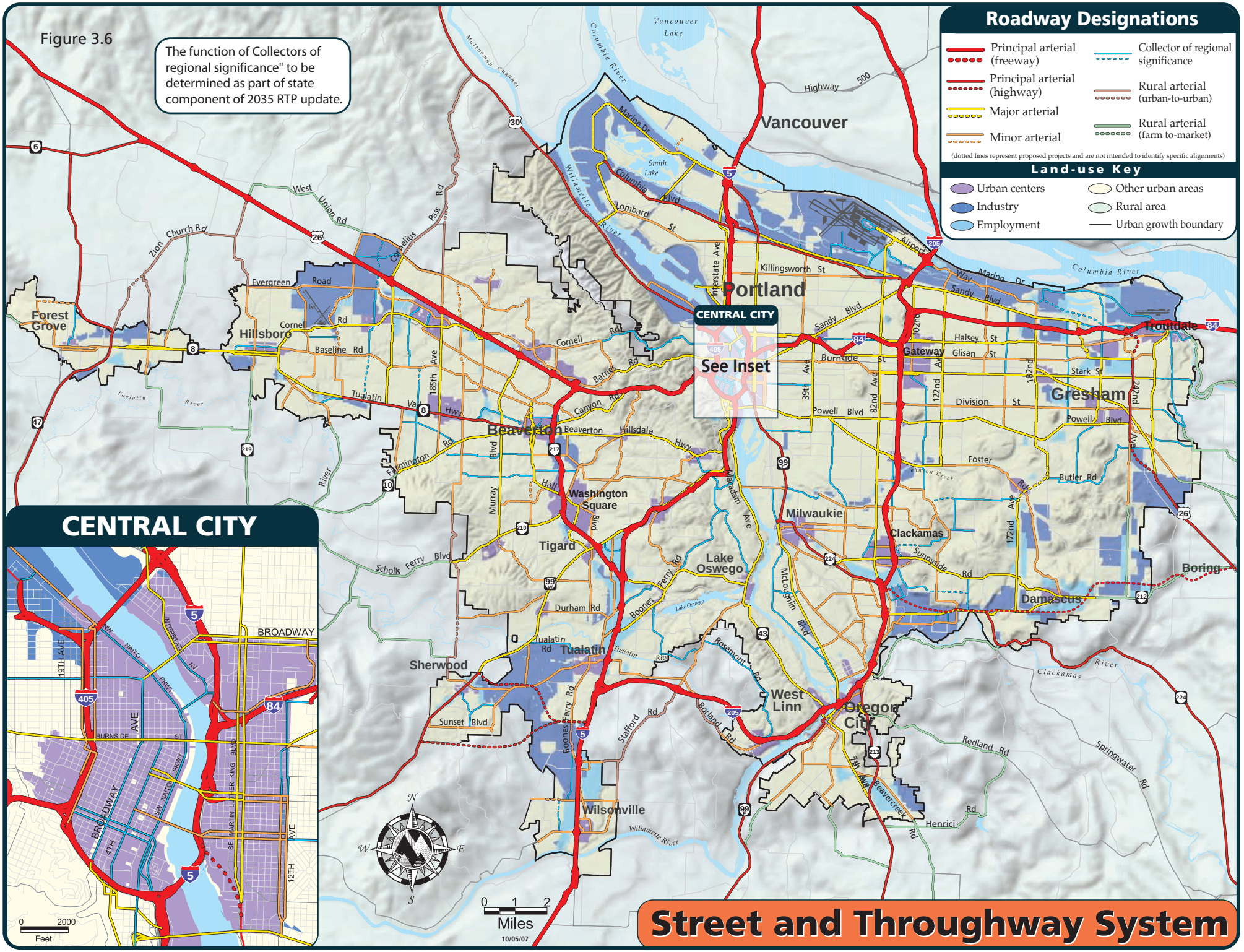
Regional multi-modal transportation facilities and services include the following eight components:

1. Regional Throughway and Street System, which includes the National Highway System (NHS) and State highways
2. Regional Transit System
3. Regional Bicycle System
4. Regional Pedestrian System
5. Regional Freight System
6. Regional Design System
7. System Management Strategies
8. Demand Management Strategies

Regional system maps in Chapter 3 further establish the geography and focus of regional transportation system investments. Together, these facilities, services and strategies constitute an integrated and interconnected system that supports planned land use as well as all modes of travel for people and goods movement to achieve the goals of the RTP. Specific facilities or services are included in the RTP based on their function within the regional transportation system rather than their geometric design, ownership or physical characteristics."

Figure 3.6

The function of Collectors of regional significance" to be determined as part of state component of 2035 RTP update.



ATTACHMENT 2

Principles for Building An Integrated Land Use and Transportation Investment Strategy

VISION

What outcomes do we want?

2040 Growth Concept

The region's long-range blueprint for managing future growth and development. Adopted in 1995, the plan is based on a shared set of values that continue to resonate throughout region: thriving communities, safe and stable neighborhoods, diverse housing options, transportation choices, a strong economy, clean air and water, protecting streams and rivers, preserving farms and forestland, access to nature and a sense of place.

Desired outcomes for a successful region:

- People live and work in **vibrant communities** where they can choose to walk for pleasure and to meet 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**.

SYSTEM REFINEMENT CRITERIA

How do we build our vision?

Project examples are provided for each refinement criteria.

1. **Make multi-modal travel safe and reliable**
   - *Operational and management strategies to optimize existing and new road, highway and transit systems (intelligent transportation systems, congestion pricing, demand management programs).*
   - *Complete arterial and throughway system to address key system bottlenecks and safety deficiencies*.
2. **Target investments to support local aspirations and the 2040 Growth Concept**
   - *Focus on 2040 implementation, emphasizing projects that attract growth and support economic development in centers, corridors, employment areas and industrial areas.*
3. **Provide multi-modal freight mobility and access**
   - *Operational and management strategies on regional freight routes.*
   - *New arterial connections and strategic arterial and throughway expansion to provide access to centers, industrial areas and intermodal facilities.*
   - *Grade-separate freight rail crossings.*
4. **Expand transit coverage and frequency**
   - *Expand high capacity transit connections and provide frequent bus on arterials that serve centers and corridors with transit-supportive zoning and parking management.*
   - *Support transit service expansion with operational and management strategies and completion of bike, pedestrian and trail connections to transit.*
5. **Expand active transportation options**
   - *Complete regional bike, pedestrian and trail system gaps.*
   - *Complete new arterial and non-auto overcrossings of state highway system.*
6. **Reduce transportation-related greenhouse gas emissions**
   - *Complete regional bike, pedestrian and trail system gaps.*
   - *Operational and management strategies throughout system.*
7. **Address transportation needs of underserved communities**
   - *Expand transit service, travel information, employer-based commute programs and bike and pedestrian connections to transit.*

In addition to providing direction on the types of investments that should be emphasized in the "state" RTP investment strategy, it is also important to recognize that different parts of the region are at different stages of implementing the 2040 Growth Concept – ranging from largely undeveloped areas that are recent additions to the urban growth boundary to largely developed areas whether growth will be primarily accommodated through infill and redevelopment. As a result, different areas may have different transportation investment needs and priorities to support local and regional aspirations for 2040 Growth Concept implementation at the community level. Substantial public and private investment that is guided by clearly defined investment priorities will be required over the long-term.

