

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF UPDATING THE) RESOLUTION NO. 10-4119
WORK PROGRAM FOR CORRIDOR)
REFINEMENT PLANNING THROUGH 2020) Introduced by Carlotta Collette
AND PROCEEDING WITH THE NEXT TWO)
CORRIDOR REFINEMENT PLANS IN THE)
2010-2013 REGIONAL TRANSPORTATION)
PLAN CYCLE)

WHEREAS, the State of Oregon Transportation Planning Rule (TPR) section 660-012-0020 requires that transportation system plans (TSPs) establish a coordinated network of planned transportation facilities adequate to serve regional transportation needs; and

WHEREAS, the state component of the 2035 Regional Transportation Plan (RTP) is intended to serve as the regional TSP under statewide planning Goal 12 and the State Transportation Planning Rule (“TPR”), and must be consistent with those laws; and

WHEREAS, the 2035 RTP must be consistent with other statewide planning goals and the state TSP as contained in the Oregon Transportation Plan and its several components; and

WHEREAS, Metro, as the metropolitan planning agency, has identified areas where corridor refinement planning is necessary to develop needed transportation projects and programs not included in the regional TSP; and

WHEREAS, Chapter 7 of the adopted 2035 (Federal) RTP, section 7.7, Project Development and Refinement Planning, identifies corridors where multi-modal corridor refinement planning is needed before specific projects and actions that meet the identified need can be adopted by the RTP; and

WHEREAS, in summer of 2009, as part of the current Draft 2035 RTP update, staff began working on a Mobility Corridor Strategy (mobility corridors are graphically identified in Exhibit “A” of this resolution); and

WHEREAS, as a complement to the mobility corridor strategy, the Draft 2035 RTP has defined a broader approach to corridor refinement planning intended to better integrate land use and transportation analyses, and leverage land use decisions with transportation investments; 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 Metro Council deferred corridor refinement plan prioritization from its acceptance of the Draft 2035 RTP pending further discussion; 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, Chapter 5 of the Draft 2035 RTP, section 5.4, Table 5.2, identifies an updated and shortened list of corridors where multi-modal corridor refinement planning is needed before specific projects and actions that meet the identified need can be adopted by the RTP; and

WHEREAS, the Metro Council, the Joint Policy Advisory Committee on Transportation (JPACT), the Metro Policy Advisory Committee (MPAC), the Metro Technical Advisory Committee (MTAC), and the Transportation Policy Alternatives Committee (TPAC) assisted in the development of the corridor refinement plan prioritization factors; and

WHEREAS, regional jurisdictions were engaged in the review and technical prioritization of the remaining corridor refinement plans, as summarized in Exhibit “B” of this resolution; and

WHEREAS, Exhibit “C” of this resolution identifies a phased execution of the remaining corridor refinement plans that considers both technical and local support factors used in prioritization; and

WHEREAS, the proposed sequencing shown in Exhibit “C” acknowledges that there is regional agreement and certainty concerning corridor refinement plans identified for initiation and completion during this RTP cycle (2010-2013) and;

WHEREAS, regular review of the proposed sequencing will be conducted, to ensure that regional priorities continue to be reflected in corridor refinement plan efforts; and

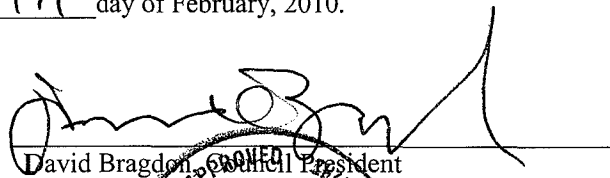
WHEREAS, TPAC and JPACT have recommended approval of the corridor refinement plan prioritization by the Metro Council; now therefore

BE IT RESOLVED that the Metro Council:

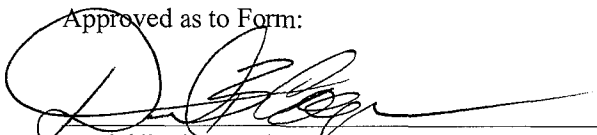
1. Approves and adopts the sequencing and phasing of corridor refinement planning through 2020 as shown in Exhibit “C” of this resolution, as a guideline for conducting necessary planning work in these corridors. The precise sequence and content of such work will be monitored and updated annually as part of the Unified Work Program process.
2. Approves commencement of major corridor refinement planning efforts for two near term corridor refinement plan priority corridors (see Exhibit “D” for approximate plan areas) as follows, subject to all necessary further approvals, to be conducted more-or-less simultaneously, with work staggered and sequenced as resources permit:
 - a. Staff is directed to work with all affected jurisdictions in the East Metro area (the segment of Mobility Corridor #15 from I-84 southward to US 26 and the Springwater area) to scope and explore funding options with local, regional, state and federal partners for a corridor refinement plan that addresses the comprehensive multimodal needs of the corridor, including (but not limited to) land use, transit, and freight mobility needs.

