

A G E N D A

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METRO

Please note later start time.

MEETING: **METRO TECHNICAL ADVISORY COMMITTEE**
DATE: October 21, 2009
DAY: Wednesday
TIME: **11:00** – 12 noon
PLACE: Room 370A&B

TIME	AGENDA ITEM	ACTION REQUESTED	PRESENTER(S)
10:00 a.m.	CALL TO ORDER AND INTRODUCTIONS		Robin McArthur
1. (50 min.)	Regional Transportation Plan Discussion Issues and Public Comment <i>Objective: Provide input on issues to be discussed at Oct. 23rd MPAC retreat and review comments received during public comment period</i>	Discussion	Kim Ellis
12 Noon	ADJOURN		

Next regularly scheduled meeting (MTAC meets the 1st & 3rd Wednesday of the month): November 4, 2009

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

Metro's TDD Number – 503-797-1804

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Date: October 16, 2009

To: Metro Council, MPAC and interested parties

From: Kim Ellis, Principal Transportation Planner

Re: Regional Transportation Plan Discussion Issues

The region is nearly finished with a major update to the Regional Transportation Plan (RTP). The 30-day public comment period ended on October 15, 2009. This memo includes a summary of four discussion issues and recommendations for your consideration:

- **RTP Discussion Item #1**
GREENHOUSE GAS EMISSIONS AND HB 2001 LAND USE AND TRANSPORTATION SCENARIOS
How should the region move forward to proactively meet state and regional greenhouse gas emissions reduction targets?
- **RTP Discussion Item #2**
REGIONAL TRANSPORTATION PLAN PERFORMANCE TARGETS
JPACT endorsed the performance targets in the draft RTP. Should performance targets be retained in the final Regional Transportation Plan?
- **RTP Discussion Item #3**
ALTERNATIVE MOBILITY STANDARDS FOR STATE FACILITIES IN THE METRO REGION
How can the region work together with the Oregon Department of Transportation and Oregon Transportation Commission to develop alternative mobility standards for state facilities in the Metro region that support the region's desired outcomes?
- **RTP Discussion Item #4**
REGIONAL TRANSPORTATION PLAN CORRIDOR REFINEMENT PLAN PRIORITIZATION PROCESS
JPACT endorsed the factors presented in this item. What additional input would you like to provide on prioritizing completion of the five proposed corridor refinement plans?

Next Steps

A public comment report and a comment log of recommendations for amendments to the draft RTP are being prepared. The comment log will identify proposed amendments to respond to public comments received between September 15 and October 15, 2009.

Additional amendments may be proposed by the Metro Council and Metro's advisory committees as part of making recommendations on the draft RTP. A summary of upcoming discussions and actions is provided for reference.

October 15	RTP comment period ends
October 21	MTAC discussion of RTP discussion items Metro Council direction on RTP discussion items
October 23	MPAC direction on RTP discussion items
October 26	RTP Work Group discussion on preliminary modeling results
October 28	Deadline for MPAC member amendments to RTP
October 30	TPAC discussion of RTP discussion items
November 2	Deadline for JPACT member amendments to RTP
November 4	MTAC recommendation to MPAC
November 12	JPACT discussion on RTP discussion items
November 18	MPAC recommendation to the Metro Council
November 20	TPAC recommendation to JPACT
December 10	JPACT recommendation to the Metro Council
December 17	Metro Council action on RTP by Resolution

Following “acceptance” by the Metro Council, staff would then complete a final analysis of the plan’s projects and prepare findings, a final draft document, alternative mobility standards and regional transportation functional plan amendments for public review and hearings in Spring 2010.

MPAC, JPACT and the Metro Council will consider final adoption of the RTP by ordinance in June 2010.

Regional Transportation Plan - Discussion Item 1

GREENHOUSE GAS EMISSIONS AND HB 2001 LAND USE AND TRANSPORTATION SCENARIOS

How should the region move forward to proactively meet state and regional greenhouse gas emissions reduction targets?