Table 1 summarizes infrastructure investment needs for each stage of 2040 implementation. This table should

Table 1
2040 Implementation Infrastructure Investment Needs

	Developed Areas	**Developing Areas**	**Undeveloped Areas**
Stage of Development	Built-out areas with most new housing and jobs accommodated through infill, redevelopment and brownfields development. Examples: Downtown Portland Downtown Beaverton Hillsboro regional center Columbia Corridor and Sunset industrial areas Kruse Way employment area	Redevelopable and developable areas, with most new housing and jobs being accommodated through infill, redevelopment, and greenfield development. Examples: Gateway regional center Oregon City regional center Tanasbourne/Amber Glen town center Tigard town center Columbia Cascade River District	More recent additions to the urban growth boundary, with most new housing and jobs accommodated through greenfield development. Examples: Pleasant Valley town center Damascus town center Bethany town center Springwater industrial area
Regional Infrastructure Investment Needs	• Operations, maintenance and preservation of existing transportation assets. • Managing the existing transportation system to optimize performance for all modes of travel. • Leveraging infill, redevelopment and use of brownfields. • Addressing bottlenecks and improving system connectivity to address barriers and safety deficiencies.	• Operations, maintenance and preservation of existing transportation assets. • Preserving right-of-way for future transportation system. • Managing the existing transportation system to optimize performance for all modes of travel. • Providing a multi-modal urban transportation system. • Focusing on bottlenecks and improving system connectivity to address barriers and safety deficiencies.	• Operations, maintenance and preservation of existing transportation assets. • Preserving right-of-way for future transportation system. • Providing a multi-modal urban transportation system. • Managing new transportation system investments to optimize performance for all modes of travel. • Focusing on bottlenecks and improving system connectivity to address barriers and safety deficiencies.

ATTACHMENT 3

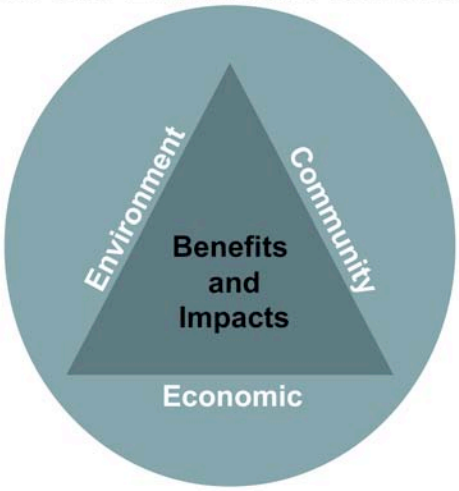
Next steps to develop performance benchmarks for system evaluation

On May 22, JPACT directed staff to expand the recommended approach for developing the investment strategy to include a set of specific performance benchmarks that are outcome-based and include greenhouse gas emissions, land use, public health and equity measures. The RTP timeline does not allow for development of specific benchmarks prior to staff development of the state RTP Investment Strategy. However, the RTP Work Group will develop benchmarks in coordination with the *Making the Greatest Place* effort and development of High Capacity Transit (HCT) system expansion targets this summer. The benchmarks will be drawn from Federal and State plans, policies and legislation where possible, consider other benchmark efforts in the region (such as the Portland Plan) and build on the previous work of the RTP Performance Work Group. The results of that work will be brought to JPACT and MPAC for consideration in August.

Overview of RTP Evaluation Framework

The primary aim of the RTP is to implement the Region 2040 vision for land use, transportation, the economy, and the environment. To accomplish this, the 2035 RTP update is embracing new ways to think more holistically and strategically about how to efficiently and effectively move people and freight around and through the Portland metropolitan region. A key element is the development and application of an outcomes-based evaluation framework that considers economic, community and environmental benefits and impacts as shown in **Figure 1**.

Figure 1. RTP Outcomes-Based Performance Measure Framework



What Are Performance Benchmarks and Why Use Them?

The RTP defines performance benchmarks as quantitative representations of the level and timing of results (or outcomes) that the region hopes to achieve through a plan or program – including specific environmental, land-use, economic and transportation-related objectives. Benchmarks can also be used

to comparatively assess actual achievements over time. Benchmarks need not be constrained by what a particular investment strategy may be able to achieve. They can be outcomes that are desirable, but the region may have difficulty reaching. In addition, benchmarks could elevate the dialogue about transportation and its role in meeting regional and state objectives, including reducing our region's contribution to climate change. The benchmarks will provide a measuring stick to evaluate whether the draft RTP investment strategy is moving the region in the desired direction, and are not intended to be used for project level analysis or evalaution.

Benchmarks are recommended to be identified for each of the three RTP Evaluation Framework categories – economy, environment and community – to integrate transportation, land use, economic, environmental, public health and equity objectives. The benchmarks will be drawn from Federal and State plans, policies and legislation where possible and be supplemented by the previous work of the RTP Performance Work Group. Benchmarks are also planned to be developed this summer for expanding the HCT system as part of the system expansion policy, and for on-going monitoring system of the region's mobility corridors (e.g, safety and travel time reliability, which cannot be modeled at this time.)

Table 1 lists a sample set of system-level performance benchmarks recommended to use as a starting point.

Table 1. Sample System-Level Performance Benchmarks

Economy	**Job creation** – By 2035, increase the number of new jobs in centers and employment and industrial areas by XX percent compared to 2000. **Reliability** - By 2035, reduce vehicle hours of delay per person by 10 percent compared to 2005. *Source: Transportation for America, National Performance Objectives and Targets.*
Environment	**Greenhouse gases** – By 2035, reduce transportation-related carbon dioxide emissions by 40 percent below 1990 levels. *Source: State Greenhouse Gas Reduction Goals (House Bill 3543), Multnomah County and City of Portland Sustainability plan.* **Travel** – Reduce vehicle miles traveled per person by 10 percent compared to 2005 by 2035. *Source: Transportation Planning Rule.* **Health (Active Transportation**)– By 2035, triple walking, biking and transit trips compared to 2005. *Source: Transportation for America, National Performance Objectives and Targets.*

Community	**Urban form** – By 2035, increase the number of new homes **OR** floor area ratios in centers and corridors by XX percent compared to 2000. **Affordability** – By 2035, reduce the average household combined cost of housing and transportation by 20 percent compared to 2000. *Source: Transportation for America, National Performance Objectives and Targets.* *OR* **Equitable Access** – By 2035, increase by 50 percent the number of essential destinations[1] accessible within 30 minutes by public transit for low-income, minority, senior and disabled populations compared to 2000. *Source: Adapted from Transportation for America, National Performance Objectives and Targets.* *OR* **Equitable Access** – By 2035, increase by 50 percent the number of low-income, minority, senior and disabled populations within ½-mile of high capacity transit or ¼-mile of frequent bus service compared to 2000.

In many cases, the RTP investment strategy may not meet a specified target. As more information becomes available from the investment strategy analysis and subsequent policy advisory committee discussions and public comment, the benchmarks can be adjusted or additional analysis can be directed to occur after the current RTP update. Further analysis and policy-development is recommended to be conducted through the Regional Mobility Program after the current RTP update to develop mobility corridor-level performance benchmarks.

[1] Consistent with the High Capacity Transit plan evaluation methodology, essential destinations are defined as: hospitals and medical centers, major retail sites, major social service centers (with more than 200 monthly LIFT pick-up counts), colleges and universities, employers with greater than 1,500 employees, sports and attraction sites and major government sites.

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Date: June 3, 2009

To: JPACT

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, and on June 3, 2009 MTAC recommended to MPAC for approval the Resolution No. 09-0452 with the modifications noted below. MTAC had no further modifications. The resolution is scheduled to be recommended by 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 JPACT had an initial introduction to the draft Resolution No. 09-0452, on May 14, 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 JPACT 6-11-09

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF ACCEPTING THE REGIONAL HIGH CAPACITY TRANSIT SYSTEM TIERS AND CORRIDORS, SYSTEM EXPANSION POLICY FRAMEWORK AND POLICY AMENDMENTS 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 placed 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 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 99W Corridor (LRT)	11	2 – Central City – Tigard; 4 – Portland Central City; 20 – Tigard - Sherwood			
	Beaverton to Wilsonville (LRT) in the vicinity of WES[2]	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[3]	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[4]	22 – Beaverton – North Plains; 24 – Beaverton to Forest Grove			
	Tanasborne (LRT extension)[4]	17D[4]	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 Corridor (LRT)[6]	54[6]	6 – Gateway – Gresham/Fairview/Wood Village/Troutdale; 16 – Rivergate – I-5; 17 – I-5 – Columbia South Shore			