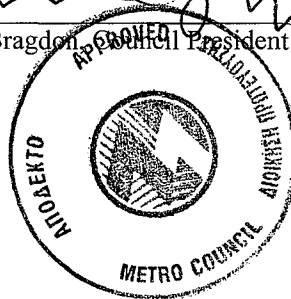
- b. Staff is directed to work with all affected jurisdictions in the vicinity of the I-5/Barbur Boulevard corridor (Mobility Corridors #2 and #20 from Portland Central City southward to approximately the "Tigard Triangle") to scope and explore funding options with local, regional, state and federal partners for a corridor refinement plan that addresses the comprehensive multimodal needs of the corridor, including (but not limited to) land use, transit, and freight mobility needs. This effort will commence with a substantial chartering effort, in view of necessary coordination and commitments required for a successful corridor refinement plan.
3. Directs staff to coordinate corridor refinement planning work with the High Capacity Transit Planning efforts identified in the System Expansion Policy Framework contained within the Regional High Capacity Transit System Plan.
4. Directs staff to confer with ODOT and local jurisdictions to determine roles and responsibilities for the next two corridor refinement plans, as identified above.
5. Directs staff to work with appropriate regional partners to develop detailed scopes of work for completing the corridor refinement plans that will:
 - a. Be consistent with the Mobility Corridor Strategies contained within the Draft 2035 RTP;
 - b. Determine the geographic scope of each corridor refinement plan;
 - c. Identify unresolved issues and next steps for each corridor;
 - d. Identify scope elements and study methods for the corridor refinement process, to effectively leverage ongoing and/or planned efforts by other jurisdictions within the two corridors; and
 - e. Coordinate proposed planning activities with other project development activities and already defined RTP projects within each corridor.

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

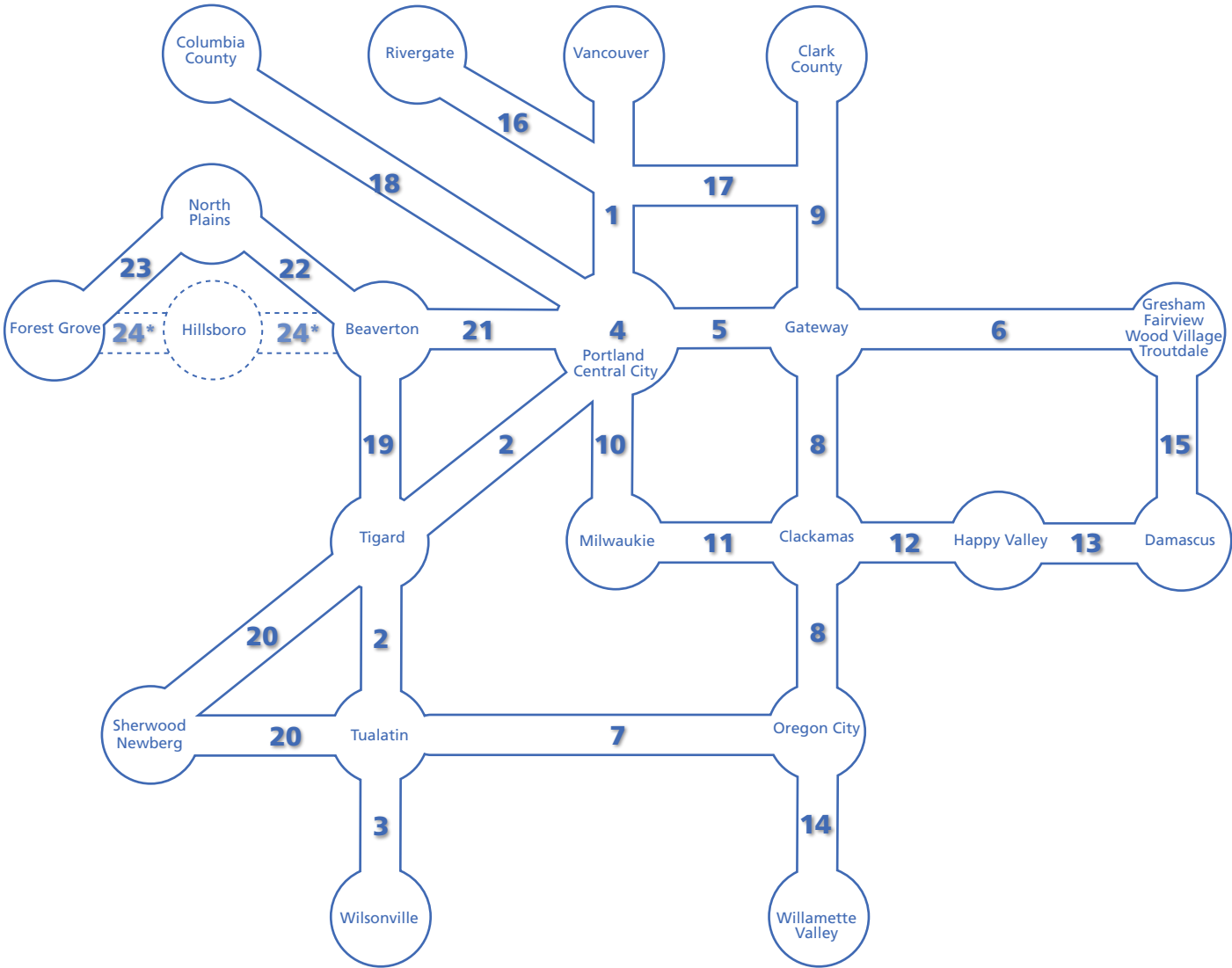

 David Bragdon, Metro Council President

Approved as to Form:


