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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.**

~~7.~~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

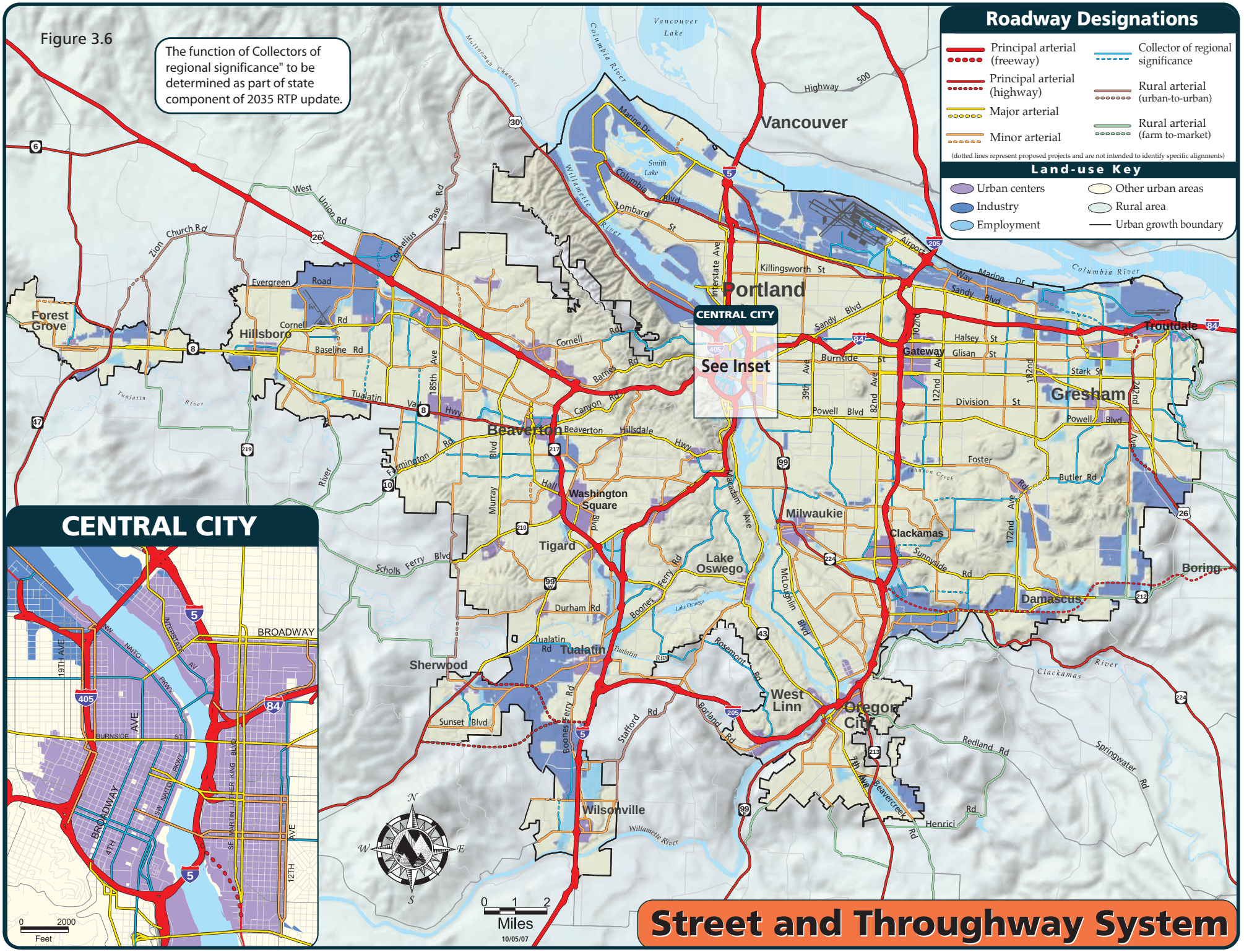
Regional multi-modal transportation facilities and services include the following eight components:

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

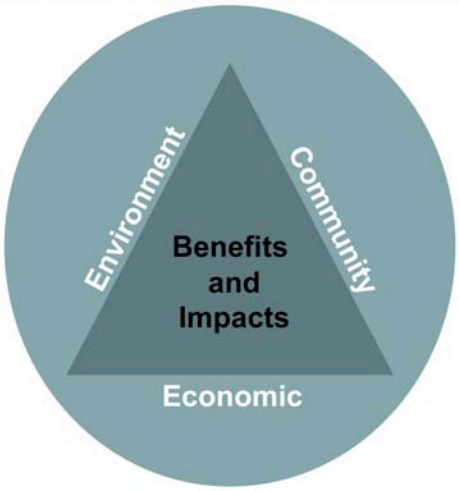
Next steps to develop performance benchmarks for system evaluation

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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Metro | *Memo*

Date: June 3, 2009

To: Metropolitan Policy Advisory Committee & Interested Parties

From: Deena Platman, Principal Transportation Planner

Re: Regional Transportation System Management & Operations (TSMO) Plan

Purpose

At the June 10th MPAC meeting, Metro staff will provide a presentation on transportation demand and system management strategies that should be considered for inclusion in the 2035 Regional Transportation Plan update. The demand management strategies are reflected in the Regional Travel Options Strategic Plan. The system management strategies will be reflected in the soon to be completed Transportation System Management and Operations (TSMO) Refinement Plan. Development of this plan was made possible through an ODOT Transportation and Growth Management (TGM) grant and the process for its development is outlined below.

Background

TSMO activities are not new for the Portland region. In fact, the region has a lengthy history of investment and regional coordination in these types of strategies. In the late 90s and early 2000s, with regional funding support, many transportation agencies in the region adopted local Intelligent Transportation System Management (ITS) plans that focused on operational efficiencies. In the same time period, the region began to fund transportation demand management activities that focused on travel choices. But these near-term and real-time management strategies competed for funding within a traditional planning structure focused on building new infrastructure capacity; funding was often limited and inconsistent.

But the growing challenges of more travel demand and fewer dollars have raised interest in cost-effective management solutions. Through its regional flexible fund allocation, the partners have begun to increase investment in TSMO; by raising existing allocations to the Regional Travel Options program and more recently through the creation of a TSMO program allocation of $6 million over the next four years to fund system operations improvements.

To provide regional direction for TSMO investment, Metro was awarded a Transportation and Growth Management Grant to conduct a refinement planning process. The plan will result in a comprehensive understanding of how TSMO opportunities can help address regional transportation challenges, and institute a regional vision and strategy for implementing TSMO. The plan is being developed in partnership with the Regional Travel Options (RTO) program and will incorporate and expand on the work of the 2008-2013 RTO Strategic Plan to provide a 10-year strategic look at investment in TSMO. The plan's vision, goals, and actions will be integrated with the 2035 Regional Transportation Plan (RTP).

The project goals include:

- Refining the 2035 RTP goals, objectives and actions related to system management and operations;
- Developing policy direction on where, when, and how TSMO strategies are applied and financed in the region;

- Enhancing the region's capacity to consider TSMO in concert with more traditional capital projects;
- Prioritizing TSMO projects for regional funding;
- Actively facilitating communication between interested stakeholders with diverse perspectives on TSMO.