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

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
6-3-09

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

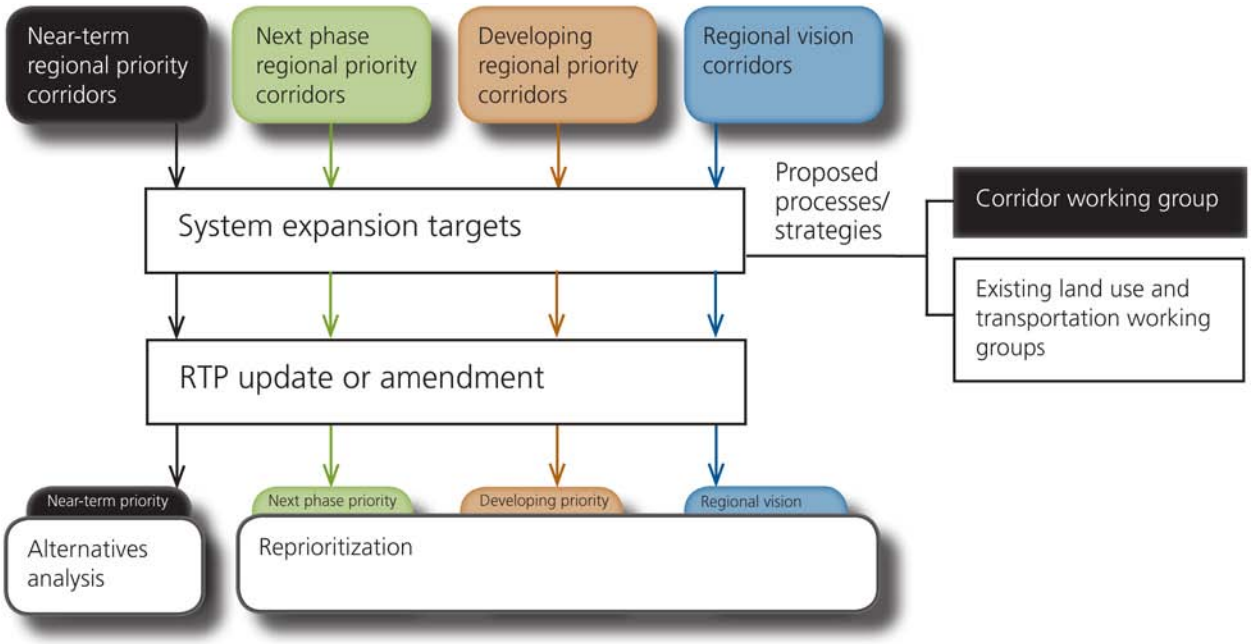

Figure 2: HCT system expansion policy framework concept

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 establishes 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 system development charge 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 will 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 annualized 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.

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Metro | *Memo*

This document describes 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."

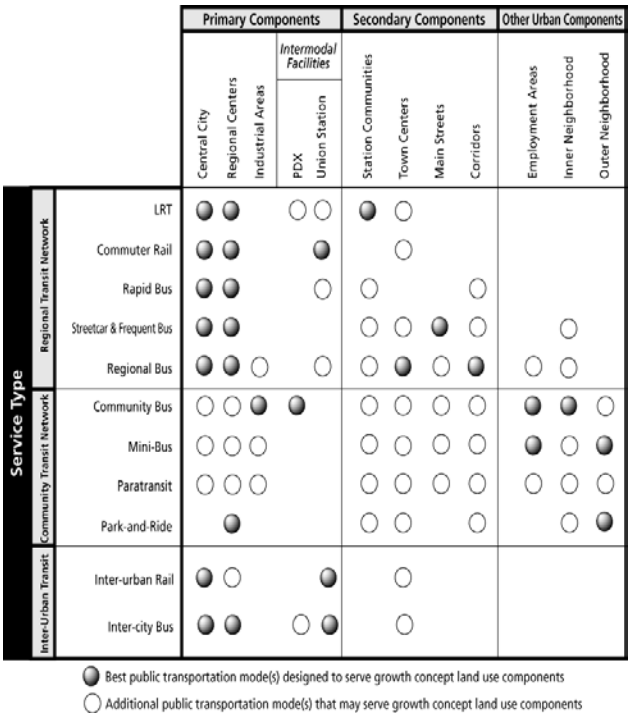
What we've heard: In public involvement efforts and committees, staff has heard conflicting understanding and opinions about the purpose and function of high capacity transit. High capacity transit could serve corridors with access and many stops or it could serve centers with speed and few stops. Some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

Materials following this page were distributed at the meeting.

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Metro | *People places. Open spaces.*

Joint Policy Advisory Committee on Transportation
M I N U T E S
May 14, 2009
7:30 a.m. – 9:00 a.m.
Council Chambers

MEMBERS PRESENT	AFFILIATION
Carlotta Collette, Chair	Metro Council
Shane Bemis	City of Gresham
Rex Burkholder	Metro Council
Nina DeConcini	Department of Environmental Quality
Fred Hansen	TriMet
Kathryn Harrington	Metro Council
Donna Jordan	City of Lake Oswego, Representing Cities of Clackamas Co.
Lynn Peterson	Clackamas County
Roy Rogers	Washington County
Jason Tell	Oregon Department of Transportation
Ted Wheeler	Multnomah County

MEMBERS EXCUSED	AFFILIATION
Sam Adams	City of Portland
Craig Dirksen	Cities of Washington County
Royce Pollard	City of Vancouver
Steve Stuart	Clark County
Don Wagner	Washington Department of Transportation
Bill Wyatt	Port of Portland

ALTERNATES PRESENT	AFFILIATION
Jef Dalin	Cities of Washington County
Doug Ficco	WSDOT
Susie Lahense	Port of Portland
Dean Lookingbill	Representing City of Vancouver
Troy Rayburn	Clark County

STAFF: Andy Cotugno, Chris Deffebach, Tony Mendoza, Ross Roberts, Kim Ellis, Deena Platman, Ted Leybold, Kelsey Newell, Kayla Mullis, Pat Emmerson, John Mermin, .

UPDATED

1. CALL TO ORDER AND DECLERATION OF A QUORUM

Chair Carlotta Collette declared a quorum and called the meeting to order at 7:33 a.m.

2. INTRODUCTIONS

Chair Collette welcomed Mr. Troy Rayburn, alternate for Clark County, and Mr. Jef Dalin, alternate for Cities of Washington County.

3. CITIZEN COMMUNICATIONS ON NON-AGENDA ITEMS

There were none.

4. COMMENTS FROM THE CHAIR & COMMITTEE MEMBERS

Mr. Andy Cotugno of Metro explained the Transportation for America's (T4 America) "Route to Reform: Blueprint for a 21st Century Federal Transportation Program" included in committee member's packets. The bill proposal is a detailed account of the legislation T4 America will be pursuing based on their ideals, which JPACT endorsed in January.

Chair Collette opened discussion around the current State legislative transportation package. The list of Portland metropolitan region projects funded under the current version does not include all of the projects the region hoped for. The committee discussed:

- Moratorium on the vehicle registration tax, which is included in the current version of the package;
- Preemption removing local control from jurisdictions;
- Aspects of the package that the region supports and avoiding destroying the whole package with objections; and
- Leaving lobbyist to continue this discussion in Salem using conversation from this JPACT meeting.

Mr. Jason Tell of ODOT updated the committee on the status of federal stimulus funds. ODOTRegion 1 has obligated 81% of their funds with one month to go in the obligation period.

5. CONSENT AGENDA

- **Consideration of JPACT meeting minutes for April 9, 2009**
- **Approval of American Recovery and Reinvestment Act Back-Up Strategy**
- **Approval of Resolution No. 09-4053, For the Purpose of Amending the 2008-11 Metropolitan Transportation Improvement Program (MTIP) to Eliminate American Recovery and Reinvestment Act (ARRA) Funding for Three Projects and add ARRA Funding For Two Projects in Washington County**

MOTION: Councilor Kathryn Harrington moved, and Mr. Fred Hansen seconded, to approve the

consent agenda.