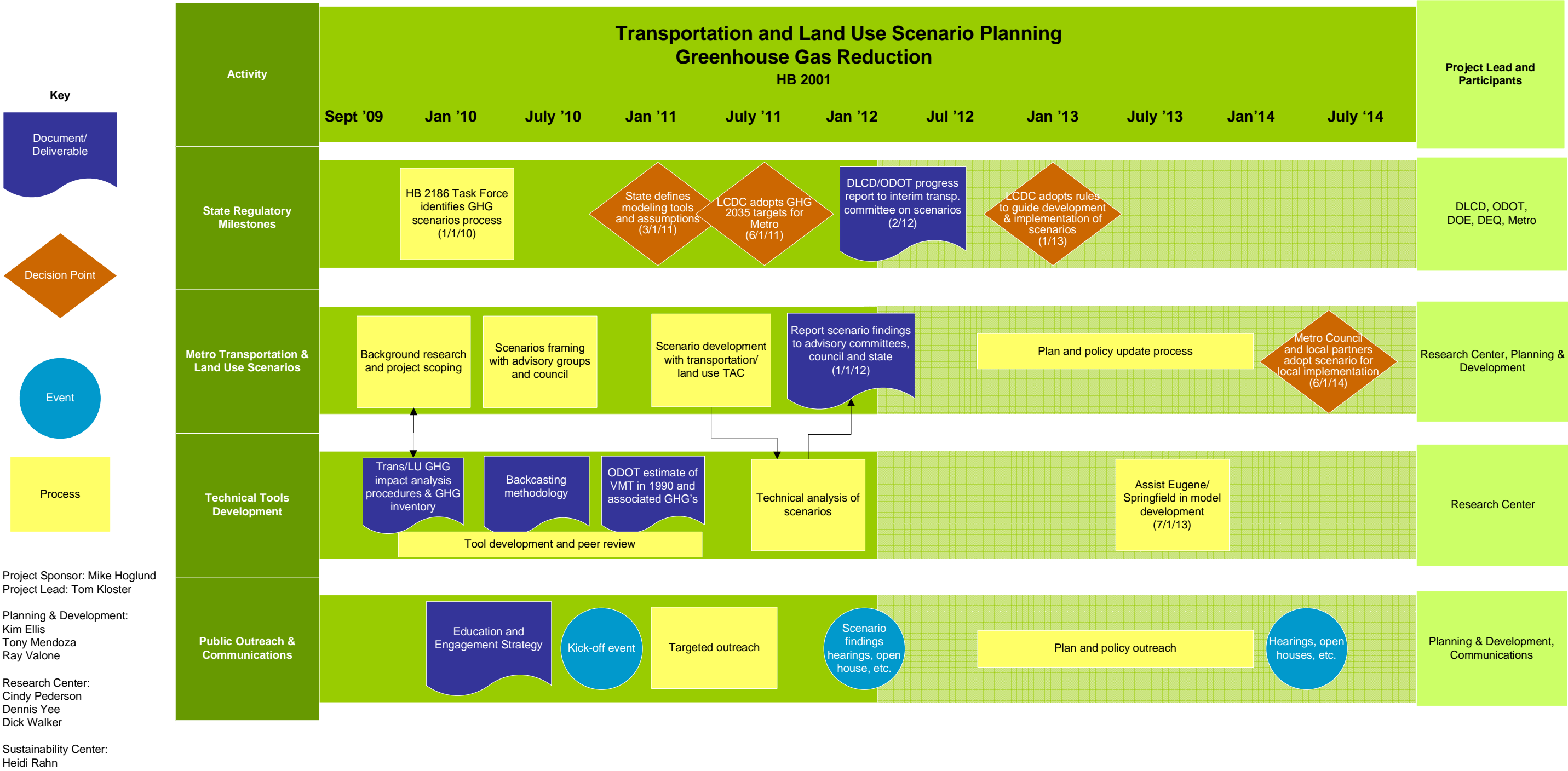
Background:

