

Council meeting agenda

Thursday, January 26, 2023

10:30 AM

**Metro Regional Center Council Chamber,
<https://youtu.be/8aVn5HgEOR8>,
<https://zoom.us/j/615079992>, or
877-853-5257 (toll free) (Webinar ID:
615079992)**

This meeting will be held electronically and in person at the Metro Regional Center Council Chamber.
You can join the meeting on your computer or other device by using this link:
<https://youtu.be/8aVn5HgEOR8>

1. Call to Order and Roll Call

2. Public Communication

Public comment may be submitted in writing. It will also be heard in person and by electronic communication (video conference or telephone). Written comments should be submitted electronically by emailing legislativecoordinator@oregonmetro.gov. Written comments received by 4:00 p.m. the day before the meeting will be provided to the council prior to the meeting.

Those wishing to testify orally are encouraged to sign up in advance by either: (a) contacting the legislative coordinator by phone at 503-813-7591 and providing your name and the agenda item on which you wish to testify; or (b) registering by email by sending your name and the agenda item on which you wish to testify to legislativecoordinator@oregonmetro.gov. Those wishing to testify in person should fill out a blue card found in the back of the Council Chamber.

Those requesting to comment virtually during the meeting can do so by joining the meeting using this link: <https://zoom.us/j/615079992> (Webinar ID: 615079992) or 888-475-4499 (toll free) and using the "Raise Hand" feature in Zoom or emailing the legislative coordinator at legislativecoordinator@oregonmetro.gov. Individuals will have three minutes to testify unless otherwise stated at the meeting.

3. Consent Agenda

- 3.1 Consideration of the December 15, 2022 Council Meeting Minutes
Attachments: [121522c Minutes](#)

[22-5815](#)

4. Resolutions

- 4.1 Resolution No. 23-5312 For the Purpose of Confirming the Appointment of David Penilton to the Metropolitan Exposition Recreation Commission

[RES 23-5312](#)

Presenter(s): Steve Faulstick (he/him), Metro

Attachments: [Resolution No. 23-5312](#)
[Staff Report](#)
[Attachment 1](#)

5. Ordinances (First Reading and Public Hearing)

- 5.1 Ordinance No. 22-1487, For the Purpose of Amending Metro Code Section 2.02.010

[ORD 22-1487](#)

Presenter(s): Marissa Madrigal (she/her), Metro
Carrie MacLaren (she/her), Metro

Attachments: [Ordinance No. 22-1487](#)
[Exhibit A](#)
[Staff Report](#)

- 5.2 Ordinance No. 23-1489 For the Purpose of Annexing to the Metro District Boundary Approximately 11.17 acres located in Wilsonville at the west end of SW Frog Pond Ln and North of SW Brisband St

[ORD 23-1489](#)

Presenter(s): Glen Hamburg (he/him), Metro

Attachments: [Ordinance No. 23-1489](#)
[Exhibit A](#)
[Staff Report](#)
[Attachment 1](#)

6. Other Business

- 6.1 High Capacity Transit Strategy Update: Readiness Tiers

[23-5813](#)

Presenter(s): Margi Bradway (she/her), Metro
Ally Holmqvist (she/her)

Attachments: [Staff Report](#)
[Attachment 1](#)
[Attachment 2](#)
[Attachment 3](#)
[Attachment 4](#)
[Attachment 5](#)

7. **Chief Operating Officer Communication**
8. **Councilor Communication**
9. **Adjourn**

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សេចក្តីជូនដំណឹងអំពីការមិនរើសអើងរបស់ Metro

ការគោរពសិទ្ធិពលរដ្ឋរបស់ ១ សំរាប់ព័ត៌មានអំពីកម្មវិធីសិទ្ធិពលរដ្ឋរបស់ Metro ឬដើម្បីទទួលបានការបង្កើនសេចក្តីស្មោះត្រង់សម្រាប់ការស្រាវជ្រាវរបស់ Metro។ www.oregonmetro.gov/civilrights។
បើលោកអ្នកត្រូវការអ្នកបកប្រែភាសានៅពេលអង្គប្រជុំសាធារណៈ សូមទូរស័ព្ទមកលេខ 503-797-1700 (ម៉ោង 8 ព្រឹកដល់ម៉ោង 5 ល្ងាច ថ្ងៃធ្វើការ) ប្រាំពីរថ្ងៃ មុនថ្ងៃប្រជុំដើម្បីអាចឱ្យគេសម្រួលតាមសំណើរបស់លោកអ្នក។

إشعار بعدم التمييز من Metro

تحتزم Metro الحقوق المدنية. للمزيد من المعلومات حول برنامج Metro للحقوق المدنية أو لإيداع شكوى ضد التمييز، يُرجى زيارة الموقع الإلكتروني www.oregonmetro.gov/civilrights. إن كنت بحاجة إلى مساعدة في اللغة، يجب عليك الاتصال مقدماً برقم الهاتف 503-797-1700 (من الساعة 8 صباحاً حتى الساعة 5 مساءً، أيام الاثنين إلى الجمعة) قبل خمسة (5) أيام عمل من موعد الاجتماع.

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Agenda Item No. 3.1

Consideration of the December 15, 2022 Council Meeting Minutes
Consent Agenda

Metro Council Meeting
Thursday, January 26, 2023

Metro

*600 NE Grand Ave.
Portland, OR 97232-2736
oregonmetro.gov*



Metro

Minutes

Thursday, December 15, 2022

10:30 AM

**Metro Regional Center Council Chamber,
<https://youtu.be/z45O1aXFbUE>, <https://zoom.us/j/615079992>, or
877-853-5257 (toll free) (Webinar ID: 615079992)**

Council meeting

1. Call to Order and Roll Call

Council President Peterson called the Metro Council Meeting to order at 10:30 a.m.

Present: 7 - Council President Lynn Peterson, Councilor Shirley Craddick, Councilor Christine Lewis, Councilor Juan Carlos Gonzalez, Councilor Mary Nolan, Councilor Gerritt Rosenthal, and Councilor Duncan Hwang

2. Public Communication

Council President Peterson opened the meeting to members of the public wanting to testify on a non-agenda items.

No members of the public chose to provide testimony.

Seeing no further discussion on the topic, Council President Peterson moved on to the next agenda item.

3. Presentations**3.1 Annual Progress Report on Metro's Strategic Plan to Advance Racial Equity, Diversity and Inclusion**

Attachments: [Staff Report](#)
[Attachment 1](#)

Council President Peterson introduced Raahi Reddy (she/her) and Jamila Dozier to present the Annual Progress Report on Metro's Strategic Plan to Advance Racial Equity, Diversity, and Inclusion.

Staff pulled up the 2022 Progress Report: Strategic Plan to Advance Racial Equity, Diversity, and Inclusion Presentation to present to Council.

The presentation began with an overview of the goals of the Strategic Plan to Advance Racial Equity, Diversity, and Inclusion (DEI), with the primary goals being convening and supporting regional partners to advance racial equity,

meaningfully engage with communities of color, to hire, train, and promote a racially diverse workforce, create safe and welcoming services, and allocate resources to further support equity efforts. Reddy informed the council of key milestones achieved by the DEI team over the past five years, focusing on the department's developments in 2022. The Racial Equity Framework, Results Based Accountability training, and Budget Equity Tool systems were detailed as central successes of the DEI team. Reddy also discussed regional impacts, focusing on efforts to reimagine policing, security, and incarcerated labor, as well as the Regional Workforce Equity Agreement, and the Parks and Nature Bond implementation. Reddy highlighted several community committees that have received support from Metro's DEI efforts in 2022. The presentation concluded with a discussion on the goals and timeline of the DEI department moving forward. Dozier spoke to the successes of the Committee on Racial Equity, commenting on the committee's internal and external work with Metro. Lastly, Reddy thanked Councilor Craddick for her work on the Metro Council over the past decade.

Council Discussion

Councilor Gonzalez commented on the importance of this work, thanking the presenters for their continued efforts in advancing Metro's racial equity strategy. He discussed the dedication of those on the CORE committee and acknowledged the amount of time, effort, and resources needed to create such a strategy.

Councilor Hwang noted that there is currently seven openings on CORE, encouraging his colleagues to think about recruiting people from their districts to join the committee.

Councilor Lewis spoke to the importance of creating a racial equity strategy that is progressive and forward-thinking while also being clearly achievable. She then expressed her support for efforts to compensate individuals for attending CORE meetings.

Councilor Rosenthal highlighted the role Metro has played as a leader in championing diversity, stating that other jurisdictions and communities have begun to follow our lead.

Councilor Craddick detailed how much attitudes and behaviors regarding racial equity and inclusion have shifted since she helped craft the original racial equity strategy near the beginning of her time as a councilor both internally and across the region. She provided an anecdote about a meeting with community members that she felt exemplified true inclusion, commenting on the importance of engaging every voice from the constituency.

Council President Peterson thanked staff from the DEI department as well as CORE members for their hard work in crafting this plan.

Marissa Madrigal echoed President Peterson's statements, expressing her gratitude for the work done by the DEI team.

Seeing no further discussion, Council President Peterson moved onto the next agenda item.

3.2 State of Sport Report

Attachments: [Staff Report](#)
[Attachment 1](#)

Council President Peterson introduced Andy Shaw (he/him)

to present the State of Sport Report.

Shaw introduced Andrew Hone. Hone began by thanking the Council for their votes in support of the Regional Tax Alignment, citing that it is policies such as these that align government with business interests. Hone then introduced his colleagues, Deanna Palm, President and CEO of the Washington County Chamber of Commerce, James Jesse, Chief Sales Officer of Travel Portland, Sucheta Ball, Project Manager at Prosper Portland, Maika Janat-Vennemann, Chief Operating Officer at Sports Oregon, Bret Marchant, Data and Research Director with Greater Portland Inc. Each individual introduced their organization, speaking to how their firms are affected by the sports industry in the greater Portland area.

Staff pulled up the Oregon: The State of Sport Presentation to present to Council.

The presentation overviewed the economic state of the sports industry across Oregon, focusing on how the economy is trending coming out of the COVID-19 pandemic. Hone explained that we are assuredly headed towards a recession, and thus need to prepare for the region's economic situation to change. Furthermore, the presentation displayed that Portland has lost its competitive edge in employment change, quality of life, and affordability compared to rival cities in the past five years. However, Hone posited that good economic policy should be predicated on the strengths of a region to help guide resources, and this is the route that will support private businesses most. The presenters then highlighted the strengths of Oregon, citing the region's industry leaders in sporting goods and apparel, events, recreation, tourism, and sports culture. While Portland now lags behind

comparable cities in many key metrics, Portland's sports industry ecosystem is significantly larger than these cities despite Portland's smaller population. This ecosystem provides opportunity and high wages for both skilled and unskilled workers, with 51,000 jobs across 3,100 businesses in the industry across Oregon. The sports industry is responsible for generating significant economic activity in the region, as well as nearly a \$1 billion dollars in tax revenue to the state of Oregon annually.

Council Discussion

Councilor Gonzalez thanked the presenters, then spoke about how deeply rooted the culture of sports runs in the greater Portland area. He commented on the importance of public-private partnerships, concluding his statement by announcing his optimism for the next decade.

Councilor Craddick questioned what the private sector needs Metro to be doing to provide greater support to their industry.

Hone emphasized that Portland needs to be louder at a national scale at announcing its leadership in the field of sports. Furthermore, he stated that there should be greater cooperation between the sports industry and governments to cultivate a state-wide economic strategy that would benefit both sectors. Lastly, Hone explained that governments need to fight to maintain the region's competitive edge, ultimately meaning that they cannot be afraid of incentive structures, altered tax policies, or land-use discussions.

Councilor Lewis began by remarking that sports are not only an important community boon at the collegiate and

professional level, but at all levels as they serve to develop community and create strong bonds between people. She asked the presenters what they are looking at to connect with small businesses in the sports industry.

Hone stated the region is currently negligent to small businesses, offering no support or incentives to individuals looking to begin a business. He commented that we firstly need to broadly communicate that this is a region that will devote the time and resources for engagement with small businesses, and this will in turn lead to more growth for these companies.

Councilor Rosenthal spoke to how diverse Oregon is in the number of sports with significant communities, noting that the state is a sports destination. He asked the presenters what can be done at the state-level to support this ecosystem statewide.

Using the semi-conductor industry as an example, Hone explained that we need a top-down approach from the state that drives economic planning to further the interests of all individual jurisdictions.