ACTION TAKEN: With all in favor the motion passed.

6. INFORMATION/ DISCUSSION ITEMS

6.1 Overview of Local Aspirations and Implications for Transportation Investments Priorities

Ms. Chris Deffebach of Metro briefed the committee on the Local Aspirations program and transportation investment priorities. Local priorities and investments will help inform transportation decisions and provide technical assistance where it is needed. Ms. Deffebach discussed the following topics relating to local aspirations:

- The Activity Spectrum
- Local aspiration workshops
- Local Aspirations align with Region 2040 Vision
- Room for growth within current zoning capacities and adopted plans
- Barriers to achieving aspirations
- Need for a combination of regional and local actions and investments
- Next steps

6.2 Regional Transportation Plan (RTP) Investment Strategy Development

Ms. Kim Ellis and Ms. Deena Platman of Metro discussed the Regional Transportation Plan (RTP) investment strategy development. Next month, staff will ask JPACT for final direction on how to update the current federal investment priorities and build a larger state RTP investment strategy to release for public comment in September. A two-track strategy is being used to guide investment decisions. There is a significant and growing funding gap between money that is expected to be available and the transportation needs that have been identified to date. The JPACT retreat will focus on reaching agreement on an approach for prioritizing investments, and additional financing tools the region should consider pursuing to address unmet maintenance and capital needs. The financing tools discussion will be used to develop a funding threshold for the State RTP. Discussion included the following topics relating to development of the state RTP investment strategy:

- Federal and state policy requirements that guide investment priorities
- State greenhouse gas emission reduction goals
- RTP goals
- Building blocks to refine priorities
- Emerging discussion topics
- The Tigard case study – linking local aspirations to RTP project priorities
- Need to integrate Transportation System Management & Operation (TSMO) plan strategies into RTP priorities
- Targeting local resources to leverage regional goals and aligning RTP priorities with community aspirations

UPDATED

The committee discussed how the freight and the TSMO plans will fit in with the rest of the state RTP investment strategy.

6.3 Introduction of Resolution No 09-4052, For the Purpose of Adopting the Regional High Capacity Transit System Plan Corridor Map and Evaluation Criteria

Mr. Tony Menodza and Mr. Ross Roberts of Metro briefed the committee on Resolution No. 09-4052, which would adopt the regional High Capacity Transit (HCT) plan corridors. The system expansion policy defines a clear process to guide how projects move into implementation. The three elements that make this process are the projects, the tier categories and the system expansion policy. Technical rankings determine which tier a project is placed in while the system expansion policy, which is modeled after the BART system in the Bay Area, furthers the advancement process between tiers. This process will take collaboration between jurisdictions and local actions.

Committee discussion included the following points:

- Relationship between HCT corridors and mobility corridors
- Integrated investment strategy
- Effects of building regional transit on state facilities
- Developing a healthy refinement system for how multi-modes will co-exist and how land use will be effected by HCT
- Importance of the system expansion policy process
- Improving communication to be prepared for side effects
- Timeline

7. ADJOURN

With no further business, Chair Collette adjourned the meeting at 9:06 p.m.

Respectfully submitted,

K.L. Mullis

Kayla Mullis
Recording Secretary

UPDATED

ATTACHMENTS TO THE PUBLIC RECORD FOR MAY, 14 2009
The following have been included as part of the official public record:

ITEM	TYPE OF DOCUMENT	DOC DATE	DOCUMENT DESCRIPTION	DOCUMENT NO.
4.0	Report	N/A	T4 America: The Route to Reform	051409j-01
4.0	Memo	5/4/09	OTC List of Approved Projects	051409j-02
4.0	Chart	5/12/09	ODOT Obligated ARRA Funds	051409j-03
4.0	Agenda	N/A	Draft Agenda for JPCAT Retreat on May 22, 2009	051409j-04
6.1	Power Point	N/A	Local Aspirations power point presentation	051409j-05
6.2	Memo	5/11/09	To: JPACT and Interested Parties From: Kim Ellis and Deena Platman Re: 2035 Regional Transportation Plan (RTP) Update – Mobility Corridor Workshops Summary	051409j-06
6.2	Power Point	N/A	Regional Transportation Plan power point presentation	051409j-07
6.2	Chart	4/24/08	Appendix 1.1- 2035 RTP Financially Constrained System Project List	051409j-08
6.3	Resolution	N/A	Updated Resolution No. 09-4052	051409j-09
6.3	Map	N/A	HCT Transit Corridors	051409j-10
5.0	Letter	4/20/09	Washington County ARRA Funds	051409-11
5.0	Resolution	N/A	Resolution No. 09-4053	051409j-12
--	Newsletter	Spring 09’	OTREC Newsletter	051409j-13

Updated

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Joint Policy Advisory Committee on Transportation
RETREAT MINUTES
May 22, 2009
8:00 a.m. – 2:00 p.m.
Oregon Zoo, Skyline Room

MEMBERS PRESENT	AFFILIATION
Carlotta Collette, Chair	Metro Council
Sam Adams	City of Portland
Rex Burkholder	Metro Council
Craig Dirksen	Cities of Washington County
Fred Hansen	TriMet
Kathryn Harrington	Metro Council
Donna Jordan	City of Lake Oswego, Representing Cities of Clackamas Co.
Lynn Peterson	Clackamas County
Roy Rogers	Washington County
Ted Wheeler	Multnomah County

MEMBERS EXCUSED	AFFILIATION
Shane Bemis	City of Gresham
Nina DeConcini	Department of Environmental Quality
Royce Pollard	City of Vancouver
Steve Stuart	Clark County
Jason Tell	Oregon Department of Transportation
Don Wagner	Washington Department of Transportation
Bill Wyatt	Port of Portland

ALTERNATES PRESENT	AFFILIATION
Jef Dalin	Cities of Washington County
Dave Fuller	Cities of Multnomah County
Susie Lahense	Port of Portland
Alice Norris	Cities of Clackamas County
Rian Windsheimer	ODOT

OTHER ELECTED OFFICIALS	AFFILIATION
Dennis Doyle	Mayor, City of Beaverton
Tim Knapp	Councilor, City of Wilsonville
Rod Park	Councilor, Metro Council
Mark San Souchie	Councilor, City of Beaverton

STAFF: Dick Benner, Andy Cotugno, Kim Ellis, Pat Emmerson, Matthew Hampton, Kathryn Harrington, Cliff Higgins, Michael Jordan, Tom Kloster, Stephan Lashbrook, Ted Leybold, Lake McTighe, John Mermin, Kayla Mullis, Kelsey Newell, Deena Platman, Ross Roberts, Kathryn Sofich, Randy Tucker, Karen Withrow, Ina Zucker.

1. WELCOME/INTRODUCTIONS

Chair Carlotta Collette called the retreat to order at 8:06 a.m. The purpose of this retreat is to confirm the approach and timeline for the Regional Transportation Plan (RTP), explore financing tools and determine the scale of the state RTP investment strategy.

Committee members and audience members introduced themselves.

Michael Jordan, Metro Chief Operating Officer, outlined the process for the retreat. Committee members sat at one of three tables, each with a facilitator, recorder and technical staff, in order to brainstorm subjects throughout the day and report their discussion to the larger group. The two main agenda points were confirming the approach for refining project priorities in the RTP, and financing tools and investment strategies to consider for purposes of sizing "state" RTP project list.

2. APPROACH FOR BUILDING RTP INVESTMENT STRATEGIES

Ms. Kim Ellis of Metro briefed the committee on the approach for building the RTP project list this summer and defining needs. This year has been primarily focused on defining regional transportation needs and understanding the local aspirations of communities in the region. In order to enable jurisdictions to effectively achieve local and regional aspirations, it is important for RTP project priorities to align with those aspirations. Using the 2007 RTP federal priorities as a starting point, local and regional staff will be asked to update their current federal RTP project list and identify additional priority projects for the "state" RTP over the summer. The local aspirations work and Regional Freight Plan, High Capacity Transit Plan, and System Management and Operations plan will identify additional priority projects that staff should consider in this effort.