 Daniel B. Cooper, Metro Attorney



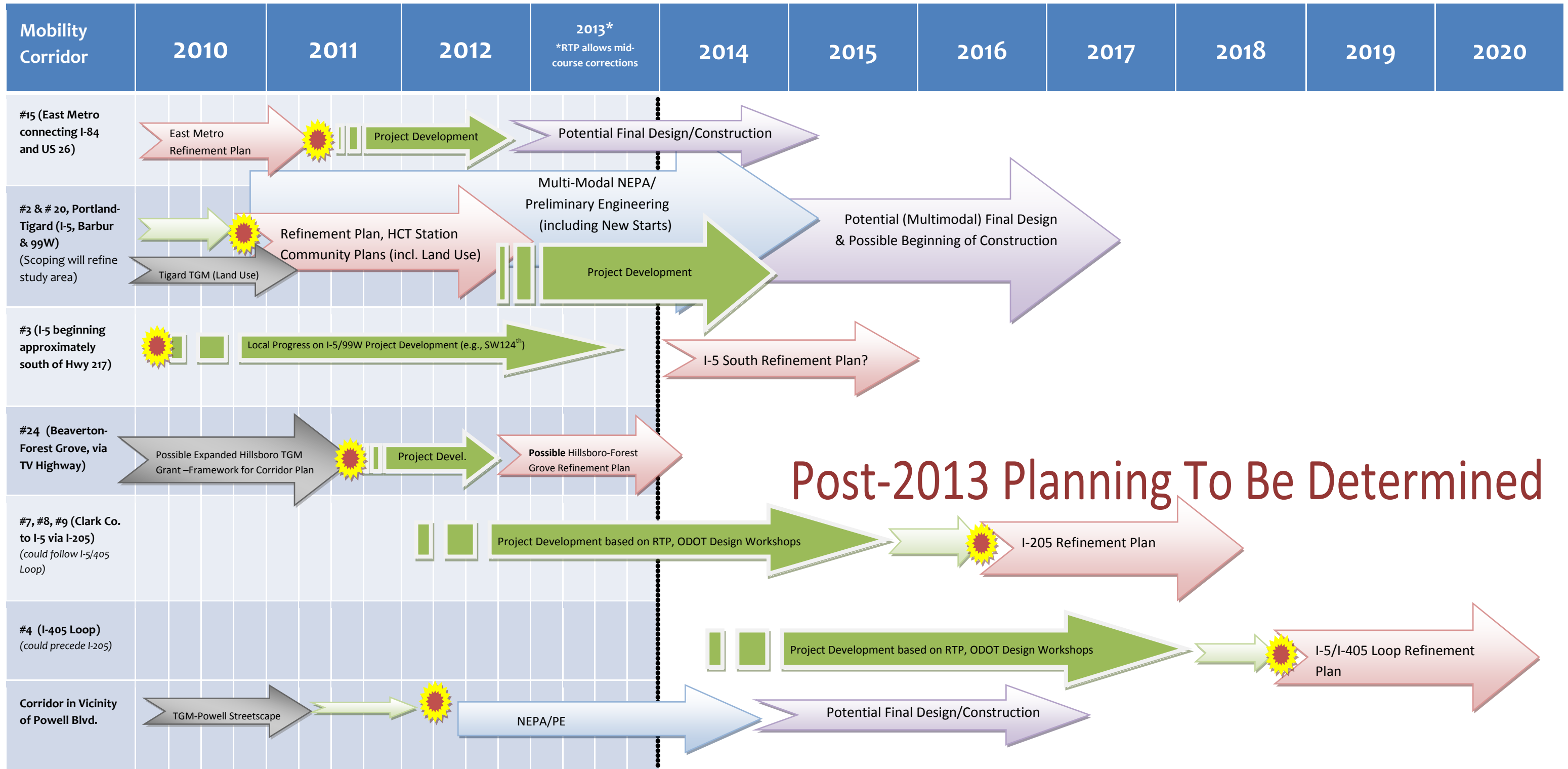
Mobility Corridors in the Portland Metropolitan Region



* Corridor 24 - Beaverton to Forest Grove is under development

RTP REGIONAL CORRIDOR REFINEMENT PLAN PRIORITIZATION TECHNICAL RATING (February 2010)