- The 2007 Legislature established statewide targets for greenhouse gas emissions (GHGs) – calling for stopping increases in GHG emissions by 2010; 10 percent reduction below 1990 levels by 2020 and a 75 percent reduction below 1990 levels by 2050.
- In December 2008, 65 percent of the participants at the joint MPAC and JPACT meeting voted the region should be very proactive in developing land use and transportation strategies that reduce vehicle miles traveled to meet the state targets. Furthermore, participants called for emphasizing transit, land use, congestion pricing, bike/pedestrian and intelligent transportation system (ITS) strategies to reach State GHG reduction targets.
- The 2009 Legislature required Metro to “develop two or more alternative land use and transportation scenarios” designed to reduce GHG emissions from light-duty vehicles by January 2012 through HB 2001 (Sections 37 and 38). It also requires Metro to adopt one scenario that meets the state targets after public review and comment. Finally, local governments are required to adopt comprehensive plan and land use regulations consistent with the adopted scenario.
- This component of HB 2001 is intended to ensure statewide targets for GHG emissions are being addressed in metropolitan transportation plans and regional and local land use plans. Metro is the first metropolitan planning organization to do such planning.
- The draft RTP plan sets a new policy direction for meeting the statewide targets and implementation of the 2040 Growth Concept. Central to the draft RTP is an overall emphasis on outcomes, system completeness and measurable performance to hold the region accountable for making progress toward the region’s desired outcomes and state goals for reductions in vehicle miles traveled and corresponding GHG emissions. Preliminary results from the transportation model analysis show the draft RTP does not meet the state targets for GHG emissions – and in fact show increases from today.
- National studies have suggested that transportation investments alone will not achieve required reductions in transportation-related GHG emissions. The *Making the Greatest Place* effort highlights the need to invest more aggressively in our downtowns, main streets and employment areas consistent with the Region 2040 Growth Concept.
- National studies also suggest that pricing techniques are a critical component of any comprehensive strategy to reduce greenhouse gas emissions. JPACT did not endorse an application of that approach in the 2035 RTP update.
- Transportation infrastructure, transportation pricing, technology and land use are part of the solutions recommended by the draft RTP. The effect of more aggressive application of each these strategies will be tested as part of the HB 2001 land use and transportation scenarios in 2010.
- The required scenario planning includes further development of tools and policies in Oregon than were anticipated in the draft RTP. Significant work program and scoping activities are continuing to be developed to respond to HB 2001 requirements.

- A draft work program is shown in Attachment 1:
 - A GHG inventory will be prepared to provide a baseline of emissions from which further forecasting and modeling will be conducted to address the HB 2001 requirements.
 - Develop modeling procedures to ensure consistent, best practices around GHG estimation and analysis for transportation and land use studies in the Metro area. The basics of those requirements will be transferable to the HB 2001 requirements.
 - Enhance the regional travel demand model to develop a base condition that better accounts for GHG emissions reductions from vehicle technology and fuels already underway; test additional options for further improvement.
 - Current regional transportation models will be further enhanced to more rigorously quantify the travel by individuals, considering walking, biking and transit travel preferences and the effect of congestion on travel decisions by analyzing vehicular flow in a more dynamic time continuum.
 - The region will continue its transition to EPAs MOVES model for analyzing transportation-related GHG emissions.
 - The estimation of GHG derived from the built environment will also be improved. Metro will investigate using MetroScope, Metro's integrated land use-transportation forecasting model, to forecast residential GHG emissions. Additional efforts to validate energy consumption coefficients and GHG emissions variables in MetroScope will have to be completed and properly vetted through an expert technical review panel. Additional consultant resources may be needed to assist staff in developing GHG emissions from non-residential sources.
 - Modeling refinements have been identified related to MetroScope's calculation of potential redevelopment and infill. The likelihood of future individuals and businesses to locate in brownfields or redevelopment/infill opportunities in the context of developing smart growth options and its impact on GHG emissions will be analyzed. The equations for estimating redevelopment and infill opportunities will enhance the forecasting acuity for both residential and non-residential real estate projections.
 - Incorporate land use decisions made in 2010 and 2011 prior to adoption of the recommended scenario.
 - Other policy development and public involvement activities.