Ms. Ellis discussed the following topics regarding the RTP approach:

- Investment strategy framework: two track system
- Fall 2008 Joint MPAC/JPACT meeting investment priorities
- State Policies directing the RTP
- Federal priorities
- Optimizing the system
- Managing demand
- Adequately addressing deficiencies
- Improving connectivity
- Measuring success

Ms. Ellis then discussed the following points regarding the RTP process:

- Role of local coordinating committees
- Timeline- both project lists will be brought to JPACT for review in August.

Mr. Jordan then requested committee comments and approval or disapproval of the RTP approach and process. The committee discussed equity, health, multi-modal corridors, broad thinking on corridors, measuring success and the need for performance benchmarks to ensure accountability for different aspects of implementation. For a detailed summary of this discussion please see Attachment C.

The committee agreed to support the process and direction with the discussed enhancements, modifications and additions.

3. TRANSPORTATION FINANCE CHALLENGES AND IMPLICATIONS FOR REFINING FINANCE ASSUMPTIONS- ROAD RELATED OPTIONS

Mr. Andy Cotugno of Metro briefed the committee on the financing and investment aspect of the RTP. Metro would like a committee reaction on what funding level the region would like to aspire within a realistic framework.

The road-related investment and finance package brings forth questions around maintenance and capital. For maintenance and operation there is a shortfall of up 50% and growing because of a disparity between cost increases and revenue increases, largely due to the unreliability of the gas tax.

Mr. Cotugno outlined the following four road-related Operations Maintenance & Preservation (OM&P) funding scenarios:

- Existing Revenues
- 2009 State Package
- 2009 State Package + RTP Financially Constrained Revenues
- 2009 State Package + Local Street Utility Fee (SOF)
- 2009 State Package + Regional SUF

He then outlined the following five road-related capital funding scenarios:

- Existing revenues
- 2009 State Package + Colombia River Crossing
- Growth Pays (System Development Charges)
- Road User Fees at the state and regional/local level
- Tolling
- Shift local share of State Highway Trust Fund to Capital

Each table was then assigned the task of answering a set of questions concerning road-related funding options. For a complete list of questions please see Attachment A. Each table came up with a response and presented it to the larger group. For a detailed summary of the table

discussion throughout the meeting please see Attachment C. The responses were as follows:

Table 1
OM&P Funding:

- Region should fund a base level of OM&P on an agreed to regional system through a regional street utility fee and allow local jurisdictions to impose additional fees depending on their need
- Gas tax: Try for $0.01 per year, but expect the historical $0.005 cent per year.

Capital Funding:

- Metro should charge a system development charge in the amount of the difference between what a jurisdiction has set and a regionally determined base amount
- State level funding should move off the gas tax and use VMT fees at an increase of one cent per year
- State vehicle registration fees should increase at two dollars a year and regional/local should increase at one dollar per year
- Tolling should be used, although revenue amount is unknown
- A sales tax should be imposed on car sales

Table 2
OM&P Funding:

- Expect one cent a year through a mix of fees
- Local street utility fee should start at three dollars and increase to 20 dollars over 20 years through a combination of local, county and regional street utility fees

Capital Funding:

- $7,000 per house system development charge but perhaps scaled to the value of the home
- Vehicle registration fee increase at $15 every eight years at the state and regional/local levels
- Tolling for specific projects
- County street utility fee

Table 3
OM&P Funding:

- State gas tax should increase with inflation and eventually shift to VMT fees
- Do not support regional street utility fee
- Tolling
- Concentrate spending in major transportation corridors

Capital Funding:

- System Development Charge (SDC) base fee scaled so total revenue will equal $1 billion
- Local base SDC required for any regional assistance

- Tolling
- Vehicle registration fee increase at $15 every eight years at the state and regional/local levels

For the completed funding worksheet please see Attachment B.

4. TRANSPORTATION FINANCE CHALLENGES AND IMPLICATIONS FOR REFINING FINANCE ASSUMPTIONS- TRANSIT OPTIONS

Mr. Cotugno then briefed the committee on transit-related finance and investment options. Unlike road-related funding, the main focus for transit is operations funding. Transit revenues fluctuate along with inflation and growth. Our current aspirations are much greater than the base line funding that will be available. The payroll tax is a primary source of funding for transit operations funding and is projected to increase to 0.72% within the next 5 years. In addition a capital-funding plan is needed to expand the operations.

Each table was then assigned the task of answering a set of questions concerning transit funding options. For a complete list of questions see the attachment to the public record titled "Transportation Finance Small-Group Discussion Questions." Each table came up with a response and presented it to the larger group. The responses are as follows:

Table 1

- Use payroll tax increase to fund operations *and* capital
- Focus service expansion funds on High Capacity Transit (HCT) and frequent bus with 60% for HCT and 40% for frequent bus
- Higher state and federal match for HCT

Table 2

- Progressive payroll tax with a total of .2% increase
- Would like to use 60% of service expansion funds for the regional system and then divide the reaming funds equally between frequent bus, streetcar and local bus.
- Would like a federal match of 75% for High Capacity Transit (HCT)

Table 3

- Payroll tax increase to 0.02% after discussion with business community
- Focus system expansion funds between HCT and frequent bus and give local communities opportunity to provide amenities (i.e. bus shelters and sidewalks) if they want more service
- Increase TriMet local match for capital funding

For the completed funding worksheet please see Attachment B.

5. OVERVIEW OF TRANSIT FUNDING OPTIONS

Mr. Cotugno summarized the responses to the funding questions from the three breakout tables.

Mr. Jordan reminded the committee that none of the chosen scenarios will result in the required reduction in total greenhouse gas emissions.

6. THANK YOU AND ADJOURN

Chair Collette thanked the committee and reminded members that staff will now be charged with using the information from this retreat to refine the RTP into a draft package by September. JPACT will be asked to confirm today's direction at the June 11 meeting.

With no further business, Chair Collette adjourned the meeting at 1:45 p.m.

Respectfully submitted,

K.L. Mullis

Kayla Mullis
Recording Secretary

ATTACHMENTS TO THE PUBLIC RECORD FOR MAY, 22 2009
The following have been included as part of the official public record:

ITEM	DOCUMENT YPE	DOC DATE	DOCUMENT DESCRIPTION	DOCUME NT NO.
--	Memo	5/22/09	To: JPACT and Interested Parties From: Metro Councilors Re: Welcome to the JPACT Retreat at the Oregon Zoo	052209j-01
--	Agenda	5/22/09	Revised Agenda for JPACT Retreat on May 22, 2009	052209j-02
--	Power Point	5/22/09	RTP: Recommended Approach to Refine Investment Priorities	052209j-03
--	Chart	N/A	Past RTP Funding Assumptions	052209j-04
--	Handout	5/18/09	2035 RTP: Road Related Funding Scenarios	052209j-05
--	Power Point	5/22/09	Road Related Funding Scenarios power point presentation	052209j-06
--	Power Point	5/22/09	Transit Related Funding Scenarios power point presentation	052209j-07
--	Chart	N/A	Historical LRT Funding Shares	052209j-08
--	Chart	N/A	High Capacity Transit Ranked Corridors, based on technical analysis	052209j-09
--	Table	N/A	Funding worksheet for small group work	052209j-10
--	Questionnaire	N/A	Transportation and Finance Small Group Discussion Questions	052209j-11

Transportation Finance Small-Group Discussion Questions

The following questions are a starting point for the small-group discussions on transportation finance choices. Your table recorder will fill out the yellow funding worksheet for your table based on the group's discussion. You may also turn in this handout and funding worksheet with your individual responses.