Technical Team and Advisory Committees
The project greatly benefits from a seasoned consultant team lead by DKS Associates, which includes assistance from Kittelson & Associates, Angelo Planning, and Jeanne Lawson & Associates.

TransPort, the TPAC subcommittee for system management and operations, lends their technical expertise to the traffic management and operations elements of the plan. The Regional Travel Options Subcommittee provides technical expertise on transportation demand management elements. These groups provide initial input and review of work products with a particular focus on the TSMO toolbox, needs assessment, and action plan of TSMO priorities. TransPort and the RTO Subcommittee will make plan recommendations to TPAC.

The TSMO Policy Work Group provides policy level input into the plan development. Members review and comment on work products prepared by Metro and the consultant team and help guide plan recommendations that will be brought forward to TransPort, the RTO Subcommittee, TPAC, JPACT, and Metro Council. The work group is comprised of representatives from public and private organizations with a stake in effective management and operation of the transportation system. A roster of members is provided in Attachment A. Tom Kloster, Metro Transportation Planning Manager, chairs the work group meetings. The work group will meet up to six times over the course of the planning project.

Major Tasks and Timeline
The Regional TSMO Refinement Plan project officially kicked off in early September 2008 and is anticipated to be completed by August 31, 2009. Following is a list and brief description of the major tasks and anticipated completion timeframes.

- TSMO Vision, Goals and Objectives – Develop a clear vision with supporting goals and measurable objectives for the implementation of TSMO strategies in the Portland metropolitan region. (February 2009)
- TSMO Toolbox – Create an information resource with a menu of options that stakeholders can easily understand and can serve as an "idea kit" for identifying solutions. (January 2009)
- Regional TSMO Needs Assessment – Create and implement a methodology for assessing TSMO needs across the region. (March 2009)
- TSMO Finance – Identify issues and strategies for financing TSMO strategies in the region. (April 2009)
- TSMO Action Plan – Develop and implement a process to identify a set of prioritized TSMO projects that can be incorporated into the 2035 RTP and funded using the MTIP programmatic funds for TSMO. (July 2009)
- 2035 RTP Products – Prepare amendments to the 2035 RTP and the 2010-2013 MTIP as needed; could include revisions to policy and system investment list. (July 2009)

- ITS Architecture Update – Update the current regional Intelligent Transportation System (ITS) Architecture document as needed to accommodate revised and new strategies identified in the planning process. (August 2009)

- Plan Document – Document the TSMO planning process through a compilation of all final products. (August 2009)
- Plan Adoption – Approval by JPACT and the Metro Council. (Fall 2009)

Project Status
Planning for the regional TSMO is well underway and on schedule. Primary focus is on the creation of the action plan, which is the set of region-wide and corridor specific investments that are the heart of the effort. Action plan recommendations will be wrapped up in July, in time to inform the refinement of the 2035 RTP Federal and State project lists. The bulk of the summer will be dedicated to compiling a final document for the fall adoption process.

Attachment A

Regional Transportation System Management and Operations Refinement Plan

Transportation System Management & Operations (TSMO) Policy Work Group Roster

Work Group Member		Affiliation
Tom	Clemo	Tualatin Valley Fire and Rescue
Marie	Dodds	AAA
Patty	Fink	Coalition for a Livable Future
Bob	Hart	SW RTC
Eric	Hesse	TriMet
Karla	Keller	ODOT – Region 1
Bill	Kloos	City of Portland - Operations
Tom	Kloster	Metro - Chair
Jay	McCoy	City of Gresham
Jane	McFarland	Multnomah County
Galen	McGill	ODOT - Salem
Margaret	Middleton	City of Beaverton
Louis	Ornelas	TPAC Citizen Member
Wilda	Parks	North Clackamas Chamber of Commerce
Pam	Peck	Metro
Nathaniel	Price	FHWA
John	Reinhold	TPAC Citizen Member
Bob	Russell	Oregon Trucking Association
Paul	Smith	City of Portland - Planning
Tom	Tushner	Washington County
Ron	Weinman	Clackamas County
Technical Team		
Deena	Platman	Metro – Project Manager
Josh	Naramore	Metro – Associate Planner
Jim	Peters	DKS Associates – Consultant/Manager

Attachment A

Timeline of Major Tasks

Month	Major Tasks								
Sept 08	Task 1: Public Participation & Technical Coordination	Task 2: Regional TSMO Vision Policy WG #1	Task 3: TSMO Toolbox						
Oct 08				Task 4: TSMO Needs Assessment					
Nov 08					Task 5: Finance				
Dec 08									
Jan 09				Policy WG #2		Task 6: TSMO Action Plan			
Feb 09									
Mar 09					Policy WG #3				
Apr 09									
May 09									
Jun 09						Policy WG #4			
Jul 09							Task 7: RTP Products	Task 8: ITS Arch. Update	Task 9: TSMO Refinement Plan (If needed) Policy WG #5 Policy WG #6
Aug 09									

MPAC Worksheet

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

Presenter: Tony Mendoza x1726

Contact for this worksheet/presentation: Jenn Tuerk x1756

Council Liaison Sponsor: Councilor Collette

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

Information	___
Update	_____
Discussion	X
Action	X

MPAC Target Meeting Date: June 10, 2009

Amount of time needed for:

Presentation	60mins
Discussion	_____

Purpose/Objective (what do you expect to accomplish by having the item on *this meeting's* agenda): (e.g. to discuss policy issues identified to date and provide direction to staff on these issues) Metro's High Capacity Transit is seeking MPAC's approval of Resolution No. 09-4052 for recommendation to Metro Council.

Action Requested/Outcome (What action do you want MPAC to take at *this meeting?* State the ***policy***questions that need to be answered.) Action is requested to approve the recommended HCT draft Resolution No. 09-4052 to Council for incorporation into the RTP.

Background and context:
Please refer to attached memo.

What has changed since MPAC last considered this issue/item?
Please refer to attached memo.

What packet material do you plan to include? (must be provided 8-days prior to the actual meeting for distribution)MPAC Cover memo and Draft Resolution No. 09-4052.

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

- June 10, 2009: MPAC – Recommend Resolution No. 09-4052 to Council for incorporation into the RTP (action)
- June 11, 2009: JPACT – Recommend Resolution No. 09-4052 to Council for incorporation into the RTP (action)
- June 23, 2009: Metro Council work session
- July 9, 2009: Metro Council – Adoption of Resolution No. 09-4052 for incorporation into the RTP
- Summer, 2009 – Develop final HCT actions and targets identified in Resolution No. 09-4052 as part of the RTP

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Metro | *Memo*

Date: June 3, 2009

To: MPAC

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 MPAC had an initial introduction to the draft Resolution No. 09-0452 on May 27, 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*.