Recommendation:

- Metro will lead this effort in coordination with local, regional and state partners.
- MPAC, JPACT and the Metro Council approval of the RTP targets and land use targets to be developed by early 2010 to be used to guide development and evaluation of the performance of HB 2001 land use and transportation scenarios in 2010.
- MPAC, JPACT and the Metro Council commitment to policy discussions on the application of pricing strategies in the Metro region in 2010.
- Metro will incorporate recommendations from this effort in the next RTP update in 2014.



Project Objective: HB 2001 Sec. 37 requires metropolitan service districts to develop land use and transportation scenarios designed to reduce greenhouse gas emissions from certain vehicles.

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Regional Transportation Plan - Discussion Item 2

REGIONAL TRANSPORTATION PLAN PERFORMANCE TARGETS

JPACT endorsed the performance targets shown in Attachment 1. Should performance targets be retained in the final Regional Transportation Plan?

Background:

- Over the past three years, Metro worked with state and local government partners as well as residents, community groups, and businesses to develop the draft RTP. The result of that work is a plan that responds to transportation needs and demands based on shared community values and the outcomes we are trying to achieve as a region.
- Central to the draft RTP is an overall emphasis on outcomes, system completeness and measurable performance to hold the region accountable for making progress toward the region's desired outcomes.
- The draft plan sets a new course for future transportation decisions and implementation of the 2040 Growth Concept. The draft RTP continues to move away from a single measure of success and has adopted an outcomes-based framework that emphasizes desired outcomes and measurable performance. Policies have shifted from primarily using roadway level-of-service to a broader system completion policy to define system needs.
- Raising the bar from past RTPs, the Joint Policy Advisory Committee on Transportation endorsed a set of transportation performance targets that support the region's desired outcomes and the plan's goals and objectives. Per JPACT direction, the targets provided policy direction for developing the investment strategy proposed in the draft RTP.
- Attachment 1 lists the RTP targets, which are drawn from federal and state legislation and subsequent JPACT discussions on what measures are most important to consider in the context of the RTP. The RTP targets are a subset of a broader set of targets recommended to be further developed in 2010.
- One aim of the draft RTP is to maintain highway performance as much as feasible while supporting the desired outcomes that are the core of the 2040 Growth Concept and the region's land use and transportation strategy. Delays caused by freeway congestion pose significant economic challenges for freight transportation and commuters, affecting our region's economic competitiveness, environment and quality of life.
- The draft RTP also aims to attract jobs and housing in downtowns, main streets and employment areas; increase walking, biking and the use of public transit; and reduce travel distances and the need to travel by car to help reduce air pollution and the region's carbon footprint.
- Since the 1990's, the region has successfully implemented policies to expand transportation choices, reduce dependence on the automobile and fight long commutes and traffic congestion more successfully than comparable urban areas. While congestion has increased, travel times have decreased according to recently-released Texas Transportation Institute (TTI) analysis. Vehicle miles traveled per person continues its steady decline. Walking, biking and regional transit ridership continues to grow. In the 1960s, the region averaged 180 days of air quality violations every year for ozone and carbon monoxide, but today we average zero.