Road-related Operations Maintenance and Preservation (OMP)

Q1. At what level should the region fund road-related OMP?

a. each city and county is on their own
b. keep pace with inflation
c. address the backlog and maintenance and keep pace with inflation

Q2. From what source(s) and at what "price points" should the region fund road-related OMP?

a. state gas taxes
b. local street utility fees
c. regional street utility fees
d. what combination

Road-Related Capital

Q1. What aspirational road/street/highway/bike/pedestrian modernization and management funding level should the state RTP be based upon?

a. Equal to the historical record
b. 25%, 50%, 100% increase over the historical record

Q2. What source(s) and at what "price points" should be pursued?

a. Traditional road user fees
b. Growth fees
c. Tolls
d. Shift OM&P to a regional street utility fee and divert existing highway trust fund revenues to capital investments
e. A combination

Transit-Related Capital and OMP

Q1. At what level should the region pursue expansion of transit operating funds?

a. Payroll tax increase of 0.1%? 0.2%?

Q2. For what purpose should the operating funds be increased?

a. Expanded high capacity transit (HCT) service
b. Expanded streetcar service
c. Expanded frequent bus service
d. A combination

Q3. What capital funding strategy should be pursued for HCT local match (assuming 60% FTA New Starts)?

a. TriMet
b. State
c. Regional Flex
d. Local

Road-Related Operations, Maintenance & Preservation Funding Choices

Funding Source	Scenario	TABLE 1 Price Point	TABLE 2 Price Point	TABLE 3 Price Point
State gas tax	**Option 2:** $0.01 per year	Yes at $.005 per year	$0.25 per year OR 1 cent every 4 years	Continue at 1 cent per year and adjust with inflation
Local street utility fee to fund the gap in OM&P	**Option 3:** Phased in from $6 to $20 per house per month, indexed to inflation	Yes, at local discretion	Phased in from $3 to $20 over 4 years	Allow local choice on meeting needs
Regional street utility fee to fully fund OM&P	**Option 4:** $45 per house per month, indexed to inflation	Yes at $17.50 per month	No	No

Road-Related Capital Funding Choices

Funding Source	Scenario	TABLE 1 Price Point	TABLE 2 Price Point	TABLE 3 Price Point
System development charges	**Option 2:** $7,000 per house	$7,000 per household indexed to inflation	$7,000 per household	Base fee
<u>State level</u> • Gas tax • Vehicle reg. fee	**Option 3a: (alternates with 3b)** $0.03 every 8 years; **<u>OR</u>** $15 every 8 years	Yes, $2 VRF increase each year	Yes	Yes
<u>Regional/local level</u> • Gas tax • Vehicle reg. fee	**Option 3b: (alternates with 3a)** $0.03 every 8 years; **<u>OR</u>** $15 every 8 years	YES, $1 VRF increase each year	Yes	Yes
Tolling	**Option 4:** $874 million	Project by project analysis	Yes	Yes
Regional street utility fee shifts gas tax to capital	**Option 5:** $45 per house to allow $4.5 billion to shift to capital	No	Investigate Prop Tax (like MSTIP)	No

Transit Funding Choices

Funding Source	Scenario	TABLE 1 Price Point	TABLE 2 Price Point	TABLE 3 Price Point
OMP level				
Payroll tax	0.1%	Yes, 0.1%	0.2% w. progressive rate	0.1% + other sources
Service expansion				
	High capacity transit: 60%	60%	60%	60%
	Frequent bus: 40%	40%	13.33%	40%
	Local Bus	None	13.33%	Local Match
	Street Car	None	13.33%	None
High capacity transit local match sources				
FTA New Starts	60%	60%	75%	60%
State	10%	Case by Case bases w/ cost benefit analysis. Some portion of additional +.01% on payroll tax	6.25%	10%
TriMet	10%		6.25%	10%
Regional flex funds	10%		6.25%	10%
Local	10%		6.25%	10%

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Joint Policy Advisory Committee on Transportation Retreat
Table Summaries
May 22, 2009
8 a.m. to 2 p.m.
Oregon Zoo, Skyline Room

Group Discussion:

Approach and Timeline:

- Important for process and Timeline to include opportunities for underserved populations to participate and have needs addressed, including Equity, service to communities. Consider as part of measures of success, measurement is a start to making significant change in how we frame what the RTP is trying to accomplish. Need to broaden conservation, equity and disparate views. How we talk about these issues is important, so that underserved populations are part of screening the size of box, and the investment choices.
- We're starting to see rural roads serving different functions than they were originally intended; we need make conscious decisions on what the expected function of rural roads will be in the region. Cornelius Pass is an example.
- Account for market, the decisions within the RTP connect to economic development strategies; we have the opportunity to make more overt.
- Consider terminal points of our system – (extents of region – Sandy, Wilsonville) and what is and should be happening there.
- We need to acknowledge how we will achieve our Climate Change targets: 40% of 1990 by 2030 Green House Gas Levels (Portland)
- We need to identify performance goals of what we are trying to achieve, not just measures of success. Tie measures to desired outcomes.
- Unclear how connectivity and deficiencies in existing system are reflected as investment priorities. Both are identified needs that investments need to address. Be more explicit for durability.
- Need more specific criteria to define investment priorities.
- Establish performance goals for corridors – mobility corridors differ on performance now and need different strategies to maximize their potential.
- Connectivity – don't get focused on highways. Think of arterials. Especially on Westside and in developing areas.
- Think of the RTP as a Business plan – Goal: define desired system and a plan to get there. Define roles and responsibilities, what should be solved collectively and what should be addressed individually? Share more than values, we need to share strategy.
- Be more explicit about seeking health as a result of transportation investments – public health, active living, seniors and disabled. This is the framing of issues that will connect public outcomes to our strategies.
- Need to pursue Practical, innovative designs, that are cost effective –known as least cost planning, corridors must be multi-modal with least cost.

- Location of transit directly affects health, access to jobs/recreation, economic opportunities and health impacts must be part of prioritization of investments.
- Evaluate corridors individually, develop business plans (mobility plans), look at least cost - leads to better communication with public about intentions and benefits. Active roadway management is key.
- Desired system/roles/responsibilities have lots of overlap (i.e. sidewalks would be considered local but are critical to HCT access, health benefits, related to access to transit but land use can create/build in challenges.
- Let's Build system we can all agree to. (Dense, multi-modal, fill gaps). Decide who Is accountable for which parts.
- Change of framework away from density in corridor to focusing on improved health. Look at market and who we are serving to define transportation system. i.e. start with outcomes like healthy people, neighborhoods, districts, corridors….
- Right measures/outcomes will drive a more comprehensive approach (change to framework) – don't just be more efficient but more effective, and focus on who we are serving with the transportation system. Sidewalk access to transit and transit-supportive land use is important to support transit service investments.
- Critical to look at/plan for land use/transportation together for success. Nothing wrong with efficiency but on its own it is lacking and doesn't accomplish the goals/outcomes we are trying to achieve.
- Would we invest differently if we were planning for well-being – (again changing frame).
- What is overall goal – mobility or community? Should regional emphasis be on mobility and local emphasis on community building?
- Investment priorities (slide 11) need to reflect discussion on values and priorities above.
- Protect capacity of existing investments, i.e. freight. Wholesale vs. retail (SOV).
- Plan for completeness and richness of communities (connecting people and places). Redefine centers vs. corridors. What is a transit station – stop or jobs kiosk, community center? Need to Include equity. Add more depth to land use considerations.
- Let's Not say "should try" but instead Let's create an analytical framework that drives results – we need to deliver.
- Projects must deliver on performance objectives.
- Chronology to coordinate with funding. HCT = good example of incorporating timing. Maybe hard for things like sidewalks…
- Hard choices ahead. Need help to make choices, need to understand implications of tradeoffs, i.e. at-grade rail crossings vs. using rail to move other things. Be more explicit on tradeoffs.
- We have Agreement on General Approach - if performance measure outcomes come first.
- Equity may look different in different places – (Means considering how we meet the needs of various economic drivers such as apparel sector, delivering chips to market).
- Maybe there are parts of the existing system that are not a regional priority and should not be maintained.
- Self-sufficiency won't be full so mobility at some level is needed including mobility between corridors – one downtown core, one metals industry in Clackamas County.