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

L E G E N D

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

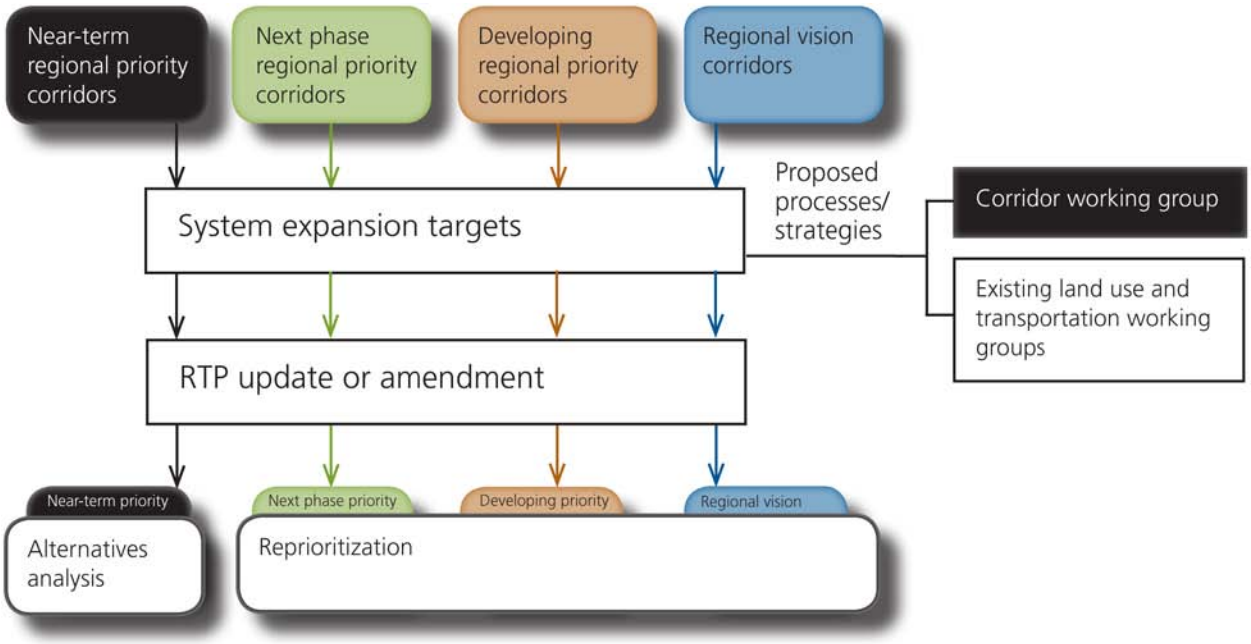

Figure 2: HCT system expansion policy framework concept

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."

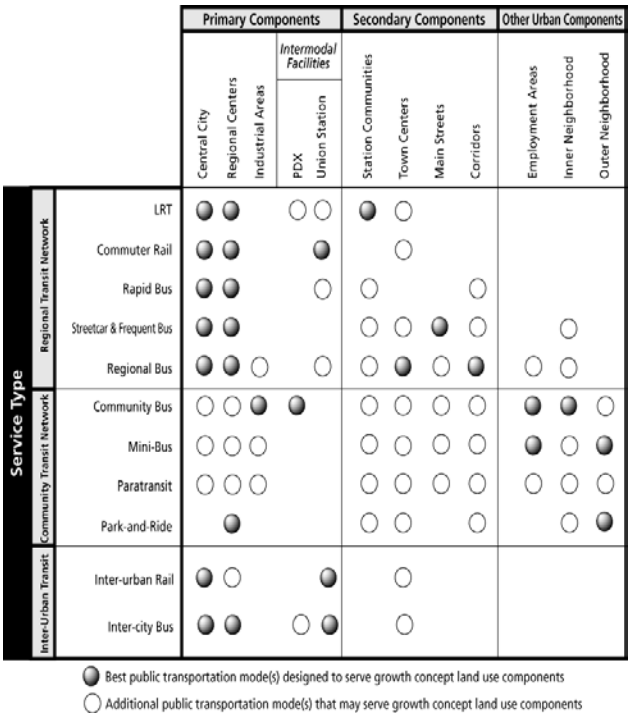
What we've heard: In public involvement efforts and committees, staff has heard conflicting understanding and opinions about the purpose and function of high capacity transit. High capacity transit could serve corridors with access and many stops or it could serve centers with speed and few stops. Some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

www.oregonmetro.gov/rtp




Regional Transportation Plan

Recommended Approach to Refine Investment Priorities

Linking transportation to land use, the economy and the environment

Kim Ellis, RTP Project Manager

June 10, 2009

Metro

1

Direction needed from JPACT and MPAC



- Confirm policy direction to support land use vision and statewide goals
  - Regional system definition
  - System refinement criteria
  - Performance targets next steps

2

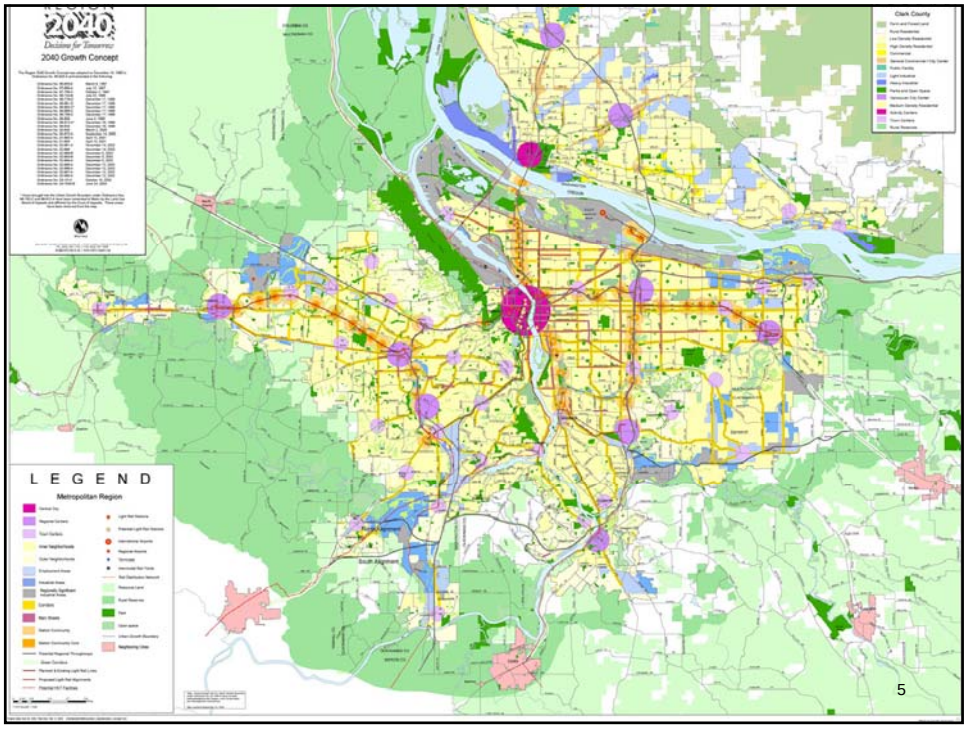
Building blocks to refine priorities

3

MAKING THE GREATEST PLACE

What does a successful region look like?