- The targets were intended to be aspirational – recognizing the region has more work ahead in the research, model development and policy development realms as part of the state-required HB 2001 climate change scenarios work and future RTP updates.
- Preliminary results from the transportation model analysis indicate that the proposed investment strategy does not get the region to where we want to be. The draft RTP moves us closer toward the targets in some areas, but falls short of meeting all of them, particularly reductions in greenhouse gas emissions.
- Investments that work together toward achieving a broad set of performance targets is critical for the region to be successful in realizing a truly integrated, multi-modal transportation system that helps achieve the region’s desired outcomes. Transportation infrastructure, transportation pricing, technology, and alternative land use strategies are part of the solutions recommended by the draft RTP. The effect of more aggressive application of each these strategies will be tested as part of the HB 2001 land use and transportation scenarios in 2010.

Recommendation:

- MPAC, JPACT and Metro Council adoption of the RTP performance targets as proposed in the draft RTP. The targets can be revised over time based on additional information on performance or effectiveness. Adopting the targets now allows the process to begin; and allows the targets to guide the development and evaluation of land use and transportation scenarios in 2010.
- MPAC, JPACT and Metro Council adoption of a broader set of measures and targets for the *Making the Greatest Place* effort by early 2010 that include land use as well as equity, economic and environmental measures that align with the region’s desired outcomes and policy objectives.
- Metro will use the RTP targets and yet to be developed land use targets to evaluate the performance of HB 2001 land use and transportation scenarios in 2010. The collective set of targets will elevate the dialogue about land use and transportation policies and their respective roles in meeting regional and state objectives, including climate change goals.
- Metro will expand current regional data collection efforts to monitor these and other indicators that cannot be forecasted through the regional land use or transportation models to provide accountability for achieving the region’s desired outcomes. Decision-makers can use this information to adapt local and regional policies and investment strategies based on what is learned.
- As the region increasingly shares similar desired outcomes, the need to use similar performance measures increases. To take advantage of this, Metro is embarking on an effort with PSU’s Institute of Metropolitan Studies to develop a coordinated regional approach to develop and utilize performance measures. As this new regional approach is developed, the performance targets and indicators identified in the draft RTP can be included into a broader, even more holistic performance measure system for the region.

Regional Transportation Plan Discussion Item #2 Attachment 1

JPACT-Endorsed Draft Performance Targets *(transportation performance targets only)*

Economy	Safety – By 2035, reduce crashes, injuries and fatalities by 50 percent compared to 2005.
	Congestion – By 2035, reduce vehicle hours of delay per person by 10 percent compared to 2005.
Environment	Climate change – By 2035, reduce carbon dioxide emissions by 40 percent below 1990 levels.
	Active transportation – By 2035, triple walking, biking and transit trips compared to 2005.
	Clean air – By 2035, ensure zero percent population exposure to at-risk levels of air pollution.
	Travel – By 2035, reduce vehicle miles traveled per person by 10 percent compared to 2005.
Equity	Affordability – By 2035, reduce the average household combined cost of housing and transportation by 25 percent compared to 2000.
	Access to daily needs – By 2035, increase by 50 percent the number of essential destinations accessible within 30 minutes by bicycling and public transit for low-income, minority, senior and disabled populations compared to 2005.

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Regional Transportation Plan - Discussion Item 3

ALTERNATIVE MOBILITY STANDARDS FOR STATE FACILITIES IN THE METRO REGION

How can the region work together with the Oregon Department of Transportation and Oregon Transportation Commission to develop alternative mobility standards for state facilities in the Metro region that support the region's desired outcomes?

Background:

- With adoption of the 2000 Regional Transportation Plan, and subsequent Oregon Transportation Commission approval of alternative mobility standards for the region in 2001, the RTP began to move away from level of service as the primary measure for determining success of the plan.
- The alternative mobility standard approved by the OTC in 2001 is included in the draft 2035 RTP, and reflects a tiered approach to managing congestion, and the dual philosophy of promoting multimodal solutions in centers and corridors and preserving freight mobility in industrial areas and on routes that provide access to freight terminals and intermodal facilities.
- One aim of the draft RTP is to maintain highway performance as much as feasible while supporting the desired outcomes that are the core of the 2040 Growth Concept and the region's land use and transportation strategy. Delays caused by freeway congestion pose significant economic challenges for freight transportation and commuters, affecting our region's economic competitiveness, environment and quality of life.
- The draft RTP also aims to attract jobs and housing in downtowns, main streets and employment areas; increase walking, biking and the use of public transit; and reduce travel distances and the need to travel by car to help reduce air pollution and the region's carbon footprint.
- Central to the draft RTP is an overall emphasis on outcomes, system completeness and measurable performance to hold the region accountable for making progress toward the region's desired outcomes. The RTP includes specific performance targets and indicators that we will monitor over time to determine how well the region is doing and whether adjustments to policies and strategies are needed.
- Since the 1990's, the region has successfully implemented policies to expand transportation choices, reduce dependence on the automobile and fight long commutes and traffic congestion more successfully than comparable urban areas. While congestion has increased, travel times have decreased according to recently-released Texas Transportation Institute (TTI) analysis. Vehicle miles traveled per person continues its steady decline. Walking, biking and regional transit ridership continues to grow. In the 1960s, the region averaged 180 days of air quality violations every year for ozone and carbon monoxide, but today we average zero. These are successes that are not recognized by the current mobility standards, but that will help achieve the region's desired outcomes.
- The OTC is the approval body for any amendments to the Oregon Highway Plan. ODOT and Metro have requested OTC agreement to move forward to develop alternative mobility standards for the Metro region. This request is based on the expectation that we will no longer meet the current alternative standard.
- See Attachment 1 for reference.

- The OTC is the approval body for amendments to the alternative mobility standards in the Oregon Highway Plan. The Land Conservation and Development Commission will be the approval body for the RTP, itself.
- A goal of this effort is to demonstrate consistency with the Oregon Highway Plan in preparation for the LCDC action in Fall 2010, including any amendments to the OHP that the OTC may agree to make.
- LCDC will make a judgment on whether the RTP has done due diligence to be consistent with Statewide planning goals, the Transportation Planning Rule, the Oregon Transportation Plan, and by extension the Oregon Highway Plan and other state modal plans.

Recommendation:

- ODOT and Metro staff lead the effort to define alternative mobility standards in coordination with local and regional partners.
- **November - December 2009** - MPAC, JPACT and the Metro Council consider acceptance of the draft RTP (by Resolution).
- **December 2009 – January 2010** – Technical evaluation and documentation of the extent of congestion in the region. This work will involve documenting the inability to meet the current mobility standards and the range of measures and strategies to be considered when developing the proposal.
- **February 2010** – MPAC, JPACT and Metro Council policy discussions on the extent of the congestion problem and the range of measures and strategies proposed.
- **March 2010** – Metro region request forwarded to the OTC for consideration and approval.
- **April – May 2010** – Final public comment period and hearings on RTP.
- **June 2010** – MPAC, JPACT and the Metro Council consider final approval of RTP (by Ordinance).
- **Fall 2010** – Final RTP decision forwarded to the Land Conservation and Development Commission for consideration and approval.



Oregon

Theodore R. Kulongoski, Governor

Department of Transportation

Region 1

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DATE: September 29, 2009

TO: Oregon Transportation Commission

File Code:

FROM: Jason Tell, Manager, ODOT Region 1
Robin McArthur, AICP, Planning and Development Director, Metro

SUBJECT: Metro Request for alternative mobility standards

The Portland region is nearly finished with a major update to the Regional Transportation Plan (RTP). The updated RTP includes significant new policy and fiscal initiatives that will help the Portland region cope with rapid growth in the face of limited transportation funding. The plan sets forth a new, corridor-based strategy for protecting mobility on ODOT facilities that continues to support the Oregon Transportation Plan and Oregon Highway Plan, while also meeting regional objectives for managing growth and maintaining livability.