Councilor Hwang questioned what policies provide the most bang for buck in supporting the sports sector. He then asked if it is financially wise to divert resources towards bringing in large sporting events to the region or if these resources would be better spent in cultivating small businesses.

Staff responded, stating that resources should firstly be used to grow small businesses. Hone cited small business's ability to provide large returns on investment, as well as the relatively low monetary costs to back them, as primary

reasons it is best to cultivate small businesses over large events. Janat-Vennemann agreed with Hone's statements, expressing that small events such as hosting youth sporting tournaments can bring substantial economic value to the region. Jesse furthered the conversation by noting that the sports industry was resilient throughout the pandemic, and that cities that continued to support the industry saw great economic growth.

Council President Peterson thanked the presenters. She then read through a list of policies that could support the region's support industry.

Seeing no further discussion on the topic, Council President Peterson moved onto the next agenda item.

4. Consent Agenda

A motion was made by Councilor Gonzalez, seconded by Councilor Rosenthal, to adopt items on the consent agenda. The motion passed by the following vote:

Aye: 7 - Council President Peterson, Councilor Craddick, Councilor Lewis, Councilor Gonzalez, Councilor Nolan, Councilor Rosenthal, and Councilor Hwang

4.1 Consideration of the November 03, 2022 Council Meeting Minutes

Attachments: [110322c Minutes](#)

4.2

Attachments: [111722c Minutes](#)

4.3 **Resolution No. 22-5290** For the Purpose of Appointing Four New Members and Reappointing Three Members to the Metro Supportive Housing Services Community Oversight Committee

Attachments: [Resolution 22-5290](#)
[Exhibit A](#)
[Staff Report](#)

- 4.4 Resolution No. 22-5297, For the Purpose of Accepting the Abstract of Votes and Proclaiming the Results of the November 8, 2022, General Election For Ballot Measure 26-225

Attachments: [Resolution 22-5297](#)
[Exhibit A](#)

5. Resolutions

Resolution No. 22-5298, For the Purpose of Confirming the Reappointment of Damien Hall to the Metropolitan Exposition Recreation Commission

Attachments: [Resolution No. 22-5298](#)
[Staff Report](#)
[Attachment 1](#)

Council President Peterson called on Steve Faulstick (he/him), Metro's General Manager of Visitor Venues, to present to Council.

Faulstick informed the Council of Commissioner Damien Hall's upcoming reappointment to the Metropolitan Exposition Recreation Commission (MERC). He stated that Hall's unique skills and experiences on MERC have resulted in significant, positive changes for Metro. Faulstick listed several of Hall's achievements over the past several years, concluding that he fit for reappointment.

Council Discussion:

Council President Peterson stated that the relationship between the Metro Council and the MERC commission needs to be tighter, noting that the MERC Commissioner has agreed to have monthly work sessions going forward.

Faulstick commented the importance of planning for the future of the region now, expressing his agreement with

Council President Peterson's efforts to incite closer collaboration between Metro and MERC.

Seeing no further discussion on the topic, Council President Peterson moved on to the next agenda item.

A motion was made by Councilor Lewis, seconded by Councilor Gonzalez, that this Resolution was adopted..

The motion carried by the following vote:

6. Other Business

6.1 2023 Regional Transportation Plan Call for Projects Policy Framework

Attachments: [Staff Report](#)
[Attachment 1](#)
[Attachment 2](#)
[Attachment 3](#)

Council President Peterson called on Margi Bradway (she/her), Deputy Director of Planning, Research, and Development to present to Council.

Staff pulled up the 2023 RTP Call for Projects Presentation to present to Council.

The presentation overviewed the policy framework for the call for projects included in the 2023 Regional Transportation Plan (RTP). Bradway provided a detailed timeline for the RTP, explaining the submission period, assessment of projects, and public review draft stages of the process.

Council Discussion:

Councilor Craddick expressed her gratitude for the inclusion of specific efforts to engage elected officials in the RTP process, noting that this allows elected officials to be better informed about the projects in the RTP as well as building support for the policy.

Councilor Gonzalez stated his optimism for this round of the RTP.

Seeing no further discussion on the topic, Council President Peterson moved on to the next agenda item.

7. Chief Operating Officer Communication

Marissa Madrigal provided an update on the following events or items:

- The EXPO DAS process is underway.

The work session will adjourn to an Executive Session held pursuant under ORS 192.660 (2) (h); To consult with counsel concerning the legal rights and duties of a public body.

Only members of the news media and designated staff will be allowed to attend the executive session. If you are a member of the news media wish to attend the executive session, please call or email the Legislative Coordinator at least 24 hours before the noticed meeting at legislativecoordinator@oregonmetro.gov or 503-812-7591. Representatives of the news media and all other attendees are specifically directed not to disclose information that is the subject of the Executive Session.

8. Councilor Communication

Councilors provided updates on the following meetings and events:

- Councilor Craddick's final council meeting was celebrated. Each of the councilors thanked Councilor Craddick for her work, mentorship, and spirit throughout the past 12 years.

9. Adjourn to executive session

There being no further business, Council President Peterson adjourned the Metro Council Meeting at 12:52 p.m.

Respectfully submitted,

A handwritten signature in black ink that reads "Jeff Kain". The signature is written in a cursive, flowing style.

Jeffrey Kain, Legislative Assistant

ATTACHMENTS TO THE PUBLIC RECORD FOR THE MEETING OF DECEMBER 15, 2022

Item	Topic	Doc. Date	Document Description	Doc. Number
1.0	PowerPoint	12/15/2022	2022 Progress Report: Strategic Plan to Advance Racial Equity, Diversity, and Inclusion	121522c-01
2.0	PowerPoint	12/15/2022	2023 RTP Call for Projects	121522c-02

Agenda Item No. 4.1

**Resolution No. 23-5312 For the Purpose of Confirming the Appointment of David Penilton to
the Metropolitan Exposition Recreation Commission**
Resolution

Metro Council Meeting
Thursday, January 26, 2023

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF CONFIRMING THE	)	RESOLUTION NO. 23-5312
APPOINTMENT OF DAVID PENILTON TO THE	)	Introduced by Council President Lynn
METROPOLITAN EXPOSITION RECREATION	)	Peterson
COMMISSION		

WHEREAS, the Metro Code, Section 6.01.030(a) provides that the Metro Council President shall appoint all members to the Metropolitan Exposition Recreation Commission ("the Commission"); and

WHEREAS, the Metro Code, Section 6.01.030(b) provides that the Metro Council President's appointments to the Commission are subject to confirmation by the Metro Council; and

WHEREAS, Commissioner John Erickson's resignation from the Commission as of December 7, 2022 created a vacancy as defined in Metro Code Section 6.01.030(f) of the Clackamas County nominee under Metro Code Section 6.010.030(d)(1); and

WHEREAS, the Metro Code, Section 6.010.030(g) requires that the Metro Council fill vacancies on the Commission pursuant to the procedure governing the initial appointment of voting members as described in Metro Code Section 6.01.030(e)(1); and

WHEREAS, pursuant to Metro Code, Sections 6.01.030(d)(1) and (f), Clackamas County has nominated David Penilton as a candidate to replace John Erickson as a member of the Commission for the remainder of Mr. Erickson's term due to Mr. Erickson's resignation from the Commission; and

WHEREAS, the Metro Council President hereby submits her appointment of David Penilton to the Metro Council for confirmation; and

WHEREAS, the Metro Council finds that David Penilton has the experience and expertise to make a substantial contribution to the Commission's work; now therefore

BE IT RESOLVED that the Metro Council hereby confirms the Council President's appointment of David Penilton as a member of the Metropolitan Exposition Recreation Commission, commencing on January 26, 2023 through January 26, 2024.

ADOPTED by the Metro Council this 26th day of January 2023.

Lynn Peterson, Council President

Approved as to Form: _____
Carrie MacLaren, Metro Attorney

STAFF REPORT

IN CONSIDERATION OF RESOLUTION NO. 23-5312, FOR THE PURPOSE OF CONFIRMING THE APPOINTMENT OF DAVID PENILTON TO THE METROPOLITAN EXPOSITION RECREATION COMMISSION

Date: January 26, 2023

Prepared by: Steve Faulstick
General Manager, Metro Visitor Venues

BACKGROUND

The Metro Code, Section 6.01.030(a), gives the Metro Council President sole authority to appoint all members of the Metropolitan Exposition Recreation Commission, subject to confirmation by the Council. Commissioner John Erickson resigned from the Commission on December 7, 2022. This created a vacancy on the Commission pursuant to Metro Code Section 6.01.030(f) and the Metro Council President fills this vacancy through the appointment process described in Section 6.01.030(e). Since Mr. Erickson was a Clackamas County nominee under Section 6.01.030 (d)(1), Clackamas County nominates the candidate for filling this vacancy. Under Sections 6.01.030(e)(1) of the Metro Code, the Metro Council President has the authority to concur with Clackamas County's nomination and submit it to the Council for confirmation, or reject it.

The Clackamas County Commission has recommended the appointment of David Penilton following the resignation of John Erickson on December 7, 2022 for membership on the Commission and the Metro Council President has appointed Mr. Penilton to the Commission subject to Metro Council confirmation. If confirmed, Penilton will, pursuant to the Metro Code Section 6.01.030(f), serve the remainder of Mr. Erickson's term ending January 26, 2024.

ANALYSIS/INFORMATION

- **Known Opposition.** None
- **Legal Antecedents.** Metro Code as referenced above.
- **Anticipated Effects.** Appointment of Mr. Penilton to the Metropolitan Exposition Recreation Commission, in the manner provided by the Metro Code.
- **Budget Impacts.** None

RECOMMENDED ACTION

The Metro Council President recommends approval of Resolution 23-5312 to confirm the appointment of David Penilton to the Metropolitan Exposition Recreation Commission beginning on January 26, 2023 through January 26, 2026.



BOARD OF COUNTY COMMISSIONERS

PUBLIC SERVICES BUILDING

2051 KAEN ROAD | OREGON CITY, OR 97045

January 20, 2023

Metro
Council President Lynn Peterson
600 NE Grand
Portland, OR 97266

RE: MERC appointment

Dear Council President Peterson,

The Board of County Commissioners is pleased to recommend David Penilton, as their selection for the Metro Exposition Recreation Commission. Please accept him as Clackamas County's representative.

Thank you for the opportunity to provide this recommendation.

Sincerely,

Tootie Smith, Chair
On Behalf of the Clackamas County Board of Commissioners

Agenda Item No. 5.1

Ordinance No. 22-1487 For the Purpose of Amending Metro Code Section 2.02.010
Ordinances (First Reading and Public Hearing)

Metro Council Meeting
Thursday, January 26, 2023

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF AMENDING METRO	)	ORDINANCE NO. 22-1487
CODE SECTION 2.02.010)	
	)	Introduced by Chief Operating Officer
	)	Marissa Madrigal in concurrence with
		Council President Lynn Peterson

WHEREAS, Metro Code Section 2.02.010 generally requires that the Metro Council approve written employment agreements with Metro staff; and

WHEREAS, Ordinance No. 14-1350 amended Metro Code Section 2.02.010 to allow the Metro Council to delegate the authority to the Chief Operating Officer to execute employment agreements in certain situations; and

WHEREAS, the Metro Council desires to continue to have the power to delegate authority to the COO to negotiate and execute employment agreements by resolution in certain situations; and

WHEREAS, the Metro Council also desires to clarify language in Metro Code Section 2.02.010 regarding the scope of delegation and execution of employment agreements; now therefore

BE IT RESOLVED that the Metro Council hereby ordains as follows:

The Metro Code Section 2.02.010 is amended as in Exhibit "A" attached to this Ordinance.

ADOPTED by the Metro Council this _____ day of _____ 2023.

Lynn Peterson, Council President

Attest:

Approved as to Form:

Connor Ayers, Recording Secretary

Carrie MacLaren, Metro Attorney

Chapter 2.02 Personnel Code

New language for Chapter 2.02 is indicated by underlined text, and deleted language is indicated by ~~strikethrough~~ text.

1. Amend Section 2.02.010 "Personnel Code" as follows:

Sections ~~2.02.001~~ 2.02.010 to 2.02.110 of this Metro Code ~~shall~~ will be known as and ~~may be~~ cited as the "Metro Personnel Code."

