

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF ENDORSING THE ) RESOLUTION NO. 10-4118  
SOUTHWEST HIGH CAPACITY TRANSIT ) Introduced by Councilor Collette  
(HCT) CORRIDOR - HCT CORRIDOR #11, )  
PORTLAND TO SHERWOOD IN THE VICINITY )  
OF BARBUR BOULEVARD/OR 99W - AS THE )  
NEXT REGIONAL PRIORITY TO ADVANCE )  
INTO ALTERNATIVES ANALYSIS )

WHEREAS, the Regional Transportation Plan (RTP) is a central tool for implementing the 2040 Growth Concept and is a component of the Regional Framework Plan; and

WHEREAS, the Metro Council accepted the Regional High Capacity Transit System Plan by Resolution No. 09-4052 (For the Purpose of Accepting the Regional High Capacity Transit System Tiers and Corridors, System Expansion Policy Framework and Policy Amendments) on July 9, 2009, for addition to the 2035 Regional Transportation Plan; and

WHEREAS, the three highest priority corridors for an HCT investment (Near-term regional priority), include the corridor in the vicinity of Barbur Boulevard/OR 99W and, the corridor in the vicinity of Powell Boulevard, and upgrades to the Westside Express Service commuter rail; and

WHEREAS, the Metro Council accepted the Draft 2035 Regional Transportation Plan by Resolution No. 09-4099 (For the Purpose of Accepting the Draft 2035 Regional Transportation Plan, With the Following Elements, For Final Review and Analysis For Air Quality Conformance: the Transportation Systems Management and Operations Action Plan; the Regional Freight Plan; the High Capacity Transit System Plan; and the Regional Transportation Functional Plan) on December 17, 2009; and

WHEREAS, the Draft 2035 RTP emphasizes outcomes, system completeness and measurable performance in order to hold the region accountable for making progress toward regional and State goals to reduce vehicle miles traveled and greenhouse gas emissions; and

WHEREAS, the RTP demonstrates that investment in HCT is a proven strategy that helps build great communities, increases walking and bicycling and reduces greenhouse gas emissions; and

WHEREAS, a need exists now for a regional endorsement of the next priority HCT corridor in order to apply a concentrated and coordinated effort to ensure a successful project; and

WHEREAS, an HCT investment in the Southwest HCT Corridor (indicated in Exhibit A) would provide HCT service to a new area of the region; and

WHEREAS, the Southwest HCT Corridor has long been recognized as a potential HCT corridor, identified in the 1982 Light Rail Transit Plan, and maintained through subsequent Regional Transportation Plans; and

WHEREAS, the System Expansion Policy framework identified in the HCT System Plan, outlines quantitative and progressive targets to be measured in order to advance the next HCT corridor; and

WHEREAS, the Southwest HCT Corridor has been evaluated through a rigorous HCT process and emerged as a top Near-Term Regional Priority through the application of the Metro and the Joint Policy Advisory Committee on Transportation approved 25 evaluation criteria, including potential ridership, local support, and demonstrated opportunities for transit supportive land uses; and


WHEREAS, the Southwest HCT Corridor ranks highest in priority of the three HCT Near-Term Regional Priority Corridors based on the System Expansion Policy targets measurable at this time; and

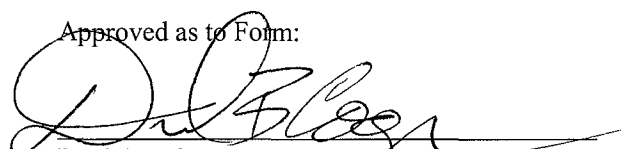
WHEREAS, JPACT approved advancement of the Southwest HCT Corridor on January 14, 2010; now therefore

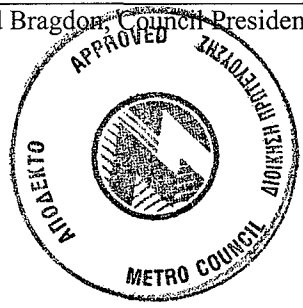
BE IT RESOLVED:

1. Metro Council selects the Southwest HCT Corridor as the next regional HCT priority to advance toward implementation.
2. Selection of this corridor also begins the process for affected jurisdictions, including Metro, to begin action items identified in the System Expansion Policy (Exhibit B) in order to promote, encourage and leverage other transportation and land use investments that will support the HCT investment and to work with local, state and federal partners to secure necessary funding for this project.

ADOPTED by the Metro Council this 25TH day of February 2010.