This new multimodal and multi-facility mobility corridor approach calls for tailored mobility standards that help achieve corridor-specific outcomes for economic development and community health, while protecting through-movements of statewide and interstate travel. The purpose of this memo is to inform the Commission of the collaborative work Metro and ODOT staff will undertake to develop a more comprehensive and tailored set of mobility standards in the Portland metropolitan area. This work will involve drafting alternative Oregon Highway Plan standards for OTC consideration in early 2010, leading to final adoption of the RTP in late spring. Metro and ODOT anticipate coming to the Commission in Winter 2010 with a presentation on the extent of the congestion problem and the proposed approach to resolving it, and again in the Spring of 2010 with proposed alternative mobility standards and a broad range of actions to maintain highway performance as much as feasible and avoid further degradation.

ODOT and Metro staff have outlined the following principles for drafting alternative mobility standards:

1. The RTP Mobility Corridors will serve as the alternative mobility policy framework.
2. Volume to capacity (V/C) will continue to be the primary measure of mobility for interstate highways and OHP freight routes.
3. Interim V/C standards may be developed for RTP "refinement plan corridors", where more analysis is needed to determine the modes, functions, mobility standards and other performance standards, and general locations of improvements. These are corridors where more planning is required to identify feasible transportation solutions -- five refinement plans are proposed in the draft RTP.
4. Mobility standards will be tailored for each mobility corridor.

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5. The V/C standards may be organized by peak hours and/or days, or by the duration of congestion within a given period.
6. Policy about the function of individual interchanges within the Metro region could be established.
7. The ability of ODOT to require traffic and safety mitigation through the development review and plan amendment process will be retained.
8. District and Regional Highways could be managed using multiple or graduated standards that help the region meet desired growth management goals along these routes.

As part of the remaining steps in completing the RTP update, the region will document the inability to meet the current mobility standards due to severe financial, environmental and land use constraints, together with the need to accommodate additional growth, leading to the need for alternative OHP mobility standards,. Metro and ODOT are working in coordination with local partners on all aspects of the new plan, including the development of mobility corridor strategies and alternative mobility standards.

As part of the findings of consistency with Actions 1F.3 and 1F.5 of the OHP, Metro and ODOT will develop a table of responses that includes a description of the region's and local jurisdictions' proposed actions to maintain performance of state highways as much as feasible, in the RTP as well as local TSPs, land use plans, and development approvals, with identification of responsibilities and a timeline for completion of this work.

Regional Transportation Plan - Discussion Item 4

REGIONAL TRANSPORTATION PLAN CORRIDOR REFINEMENT PLAN PRIORITIZATION PROCESS

JPACT endorsed the factors presented in Attachment 1. What additional input would you like to provide on prioritizing completion of the five proposed corridor refinement plans?

Background:

- The public review draft 2035 Regional Transportation Plan (RTP) identifies five mobility corridors where more analysis is needed through a future corridor refinement plan. Refinement plans generally involve a combination of transportation and land use analysis, multiple local jurisdictions and facilities operated by multiple transportation providers.

Mobility Corridors Recommended for Future Corridor Refinement Plans

- Mobility Corridors #2, #3 and #20 - Portland Central City to Wilsonville, which includes I-5 South
- Mobility Corridor #4 - Portland Central City Loop, which includes I-5/I-405 Loop
- Mobility Corridors #7, #8 & #9 - Clark County to I-5 via Gateway, Oregon City and Tualatin, which includes I-205
- Mobility Corridor #15 - Gresham/Fairview/Wood Village/Troutdale to Damascus
- Mobility Corridor #24 - Beaverton to Forest Grove, which includes Tualatin Valley Highway
- In order to move forward, agreement is needed on prioritization factors that can be used to compare and prioritize the relative urgency of planning for future transportation solutions across the region's mobility corridors. The purpose of this discussion is to obtain input on the prioritization factors that will be used to prioritize the proposed corridor refinement plans by the end of 2009 as part of the RTP update.
- It is important to distinguish between these prioritization factors and the more specific performance indicators that will be used during an actual corridor refinement plan. The holistic (multimodal and land use) planning evaluation that will be accomplished through refinement plans that are ultimately conducted will examine performance, costs (impacts) and benefits of identified land use and transportation solutions that will in turn help refine, package and prioritize locally supported projects and other strategies to address corridor issues.
- The first five factors identified below (A-D) include measures that relate to technical considerations, while the local commitment measures (E) address issues of readiness and urgency for corridor planning. The factors presented below have been refined by TPAC (September 25) and endorsed by JPACT (October 8). In addition, they have been reviewed and refined by the RTP Work Group (September 21 and October 12) and a TPAC work group composed of county, city, ODOT and TriMet staff (October 5).