Rankings are: 1= Low 2 = Med 3 = High	Mobility Corridor Description	Portland Central City to Wilsonville, including Tigard-Sherwood/Newberg/Tualatin, including Barbur/ I-5 South				Portland Central City Loop, including-5/-405 Downtown Loop		Clark County to I-5 via Gateway, Oregon City and Tualatin, including I-205				Cities of East Multnomah County to Damascus		Beaverton to Forest Grove (Tualatin Valley Highway)	
	Mobility Corridors Involved (See Exhibit A Resolution 10-4119 for visual depiction of corridors)	2, 3 and 20				4		7, 8 and 9				15		24	
		Corridor 2	Corridor 3	Corridor 20	Score	Corridor 4	Score	Corridor 7	Corridor 8	Corridor 9	Score	Corridor 15	Score	Data from Corridors 22/23	Score
A: Consistency with State and Regional Plans/Policies															
A1: Previous refinement plan ratings/ranking (2001) INFORMATION ONLY-not included in scores	High	Medium	Low	Medium	N/A	N/A	Medium	Medium	Medium	Medium	Low	Low	Medium	Medium	
A2: Previous refinement plan prioritization ratings/ranking (2005)	2	3	3	2.7	3	3.0	3	2	2	2.3	3	3.0	1	1.0	
A3: Support Region 2040 (# of primary land uses in corridor - PDX CBD, Regional Centers, Industrial Centers, Freight/Passenger intermodal)	Corridors considered together			2.0	2	2.0	Corridors considered together			3.0	2	2.0	1	1.0	
A4: High Capacity Transit Plan ranking	Corridors considered together			3.0	0	0.0	Corridors considered together			2.0	1	1.0	2	2.0	
A5: Regional Freight Plan consistency	Corridors considered together			3.0	3	3.0	Corridors considered together			2.0	3	3.0	1	1.0	
B: Environment															
B1: Pedestrian network gap (% of sidewalks in pedestrian districts/corridors, 2005) <34% average = 3; 34-66% average = 2; > 34% average = 3; 34-66% average = 2; > 66% average = 1	2	1	2	1.7	1	1.0	2	2	2	2.0	2	2.0	2/3	2.5	
B2: Transit coverage (% of households/% of jobs covered by 15 min transit service, 2005) <34% average = 3; 34-66% average = 2; > 66% average = 1	3/2	3/3	3/3	2.8	1/1	1.0	3/2	2/2	1/2	2.0	2/2	2.0	HH (2/1) Jobs (2/2)	1.8	
B3: Street connectivity (# of intersections/square mile, 2005)	3	3	3	3.0	1	1.0	3	3	2	2.7	3	3.0	3/3	3.0	
B4: Bicycle Network Gap -- length of gap (feet) per household, 2005)	2	2	2	2.0	2	2.0	3	2	2	2.3	3	3.0	2/3	2.5	
B5: Traffic volumes on corridor throughways and arterials	3	3	3	3.0	3	3.0	3	3	2	2.7	2	2.0	2	2.0	
C: Equity															
C1: Number of low-income, senior and disabled, and minority and/or Hispanic population in corridor	2	1	1	1.3	2	2.0	1	2	2	1.7	2	2.0	3/2	2.5	
D: Economy (includes system performance as well as economic indicators)															
D1: Congestion (volume to capacity ratios for regional throughways and arterial streets (2005)	3	3	2	2.7	3	3.0	3	3	3	3.0	1	1.0	3	3.0	
D2: Safety (# of top accident locations, SPIS data 2007)	3	3	3	3.0	3	3.0	2	3	3	2.7	1	1.0	3	3.0	
D3: Total corridor households (2005)	3	2	1	2.0	2	2.0	1	3	2	2.0	2	2.0	3/1	2.0	
D4: Total corridor households (2035)	2	2	1	1.7	2	2.0	1	3	1	1.7	2	2.0	3/1	2.0	
D5: Total corridor jobs (2005)	2	1	1	1.3	3	3.0	1	2	1	1.3	1	1.0	2/1	1.5	
D6: Total corridor jobs (2035)	2	2	1	1.7	3	3.0	1	2	1	1.3	2	2.0	3/1	2.0	
D7: Freight volume (trucks) as percentage of total volume - 2005 (highest % of total) (0-5% = 1; 6-10% = 2; > 10=3)	3	3	2	2.7	2	2.0	3	2	2	2.3	1	1.0	1/2	1.5	
SUBTOTAL--TECHNICAL SCORES				39.5		36.0				37.0		33.0		34.3	
E: Local Commitment and Support (INFORMATION SUPPLIED VIA LETTER FROM LOCAL JURISDICTIONS)															
E1: Demonstrated local jurisdiction support (# of jurisdictions)	8 agencies or jurisdictions			High		N/A	1 agency			Low	8 agencies, Local MOU/Resolution	High	2 agencies	Medium	
E2: Demonstrated community interest in issues under consideration	3 groups			Medium		N/A				N/A	7 groups	High	5-agency scope letter	Medium	
E3: Compatible with locally adopted land use & transportation plans; Ripe/Urgent (need for land use certainty or to support local aspirations)				Medium		N/A				N/A		High		Medium	
E4: Commitment to monetary or in-kind support of refinement plan				Medium		N/A				N/A		Medium		Medium	
SUBTOTAL--LOCAL COMMITMENT & SUPPORT				Medium								High		Medium	
GRAND TOTAL--TECHNICAL SCORES				39.5		36.0				37.0		33.0		34.3	



Post-2013 Planning To Be Determined

Critical Plan Elements or Goals:

- #15: Refine problem statement; identify urgent actions and solutions leading to system project development. **Moderate Effort from Metro Staff**
- #2 & #20: Phase A: Scoping and chartering to support long-term commitments. **Moderate Effort**; Phase B: **Portland Central City to Tigard Triangle: I-5, Barbur & 99W Refinement Plan, HCT Station Communities Plan, Major Effort**; Phase C: Multimodal NEPA, PE. **Major Effort**
- #24: Phase A: Beaverton-Hillsboro (TV Highway) TGM grant, plus possible expansion. **Moderate Effort**; Phase B could require refinement planning from Hillsboro to Forest Grove. **Moderate Effort**
- #3: I-5/South to Boone Bridge Refinement Plan (unresolved elements). (Potentially) **Major Effort**
- #7, 8, 9: Multimodal refinement plan. Could be phased. **Major Effort**
- #4: I-405 Loop multimodal refinement plan. Could be phased. **Major Effort**
- Powell Vicinity:** (High Capacity Transit Corridor, Alternatives Analysis, NEPA, PE). **Moderate Effort**

Starburst denotes **KEY points of required stakeholder agreement.**

Color Key: (Arrow thickness indicates relative level of effort across the region. Local agency efforts would differ.)