Table 1

Facilitator: Karen Withrow
Recorder: Lake McTighe
Technical Staff: Ted Leybold
Lynn Peterson
Dave Fuller
Rex Burkholder
Tim Knapp
Rian Windsheimer

Road-Related Funding Scenarios

Operating, Maintenance, and Preservation

- Need less reliance on the state. More local funding solutions, increase self-reliance.
- Need to keep funds local.
- Maintenance is our biggest concern and needs to be the highest priority. Focus on maintenance before growth.
- Need to determine what a standard level of maintenance should be for the whole region. Maybe there needs to be a regional level that cities and counties need to maintain. Right now each city is setting its own maintenance levels. There needs to be regional equity, so we need to clarify the standards.
- There are economic issues that are created when roads are allowed to go to gravel. The rural areas are the first to go and this has an economic impact on rural businesses and communities– milk trucks, nurseries, etc.
- Commuters should pay for the privilege commuting.
- Congestion pricing, funding should go to maintenance first and whatever is left over should go to capital.
- Tolling can be used for capital and maintenance.
- There needs to be a regional floor – say 50-60% (fair or better) that is provided through regional funding, and then if cities want 80% or higher condition they can raise those additional funds.
- A funding strategy needs to keep pace with inflation.
- Addressing backlog and maintenance could be built into a street utility fee. Local communities decide what level they want. Some might go high, others low. There needs to be a regional in-between. State provides 20-40%, local 60-80%.
- We need to be more aspirational with funding. The current level of funding is too low. A 25% increase over the historical levels may be feasible.
- A regional street utility fee is likely necessary to achieve regional equity; local capacity is not the same everywhere so need some regional solutions.
- Shifting OM&P to a regional street utility fee and diverting existing highway trust fund revenues to capital investments is not realistic.
- State gas tax should be viewed as "extra" funds, not something to be depended on. Use the state gas tax to fill in the gaps after a regional floor is met. We should only assume $.005/year.
- Local street utility fees should be up to local jurisdictions to reach whatever % of conditions they want (maintenance or capital) after a regional floor is met.
- There are serious equity issues raised by the local street equity fee.
- A $45/month regional street utility fee is unreasonable and gets into equity issues. But we do need a regional base (anything the state legislature gives us should be considered extra).

- A$17.50/month regional street utility fee is doable. Metro could collect the difference and distribute to locals.
- Local jurisdictions need flexibility to spend funds from a regional street utility fee

We need to look at a regional user fee (congestion pricing/tolling) to pay for part of maintenance. Need to determine if this is worthwhile to think about.

Capital

- Make growth pay. Metro could collect a regional SDC. Implementing a regional fee could make local jurisdictions raise their own fees. Metro would collect from any local jurisdiction without a SDC for transportation; return funds to locals, to make up the difference to reach a regional base.
- We need to be aware of other SDC needs.
- We need to know what the cost is to the system of new development. This helps determine the actual SDC.
- We need to move off the gas tax and move to a VMT to get equivalent of $.01 every year in VMT.
- The technology for VMT is not yet practical and holds us back.
- Propose a $2/year increase in state vehicle registration fee.
- We need a regional wide vehicle registration fee - $1/year, but no gas tax.
- We need to determine at what base level we start the regional vehicle registration fee ($15?).
- Tolling should be used.
- We need to get smarter about tolling in the RTP.
- We don't know what level of funds we could get to with tolling. We need that information to make decisions.
- Tolling should be looked at project by project. We need information on tolling the throughway system.
- Can we raise tolls in one place and spend in another? Need to get smarter.
- A regional street utility fee for O&M is already a hurdle; we can't raise more for capital.
- An excise sales tax on cars should be considered. Should be statewide and not regional (idea that needs details, not all agree).

Transit –related Funding Scenarios

- The payroll tax for transit should be increased at least 0.1% for O&M and another 0.1% for capital.
- As areas become denser and use goes up we should see more farebox return.
- How many people use transit? Overall transit 3-4%; corridor transit 25+%; peak corridor transit 40+%. As ridership goes up you see a higher farebox return.
- Issues: Land use connection to increasing ridership/ Demographics (LIFT requires more funding). Need to discuss at MPAC.
- TriMet needs to do better on farebox recovery.
- Streetcars are productive for economic development and valuable for a certain set of situations, but not widely applicable, and are mostly local.
- Focus should be on HCT and frequent bus.
- Breakdown of HCT local matches depends on the situation. Equity is important consideration. There are many tradeoffs , more discussion is needed. Especially more discussion if HCT is in existing ROW.
- If a state facility is affected – congestion reduced due to HCT – state should pay more. But there is a tradeoff if state capacity is reduced.

Table 2

Facilitator: Cliff Higgins
Recorder: John Mermin
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Craig Dirksen
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Carlotta Collette
Susie Lahsene
Alice Norris
Marc San Soucie
Jef Dalin

Road-Related Funding Scenarios

Operating, Maintenance, and Preservation

- General/Initial Discussion:
  - Fee only for existing roads. One for residential and one for businesses. (ranging from $2.51 per household) up to $6.40. Changes based on forecasts. Based on parking. More equitable than trip generation. (Tigard)
  - Res ($4.50) - > $11 in 5 years. Pavement management utility fee based on trips generated. Paid for by everyone. (Oregon City)
  - Gas tax and fees (Milwaukie)
  - $2.25/month Currently spent mainly on chipseal (Cornelius)
  - Working on street utility fee (Beaverton)
  - Regional fee could be difficult to distribute but could work at county level
  - Fee doesn't work – lots of gas stations but few residents. Gas tax works better on the local level. They support regional fee. (Multnomah County)
  - Prefers local gas tax to county gas tax (Cornelius)
  - Need regional mix – regional for regional system and local for local system. It is okay to have both. Local and county fees.
  - Problem with county bridges (Multnomah County)
  - Street fee was defeated (Clackamas County)
  - In some situations, a street fee (for maintenance) makes sense county-wide, but not at the city level. How to distribute money?
  - Regional fee might be more politically viable than a county fee. State legislation could enable this. Metro could enact, but how to collect?
- Options
  - Option 2:
    - State gas tax – Not sustainable over long-term but could be a VMT fee. Raising amount $0.01/4 years from some state mechanism is realistic. Don't defer to state.
  - Option 3:
    - Local Fees – useful at county level. Minimum shown is too high. Start at $3 to $20 by 2035 at local level. Track the needs to increase it.
  - Option 4:
    - Regional – No, could be a combination.

Capital

- New Option/Option 6: Property tax measure possible, but tough politically to sell. An element of broader strategy.
- Discussion:

- Transportation Development Tax (TDT) – alternate to SDC in Washington County – only applied to roads of county significance. Locals encouraged to do the same for local streets. TDT Replaces existing TIF and doubles the money.
  - Total: County + Local = $7,000 phased over time is palatable.
- System Development Charges (SDC) - $7,000. Should be scaled to home value. But current law says that the amount must be based on the "transportation impact" of the home.
- Blend
- Tolling:
  - Other facilities affected (diversion/ spill over to avoid toll), thus you'd need to toll all of the bridges.
  - Highway 217 – costs to administer toll would be great than the revenue generated. Tolling is good for new capacity, new facilities.
  - $874M is good estimate
  - Need to use toll revenue to OM&P as well as capital.
- Regional Utility Fee
  - Do it at county level. Works as part of the package.
- Tolls – Full $874M
- Funding - Registration Fee + User fees within range + Property tax +SDC - $7,000 = $5.5 to $6B.
- Option 6: State Vehicle Registration
  - Good, less opposition.
  - $15/8 years is doable at state, but it makes doing it locally harder. Alternate state and regional level.
  - Escalation and report back. Dedicate to state facilities.