The provisions in this chapter do not ~~constitute~~ create a contract of employment. ~~Moreover, in order to meet future challenges, the~~ The Council retains the flexibility to change, substitute, and discontinue the policies and benefits described ~~herein in this chapter~~, at any time, with or without notice to employees. No person ~~shall~~ has, or will be ~~deemed~~ considered to have, a vested interest in, or legitimate expectation of, continued employment with Metro, or any policy or benefit described ~~herein in this chapter~~ or otherwise generally followed by Metro. No contract of employment can be created, nor can an employee's at-will status be modified, by any oral or written agreement, or course of conduct, except by a written agreement signed by the Council President or Chief Operating Officer and the employee, and subject to the approval of the Council.

Notwithstanding the ~~foregoing, however~~ above paragraph, the Metro Council may delegate by resolution to the Chief Operating Officer the authority to execute a written employment agreements on a case by case basis ~~agreement for: (1) an individual Executive-level position, or as (2) for a group for Director of Executive-level employment agreements where positions in which all terms in those employment agreements are identical except salary for compensation. Any resolution delegating authority to the Chief Operating Officer to execute written employment agreements for a group of Executive-level positions must state the specific positions and the specific compensation-related provisions for which the delegation has been granted. An employment agreement may not be amended unless approved by the Metro Council.~~

(a) Duties of Chief Operating Officer. Administration ~~The Chief Operating Officer administers and enforcement of enforces the personnel code shall be the responsibility of. The Chief Operating Officer or his or her designee the Chief Operating Officer's designee, shall~~ must:

- (1) Establish and maintain:
 - (A) A record of all employees in Metro service;
 - (B) The Metro employee classification plan;
 - (C) The salary plan and salary administration policies, including employee benefits.
- (2) Prepare ~~such~~ rules, policies, and procedures as are necessary to carry out the duties, functions, and powers of this personnel code, and to effectively administer Metro personnel.
- (3) Establish a system of personnel administration based on merit, governing recruitment, appointment, tenure, transfer, layoff, separation, and discipline of employees.

- (4) ~~Devise~~ Develop and implement employee training programs, for the purpose of improving the quality of service rendered by Metro personnel.
 - (5) ~~Conduct labor negotiations~~ Negotiate with the authorized ~~collective bargaining labor~~ representatives of Metro employees.
 - (6) Serve as the final grievance adjustment officer in personnel matters.
 - (7) ~~Make Report~~ quarterly ~~reports~~ to the Council regarding ~~the~~ personnel administration ~~of Metro~~.
- (b) The Metropolitan Exposition-Recreation Commission ~~shall~~ must adopt personnel rules consistent with and subject to Metro Code Section 6.01.040 ~~of the Metro Code~~ notwithstanding any provision of this chapter to the contrary. The Chief Operating Officer ~~shall through the General Manager~~ will administer the policies adopted by the Commission through the General Manager. [Ordinance 05-1082, Sec. 1; Ordinance 09-1229, Sec. 2.]

2. Amend Section 2.02.030 "Definitions of Personnel Terms" as follows:

For the purposes of this chapter ~~unless the context requires otherwise~~, the following terms ~~shall~~ have the meanings indicated, unless the context requires otherwise:

Auditor means the elected Auditor of Metro or ~~his/her~~ Auditor's designee.

Chief Financial Officer means the person responsible for managing the financial affairs and budget of Metro and designated as such by the Chief Operating Officer.

Chief Operating Officer means the person holding the position of Chief Operating Officer established by Metro Code Section 2.20.010. ~~of the Metro Code~~.

Council means the elected governing body of Metro.

Department means a major functional unit of Metro as designated by the Chief Operating Officer.

Department Director means a person designated by the Chief Operating Officer to be responsible for the administration of a department ~~or his/her designee~~.

Employee means an individual who is salaried or who receives wages for employment with Metro.

Executive-level means any Department Director, Venue Director, Deputy Chief Operating Officer, and General Manager.

Full-time means a position in which the scheduled hours of work are 40 hours per week and which is provided for in the adopted budget.

Layoff means a separation from employment because of organizational changes, lack of work, lack of funds, or for other reasons not reflecting discredit upon the employee.

Part-time means a position in which the scheduled hours of work are less than 40 hours per week but at least 20 hours or more per week and which is provided for in the adopted budget.

Human Resources Director means the employee appointed by the Chief Operating Officer to

administer the provisions of this chapter, regardless of whether the person is also a Department Director.

Represented employee means an employee who is in a recognized or certified bargaining unit.

Separation is the cessation of employment with Metro not reflecting discredit upon the employee.

Status refers to the standing of an employee.

Termination means the cessation of employment with Metro. [Ord. 81-116, Sec. 6; Ord. 94-523B; Ord. 95-602A, Sec. 1; Ord. 02-965A, Sec. 1; Ord. 05-1082, Sec. 1.]

STAFF REPORT

IN CONSIDERATION OF ORDINANCE NO. 22-1487, FOR THE PURPOSE OF AMENDING METRO CODE SECTION 2.02.010

Date: December 15, 2022
Meeting Date: January 26, 2023

Prepared by: Carrie MacLaren, Metro
Attorney and Joyce Wan, Senior Attorney

ISSUE STATEMENT

Code Section 2.02.010 requires that the Metro Council approve all written employment agreements. In 2014, the Metro Code was amended to delegate authority to perform this function to the Chief Operating Officer (COO) in certain situations. While this approach has worked well, certain ambiguous terms in the Code now require clarification to ensure employment agreements at Metro remain consistent with the Code.

The amended language clarifies the following:

1. Employment agreements may be entered into for “Executive-level” positions (such as the Deputy Chief Operating Officer and General Manager of Visitor Venues, as well as directors). There was some question whether the existing description of “director level” was adequate to include venue directors or positions in classifications above a department director (e.g., Deputy Chief Operating Officer).
2. Any resolution delegating authority to the COO to execute employment agreements for a group of Executive-level positions must clearly identify the specific positions for which the delegation has been granted, as well as what specific compensation-related provisions the COO has authority to negotiate. For example, the resolution must state if the COO may only negotiate salary, or if the COO may negotiate other compensation-related items such as vacation as well as salary. This must be clearly stated in the resolution delegating authority to the COO.
3. Employment agreements may only be amended if approved and authorized by resolution by the Metro Council.
4. The terms of Executive-level employment agreements must be identical except for compensation (rather than salary).

As described, the purpose of the proposed amendments is to clarify ambiguities in the Code, not to change the meaning. Therefore, the COO may continue to seek the authority to execute employment agreements for either an individual Executive-level position, or a group of Executive-level positions. Such authority must be delegated by the Metro Council by resolution specifying the positions to which it applies.

In addition, the Office of Metro Attorney has reviewed the particular Code sections amended by Ordinance No. 22-1487 for plain and inclusive language best practices. The

intent and purpose of these amendments is to make the Code easier to read and understand, not to change the meaning. For example, passive voice has been removed, and legalese has been replaced with plain language words (e.g., “must” used in place of “shall”).

ACTION REQUESTED

Approve Ordinance No. 22- 1487 which amends code language as reflected in attached Exhibit “A.”

IDENTIFIED POLICY OUTCOMES

The COO would continue to have flexibility to negotiate and execute employment agreements for Executive-level positions using a form of agreement approved by the Metro Council. The COO would continue to also have the option to seek approval of employment agreements for an individual Executive-level position. Clarifies that any amendments to such agreements must be approved by Metro Council.

POLICY QUESTION(S)

None

Known Opposition: None

Legal Antecedents: Metro Code Section 2.02.010; Ordinance No. 14-1350

POLICY OPTIONS FOR COUNCIL TO CONSIDER

Approve Ordinance No. 22- 1487

Reject Ordinance No. 22- 1487

ATTACHMENTS

Ordinance No. 22-1487

Exhibit A to Ordinance No. 22-1487

Agenda Item No. 5.2

**Ordinance No. 23-1489 For the Purpose of Annexing to the Metro District Boundary
Approximately 11.17 acres located in Wilsonville at the west end of SW Frog Pond Ln and
North of SW Brisband St**
Ordinances (First Reading and Public Hearing)

Metro Council Meeting
Thursday, January 26, 2023

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF ANNEXING TO THE	)	ORDINANCE NO. 23-1489
METRO DISTRICT BOUNDARY)	
APPROXIMATELY 11.17 ACRES LOCATED IN	)	Introduced by Chief Operating Officer
WILSONVILLE AT THE WEST END OF SW	)	Marissa Madrigal with the Concurrence of
FROG POND LN	)	Council President Lynn Peterson

WHEREAS, West Hills Development, LLC has submitted a complete application for annexation of 11.17 acres of Wilsonville (“the territory”) to the Metro District; and

WHEREAS, the Metro Council added the territory to the urban growth boundary (UGB) by Ordinance No. 02-969B adopted on December 5, 2002; and

WHEREAS, Title 11 (Planning for New Urban Areas) of the Urban Growth Management Functional Plan requires annexation to the district prior to application of land use regulations intended to allow urbanization of the territory; and

WHEREAS, Metro has received consent to the annexation from the owners of the land in the territory; and

WHEREAS, the proposed annexation complies with Metro Code 3.09.070; and

WHEREAS, the Council held a public hearing on the proposed amendment on January 26, 2023; now, therefore,

THE METRO COUNCIL ORDAINS AS FOLLOWS:

1. The Metro District Boundary Map is hereby amended, as indicated in Exhibit A, attached and incorporated into this ordinance.
2. The proposed annexation meets the criteria in section 3.09.070 of the Metro Code, as demonstrated in the Staff Report dated December 20, 2022, attached and incorporated into this ordinance.

ADOPTED by the Metro Council this 2nd day of February 2023.

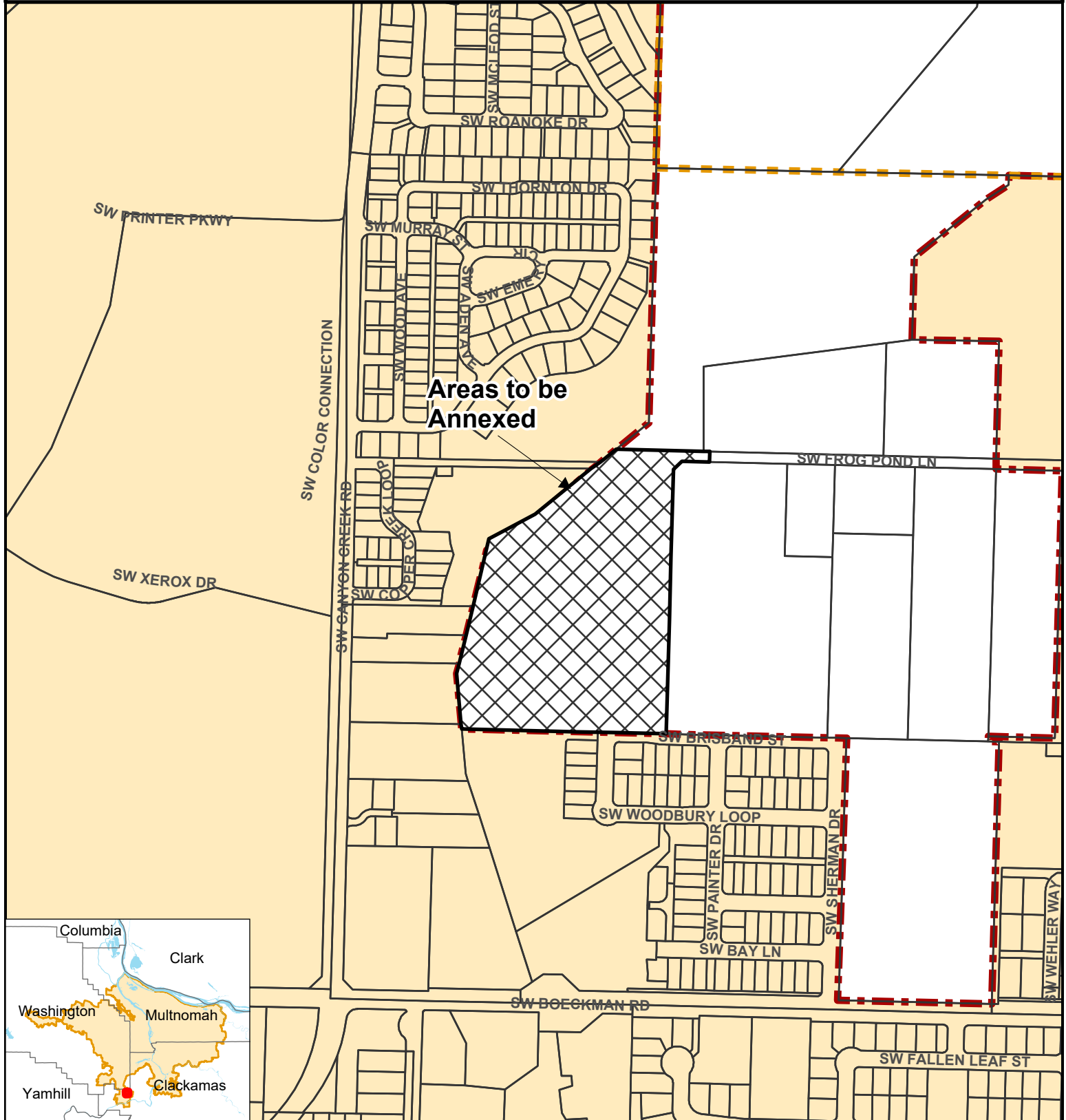
Lynn Peterson, Council President

Attest:




Approved as to form:

Connor Ayers, Recording Secretary

Carrie MacLaren, Metro Attorney



Research Center
600 NE Grand Ave
Portland, OR 97232-2736
(503) 797-1742
<http://www.oregonmetro.gov/drc>

-  Taxlots
-  Urban growth boundary
-  Metro district boundary

Proposal No. AN0622



0 500 1,000 Feet

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STAFF REPORT

IN CONSIDERATION OF ORDINANCE NO. 23-1489, FOR THE PURPOSE OF ANNEXING TO THE METRO BOUNDARY APPROXIMATELY 11.17 ACRES LOCATED IN WILSONVILLE AT THE WEST END OF SW FROG POND LN AND NORTH OF SW BRISBAND ST

Date: December 20, 2022
Department: Planning, Development & Research

Prepared by: Glen Hamburg
Associate Regional Planner

BACKGROUND

CASE: AN-0622, Annexation to Metro District Boundary

PETITIONER: West Hills Land Development, LLC
3330 NW Yeon Ste 200, Portland, OR 97210-1531

PROPOSAL: The petitioner requests annexation of land in Wilsonville to the Metro District Boundary.

LOCATION: The parcels are located at the west end of SW Frog Pond Ln, total approximately 11.17 acres in area, and can be seen in Attachment 1.

ZONING: The land is zoned Residential Neighborhood (RN) by the City of Wilsonville.

The parcels were added to the urban growth boundary (UGB) in 2002 and are part of the Frog Pond West Mater Plan. The land must be annexed into the Metro District for urbanization to occur.

APPLICABLE REVIEW CRITERIA

The criteria for an expedited annexation to the Metro District Boundary are contained in Metro Code (MC) Section 3.09.070.

3.09.070 Changes to Metro's Boundary

(E) The following criteria shall apply in lieu of the criteria set forth in subsection (d) of section 3.09.050. The Metro Council's final decision on a boundary change shall include findings and conclusions to demonstrate that:

- 1. The affected territory lies within the UGB;*

Staff Response:

The parcels were brought into the UGB in 2002 through the Metro Council's adoption of Ordinance No. 02-969B. Therefore, the affected territory is within the UGB and the application meets the criteria of MC Subsection 3.09.070(E)(1).

2. *The territory is subject to measures that prevent urbanization until the territory is annexed to a city or to service districts that will provide necessary urban services; and*

Staff Response:

The subject territory was annexed to the City of Wilsonville by Ordinance No. 866 enacted by the Wilsonville City Council on September 19, 2022. Therefore, the application meets the criteria in MC Subsection 3.09.070(E)(2).

3. *The proposed change is consistent with any applicable cooperative or urban service agreements adopted pursuant to ORS Chapter 195 and any concept plan.*

Staff Response:

The subject territory is included in the Frog Pond West Master Plan (Master Plan) adopted by the Wilsonville City Council in 2017 for an area that is approximately one third of the area addressed in the Frog Pond Area Plan adopted in 2015. The Master Plan is a “supporting document” of the City’s adopted Comprehensive Plan. The Master Plan calls for urban residential development of the subject territory. Consistent with the Master Plan, the subject territory has a Comprehensive Plan Map designation and Zoning Map designation of Neighborhood Residential (NR). The proposed boundary change would allow for the prospective urban residential development of the subject territory. The subject territory is already within the UGB and the corporate limits of the City of Wilsonville; it is not in an urban reserve with a concept plan or in the land use jurisdiction of a county (i.e., Clackamas County), and urban services will be provided by the City of Wilsonville. The application meets the criteria in MC Subsection 3.09.070(E)(3).

ANALYSIS/INFORMATION

Known Opposition: There is no known opposition to this application.

Legal Antecedents: Metro Code 3.09.070 allows for annexation to the Metro District boundary.

Anticipated Effects: This amendment will add approximately 11.17 acres to the Metro District. The land is currently within the UGB and approval of this request will allow for the urbanization of the land to occur consistent with the Frog Pond West Master Plan.

Budget Impacts: The applicant was required to file an application fee to cover all costs of processing this annexation request. Therefore, there is no budget impact.

RECOMMENDED ACTION

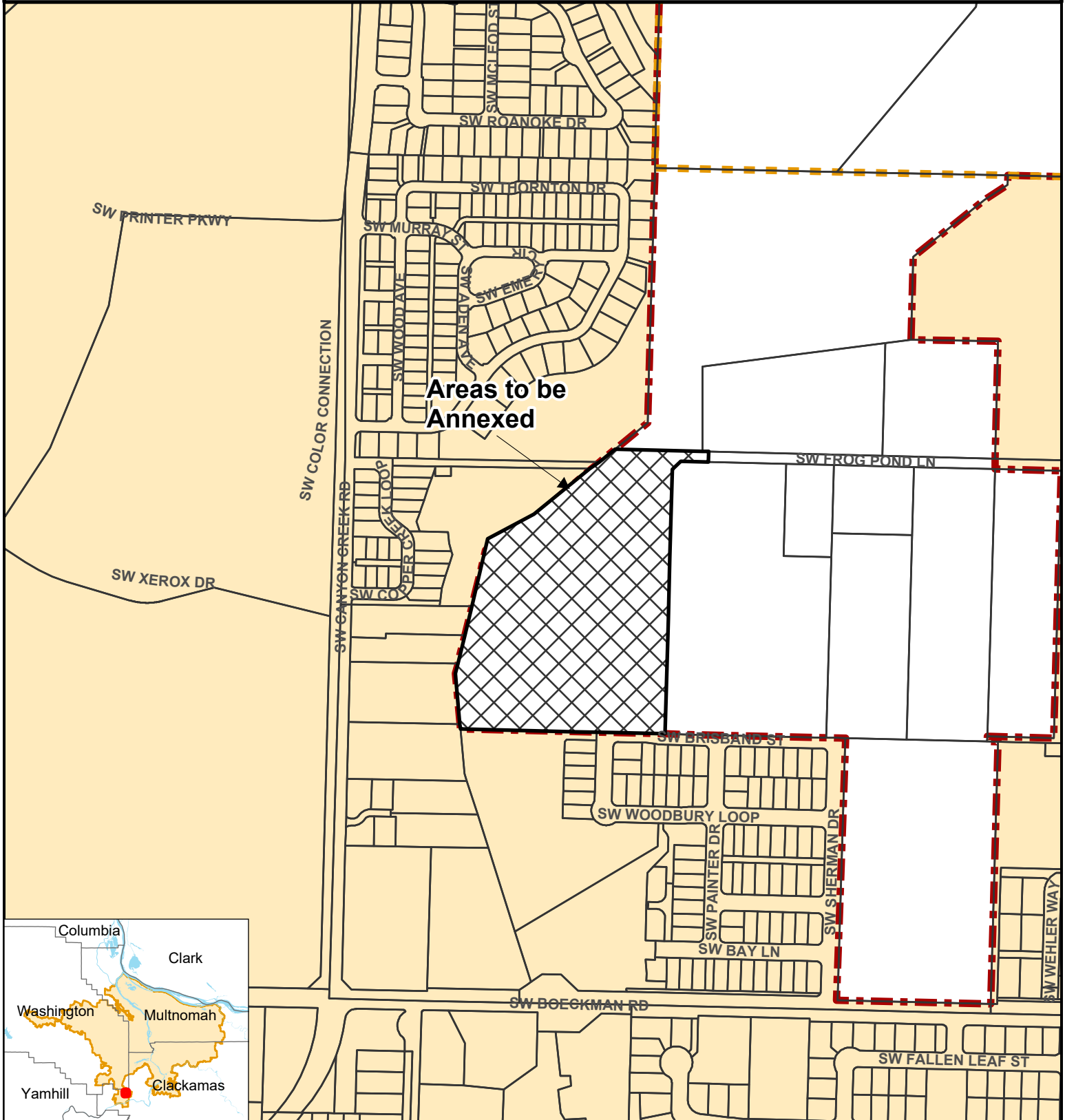
Staff recommends adoption of Ordinance No. 23-1489.

Proposal No. AN0622




3S1W12

Annexation to the Metro Service District

Clackamas County



Research Center
600 NE Grand Ave
Portland, OR 97232-2736
(503) 797-1742
<http://www.oregonmetro.gov/drc>

-  Taxlots
-  Urban growth boundary
-  Metro district boundary

Proposal No. AN0622



0 500 1,000 Feet

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Agenda Item No. 6.1

High Capacity Transit Strategy Update: Readiness Tiers
Other Business

Metro Council Meeting
Thursday, January 26, 2023

HIGH CAPACITY TRANSIT STRATEGY UPDATE: CORRIDOR READINESS INVESTMENT TIERS

Date: January 5, 2022
Department: Planning, Research and Development
Meeting Date: January 24, 2023

Presenters: Margi Bradway, Deputy Director Planning, Development & Research Department
Ally Holmqvist, Senior Transportation Planner

Prepared by: Ally Holmqvist, Senior Transportation Planner

Length: 60 minutes

ISSUE STATEMENT

Our region's current high capacity transit system – the nationally-recognized MAX system – exists today because decades ago partners worked together to establish a vision and roadmap for the future, including an identified pipeline of investments. Metro's first High Capacity Transit Plan in 2009 continued that work – supporting and identifying the connections that became the Green & Orange lines and Division Transit, and will soon be Southwest Corridor & Interstate Bridge light rail and 82nd Avenue & Tualatin Valley rapid bus. A new prospect – rapid bus – has provided an opportunity to think differently about what the region's high capacity transit network could look like in the future. Offering a more flexible and cost-effective solution, rapid bus also provides the potential to move more projects more quickly through the federal development process, providing great benefit to community with less impacts to neighborhood stability.

High capacity transit is the backbone of the Regional Transportation Plan (RTP) and Metro's 2040 Growth Concept, connecting town & city centers through corridors. The High Capacity Transit (HCT) Strategy will prioritize investments over the span of decades - categorizing corridors where high capacity service would provide the most benefit to the most people. As part of the larger 2023 RTP update process, Metro staff built on previous planning work and public input to identify and create a "pipeline" of corridor investments in the region competitive for federal funding. This pipeline provides the roadmap to realizing our vision for the future of high capacity transit in the region, clearly identifying where we need to focus efforts next to build in a way that advances regional goals and priorities.

ACTION REQUESTED

There is no formal action requested. Staff is seeking feedback from the Metro Council on the work done to date with partners to re-envision the network and identify corridor investment priorities, as well as talk about next steps for identifying community priorities and readiness considerations and developing the report for this key policy focus area for the 2023 Regional Transportation Plan (RTP) Update.

POLICY CONTEXT AND IDENTIFIED OUTCOMES

The High Capacity Transit Study creates a vision for the future of high capacity transit in the Portland region. This vision is backed by a solid policy framework and data analysis.

To create the policy framework, the Project Management Team of Metro and TriMet staff worked with the working group to conduct a gap analysis of the existing policy framework (2018 RTP), looking at the current role and definition of high capacity transit and identifying the policies foundational to it, as well as other policies both influencing key evaluation and readiness measures used in decision-making about high capacity transit investments and influencing the outcomes of those system investments. The team compared existing framework to current regional transit environment, recent regional work; current related federal, state, and local policies; emerging national and local trends; a peer review of seven regions across the nation (Seattle, San Francisco, Los Angeles, Twin Cities, Austin, Boston, Philadelphia) with networks including both light rail and rapid bus and lessons to be learned from (e.g., COVID project deployment in San Francisco); and community feedback received through the RTP scoping process to identify best practice policy considerations for high capacity transit toward regional priorities: equity, safety, climate, and mobility. This draft framework (included as Attachment 5) provided a guide ensuring additional strategy work reflected desired outcomes from these types of investments in alignment with regional priorities.