- Sustained economic competitiveness and prosperity
- Safe and reliable transportation choices
- Vibrant, walkable communities
- Minimal contributions to global warming
- Clean air, clean water and healthy ecosystems
- Benefits and burdens of growth shared throughout the region



Aspirations – a starting point for local and regional actions

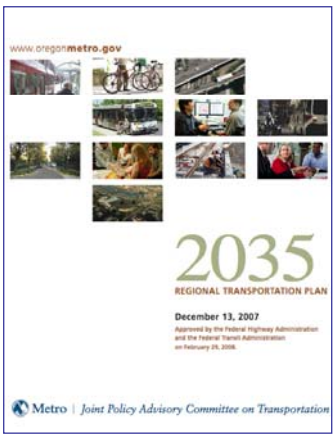
- Leverage local and regional investments
- Align your RTP investment priorities with aspirations

6

Using the 2007 RTP as a starting point for refining priorities

2035 REGIONAL TRANSPORTATION PLAN

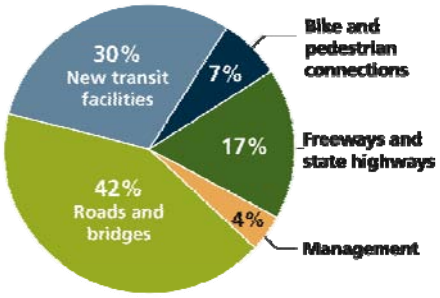
RTP Goals and Outcomes



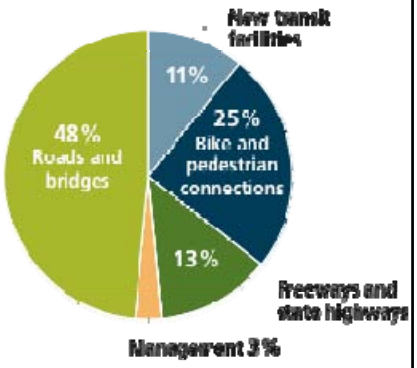
- Vibrant Communities and Efficient Urban Form
- Economic Competitiveness and Prosperity
- Transportation Choices
- Efficient Management of the System
- Safety and Security
- Environmental Stewardship
- Human Health
- Equity
- Fiscal Stewardship
- Accountability

2007 Federal RTP Priorities

BY COST OF PROJECTS



BY NUMBER OF PROJECTS



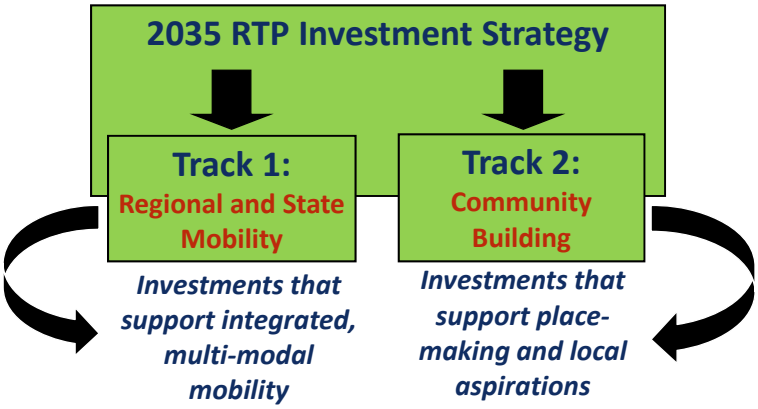
Capital cost assumption in 2035 RTP = $9.07 billion

9

Recommended approach and policy direction

10

✓ Investment Strategy Framework



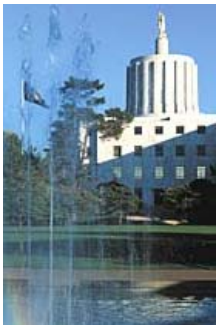
11

✓ MPAC/JPACT investment priorities

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

12

✓ State policies that direct the RTP

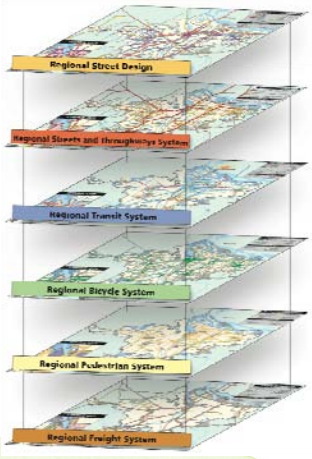


- Be "adequate" to support adopted land use
- Include a finance strategy
- Increase walking, biking and transit
- Reduce drive alone trips
- Reduce VMT per person
- Meet statewide mobility goals
- Reduce greenhouse gas emissions

13

✓ Regional system definition and system refinement criteria

- Multi-modal system
- Links transportation to desired outcomes for the economy, environment and community



14

✓ What are we trying to achieve?
Examples of potential targets…

- Job creation - Increase the number of new jobs in centers and employment/industrial areas by XX%
- Climate change - Reduce carbon dioxide emissions by 40%
- Active transportation - Triple walking, biking and transit trips
- Equity – Increase the number of essential destinations accessible by transit by underserved communities by 50%

15

Recommended process and timeline

16

What your staff are being asked to do by July 29

Step 1: Review 2007 Federal project priorities and identify changes – *no change may be needed*

Step 2: Identify additional projects to include in State RTP investment strategy within fiscal threshold

Both steps respond to local aspirations, new information and checklist of considerations

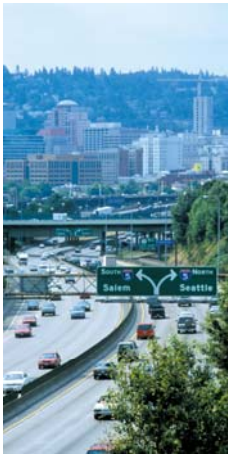
17

Local coordinating committees take lead role

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

18

June 2009: Direction and startup



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

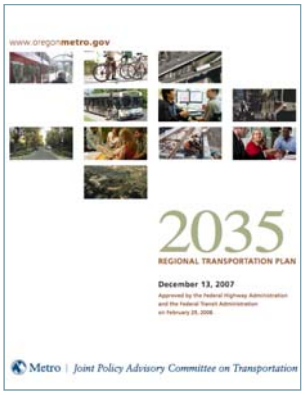
19

July 2009: Project list updated and draft targets developed

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

20

August 2009: Compile draft plan



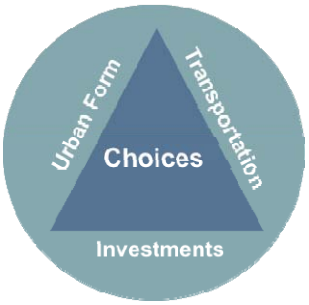
JPACT and MPAC review performance targets and draft "state" investment strategy

Staff compiles draft plan; begin modeling and analysis

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

21

September – December 2009: Public comment and action



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

22

Questions

1. Do you support the updated regional system definition?
2. Do you support proposed refinement criteria?
3. Do you support next steps for performance targets?

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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*





Regional Transportation System Management & Operations (TSMO)

MPAC June 10, 2009

Metro | *People places. Open spaces.*

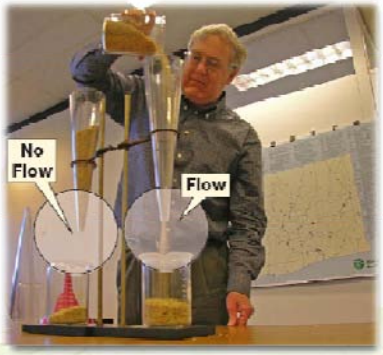
Challenges

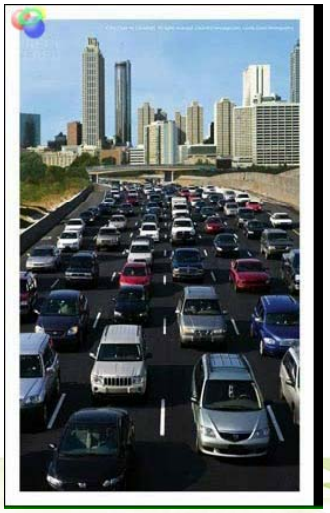
- Individuals are driving less but with increasing population more of us are driving.
- Lack of funds to expand roads and transit.
- Transportation accounts for 34% of greenhouse gas emissions in Oregon. These emissions are projected to increase.