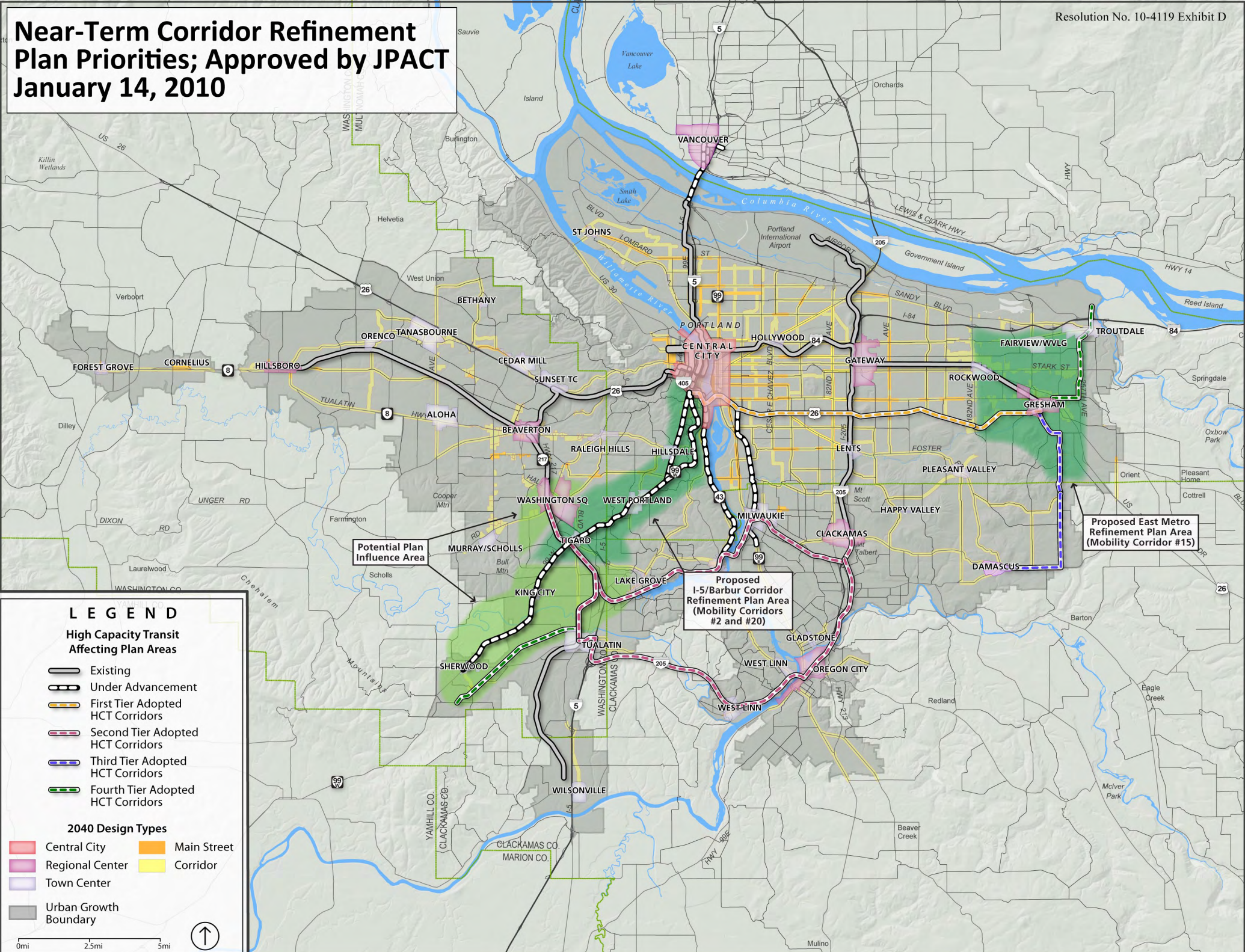
Planning Tasks:

- Preparatory Scoping/Chartering
- Corridor Refinement Plan
- Other Planning Work (e.g., TGM, Land Use Planning)

Project Development Tasks:

- Near-Term Road/Bike/Ped Project Development
- NEPA/Preliminary Engineering (All Modes)
- Final Design/Construction (All Modes)

Near-Term Corridor Refinement Plan Priorities; Approved by JPACT January 14, 2010



LEGEND

High Capacity Transit Affecting Plan Areas

- Existing
- Under Advancement
- First Tier Adopted HCT Corridors
- Second Tier Adopted HCT Corridors
- Third Tier Adopted HCT Corridors
- Fourth Tier Adopted HCT Corridors

2040 Design Types

- Central City
- Main Street
- Regional Center
- Corridor
- Town Center
- Urban Growth Boundary

0mi 2.5mi 5mi

↑

STAFF REPORT

IN CONSIDERATION OF RESOLUTION NO. 10-4119 FOR THE PURPOSE OF APPROVING CORRIDOR REFINEMENT PLAN PRIORITIZATION THROUGH THE NEXT REGIONAL TRANSPORTATION PLAN CYCLE (2010-2013)

Date: February 8, 2010

Prepared by: Deborah Redman
503-797-1641

BACKGROUND

Mobility Corridor #15 (the segment in the East Metro area from I-84 southward to US 26 and the Springwater area) and Mobility Corridors #2 and # 20 (in the vicinity of I-5/Barbur Blvd, from Portland Central City to approximately the “Tigard Triangle”) have emerged as strong candidates for corridor refinement planning in terms of technical factors, as well as local urgency and readiness.