The proposed vision for the future of High Capacity Transit in the Portland region connects regional and major town centers along mobility corridors to create a network backbone of high-quality, and that is accessible and convenient to use, equitably prioritizing service and forwarding the region's climate goals. That approach included:

- forwarding regional goals and investment priorities using the [2018 RTP HCT Readiness and Assessment criteria](#) developed based on those priorities in partnership with regional stakeholders (see page 7-33 of the 2018 RTS);
- maintaining consistency with the [Federal Transit Administration's Capital Investment Grant Program project justification criteria](#) to;
- reflecting the greater Portland region's history of success with the Federal Project Development process (advancing one corridor every three years);
- considering investments within the RTP horizon (at a reasonable scale, <20 corridors in 2009 High Capacity Transit Plan and 2018 Regional Transit Strategy) and beyond (thinking about the next Growth Concept horizon of 2070); and
- contemplating optimal network design (e.g., radial, grid, multi-hub) and character (e.g., coverage, spacing, intensity).

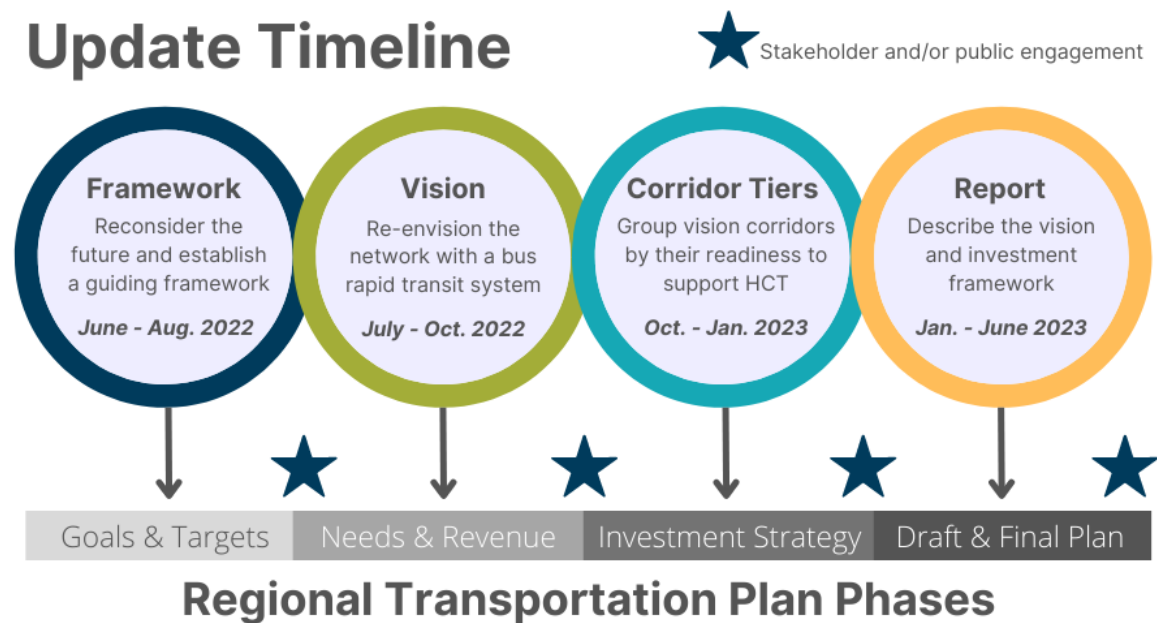
POLICY QUESTIONS FOR COUNCIL TO CONSIDER

- Are there ways the refined network vision and corridor tiers could better reflect the outcomes we defined in developing the policy framework (including supporting regional goals)? Have the right corridors been included?

- What else should be considered in identifying corridor investment readiness tiers? Are there refinements that should be considered?
- Are the Tier 2 next phase corridors that rose to the top the ones that the region is ready to champion?
- What would Council like to see addressed in the final report towards best supporting implementation of the high capacity transit vision?

STRATEGIC CONTEXT & FRAMING COUNCIL DISCUSSION

The High Capacity Transit (HCT) Strategy Update is a component of the 2023 Regional Transportation Plan (RTP) update. JPACT and Metro Council approved a [work plan](#), equity framework, and [engagement plan](#) for the 2023 RTP update that serve as the guiding vision and goals for the updated HCT System Strategy. The HCT Strategy is being updated in four key phases developed to align with the timeline, key milestones, and engagement efforts for the 2023 RTP. In addition to attending Metro advisory committee and County coordinating committee meetings, staff returns to Metro Council for input to inform each milestone.



As part of that work, Metro Council, along with other Metro and County coordinating committees and regional stakeholders, provided feedback in Fall 2022 to refine the draft policy framework, inform the approach to shaping and developing the regional high capacity transit network, and provided input on implementing the engagement strategy related to these milestones. The Project Management Team refined the network vision based on that feedback and grouped the corridors by readiness to create a pipeline of investment priorities to inform the 2023 Regional Transportation Plan investment strategy (see Attachment 1 for more detail). The regional priority, emerging regional priority, developing, and future investment corridor tiers identify where there is the greatest need for and most potential benefits in making high quality transit investments today and where

there are other opportunities to make these types of investments in the future (see Attachment 4).

Engagement for the HCT Strategy update has occurred for each of the four major project phases and has been conducted in combination and/or close coordination with engagement for the 2023 RTP. Engagement informing development of the policy framework, network vision, and proposed corridor tiers has included the following activities:

- a summary of input collected through 2023 RTP scoping process as well as recent transportation related engagement over the last five years;
- a summer 2023 RTP online survey offering opportunities for community members across the region to provide input on the HCT strategy, supported with outreach conducted by community liaisons to reach under-represented communities;
- participation in TriMet's Forward Together fall tabling events: *PCC Cascade (Portland)*, *Rosewood Initiative (SE Stark)*, *Shute Park (Hillsboro, Centro Cultural)*, *CCC Harmony (Milwaukie, Slavic Family)*.
- meetings with TriMet's Transit Equity Advisory Committee and Committee on Accessible Transportation and Clackamas County Small Transit Providers;
- small group staff interviews on Division Transit (SE Portland) and The Vine (Vancouver) lessons learned;
- a 2023 RTP Community Leaders Forum and Westside Multimodal Improvement Study Business Roundtable offering opportunities to provide input on the HCT strategy; and
- Metro stories amplifying the voices and experiences of community members who have been historically left out of public decision-making processes and are affected by transportation policies and investment decisions as part of the JPACT/Council workshops for Safe and Healthy Urban Arterials (TV Highway) and the HCT Strategy.

In Winter 2023, staff will be working with decision-makers, advisory committees stakeholders, and community organizations to refine the investment priorities and identify additional considerations for high capacity transit investment readiness. Input will confirm community priorities and identify additional considerations related to the readiness and application of future high capacity investment for vision corridors (see Attachment 2 for more detail). Those activities will include:

- participation in TriMet's 2023 Annual Service Plan (implanting year one of Forward Together) Tabling Events in January: *University of Oregon (Downtown Portland Campus)*, *St. Philip Neri (SE Division, Portland)*, *Rosewood Initiative (SE Stark)*, *CCC Harmony (Milwaukie)*, *Washington Street Conference Center (Hillsboro)*, *Fairview City Hall*, and *Muslim Educational Trust (SW Portland)*.
- proposed follow-up meetings with TriMet's Transit Equity Advisory Committee and Committee on Accessible Transportation;
- small business focus groups inviting participation from: *Business for a Better Portland*, *Venture Portland*, *Oregon Association of Minority Entrepreneurs*, *Westside*

Economic Alliance, North Clackamas Chamber, Gresham Chamber, and Tigard Chamber;

- additional group discussions and events through contracts with community-based organizations (CBOs), coordinated with the 2023 RTP, involving community members from communities of color, youth and people with disabilities, who have been historically underrepresented in decision making and are more likely to rely on transit; and
- an online interactive storymap, including a survey, that walks community members through the work done to date on major milestones and seeks to identify how high capacity transit investments could best meet community needs.

The next and final upcoming milestone for the update is the draft High Capacity Transit Strategy report in May, which is aligned with timing for development of the RTP investment strategy and call for projects. In June, the HCT Strategy will be incorporated into the 2023 RTP document that will undergo public review in July and be considered for adoption in November.

BACKGROUND

The Project Management Team (including staff from Metro and TriMet) worked with the Working Group (including regional partners) to apply the approach discussed and incorporate stakeholder and community feedback to reimagine a stronger backbone for the transportation system in the greater Portland region that would support compact land development and create broader travel connections and mobility options. Building from the existing light rail network and first FX bus line, it calls for new and stronger high quality transit connections along north-south and east-west corridors in Multnomah, Clackamas, Washington and Clark Counties. Those include the corridors we're already working to advance as well as others we heard regional support for: Lombard/Killingsworth, Martin Luther King Jr. Blvd., Cesar Chavez, Clackamas to Columbia, Halsey, Burnside, Powell, Hwy 212/Sunnyside, I-205, McLoughlin, WES/Route 76- Beaverton to Wilsonville, Hwy 26, 185th Avenue, and Hwy 99W.

ATTACHMENTS

1. Vision and Corridor Tiers Fact Sheet
2. Major Milestones and Meetings Outline (updated)
3. Readiness Approach Memo
4. Proposed Corridor Investment Tiers Map and List
5. Updated Policy Framework Memo

Is legislation required for Council action? ☐ Yes ☒ No

High capacity transit vision & corridor investment priorities

A new vision for high capacity transit identifies faster and reliable transit connections that will connect more people in the greater Portland region to the places they need to go. Now, the region must prioritize where to invest first.

What is the vision for high capacity transit?

New high capacity transit will strengthen the backbone of the transportation system in the greater Portland region as the area continues to grow and change. High capacity transit is public transportation that moves a lot of people quickly and often – think light or commuter rail or bus rapid transit. It can efficiently move the highest number of people along regional routes where the most people need to travel quickly, reliably, and comfortably. The vision for high capacity transit builds from the existing light rail network and Division Street Frequent Express (FX) bus line and calls for new and stronger high quality transit connections in Multnomah, Clackamas, Washington and Clark counties.

The envisioned high capacity transit system will provide better alternatives to driving that encourage new ridership in support of the region's climate goals. The expanded system will prioritize those who depend on transit or lack travel options.

What is a "corridor"?

Corridors are routes that are heavily used by people and freight to connect to major destinations throughout the region. A corridor might include a large roadway with multiple transit lines and nearby smaller roadways and bikeways.



How will the corridors be prioritized?

Not all the corridors identified in the vision are ready for high capacity transit today. To be prioritized for high capacity transit in the near-term, corridors must already have:

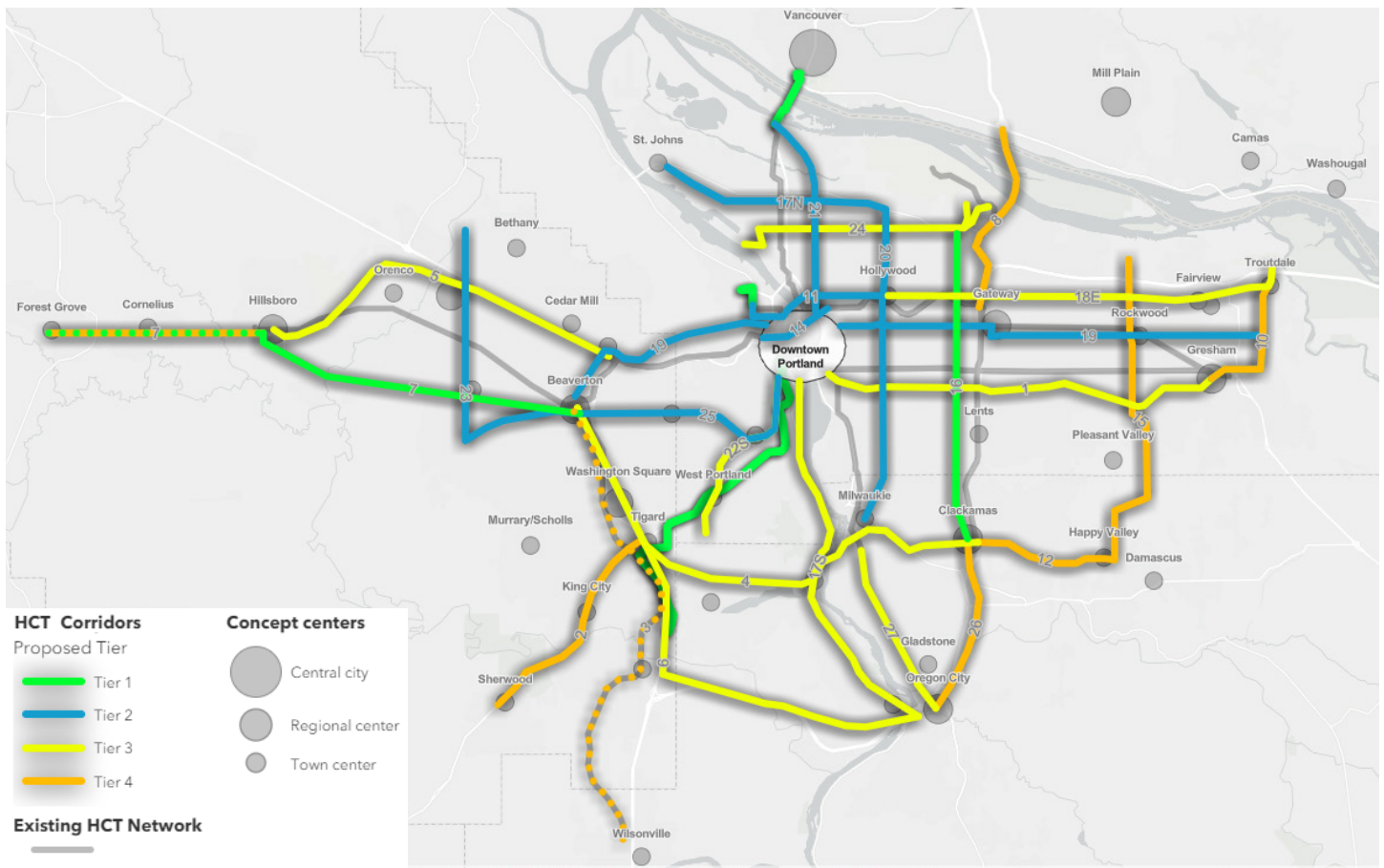
- many and a balanced mix of jobs and housing that creates places where activity occurs most of the day,
- essential destinations within short, walkable distances of each other,
- well-designed streets and buildings that encourage walking and rolling and give transit priority,
- funding available for investments and high cost-effectiveness of those investments, and
- community needs and priorities.

Together, these considerations help identify where there is the greatest need for and most potential benefit in making high quality transit investments. Grouping the corridors by levels of readiness, referred to as tiers, creates a plan that will support the cost-effective use of regional resources to build a high capacity transit system.

- **Tier 1:** Corridors that are ready and where new high capacity transit connections are currently planned for the near-term.
- **Tier 2:** Corridors where planning for high capacity transit investments could start as soon as the next five years.
- **Tier 3:** Corridors where other investments are needed to help high capacity transit to be successful
- **Tier 4:** Important future connections that are not yet ready for high capacity transit in the near-term.



Metro



HCT Investment Tiers

Tier 1: Where investments are currently being planned

- Southwest Corridor MAX
- 82nd Avenue FX Bus
- TV Highway FX Bus
- Interstate Bridge MAX
- Montgomery Park Streetcar

Tier 2: Where planning could start in five years

- 14 Central City Tunnel (improving MAX speed and reliability)
- 19 Burnside Beaverton to Gresham
- 11 NW Lovejoy to Hollywood
- 21 MLK Blvd Hayden Island to Downtown
- 23 185th Bethany to Beaverton
- 25 Hwy 10 Beaverton to Portland
- 22N St Johns to Portland
- 20 Cesar Chavez Portland to Milwaukie

Tier 3: Where corridors are getting ready for investments

- 1 Portland to Gresham (Powell)
- 22S Capitol Hwy PCC Sylvania to Portland
- 5 Hwy 26 Sunset TC to Hillsboro
- 24 Swan Island to Parkrose
- 17S Portland to Oregon City
- 18E Hollywood to Troutdale
- 27 McLoughlin Park Avenue MAX to Oregon City
- 6 Beaverton to Oregon City
- 4 Beaverton to Clackamas TC

Tier 4: Important corridors not yet ready for investment

- 9 Hillsboro to Forest Grove
- 10 Gresham to Troutdale
- 2 Hwy 99W Tigard to Sherwood
- 3 WES Corridor Improvements
- 15 Clackamas to Columbia
- 12 Clackamas TC to Damascus
- 26 Clackamas TC to Oregon City
- 8 I-205 Gateway to Clark County

What's Next?

In winter and spring 2023, the project team will work with community members and organizations, businesses, agency partners and elected officials to hear more about their investment priorities. Discussion will focus on what else the corridors need to be ready for high quality transit service.

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HIGH CAPACITY TRANSIT STRATEGY UPDATE

Key Meeting Dates and Engagement Activities for Project Milestones

January 2023

Outcome: Review corridor investment tiers. Continue revenue discussion. Feedback on HCT report outline.

Date	Who
January 4	East Multnomah County Transportation Committee TAC
January 5	Clackamas County Coordinating Committee TAC
January 5	Washington County Coordinating Committee TAC
January 9	East Multnomah County Transportation Committee (policy)
January 9	Washington County Coordinating Committee (policy)
January 11	Transportation Policy Alternatives Committee (TPAC)
January 18	Clackamas County C-4 subcommittee (policy)
January 18	Metro Technical Advisory Committee (MTAC)
January 19	Joint Policy Advisory Committee on Transportation (JPACT)
January 26	Metro Council (work session)
January 25	Metro Policy Advisory Committee (MPAC)
January-February	<ul style="list-style-type: none"> Project webpage updates <ul style="list-style-type: none"> Vision & Readiness Fact Sheets Storymap and Survey: Readiness and Investment Priorities Technical Memos Stakeholder Meetings/Interviews: Corridor Investment Tiers (January): How do you think these tiers look for investment priorities? What changes would you like to see? Why? <ul style="list-style-type: none"> TriMet TEAC 1/10 & CAT (TBD) RTP CBO Contract – HCT corridor readiness and community priorities events (TBD) Focus groups (TBD): Small business organizations TriMet 2023 Annual Service Plan Tabling Events – in partnership with CBOs <ul style="list-style-type: none"> University of Oregon (NW Portland), St. Philip Neri (SE Portland), Rosewood Initiative (SE Portland), CCC Harmony (Milwaukie), Washington Street Conference Center (Hillsboro), Fairview City Hall, Muslim Educational Trust (Tigard)

April/May 2023

Outcome: Feedback on the draft report. Discuss 2023 RTP investment strategy. Preview public review process.

Date	Who
April 5	HCT Working Group #6: Draft Strategy Report and RTP Investment Strategy <ul style="list-style-type: none"> HCT Report RTP Investment Strategy RTP Public Review Preview
<i>May 3 (tentative)</i>	<i>East Multnomah County Transportation Committee TAC</i>
<i>May 4 (tentative)</i>	<i>Clackamas County C-4 TAC</i>
<i>May 4 (tentative)</i>	<i>Washington County Coordinating Committee TAC</i>

May 10	Transportation Policy Alternatives Committee (TPAC)
<i>May 15 (tentative)</i>	<i>East Multnomah County Transportation Committee (policy)</i>
<i>May 15 (tentative)</i>	<i>Washington County Coordinating Committee (policy)</i>
<i>May 17 (tentative)</i>	<i>Clackamas County C-4 subcommittee (policy)</i>
May 17	Metro Technical Advisory Committee (MTAC)
May 18	Joint Policy Advisory Committee on Transportation (JPACT)
May 24	Metro Policy Advisory Committee (MPAC)
May 30	Metro Council (work session)
April-May	<ul style="list-style-type: none"> Project webpage <ul style="list-style-type: none"> MetroQuest Survey: HCT Strategy Send survey, follow-up documents and public review notice to engaged stakeholders Draft report documents Fact Sheet #6: What is the region's strategy for HCT? RTP: Snapshot Story on Transit (importance of HCT- queue project list)

June/July 2023

Outcome: RTP Priorities and Public Review (including HCT).

Date	Who
TBD	TPAC
TBD	MTAC
TBD	JPACT
TBD	MPAC
TBD	Metro Council
June-July	<ul style="list-style-type: none"> RTP Project webpage: Public review draft documents RTP Public Review Period

November 2023

Outcome: RTP adoption.

Date	Who
TBD	Metro Council Work Session discussion
TBD	TPAC/MTAC workshop discussion
TBD	JPACT discussion
TBD	MPAC discussion
TBD	TPAC recommendation to JPACT
TBD	MTAC recommendation to MPAC
TBD	JPACT recommendation to Metro Council
TBD	MPAC recommendation to Metro Council
TBD	Metro Council considers action on MPAC and JPACT recommendations
October-December	<ul style="list-style-type: none"> RTP Public Hearings RTP Project webpage: Final documents

TECHNICAL MEMORANDUM

DATE: November 17, 2022
TO: Ally Holmqvist, Metro
FROM: Ryan Farncomb, Kirsten Pennington (KLP Consulting), Oren Eshel (Nelson\Nygaard)
SUBJECT: Approach to assessing HCT corridor readiness, modes, and tiering
CC: Metro High Capacity Transit (HCT) Strategy Update

This memorandum documents the proposed approach to determining high capacity transit (HCT) corridor “readiness,” corridor ranking, and discussion of factors that will influence future mode choice in each corridor. Metro will use this assessment to shape the HCT Strategy update, including identifying which corridors are priorities for implementation. The approach in this memo builds on the evaluations conducted previously for the 2009 and 2018 iterations of the HCT Strategy.

CORRIDOR READINESS EVALUATION

The prior *Revised Corridor Evaluation Memorandum* describes the overall approach to identifying the preliminary vision of possible HCT corridors and evaluating them through a two-step process. Corridors that emerge from this “Level 1” screening, including previously identified corridors from 2009 and 2018 HCT system planning work that have not yet advanced, will be evaluated with this Level 2 screening. The Level 1 evaluation identified the preliminary HCT vision corridors that are subject to further screening and evaluation. Corridors with existing regional commitments – such as Southwest Corridor LRT, 82nd Avenue, and the Interstate Bridge Project, will not be evaluated further and are assumed to be included in the final vision as “Tier 1” corridors (see Corridor Ranking section below).

This memo describes the Level 2 screening which focuses on corridor “readiness,” meaning, whether the right conditions are in place to support advancing a given corridor for HCT investment. The Level 2 criteria are shown in Table 1. Attachment A shows an example evaluation using these criteria. These criteria are refined based on the 2018 evaluation and include criteria related to climate and equity, among other RTP policy priorities, and federal funding. The project team added these criteria to reflect regional policy priorities.

The federal funding criteria are based on the Federal Transit Administration’s (FTA) Capital Investment Grants (CIG) program. This program is the most substantial non-local source for HCT funding in the Portland-Vancouver region and has funded many HCT investments, including much of the existing LRT system. Because of the outsize influence this program has on funding viability, the Level 2 screening criteria were revised to reflect the CIG program’s criteria, thereby helping to ensure readiness of project corridors.

Table 1. Level 2 Corridor Evaluation Criteria

Criteria	Measure	Data Source/Notes	Methodology
Transit Travel Time Benefit	Ratio of personal vehicle travel time to transit travel time	HCT Plan (2018) Core Criteria Meets Section 5309 Capital Investments Grants (CIG) Small Starts Program “Mobility Improvements”	The team will compare the average travel time at 3:00 PM on a typical weekday for personal vehicles versus transit; the higher this ratio, the greater the opportunity to improve transit travel times.