What is TSMO?

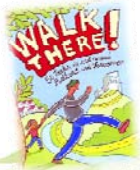
Transportation System Management and Operations

- ❑ Manage travel demand
- ❑ Manage traffic flow





TSMO Benefits



- ❑ **Reduce traffic delay**
- ❑ **Take cars off the road during peak periods**
- ❑ **Reduce pollution and GHG emissions**
- ❑ **Improve fuel efficiency**
- ❑ **Address workforce transportation needs**
- ❑ **Save consumers money**
- ❑ **Encourage active travel modes**
- ❑ **Leverage transportation infrastructure investments**
- ❑ **Support 2040 land uses and development of centers**

Where we are going?

Regional TSMO Plan strategies

User-focused strategies	Travel options	Traveler information
Operator-focused strategies	Traffic management	Incident management

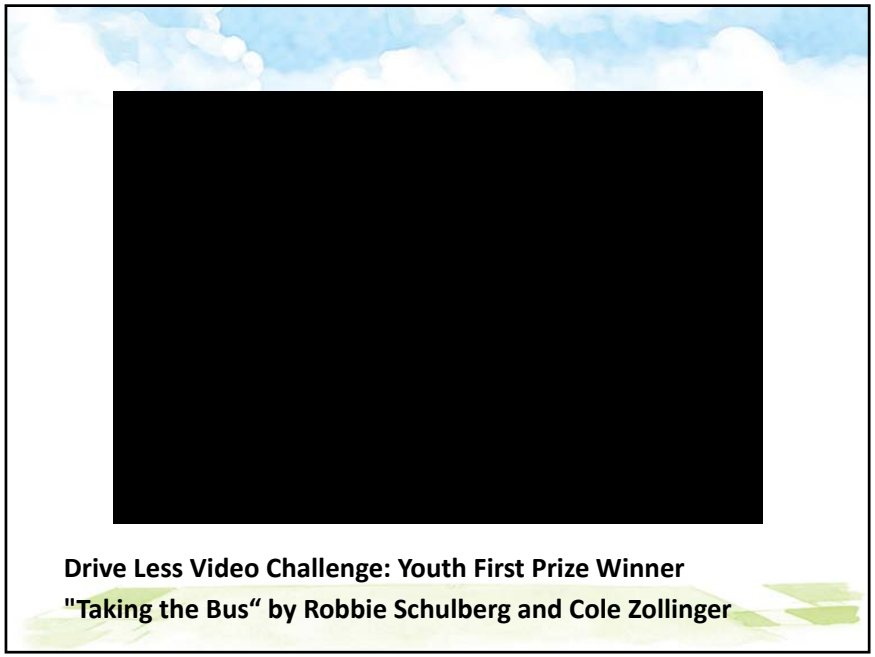
Drive less. Save more.

www.DriveLessSaveMore.com

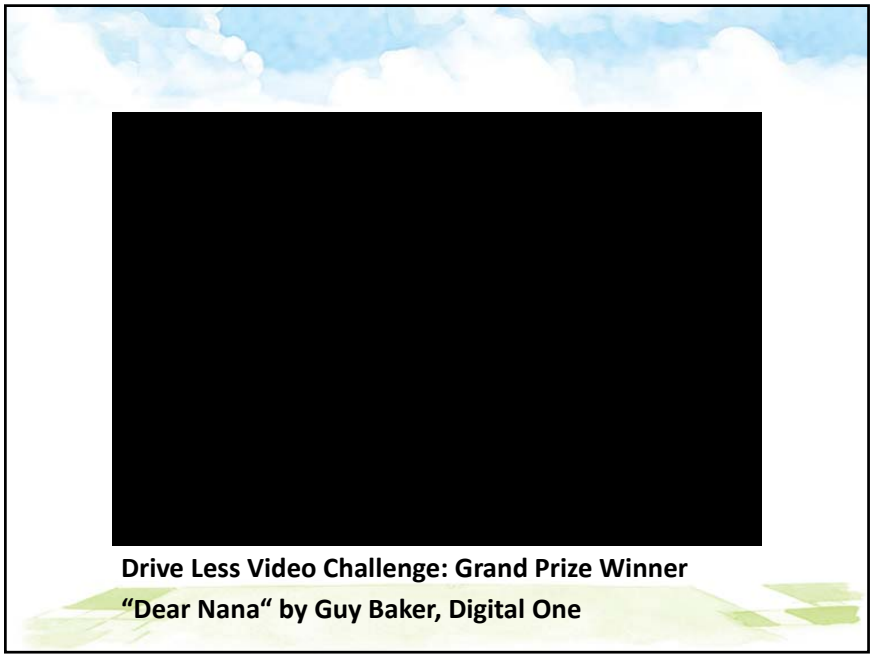
Encourages people to:

- ❑ Think before they drive.
- ❑ Drive wisely through behaviors like trip chaining.
- ❑ Increase use of travel options: transit, ridesharing, cycling, walking, telecommuting
- ❑ Nearly everyone can be part of the solution.

To receive a copy of the Drive Less Save More video challenge DVDs, contact JPACT administrative support at 503-797-1916.



Drive Less Video Challenge: Youth First Prize Winner
"Taking the Bus“ by Robbie Schulberg and Cole Zollinger



Drive Less Video Challenge: Grand Prize Winner
“Dear Nana“ by Guy Baker, Digital One

TRIP Check.com

In 2008 over 23 million visits – Surveys show that information influenced travel decisions for 60% of site visitors.

Individualized marketing

- Identify people who want to change their travel habits
- Link trained staff and customized info to those who really want it
- On average, Portland projects increased the share of trips using transit, walking or cycling by 5%

Freeway & arterial traffic management

- Typical signal timing project saves over 300 metric tons of CO_2 /year/traffic signal
- Gresham adaptive signal timing reduced travel time by 10% and saved 74,000 gallons of fuel/year
- Transit signal priority reduces delay by 30 – 40% and improves travel time by 2 – 16%
- ODOT incident response program assists in 12,700 plus freeway incidents/year – 2001 study found that reducing incident delay by 5 minutes saved 270,000 hours of delay/year



Next steps

- Summer 2009 - Integrate policies and action strategies into RTP investment strategy
- October 2009 - Regional TSMO Plan adoption

For more information about the Regional TSMO Plan contact:

Pamela Peck – Regional Travel Options Program
Pam.peck@oregonmetro.gov

Deena Platman – Regional Mobility Program
Deena. platman@oregonmetro.gov

Going places

Planning for high capacity transit in the region

Regional HCT System Plan

MPAC
June 10, 2009

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Going places

Planning for high capacity transit in the region

Agenda

Proposed action on Resolution 09-4052

- System expansion policy
- Tiers and corridors
- RTP recommended policy changes

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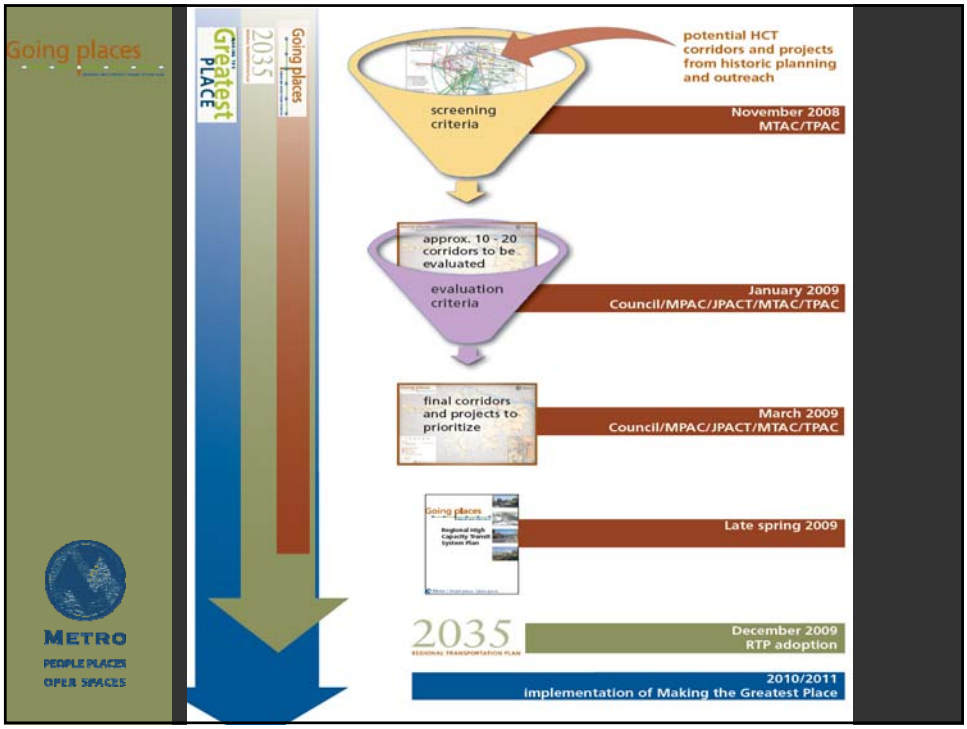

Going places

Planning for high capacity transit in the region

Upcoming dates

- ✓ May 29: TPAC – seek recommendation to JPACT
- ✓ June 3: MTAC – seek recommendation to MPAC
- June 10: MPAC – seek recommendation to Council
- June 11: JPACT – seek adoption for RTP inclusion
- July 9: seek Council adoption for RTP inclusion

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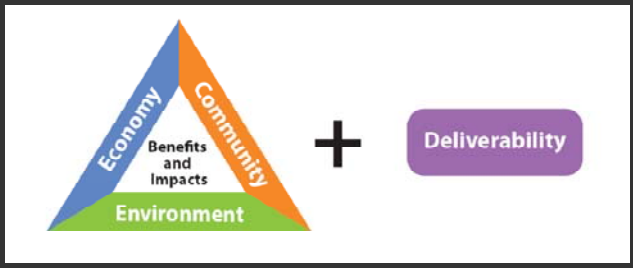
Going places

Planning for high capacity transit in the region

Adopted evaluation criteria

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



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Going places

Planning for high capacity transit in the region

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

Going places

Planning for high capacity transit in the region

Corridor prioritization and advancement process

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Going places

Planning for high capacity transit in the region

System expansion policy

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

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Going places

Planning for high capacity transit in the region

System expansion policy tiers

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

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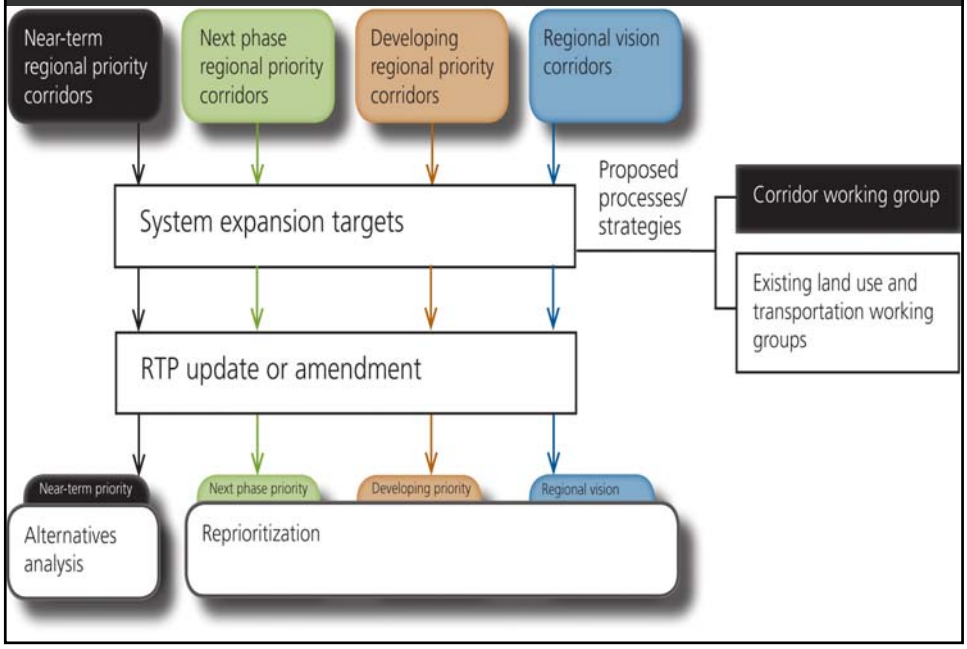
System expansion policy framework



Going places

Planning for high capacity transit in the region

Setting system expansion targets - lessons learned from corridor evaluation

Ridership	Environment	Cost
• Existing and future land use • Urban form • Health • Ridership generators • Housing/ transportation burden • Funding potential	• Risk to natural resources • Emissions & disturbance	• Capital cost • O & M cost • Transportation efficiency