This staff report is a compilation of the history, technical methodology and ratings, local support documentation and assessment thereof. It also explains staff’s rationale for recommendations for prioritizing the next regional corridor refinement plans during the 2010-2013 RTP cycle.

Five Corridors Recommended for Future Corridor Refinement Plans

The public review draft 2035 Regional Transportation Plan (Draft RTP) identifies five corridors where more analysis is needed through a future corridor refinement plan. Corridor refinement plans involve a combination of transportation and land use analysis, multiple local jurisdictions and facilities operated by multiple transportation providers. Metro or ODOT will initiate and lead necessary refinement planning in coordination with other affected local, regional, state and federal agencies.

Although each of the five remaining corridors needs a refinement plan, neither Metro, ODOT nor local agency resources can accommodate five plans at the same time. In order to move forward, staff worked with Metro partners (counties, cities, ODOT and TriMet) and Metro committees (TPAC, JPACT, MTAC and MPAC) and the RTP Work Group to develop and finalize factors to compare and prioritize the relative urgency of planning for future transportation solutions across the region’s mobility corridors.

Relationship of Mobility Corridors to Five Corridors Recommended

- Mobility Corridors #2, #3 and #20 - Portland Central City to Wilsonville and to Sherwood, 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

General Methodological Approach:

- The five remaining corridor refinement plan candidates were compared to each other, rather than viewed as part of a range that includes all 24 mobility corridors.

- Technical prioritization factors (A-D, below) were developed that allowed the use of available, regional and accepted data types and sources.
- Factors for local support and commitment were developed through discussion with local partners, and were approved by JPACT on October 8, 2009, and were considered by staff in its recommendations (herein) in a qualitative assessment.
- Unless otherwise noted in the attached matrix (Corridor Refinement Plan Draft Prioritization Matrix: Raw Data and Sources), the numbers within the data “spread” were inserted into a formula that distributed them according to Jenk’s natural breaks method of ranking, into Low (1), Medium (2) and High (3) categories.
- Corridor 24 (Beaverton to Forest Grove) includes data from Corridors 22 and 23, as appropriate, since Corridor 24 had not been completed for inclusion in the Mobility Atlas in time for this prioritization process.

Technical and Local Support Evaluation Factors

In order to prioritize the remaining corridors, staff worked with the local jurisdictions and regional partners to develop evaluation factors that would use readily available data. The first five factors identified below (A-D) include measures (A1, A2, etc.) that relate to technical considerations, while the local commitment measures (E) address issues of readiness and ripeness for corridor planning that help determine the success and fruitfulness of such regional efforts.

A: Consistency with State and Regional Plans and Policies

A1: 2001 corridor refinement plan ratings/rankings (*for information only—not included in ranking*)

Although the 2001 ranking for refinement plans was not used to calculate totals, it was included to indicate longevity of certain projects, and their ranking over time.

A2: 2005 corridor refinement plan ratings/rankings (this more recent set of rankings is included in the quantified technical assessment and forthcoming staff recommendation)

Corridors were rated based on whether they were identified for near, mid- or longer-range implementation in the 2005 Metro Council resolution updating the corridor refinement plan work program.

A3: Support for the Region 2040 plan (number of primary land uses in the corridor)

Primary land uses include Portland central city, regional centers, industrial centers, and both freight and passenger intermodal facilities. Primary land uses within a corridor indicate a regionally accepted commitment of resources that could support and/or require corridor refinement planning. The measure used consists of the absolute number of primary land uses within a mobility corridor. If a corridor contained more than one mobility corridor, the numbers of primary land uses were added for a refinement plan total, and that total was used in scoring.

A4: High Capacity Transit (HCT) ranking

The Summary of HCT priority tiers, found in Figure 2.8 of the High Capacity Transit System Plan provides near-term, next phase and developing corridor levels for regional HCT priorities. These tiers were translated into rankings that correlate to how the corridors scored in the regional process that led to the 2009 adoption of the HCT system plan.

A5: Regional Freight Plan consistency (freight routes, facilities, volumes and freight-related corridor needs identified)

Rankings were given for each corridor based on how the Regional Freight Plan assigned regional freight significance to issues, projects and segments of the multimodal freight network.

B: Environment

B1: Pedestrian network gap (percent of sidewalks complete in pedestrian districts or 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

Measures B1, B2, B3 and B4 identify connectivity gaps in our multimodal transportation network. Our environmental quality is related to the ability to choose appropriate modes for a variety of trip purposes. These numbers, which provide a portrait of system completeness, come directly from the Mobility Atlas, and represent 2005 data for each corridor.