Criteria	Measure	Data Source/Notes	Methodology
		Travel model data	
Productivity + Cost Effectiveness	Existing boardings per revenue hour in a given corridor Capital Cost per Rider (range to account for modal options)	HCT Plan (2018) Core Criteria Input to 5309 Capital Investments Grants (CIG) Program "Cost Effectiveness" measure	Boardings per revenue hour will be calculated based on 2019 and modeled 2040 boardings and transit revenue hours. Capital cost per rider will be presented as a range, based on average per-mile costs for two HCT modes (LRT and BRT).
Environmental Benefit	Change in GHG emissions associated with HCT investment in a given corridor.	"Reduction in emissions" meets HCT Plan (2018) Core Criteria VMT used as key performance measure in Metro 2021 TSMO Strategy	Using established transit elasticities, estimate the change in ridership that is likely occur in a given corridor by investing in HCT and the corresponding change in auto VMT that would be expected. Convert this change in VMT to GHG emissions using an average fleet emissions factor for year 2030.
Equity Benefit	Access to employment – Essential Jobs and Essential Services by Census Block within ½ mile of corridors Relative proportion of historically marginalized populations in each corridor, based on Metro's Focus Areas	TriMet and Metro Essential Destinations data. Remix Online Tool for Existing Routes Consider specific impact to in-person jobs in the region (data from TriMet <i>Forward Together</i> project)	The team will rely on data from TriMet's Forward Together program. Forward Together included location analysis of in-person jobs in the Metro region. The team will assess the relative number of in-person jobs within ½ mile of corridors using 20th percentiles. The relative proportion of historically marginalized populations within ½ mile of each corridor will be reported.
Land Use Supportiveness and Market Potential	2040 Population Density by TAZ within ½ mile of corridors 2040 Employment Density by TAZ within ½ mile of corridors Presence of higher education institutions, multi-family and affordable housing	Metro Travel Model HCT Plan (2018) Core Criteria "Land Use Supportiveness and Market Potential" Meets Section 5309 Capital Investments Grants (CIG) Small Starts Program "Land Use" and "Economic Development" criteria	Using existing 2040 Metro travel model data, the team will develop population densities within ½ mile of each corridor and rank by 20 th percentiles. The project team will also provide for purposes of comparison the average density within 1/2 mile of (1) the average existing frequent service bus line and (2) average light rail line. The same approach will be applied for total employment within ½ mile of the corridors. The presence of multi-family and affordable housing, and higher education institutions will be applied as an additional land use check.

Jurisdictional Readiness Evaluation

After screening the corridor with the quantitative criteria, the project team will conduct a “jurisdictional readiness” evaluation to provide additional context. This next evaluation will be conducted on those corridors that score highly on the quantitative evaluation. This evaluation will be qualitative and based on the following factors:

- **Documented community support**, as determined by inclusion of a given corridor in local plans, supportive language in local Comprehensive Plans, etc.
- **Political support**, as determined by an identified jurisdictional “champion” for a given corridor. HCT corridors require strong political support and usually a local agency(s) that is strongly supportive of the project and that will maintain that support over the long-term.
- **Transit-supportive local policies**, such as those encouraging multifamily housing, minimum land use densities, mixed uses, affordable housing, employment, and other areas.
- **Local anti-displacement strategies or policies**
- **Identified local funding** for implementation (either as match or as a locally-funded project).
- **Physical conditions in the corridor**, looking at the likely availability of ROW broadly within a given HCT corridor or the need for mobility solutions that could require additional ROW within a high travel and constrained corridor; known environmental constraints, and presence of sidewalks and cycling facilities. Corridors with major physical constraints would score lower relative to this criterion. However, a major influx of funding could influence the readiness of corridors with major physical constraints.
- **Assessment of work conducted to-date**, meaning, the level and amount of planning, design, environmental, or other work that has been completed to define and advance the HCT investment in a given corridor.

CORRIDOR RANKING

After both evaluation steps have been completed, the project team will conduct an initial sort of corridors into one of four tiers based on their performance. These tiers are based on the original 2009 HCT System Plan Report:

- **Tier 1 – Regional Priority Corridors:** these include corridors with an adopted Locally Preferred Alternative (LPA) under the National Environmental Policy Act (NEPA), or those where determination of the LPA is already underway (such as 82nd Avenue). These corridors are likely to score well with respect to the Federal Transit Administration’s (FTA) Capital Investment Grant (CIG) program. These corridors already have regional consensus and so were not evaluated with the Level 2/readiness criteria described above.
- **Tier 2 – Emerging Regional Priority Corridors:** Tier 2 includes corridors that score highest based on the quantitative and qualitative assessment where additional policy or planning actions may elevate the corridor to advance within the next five years. With steps taken to advance regional discussion on these corridors and/or some changes in the corridor itself, Tier 2 corridors may score well with respect to the Federal Transit Administration’s (FTA) Capital Investment Grant (CIG) program.
- **Tier 3 – Developing Corridors:** corridors that scored in the middle relative to others based on the quantitative evaluation and where the qualitative assessment shows multiple issues or needs that must be addressed, or where land use or employment and population density is marginal for HCT investment. These corridors likely require more time before advancing.
- **Tier 4 – Future Corridors:** these corridors score lowest on the quantitative and qualitative evaluation and lack policy or land use conditions that warrant near-term HCT investments.

Funding considerations will be an important “lens” applied to the initial tiering that emerges from this assessment. Available funding is fundamental to the number of corridors the region is able to advance in the

near-term and as such is an important final screen on the initial tiering. The project team will also conduct a final “policy check” to ensure the corridors that emerge from the analysis align with the HCT policy framework and the intended regional outcomes. The final funding and policy check reviews are qualitative in nature; limited modifications, additions, removals, or changes in assigned Tier may result.

Finally, the project team will describe conditions that are likely to influence future discussions on the appropriate HCT mode for each corridor. A specific mode may not be assigned to corridors, given that further study and evaluation is required to determine the appropriate mode in each corridor, as well as the final corridor routing, as part of further studies outside of this process. The team will review the following factors that contribute toward mode selection, including:

- Existing corridor ridership.
- The personal vehicle to transit travel time ratio, determined for each corridor previously (Table 1). The greater this ratio, the greater the need for corridor investment in transit priority or other interventions (e.g., stop consolidation) to improve travel times.
- Existing roadway capacity and available right-of-way: this qualitative assessment will look at the likely availability of ROW broadly within a given HCT corridor or the need for mobility solutions that could require additional ROW within a high travel and constrained corridor. This assessment aims to understand the relative difficulty of implementing HCT.

These criteria will be used to determine if they likely require <50% priority or >50% priority.

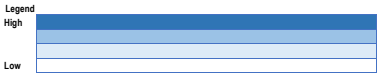
However, the project team will assign a **representative corridor and mode** for purposes of modeling corridors only to understand the high-level impacts of HCT investments on regional transit ridership and mode split. The project team will determine these representative modes based on ridership and connections to the existing HCT system. Future corridor refinement studies will make alignment and mode determinations.

AREAS SUBJECT TO FURTHER REFINEMENT

This evaluation will result in high-level information useful for confirming the vision for HCT and ranking corridors based on readiness to advance. However, identifying and tiering corridors is the first step toward advancing HCT. Detailed study and public involvement is required to advance corridors through the various phases of project development, design, construction, and implementation. An **important early step** in advancing corridors is a detailed look at alignments, potential termini, and segmentation to further define the corridor and project; it may be that only part of a corridor is ready to proceed, or that segmenting a given corridor is the preferred approach to move forward. Additional work that would occur outside of the HCT Strategy Update process and would define elements of the project further includes:

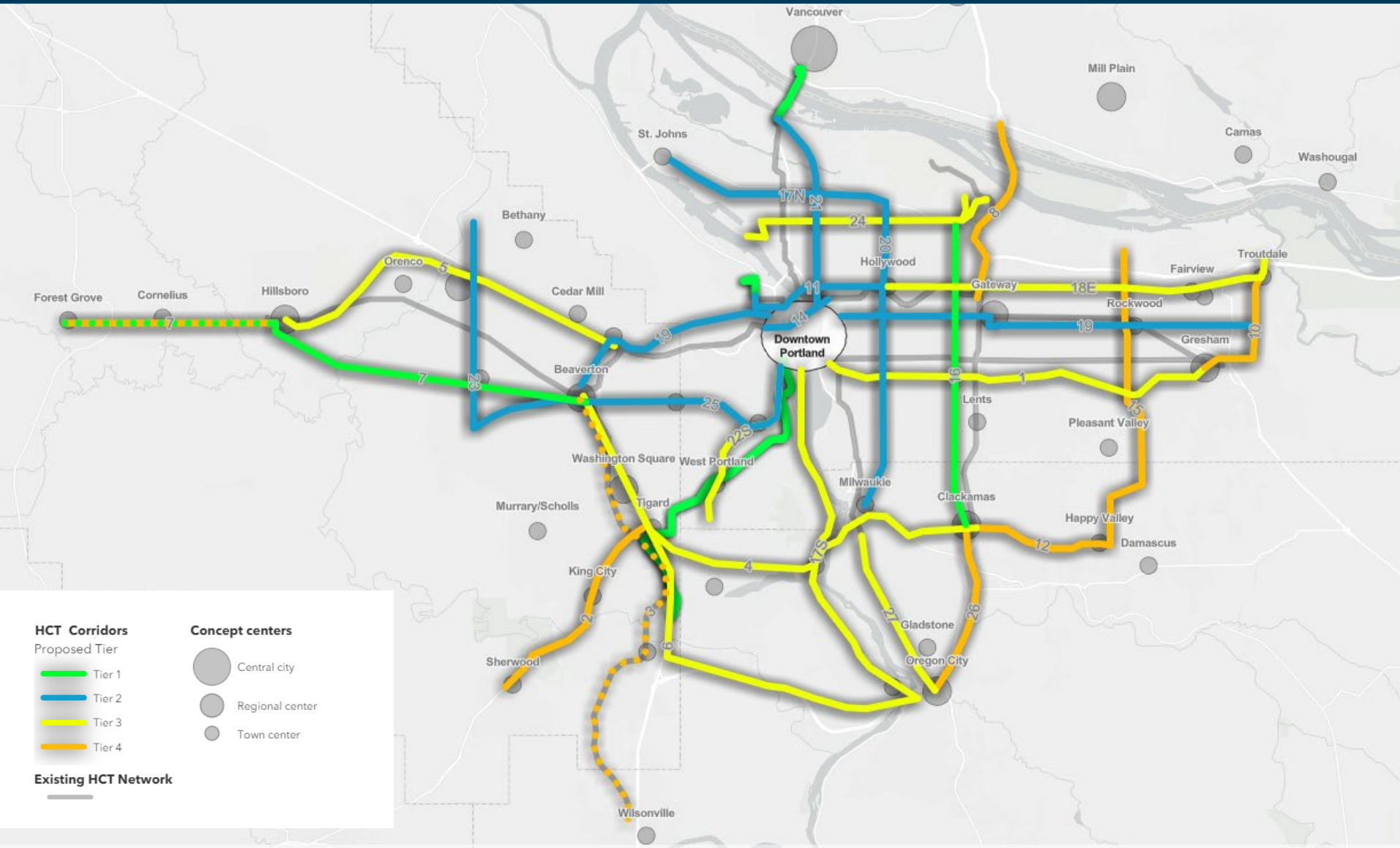
- Mode and vehicle type
- Exact alignment and termini
- Level of transit priority needed
- Station locations
- Roadway design
- Pedestrian and bicycle facilities
- Integration with the broader transportation system, including first/last mile considerations, park and rides, traffic impacts, etc.