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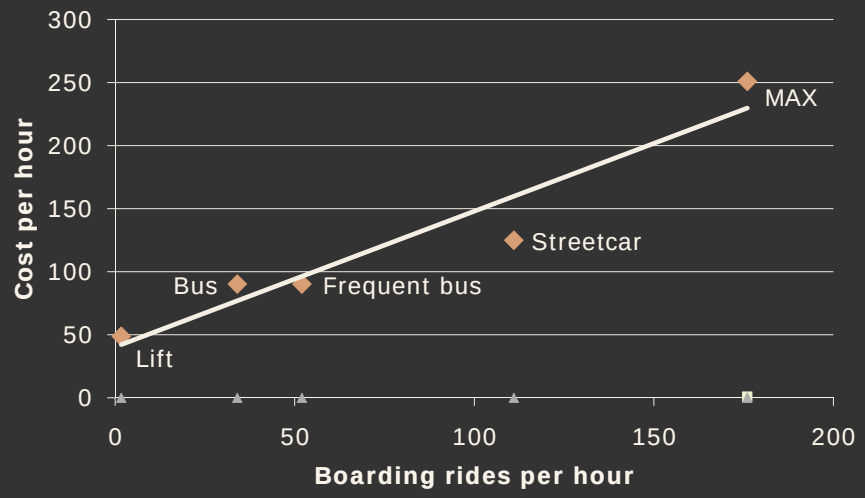
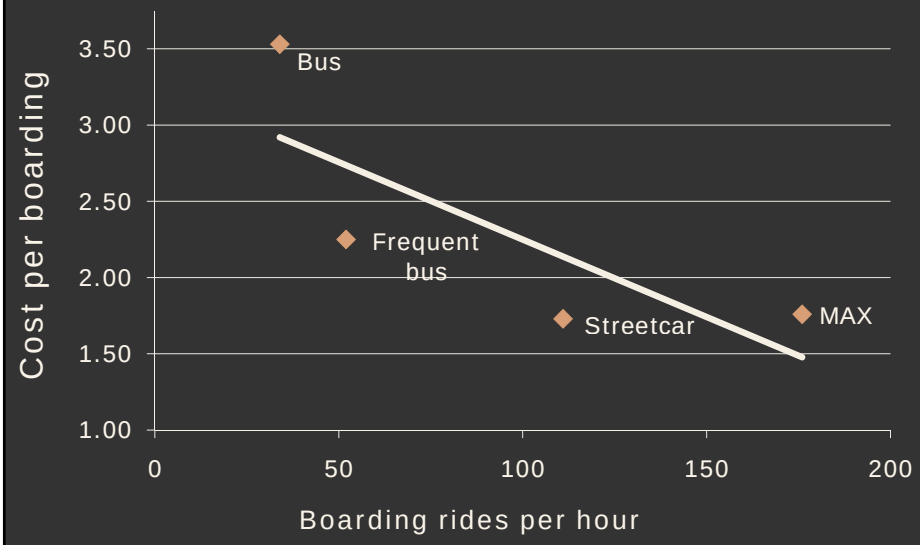
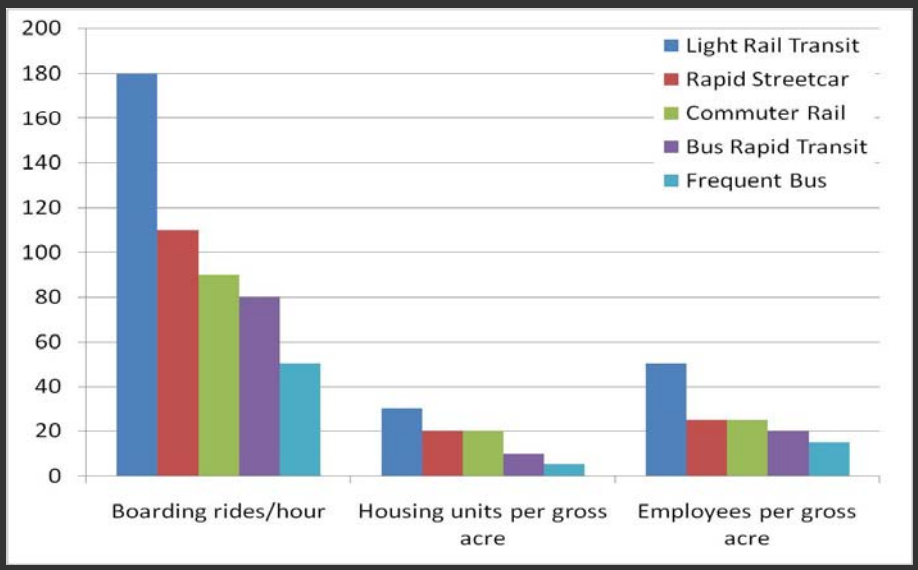
2008 ridership by mode



2008 cost / ride by mode



Potential SEP targets by mode



Going places

Planning for high capacity transit in the region

Regional HCT system: Corridor prioritization

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Criteria evaluation summary

Corridor	Description	Community	C1. Supportiveness of Existing Local Land Use	C2. Local Aspirations	C3. Placemaking and Urban Form	C4. Ridership Generators	C5. Region 2040 Connections	C6. Integration with Regional Transit System	C8. Congestion Avoidance	C9. Equity Benefit	C10. Health (Promote Physical Activity)	C12. Housing + Transportation Affordability Benefit	C13. Transportation Efficiency (Users travel time savings)	Environment	EN1. Emissions & Disturbance	EN2. Natural Resources	Economy	EC1. Transportation Efficiency (Operator - cost/rider)	EC2. Transportation Efficiency (System ann. Cap and op cost/rider)	EC3. Economic Competitiveness - change in employment	EC4. Rebuilding Potential - vacant and redevelopable land	Deliverability	D1. Capital Cost - Feasibility of Construction (Exclusive ROW)	D2. Capital cost per mile (Exclusive ROW)	D3. Operating and Maintenance Costs (HCT line)	D4. Total corridor ridership	D5. Funding Potential
8	Clackamas Town Center to Oregon City via I-205 (LRT)		1	2	0	0	3	2	1	0	1	1	1		1	-1		0	-1	0	1		0	-1	-1	1	2
9	Park Ave to OCTC via McLoughlin (LRT extension)		0	2	2	0	3	3	1	0	1	1	1		0	-1		0	-1	0	0		0	-2	-1	1	1
10	Portland to Gresham via Powell (LRT)		3	3	3	3	3	3	2	2	2	3	0		1	-2		-1	-1	3	1		-1	-2	-3	2	1
11	Portland to Sherwood via Barbur/Hwy 99 (LRT)		3	3	2	3	2	3	2	2	2	2	2		2	-3		0	-1	3	2		-2	-2	-2	3	3
12	Hillsboro to Forest Grove (LRT extension)		0	2	0	3	2	1	0	2	1	1	2		1	-1		-2	-2	0	2		0	-1	-1	0	-1
13	Gresham to Troutdale Extension (LRT Extension)		0	2	-1	2	2	1	0	0	2	1	1		0	-1		0	-1	0	0		0	-2	0	0	1
13D	Troutdale to Damascus (LRT)		0	2	-3	2	2	1	1	0	1	0	1		3	-3		-2	-3	1	3		-3	-2	-2	1	1
16	Clackamas Town Center to Damascus via Sunnyside (LRT)		0	2	-2	1	2	1	0	0	0	0	1		0	0		-2	-3	0	2		0	-2	-1	0	-2
17	Sunset Transit Center to Hillsboro via Hwy 26 / Evergreen		2	3	-1	2	2	1	2	2	2	1	0		2	-2		-1	-1	3	2		-1	-1	-2	2	0
17D	Tanasborne (LRT extension)		1	3	-2	1	2	1	0	0	1	0	0		1	-1		0	-1	1	1		0	-1	0	0	0
28	Clackamas Town Center to Washington Square via I-205/217 (LRT)		1	2	-1	1	3	1	3	1	1	2	2		3	-3		-2	-2	3	3		-3	-1	-3	2	2
29	Clackamas Town Center to Washington Square via RR ROW (LRT)		3	2	-1	2	3	2	3	1	1	2	3		3	-3		-2	-2	3	1		-2	-1	-3	2	3
32	Beaverton to Hillsboro via TV Highway (LRT)		2	2	1	2	3	1	1	2	3	2	1		1	-2		-1	-2	2	1		-1	-2	-1	1	0
34	Beaverton to Wilsonville (LRT upgrade)		3	2	-2	1	3	2	3	2	3	2	1		3	-3		0	-1	3	2		-2	-1	-2	3	2
38S	Sherwood to Tualatin		1	1	-2	0	1	1	1	0	1	0	0		0	-2		-1	-1	0	2		0	-1	0	0	0
43	Downtown Portland to Yellow Line via St. Johns (LRT)		3	2	2	2	2	1	0	2	1	2	0		0	-3		-3	-3	2	0		0	-2	-2	0	-2
54	Troutdale to St. Johns via US 50 (LRT)		0	2	1	2	1	1	0	3	2	2	3		1	-3		-3	-3	2	2		-2	-2	-3	0	-1