  
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David Bragdon, Council President

Approved as to Form:  
  
Daniel B. Cooper, Metro Attorney



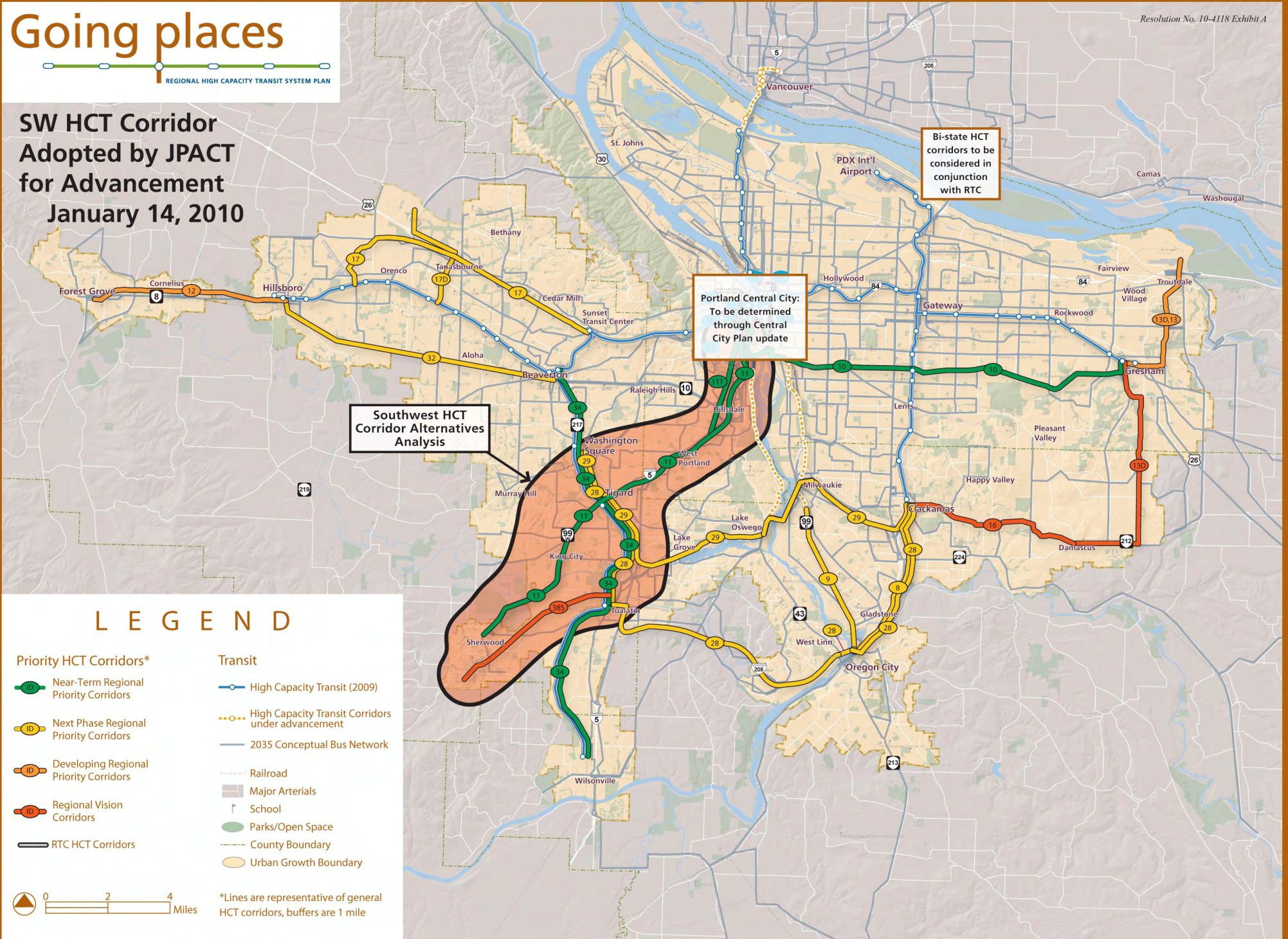


# Going places



REGIONAL HIGH CAPACITY TRANSIT SYSTEM PLAN

## SW HCT Corridor Adopted by JPACT for Advancement January 14, 2010



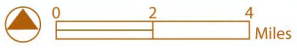
## LEGEND

### Priority HCT Corridors\*

- Near-Term Regional Priority Corridors
- Next Phase Regional Priority Corridors
- Developing Regional Priority Corridors
- Regional Vision Corridors
- RTC HCT Corridors

### Transit

- High Capacity Transit (2009)
- High Capacity Transit Corridors under advancement
- 2035 Conceptual Bus Network
- Railroad
- Major Arterials
- School
- Parks/Open Space
- County Boundary
- Urban Growth Boundary



\*Lines are representative of general HCT corridors, buffers are 1 mile



## APPLICATION OF THE SYSTEM EXPANSION POLICY TO THE SOUTHWEST HCT CORRIDOR

As adopted in Resolution No. 09-4052, the System Expansion Policy framework is designed to provide a transparent process to advance HCT projects through the Near-Term, Next Phase, Developing and Vision 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 HCT corridor(s) should move into the federal projected 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.