Transit –related Funding Scenarios

General Discussion:

- Tipping point for ridership/ efficiency once we have certain level of coverage.
- Lack of frequent bus service on west side and Columbia Corridor on the eastside. More OM&P to achieve.
- But small businesses don't like payroll tax.
- Bus seen as local, MAX as regional. But TriMet doesn't route the buses this way. Need loops in residential areas. Radiate bus lines from MAX stations to provide better coverage.
- Political resistance to increasing payroll tax. Some businesses don't see how they benefit. After we reach the tipping point of transit use that might change.
- Increase tax-rate in a progressive way (large employers see higher tax increase than small ones). An increase by $0.2(net) can work if some businesses get higher increase; others might see no increase.
- Internal city looks from main stations – shuttles.

Service Expansion:

- HCT – 60% in short-term. Could vary within region based on needs. Needs to be complete system.
- Streetcar, Frequent bus, local bus – 40%. Include shuttles. Too challenge dependent on roads.

HCT Local Match Sources:

- More federal support is desired. Similar to past highway subsidies. 75% federal aspiration. Not just New Starts funding.

- Would state contribute 10%? It is a reasonable request.
- Local can include city, county, businesses. A new funding source – i.e. regional SDC, Washington County TDT.
- Local/Regional New Source – 6.25%. TriMet = 6.25%, State = 6.25%, and Regional Flexible Funds – 6.25%.

Table 3

Facilitator: John Donovan
Recorder: Deena Platman
Technical Staff: Andy Cotugno
Donna Jordan
Kathryn Harrington
Roy Rogers
Rod Park
Denny Doyle
Fred Hansen (Olivia Clark)
Sam Adams (Paul Smith)

Road-Related Funding Scenarios

Operating, Maintenance, and Preservation:

- Q: Should there be a VMT tax?
  - A: Yes, $0.15+ Equivalent or gas tax at $0.03 or VRF at $15.
- Q: Should we go further?
  - A: Yes, for SUF, but difficult to increase to keep up hard on tax payers. (Lake Oswego)
- Q: Should we keep the box or expand it?
  - What is the starting size of the box – assume what we actually get?
  - State package – 50% Maintenance goal, 75% Capital goal
  - Do what to reach 100%
  - Should we increase?
    - Yes to sustain current infrastructure. (Portland)
    - Need to define system and strategy – contract systems as choice. (Washington County)
    - Local money needs to stay in Beaverton. (Beaverton)
    - Help pay for regional system – what's the system? What matters is what binds us? (Washington County)
    - Different areas' money, different levels of success. Should we have a uniform level of funding? (Metro)
    - How do you make sure there is a base level of investment uniformly? (Lake Oswego)
    - Regional tolling, move to VMT, and percentage of the SUF to OM&P. (Portland)
    - Toll OR 217, gas tax and VMT. (Beaverton)
    - Cannot do it all. Need to be selective. Not a lot of success with local measures. Mix of funding. (Metro)
    - Combination of sources. Something replaces gas tax. Education needed regarding the SUF – need to understand what they buy.
- Agreements
  - No shift gas tax to state, registration fee, option 4

  - Contract system
  - Keep pace inflation
  - Address backlog

Capital:

- Agreements
  - Tolling with congestion pricing. SDC as "entry fee"
  - Gas tax/VRF and tolling
  - Level of growth - $4.9B.

Transit –related Funding Scenarios

Q: What can we expect to achieve?

- To grow, we will need more transit – 2% (Beaverton)
- What is the palatable to businesses? (Metro)
- Look at other sources for operations –Sales tax reg. (Portland)
- Compliance auditing of employers (Washington County)
- Regional sales tax only if add local bus too. Need to educate public on what it buys. (Lake Oswego)
- Should there be a local "match" for bus service expansion, shelters and sidewalks? (Washington County)
- Running out of light rail miles in URAs – cut local cap – increase Ops match. Move to TriMet.

Agreements:

- $0.02 but look at other funding sources.
- HCT – Spine, Frequent Bus – Base bus service, and local – least efficient/hard to serve.

Key Milestones and Products for State Component of 2035 Regional Transportation Plan

Updated February 12, 2009

Project Timeline

January 2008 — June 2010

2008-10 Work Program Milestones

2008

Identify and analyze options to frame choices and confirm RTP policy and performance measures

WINTER: Jan Feb Mar | SPRING: Apr May Jun | SUMMER: Jul Aug Sep | FALL: Oct Nov Dec

RTP Evaluation Framework
Refine potential measures & develop draft outcomes-based evaluation framework

RTP Base Models
2005, 2035 No-Build and 2035 financially constrained system

RTP Investment Scenarios Analysis
Evaluate investment themes to test RTP policies and draft measures

Define policy refinements and recommended measures

A | B | C | D

Preliminary direction on elements of RTP Investment Strategy

2009

Analyze regional transportation needs to refine and make choices on investment priorities and strategies

WINTER: Jan Feb Mar | SPRING: Apr May Jun | SUMMER: Jul Aug Sep | FALL: Oct Nov Dec

RTP System Development & Analysis
Determine needs and define "adequate" system tied to funding strategy, RTP policies, and 2040 Growth Concept

Agency HCT/Local aspirations workshops

Agency mobility workshops

Mobility Atlas

Community Building Needs

Draft 2035 RTP
Compile draft plan

Policies and actions

Ch. 7 TSP & corridor refinement planning

Updated RTP FC and draft RTP State System

Round 1 *Investment Strategy modeling*

Draft Adoption Process
Release draft plan for 30-day public comment period

Draft State & Federal 2035 RTP

Approval by Resolution

Preliminary Transportation Planning Rule Findings

Preliminary Functional Plan Amendments

Regional High Capacity Transit (HCT) System Plan
Determine role of HCT and potential and priority HCT corridors

Regional Transportation System Management and Operations (TSMO) Plan
Identify toolbox of strategies and investment priorities to apply to optimize the region's mobility corridors

Regional Freight and Goods Movement Action Plan
Identify investment priorities and strategies to preserve freight access to industry and support reliable goods movement

RTP Funding Options
Update financially constrained assumptions and evaluate funding options for State RTP

RTP Funding Strategy
Finalize long-term strategy and action plan for investment priorities

2010

Final analysis and decision on investment priorities and begin implementation

WINTER: Jan Feb Mar | SPRING: Apr May Jun | SUMMER: Jul Aug Sep | FALL: Oct Nov Dec

RTP Findings Development & Final Analysis
Prepare final regional, state and federal findings

Transportation Planning Rule Findings

Framework Plan & Functional Plan Amendments

Round 2 *Investment Strategy modeling*

Air Quality Conformity Analysis

Final Adoption Process
Release discussion draft plan for 45-day public comment period

Final State & Federal 2035 RTP

Adopted by Ordinance

State and Federal Consultation

Implementation
Local Transportation System Plan (TSP) updates and RTP refinement planning activities begin

Council, JPACT & MPAC milestone

- *Confirm scenarios construct*
- *Joint meetings to discuss policy choices and preferences*
- *Confirm funding target & investment strategy principles*
- *Release draft RTP*
- *Approve draft 2035 RTP*
- *Release final draft RTP*
- *Adopt final 2035 RTP*

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF ACCEPTING THE REGIONAL HIGH CAPACITY TRANSIT SYSTEM TIERS AND CORRIDORS, SYSTEM EXPANSION POLICY FRAMEWORK AND POLICY AMENDMENTS 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 Metro Area'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 Area 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 Metro Area's 2040 Growth Concept and 2035 Regional Transportation Plan seek to prepare for the expected increase in growth in the Metro Area by providing multiple transportation options, including having pedestrian, bike and transit play a large role in facilitating growth within the Metro Area's current capacity; and

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

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

WHEREAS, a broad list of 55 potential high capacity transit corridors developed with the community and local jurisdictions was screened to the 18 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 18 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 outcomes of the Metro Council 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 18 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 placed into tiers will be incorporated into the RTP and long-range land use and transportation planning efforts; and the 18 high capacity transit corridors will be regularly reviewed through the RTP; 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 RTP; now, therefore,

BE IT RESOLVED THAT:

1. The Metro 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 Metro 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

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[1]	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[1]	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

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

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[1]	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[1]	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

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