Going places

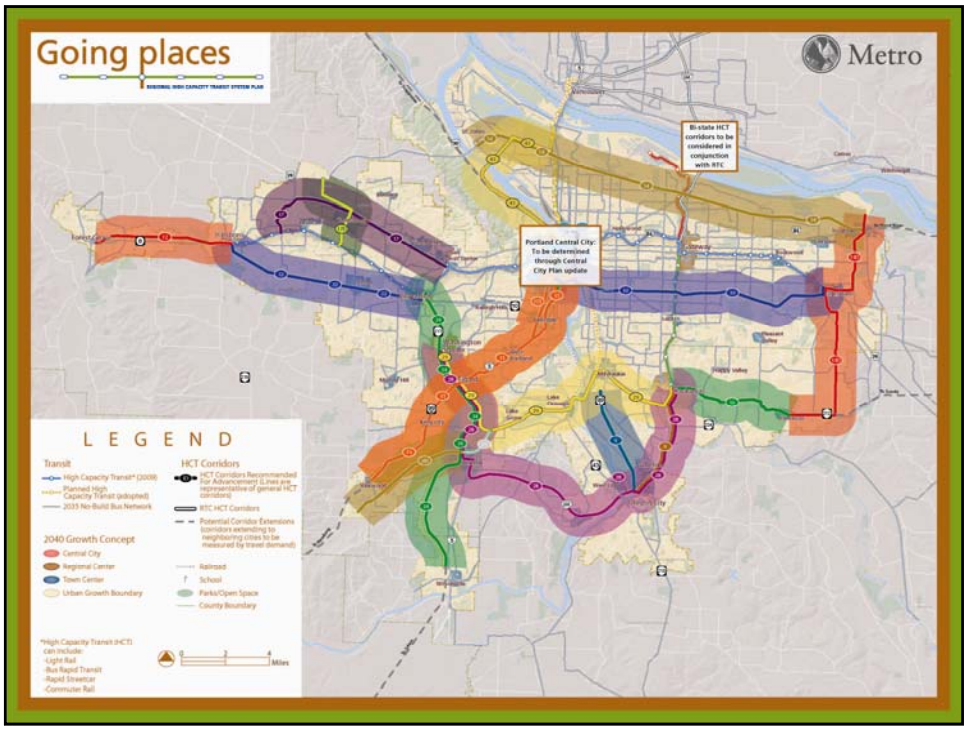
Planning for high capacity transit in the region

TPAC / MTAC HCT Subcommittee recommendations

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

METRO
PEOPLE PLACES
OPEN SPACES


Going places
Metro
Bi-state HCT corridors to be considered in conjunction with RTC
Portland Central City: To be determined through Central City Plan update
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)
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
Miles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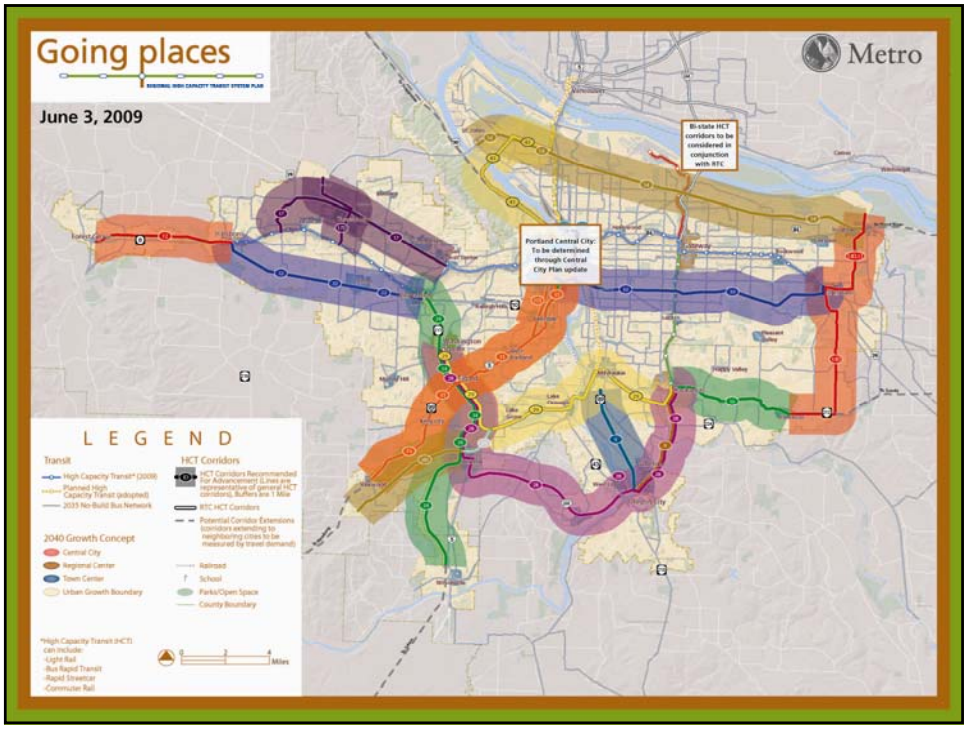

Regional HCT priorities by tier

Near Term Regional Priority Corridors

- **10** - Portland–Gresham via Powell
- **11** - Portland to Sherwood via Barbur Hwy 99w
- **34** - Beaverton–Wilsonville

Next Phase Regional Priority Corridors

- **8** - Clackamas TC–Oregon City TC via I-205
- **17** - STC–Hillsboro
- **28** - Washington Square TC–Clackamas TC via I-205
- **29** - Washington Square TC–Clackamas TC
- **32** - Hillsboro–Hillsdale
- ***55*** *- Gateway to Salmon Creek*

Developing Regional Priority Corridors

- **9** - Park–Oregon City TC via McLoughlin
- **12** - Hillsboro–Forest Grove
- **13** - Gresham–Troutdale Extension
- **17D** - Red Line extension to Tanasbourne

Regional Vision Corridors

- **13D** - Troutdale–Damascus
- **16** - Clackamas TC–Damascus
- **38S** - Tualatin-Sherwood
- **43** - St. Johns - Vancouver/Union Station
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Regional HCT priorities by tier

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Planning for high capacity transit in the region

Discussion

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.