B5: Traffic volumes on corridor throughways and arterials

Traffic volumes on corridor throughways and arterials, as reported in the Mobility Atlas, provide a proxy for opportunity to reduce vehicle miles traveled and associated environmental impacts.

C: Equity

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

This measure is intended to identify the number of people within a corridor for whom transportation investments are especially important, and who have sometimes endured under-investment relative to their contribution and need for transportation services. The data comes from the 2000 US Census.

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

These measures capture need (congestion has an impact on the economy; vehicle crashes and injury or fatal accidents have human and economic costs) and opportunity for economic development (households and employment areas to be served by appropriate infrastructure investment.) The measures include congestion and safety, as well as current data and future estimates of corridor households and jobs.

D1: Congestion in the corridor (volume-to-capacity ratios for regional throughways and arterial streets)

Congestion numbers came from the volume/capacity data for 2005, and the 2035 no-build RTP model runs, originally included as part of the Mobility Atlas and Mobility Corridor Needs Assessment conducted for all 24 mobility corridors.

D2: Safety (number of top spots for number and severity of accidents from ODOT data)

Safety Priority Index System (SPIS) data from ODOT was used to assess the number of high crash locations within the five mobility corridors.

D3: Total households in corridor (2005)

D4: Total households in corridor (2035)

D5: Total jobs in corridor (2005)

D6: Total jobs in corridor (2035)

Data used to assess measures D3, D4, D5 and D6 are total corridor households and jobs, current (2005) and future (2035). The data represents Metro regional model outputs for traffic analysis zones along each candidate corridor, within boundaries identified in the Mobility Atlas.

D7: Freight volume as percentage of total volume (trucks)

Freight volumes as a percentage of total volumes shows percentages for trucks along the candidate corridors as a percentage of all roadway traffic. The 2005 data comes from the Mobility Atlas, and

E: Local Commitment and Support Factors

- 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 corridor refinement plan**—issues requiring land use or investment certainty, e.g., a 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, to leverage regional commitment

Documenting Local Support for Corridor Refinement Plan

The four specific measures of local commitment were scored low, medium or high, based on the content of local support letters submitted by the jurisdictions and local community or business groups. Metro staff asked the jurisdictions to include an elaboration of the applicable factors, as described in the instructions to local jurisdictions, below:

- **Local support:** Letter(s) from local jurisdiction(s) or coordinating committee (e.g., the Multnomah County Coordinating Committee) indicating agreement on going forward. Describe how the corridor issues and potential solutions (if any have been identified) are seen. Identify areas of agreement and areas of conflict with respect to corridor land use and transportation aspirations.
- **Community Interest:** Identification of levels and sources of community support and/or opposition either to the plan itself or to potential solutions and projects under consideration within the community.
- **Need and Readiness for Corridor Refinement Planning:** A narrative describing how a refinement plan in your area is needed to determine transportation solutions to implement land use plans or local aspirations within the Urban Growth Boundary.
 - Describe issues related to readiness and urgency.
 - Are there specific issues that require land use or investment “certainty” to permit public and private investment or planning to go forward?
 - Is there a need to prevent decisions that may cause problems down the line— e.g., loss of right-of-way or construction of incompatible uses?
 - When does refinement planning for this corridor need to be completed, and why?
- **Local Resource Commitment:** What resources can the local jurisdictions commit to, in terms of in-kind, and monetary resources to leverage the regional commitment?

The Relationship between Evaluation Factors Used to Prioritize Corridor Refinement Plans and

Regional Desired Outcomes: The refined and finalized prioritization factors are in alignment with the six regional desired outcomes that were adopted by MPAC and the Metro Council as part of the “Making the Greatest Place” initiative as shown below. The bullets 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, B5, D1, D5, D6, E1, E3)
- Safe and Reliable Transportation (B1, B2, B3, B4, D1, D2)
- Leadership on Climate Change (A3, A4, C1, E1)

- Clean Air and Water (A3, A4, B1, B2, B4)
- Equity (A4, B1, B2, C1, D3, D4, D5, D6, E1, E2, E3)

Corridor Refinement Plan Phasing and Sequencing

The phasing shown in Exhibit “C” to Resolution #10-4119 is based in part on the understanding that in order to accomplish as much corridor refinement planning work as possible with likely funding and staff resources, and, in some cases, segmenting, of the five remaining corridor plans. The order presented in the phasing and sequencing shown in Exhibit “C” considers not only the accepted technical rankings, but also takes into account the current levels of local support, addition to other issues, as listed below:

- Technical rankings
- Demonstrated local support
- Respective levels of effort of the five corridors
- Ability of local jurisdictions to take more responsibility for one or more pieces of work that are likely to be required in a given corridor
- Ability to logically segment work (e.g., to postpone corridor refinement planning)
-
- Potential for project development to proceed on a separate track
- Ramp-up time needed for more complex corridors (to be included in a preparatory phase described below)—allowing staggered plan initiation points
- A proposed scenario for linking High Capacity Transit (HCT) system expansion process and priorities to the corridor refinement planning process, where appropriate

Leveling Planning Effort across Several Corridors: The level of effort required of Metro varies relative to the known issues and geography of the corridors. Metro may not be required to lead all corridor refinement plans.