Recommendation:

- Apply the factors to the five corridors as presented in Attachment 1. The factors identified above provide sufficient coverage of the six desired regional outcomes to serve as a basis to prioritize the five proposed corridor refinement plans.
- The results of this work will be brought forward for MTAC consideration on November 4 and MPAC consideration on November 18 as part of their action on the RTP.
- Staff will carry its recommendations based on the technical prioritization factors to TPAC on October 30. TPAC's recommendation will be brought to JPACT for discussion in November and action in December.

RTP Discussion Item 4 Attachment 1

Prioritization Factors:

It is important that prioritization of refinement plans align with the six regional desired outcomes that were adopted by MPAC and the Metro Council as part of the “Making the Greatest Place” effort. The bullets listed below show the key supporting indicators within the five factor categories relate to desired outcomes. Note that several factors support more than one outcome, or loosely relate to all of them.

- Vibrant Communities (A4, B1, B2, B4)
- Economic Prosperity (A5, B3, D1, D5, D6, E1, E3)
- Safe and Reliable Transportation (B1, B2, B3, B4, D1, D2)
- Leadership on Climate Change (A3, A4, C2, E1)
- Clean Air and Water (A3, A4, B1, B2, B4)
- Equity (A4, B1, B2, C1, D3, D4, D5, D6, E1, E2, E3)

A: Consistency with State and Regional Plans and Policies

- A1: 2001 corridor refinement plan ratings/rankings (*for information only—not included in ranking*)
A2: 2005 corridor refinement plan ratings/rankings (this more recent set of rankings will be included in the quantified technical assessment and forthcoming staff recommendation)
A3: Support for the Region 2040 plan (number of primary land uses in the corridor)
A4: High Capacity Transit System Plan ranking
A5: Regional Freight Plan consistency (freight routes, facilities, volumes and freight-related corridor needs identified)

B: Environment

- B1: Pedestrian network gap (percent of sidewalks complete in pedestrian districts or transit/mixed-use corridors)
B2: Transit coverage (percent of households and jobs covered by 15 minute transit service)
B3: Street connectivity (number of intersections per square mile)
B4: Bicycle network gap (length of gap) per household
B5: Traffic volumes on corridor roadways

C: Equity

- C1: Number of low-income, senior, disabled and minority and/or Hispanic population in the corridor.

D: Economy (includes system performance as well as economic indicators)

- D1: Congestion in the corridor (volume to capacity ratios for regional throughways and arterial streets)
D2: Safety (number of top spots for number and severity of accidents from ODOT data)
D3: Total households in corridor (2005)
D4: Total households in corridor (2035)
D5: Total jobs in corridor (2005)
D6: Total jobs in corridor (2035)
D7: Freight volume as percentage of total volume (trucks)

E: Local Commitment and Support (local jurisdictions will submit support)

- E1: Local support—letter indicating agreement to go forward, description of corridor issues and potential solutions
E2: Community interest—levels and sources of community support and/or opposition either to the plan or to solutions being discussed
E3: Need and readiness for a refinement plan—issues requiring land use or investment certainty need for transportation solutions to implement land use plans or local aspirations within the urban growth boundary
E4: Local resource commitment—in-kind or monetary resources that local jurisdictions can commit to in order to leverage regional commitment