## MEASUREMENT OF THE NEAR TERM REGIONAL PRIORITY CORRIDORS - SOUTHWEST HCT CORRIDOR AND POWELL CORRIDOR<sup>1</sup>

Both the Southwest HCT Corridor and Powell Boulevard corridors are viable for implementation based on the analysis completed through the Regional HCT System Plan. While Powell Boulevard shows potential to achieve significant ridership, the Southwest HCT Corridor shows greater potential to gain new riders, a strong indicator of the corridor's potential to meet existing federal requirements for New Starts funding.

At this time, System Expansion Policy targets can be analyzed based on available information gained through the Regional HCT System Plan analysis, the corridor refinement prioritization process and the Draft 2035 RTP. An additional target of projected ridership is a practical and essential measurement to help determine the next corridor priority. It is the ridership category that distinguishes the Southwest HCT Corridor from the Powell Boulevard Corridor. Based on System Expansion Policy Targets, the Southwest HCT Corridor and Powell Boulevard compare as follows:

- Transit supportive land use/station context (Southwest HCT Corridor = Powell) – measured through Regional HCT System Plan
- Community support (Southwest HCT Corridor = Powell) – measured by Local Aspirations as part of the Regional HCT System Plan
- Partnership/political leadership (Southwest HCT Corridor has more support than Powell) – measured through City of Portland, TriMet, City of Tigard and Washington County support for Southwest HCT Corridor – measured by corridor refinement plan responses
- Regional transit network connectivity – (Southwest HCT Corridor = Powell) – measured through Regional HCT System Plan
- Housing needs supportiveness (Southwest HCT Corridor serves fewer people in this category than Powell) – measured through Regional HCT System Plan
- Financial capacity – capital and operating finance plans – (Southwest HCT Corridor performs better than Powell under current Federal Transit Administration criteria that measures the number of potential new riders)
- Integrated transportation system development (Southwest HCT Corridor = Powell) – measured through Regional HCT System Plan

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<sup>1</sup> Improvements in the WES corridor are also an HCT Near-Term Regional Priority. It was determined through the HCT process that improvements to this corridor would consist of incremental improvements to the existing commuter rail line, and therefore do not require the federal project development process that would be required of investments in the Southwest HCT Corridor or Powell Boulevard Corridor.

Ridership – In this category, the Southwest HCT Corridor has higher projected corridor ridership and higher projected increase in corridor ridership.

	<b>Powell Boulevard</b>	<b>Southwest HCT Corridor</b>
Daily ridership estimate (2035)	28,000	38,000
Increase in projected daily corridor ridership (2035)	1,000	12,000

Source: Metro – High Capacity Transit System Detailed Evaluation, 3<sup>rd</sup> Draft, April 2009, Nelson\Nygaard

### SYSTEM EXPANSION POLICY WORK PLAN

As identified in the System Expansion Policy framework, the local and regional actions to be completed as part of the initial work in the Southwest HCT Corridor include:

- Develop corridor problem statement
- Define corridor extent
- Assess corridor against system expansion targets
- Create ridership development/land use/TOD plans for centers and stations
- Assess mode and function of HCT
- Create multimodal station access and parking plans
- Assess financial feasibility
- Coordinate with MTIP priorities
- Perform multi-modal transportation analysis
- Begin corridor refinement, as needed, to coordinate HCT with state highway facilities on the same corridor

## **STAFF REPORT**

FOR THE PURPOSE OF ENDORSING THE SOUTHWEST HIGH CAPACITY TRANSIT (HCT) CORRIDOR - HCT CORRIDOR #11, PORTLAND TO SHERWOOD IN THE VICINITY OF BARBUR BOULEVARD/OR 99W - AS THE NEXT REGIONAL PRIORITY TO ADVANCE INTO ALTERNATIVES ANALYSIS

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Date: January 13, 2010

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### **BACKGROUND**

The Regional High Capacity Transit (HCT) System Plan was incorporated into the into the Draft 2035 Regional Transportation Plan by Metro Council resolution, December 17, 2009. There are three corridors in the top tier, "Near-Term Regional Priority," category that were found to perform best based on the 25 regionally adopted evaluation criteria. These are the corridors in the vicinities of Barbur Boulevard/OR 99W (Southwest HCT Corridor), Powell Boulevard and the Westside Commuter Express. This resolution selects the Southwest HCT Corridor as the regional priority corridor to advance into alternatives analysis.