- In East Metro, for example, the local jurisdictions are well-organized and could share coordination responsibilities in order to develop a detailed problem statement, and identify early actions that would be needed to take advantage of opportunities, or prevent loss of future opportunities such as losing right-of-way, as part of a system-level refinement plan.

Preparatory Phase: In some cases, a preparatory stage is recommended, prior to the formal commencement of the corridor refinement plans. In more complex, longer corridors with numerous jurisdictions, this includes the following efforts:

- Stakeholder identification
- Chartering for the corridor refinement plan work
- Scoping and segmentation issues
- Negotiation of the necessary study MOUs between agencies to establish roles and commitments.

It will be time well spent, to develop levels of agreement on study elements that will further interagency relationships. Note that the transitions between preparatory work and formal corridor refinement planning efforts are marked by a stakeholder decision point on Exhibit “C” to the Resolution.

Committee Review of the Corridor Refinement Plan Prioritization Process

Metro has been following the timeline below, in order to complete prioritization of corridor refinement plans by the end of this year, and ensure agency consensus within the region.

1. Metro staff develops a matrix for the five potential CRP corridors, with the above factors and measures to be scored “low, medium, high” for each corridor.
2. September 21, 2009: Regional Transportation Plan Work Group review rating factors.
3. September 25, 2009: TPAC reviews and revises the factors.
4. October 5, 2009: Metro staff convenes regional partners (ODOT, TriMet, City of Portland and county staff) to complete the scoring and ranking matrix. TPAC representatives were also invited.
5. October 8, 2009: JPACT review and approval of draft factors (input to October 12 RTP Work Group)
6. October 12, 2009: RTP Work Group review and comment on results of technical prioritization process.
7. October 21, 2009: MTAC review and comment, approved factors
8. October 23, 2009: MPAC review and comment on technical factors (provided input to JPACT)
9. October 26, 2009: RTP Work Group review staff recommendations, with requested revisions.
10. October 30, 2009: TPAC review and comment on staff recommendations for technical prioritization
11. November 4, 2009: MTAC recommendations to MPAC as part of RTP resolution
12. November 12, 2009: JPACT review and comment
13. November 18, 2009: MPAC unanimous adoption of TPAC/MPAC technical ratings and make recommendation to Metro Council as part of RTP resolution
14. Metro Council on land use considerations of corridor priorities
15. November 20, 2009: TPAC recommendation to defer final prioritization until January 2010
16. November 24, 2009: Metro Council Work Session – briefing on technical findings and local support letters
17. December 16, 2009 HCT Subcommittee provided input on staff priorities recommendation
18. January 8, 2010: TPAC recommended approval of resolution to JPACT
19. January 12, 2010: Metro Council Work Session—approval to proceed with resolution
20. January 14, 2010: JPACT recommendation to Metro Council on resolution

ANALYSIS/INFORMATION

1. **Known Opposition** – None. However there is concern that if the region conducts more than one corridor refinement plan at a time, that they be appropriately scoped and funded so that available funding is targeted to produce useful results. Staff recommends a detailed scoping and chartering process to ensure that these concerns are addressed.

2. **Legal Antecedents** –

Resolution No. 01-3089, *For the Purpose of Endorsing the Findings and recommendations of the Corridor Initiatives Project*, (July 26, 2001)

Resolution No. 05-3616A, *For the Purpose of Updating the Work Program for Corridor Refinement Planning through 2020* (October 27, 2005)

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* (December 17, 2009)

3. **Anticipated Effects** Adoption of this resolution identifies new corridor planning priorities for the 2010-2013 planning period and would enable the prioritized corridors to receive funding and staff

resources needed to complete the required corridor refinement planning work by updating the work program for corridor refinement planning through 2013, and provide general guidance through 2020.

- 4. Budget Impacts** Cost of performing the two identified corridor refinement plans is to be determined, based upon scope.

Funding Issues Still Unresolved:

It is anticipated that Metro staff resources currently budgeted for corridor planning purposes would be allocated to complete two multimodal corridor refinement planning efforts in the next four years. Separate funds from other sources are being sought to provide necessary resources for materials and professional services and any additional staff needs. It is important to note that, the proposed phasing and sequencing schedule is predicated on the commitment by the region and local jurisdictions to sufficient funding to accomplish these corridor refinement plans and related HCT analyses. The scopes will be developed and the schedule will be revised to match available resources.

RECOMMENDED ACTION

Approve Resolution No. 10-4119 For the Purpose of Approving Corridor Refinement Plan Prioritization through the Next Regional Transportation Plan Cycle (2010-2013) and initiate corridor refinement plan work in Mobility Corridor #15 (the segment in the East Metro area from I-84 southward to US 26 and the Springwater area) and Mobility Corridors #2 and # 20 (in the vicinity of I-5/Barbur Blvd, from Portland Central City southward to approximately the “Tigard Triangle”) with the understanding that detailed scopes of work for each corridor refinement plan will be developed, based on actual funding availability and other factors.

Resolution Exhibits (included by reference as attachments to this staff report)

- Exhibit A: Mobility Corridors in the Portland Metropolitan Region
- Exhibit B: Corridor Refinement Plan Rating Matrix
- Exhibit C: Corridor Refinement Plan Sequencing Graphic
- Exhibit D: Near-Term Corridor Refinement Plan Priorities (Adopted by JPACT January 14, 2010)