Adoption of this resolution does not discount the potential of the remaining two corridors, but does allow the region to focus resources for a major investment.

#### **Role of high capacity transit**

The regional HCT system is part of an integrated strategy to accommodate the region's rapidly increasing population, while reducing the negative impacts of growth on land, air and water quality and the ability to get around in the region. The RTP demonstrates the effectiveness of HCT investment in meeting regionally desired outcomes for growth.

#### **System Expansion Policy plan and priority selection process**

The HCT system plan was adopted by Metro Council on July 9, 2009, to advance into the RTP. Since that time the three corridors in the near-term regional priority tier (corridors in the vicinities of Barbur Boulevard/OR 99W, Powell Boulevard and WES) were further scrutinized and reviewed by the RTP working group. Because of the complexity and importance of the HCT decision, the High Capacity Transit Subcommittee, comprised of TPAC and MTAC members, was reestablished to focus on further defining and applying the System Expansion Policy. The System Expansion Policy framework is designed to provide a transparent process to advance high capacity transit projects through the Near-Term, Next Phase, Developing and Vision tiers. The framework is based on a set of targets designed to measure corridor readiness to support a successful high capacity transit project.

The subcommittee determined that in order to select the next regional priority, it would be prudent to apply available information to the System Expansion Policy. The rationale for this was based on the significant amount of technical work that was developed through the Regional HCT System Plan, with the addition of new information gained through the RTP process. This level of analysis would likely not be available for corridors in the next RTP cycle.

The RTP process included the ability for the public to further review and comment on the HCT priorities within each tier. Additionally, through the corridor refinement planning prioritization process, conducted as part of the RTP, jurisdictions weighed in on the importance of advancing HCT in conjunction with the next Corridor Refinement Plan. There were not a significant number of public responses to the RTP regarding the Regional HCT System Plan to help preference one corridor over another.

Application of the System Expansion Policy was applied to only the corridors in the vicinities of Barbur Boulevard/OR 99W (Southwest HCT Corridor) and Powell Boulevard. For the corridor in the vicinity of WES, it was determined through the HCT process that improvements to this corridor would consist of incremental improvements to the existing commuter rail line, and therefore do not require the federal project development process that would be required of investments in the Southwest HCT Corridor or Powell Boulevard Corridor.

The System Expansion Policy targets will continue to be refined through the finalization of the RTP update to apply to future decisions on HCT corridor advancement.

## **RESOLUTION MATERIALS**

*Exhibit A* shows the proposed geographic scope of the alternatives analysis for the Southwest HCT Corridor.

*Exhibit B* describes how the Southwest HCT Corridor weighs against the Powell Boulevard Corridor. Both corridors perform well based on the System Expansion Policy targets, but it is the potential to capture new riders that distinguishes Southwest HCT Corridor over the Powell Boulevard Corridor.

## **ANALYSIS/INFORMATION**

### **Known opposition**

None

### **Legal antecedents**

Resolution No. 09-4099 *For the Purpose of Accepting the Draft 2035 Regional Transportation Plan, With the Following Elements, For Final Review and Analysis For Air Quality Conformance: the Transportation Systems Management and Operations Action Plan; the Regional Freight Plan; the High Capacity Transit System Plan; and the Regional Transportation Functional Plan*

Resolution No. 09-4025 *For the Purpose of Adopting the Regional High Capacity Transit System Plan Screened Corridors and Evaluation Criteria.*

Ordinance No. 82-135 *For the Purpose of Adopting the Regional Transportation Plan*

Resolution No. 83-383 *For the Purpose of Endorsing the Regional Light Rail Transit (LRT) System Plan Scope of Work and Authorizing Funds for Related Engineering Services*

Resolution 07-383 1B *For the Purpose Of Approving the Federal Component of the 2035 Regional Transportation Plan (RTP) Update, Pending Air Quality Conformity Analysis*

## **Anticipated effects**

This action selects Southwest HCT Corridor as the next regional priority to advance toward implementation. Staff would begin developing a work plan in order to work with regional partners to:

- 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
- coordinate with MTIP priorities
- perform multi-modal transportation analysis
- begin corridor refinement, as needed, to coordinate HCT with state highway facilities on the same corridor.

## **Budget impacts**

Anticipated budget for this program is based on a variety, yet to be secured, resources, including ODOT Transportation and Growth Management funding and federal appropriations.

## **RECOMMENDED ACTION**

Approve Resolution No. 10-4118

## **Resolution exhibits**

Exhibit A: Southwest High Capacity Transit Corridor, Adopted by JPACT for Advancement January 14, 2010

Exhibit B: Application of the System Expansion Policy to the Southwest HCT corridor