Map ID	Potential Project and Representative Corridor	Mobility		Productivity and Cost Effectiveness		Environment 1 Benefit	Equity Benefit		Land Use Supportiveness and Market Potential				Level 2 Evaluation Total Score	Documented Support			Physical Conditions in the Corridor			Implementation Complexity		Readiness Total Score	Total Score
		Transit Travel Time to Car Travel Time Ratio	Boardings per Revenue Hour	Capital Cost per Rider	GHG Reduction Benefit, Annual CO2e		Key Destinations within 1/2 Mile, Normalized	Share of Marginalized Populations within 1/2 Mile	Population Density	Employment Density	Number of Affordable Housing Units, Normalized	Presence of Higher Education		Community Support	Transit Supportive Land Use Policies	Work completed to-date	Physical Space	Miles of Sidewalks within 1/2 mile of Corridor, Normalized	Miles of street with Bike Facility Present within 1/2 mile of Corridor, Normalized	Corridor Length	Freight Corridor		
11	NW Lovejoy to Hollywood via Broadway/Weidler																						
14	Central City Tunnel																						
19	Beaverton - Portland - Gresham via Burnside																						
21	Hayden Island - Downtown Portland via MLK																						
23	Bethany to Beaverton via Farmington/SW 185th																						
25	Beaverton to Portland via Hwy 10 (BH Hwy)																						
22N	St Johns - Downtown Portland via Vancouver/Williams, Rosa Parks																						
20	St. Johns - Milwaukie via Cesar Chavez																						
1	Portland to Gresham in the vicinity of Powell Corridor																						
225	PCC Sylvania to Downtown Portland via Capitol Hwy																						
5	Sunset Transit Center to Hillsboro via Hwy 26/ Evergreen																						
24	Swan Island to Parkrose																						
175	Oregon City to Downtown Portland via Hwy 43																						
186	Hollywood to Troutdale																						
27	Park Ave MAX Station to Oregon City via the McLoughlin Corridor																						
6	Beaverton - Tigard - Tualatin - Oregon City																						
4	Beaverton - Tigard - Lake Oswego - Milwaukie - Clackamas Town Center																						
9	Hillsboro to Forest Grove																						
10	Gresham to Troutdale																						
2	Tigard to Sherwood via Hwy 99W Corridor																						
3	Beaverton to Wilsonville in the vicinity of WES																						
15	Happy Valley to Columbia Corridor via Pleasant Valley																						
12	Clackamas Town Center to Damascas																						
26	Clackamas Town Center to Oregon City																						
8	Gateway to Clark County in the vicinity of I-205 Corridor																						



Proposed Tier	Geography / Jurisdiction
2	Portland/Multnomah
2	Portland/Regional
2	Washington/Portland/Multnomah
2	Portland
2	Washington
2	Washington/Multnomah
2	Portland
2	Multnomah
3	Portland
3	Washington
3	Portland
3	Clackamas/Multnomah
3	Portland/Multnomah
3	Clackamas
3	Clackamas/Washington
3	Clackamas
4	Washington
4	Multnomah
4	Washington
4	Washington
4	Multnomah/Clackamas
4	Clackamas
4	Clackamas
4	Multnomah/Clark

Corridor Tiers



Metro High Capacity Transit Strategy and Regional Transportation Plan Transit Update

HCT Policy Framework – Regional Transit Network Policy Review

December 2022 - **DRAFT**

Parametrix



Table of Contents

	Page
Metro HCT Policy Framework - regional Transit network Policy Review	1
Introduction	1
Plan and Policy Review	3
HCT Definition and Policy Gap Analysis	17
Appendix A Peer Review Details	

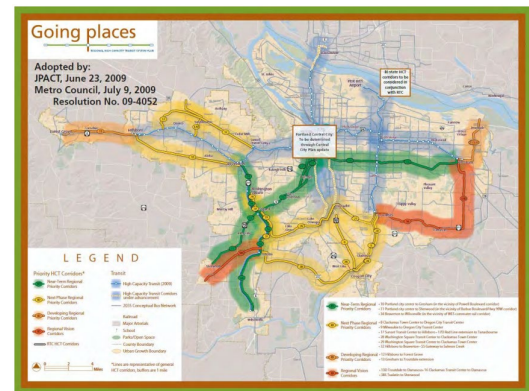
Table of Figures

	Page
Figure 1 Regional Transit Network Policies in Relation to the RTP and Other Metro Plans.....	2
Figure 2 Existing Regional Transit Policies and Relationship to 2023 RTP Outcomes and to HCT	5
Figure 3 Regional, State, Federal Plan Hierarchy and Policy Summary.....	7
Figure 4 Regional Plan Hierarchy and Policy Summary	11
Figure 5 Selected Peers.....	13
Figure 6 Regional Transit Network Concept.....	17
Figure 6 What is High Capacity Transit?.....	20
Figure 7 Characteristics of High-Capacity Transit.....	21
Figure 8 Policy Framework Gap Analysis	23

METRO HCT POLICY FRAMEWORK - REGIONAL TRANSIT NETWORK POLICY REVIEW

INTRODUCTION

In 2009, Metro adopted the first 30-year Regional High Capacity Transit (HCT) System Plan that guided investments in light rail, commuter rail, bus rapid transit and rapid streetcar in the Portland metropolitan region. The 2009 HCT Plan identified and ranked 16 corridors into four priority tiers using a multi-phase evaluation process and created the System Expansion Policy (SEP) framework for prioritizing future system expansion. The SEP framework is a process agreed to by Metro and local jurisdictions to advance high capacity transit projects as a regional priority. The framework:



- Identifies which corridors should move into the federal project development process
- Establishes a process for other corridors to advance toward development
- Measures a corridor's readiness for investment using targets such as transit supportive land use policies, ridership development plans, community support and financial feasibility.

In 2018 as part of the Regional Transportation Plan (RTP) update, the Regional Transit Strategy (RTS) was also updated and provided the following definition of HCT:

Our high capacity transit (HCT) system operates with the majority or all of the service in exclusive guideway. The high capacity transit system is meant to connect to regional centers and carry more transit riders than the local, regional and frequent service transit lines. HCT could include rapid streetcar, corridor-based bus rapid transit, bus rapid transit, light rail or commuter rail.

The 2018 RTS also revised the SEP with a streamlined set of HCT Assessment and Readiness Criteria and updated the corridors included on the Regional Transit Network map. Finally, the 2018 RTS introduced the Enhanced Transit Concept (ETC), which improves transit speed and reliability on the

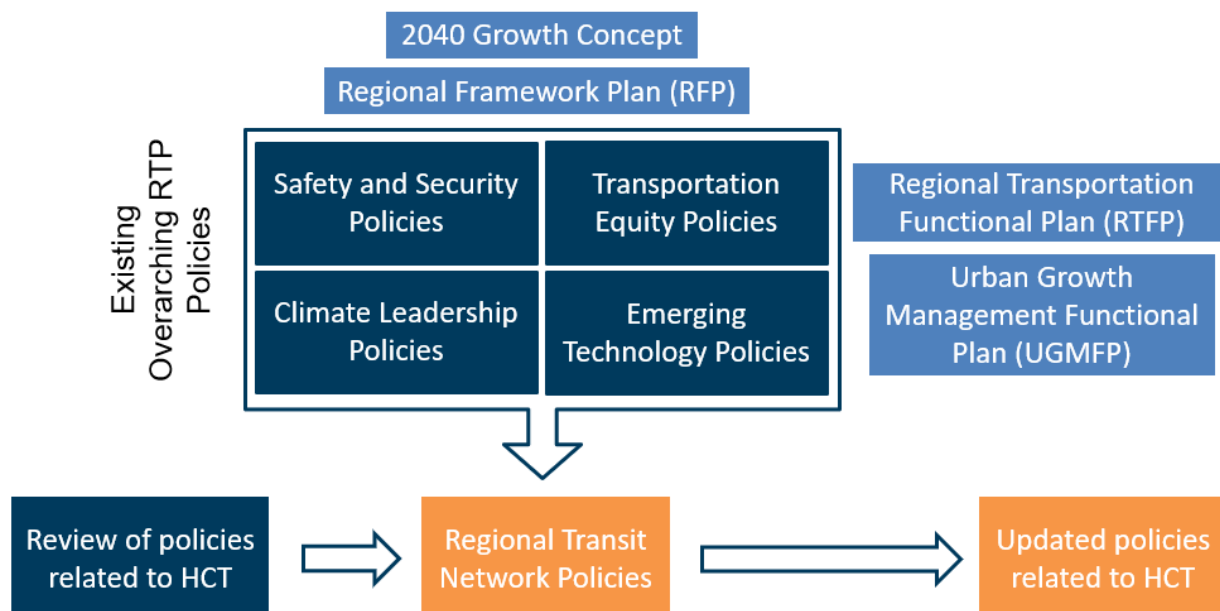
most congested existing and planned frequent service bus or streetcar lines. ETC is now known as “Better Bus.”

As part of the 2023 Regional Transportation Plan update, **this HCT Policy Framework memo** provides an important first step in updating the Regional High Capacity Transit Strategy, a component of the Regional Transit Strategy. This memo focuses on a review of local, regional, state and federal policies as they relate to High Capacity Transit and suggests policy updates to reflect the region’s current and future priorities and desired outcomes related to Equity, Safety, Climate and Mobility. To provide context and guidance as part of this policy review, this memo also identifies emerging trends impacting HCT and provides key takeaways from peer regions throughout the country. The suggested policy updates at the end of this memo will ultimately inform the evaluation criteria used to prioritize HCT corridors that will be included in the 2023 RTP update.

This memo focuses on reviewing and updating the existing transit-specific policies included in the Regional Transit Network, which will be an element of the 2023 Regional Transportation Plan. The 2023 RTP update continues to support the **2040 Growth Concept**, the region’s long-range land use and transportation plan for managing growth, and the **Regional Framework Plan (RFP)** identifies regional policies to implement the 2040 Growth Concept. As part of Metro’s code, two functional plans – the **Regional Transportation Functional Plan (RTFP)** and **Urban Growth Management Functional Plan (UGMFP)** – provide additional guidance to local jurisdictions to implement the policies in the RTP.

In addition to the transit-specific policies included as part of the Regional Transit Network, the RTP includes four overarching system policies related to **safety and security, transportation equity, climate leadership, and emerging technologies**. These policies will guide all other policies included in the RTP, including for High Capacity Transit. The relationship of each of the foundational plans that helped frame this policy review is summarized in **Figure 1** below.

Figure 1 Regional Transit Network Policies in Relation to the RTP and Other Metro Plans



The HCT Policy Framework memo is organized into the following sections:

- Existing Regional Transit Network Policies
- Regional, State, and Federal plans and policy review
- Local plans and policies related to HCT
- Current issues and trends, identified through regional, state, or federal plans or initiatives
- Long-range plans and policies in peer regions
- Other key issues and trends impacting transit infrastructure and investments

This memo concludes with suggested updates to the definition of HCT and considerations for updating and expanding the eight existing Regional Transit Network policies as they relate to HCT.

PLAN AND POLICY REVIEW

Existing Regional Transit Network Policies

This section provides a brief assessment of the existing RTP Regional Transit Network policies. **Figure 2** identifies:

- **A proposed “Headline” for each policy** that succinctly communicates the theme addressed.
- **Each policy’s relationship to 2023 RTP priority outcomes**, which include Equity, Safety, Climate, and Mobility.¹
- **Each policy’s relationship to HCT**. The relationships are identified in one of three ways:
 - **Foundational to Role** of HCT in the region and the definition of HCT (Policy 4).
 - **Directs Investments** by directly influencing key evaluation/readiness measure(s) used for HCT decision making.
 - **Influences Outcomes** of HCT system investments.

Examples for how the policies were determined to relate to HCT include:

- Policy 1 can direct HCT investments to address disparities such as travel time for equity priority communities, through the criteria used to prioritize potential HCT projects. Policy 1 can also influence the outcomes of HCT projects through assessing displacement risk and putting into place partnerships and policies to prevent displacement.
- Policy 6 is not identified as directing HCT investments – using existing quality of the pedestrian and bicycling environment to prioritize investments may exclude projects that could help advance improvements. However, Policy 6 can influence HCT outcomes through improvements to walking and biking access around HCT stations in advance of or as part of a project.

¹ Metro, 2023 Regional Transportation Plan Update Work Plan, May 2022

Based on this assessment of existing Regional Transit Network policies, those that are most directly relevant to identifying and prioritizing HCT investments – and thus the focus of this memo – include:

- Policy 1: **System Quality and Equity**
- Policy 2: **Maintenance and Resiliency**
- Policy 3: **Coverage and Frequency**
- Policy 4: **High Capacity Transit**

The following two Regional Transit Network policies influence outcomes but are not foundational to the role of HCT nor direct investments:

- Policy 5: **Intercity and Inter-Regional Transit**
- Policy 6: **Access to Transit**

Finally, the last two policies are important to the overall transit network but are neither foundational to the role of HCT, direct investments, nor influence overall outcomes:

- Policy 7: **Mobility Technology**
- Policy 8: **Affordability**

Figure 2 Existing Regional Transit Policies and Relationship to 2023 RTP Outcomes and to HCT

Existing Regional Transit Network Policy (2018 RTP)	Proposed Policy Headline(s)	2023 RTP Outcomes	Relationship to HCT
Policy 1: Provide a seamless, integrated, affordable, safe and accessible transit network that serves people equitably, particularly communities of color and other historically marginalized communities, and people who depend on transit or lack travel options.	Service Quality and Equity	<input checked="" type="checkbox"/> Equity <input type="checkbox"/> Safety <input checked="" type="checkbox"/> Climate <input checked="" type="checkbox"/> Mobility	<input type="checkbox"/> Foundational to Role <input checked="" type="checkbox"/> Directs Investments <input checked="" type="checkbox"/> Influences Outcomes
Policy 2: Preserve and maintain the region's transit infrastructure in a manner that improves safety, security and resiliency while minimizing life-cycle cost and impact on the environment.	Maintenance and Resiliency	<input type="checkbox"/> Equity <input checked="" type="checkbox"/> Safety <input checked="" type="checkbox"/> Climate <input type="checkbox"/> Mobility	<input type="checkbox"/> Foundational to Role <input checked="" type="checkbox"/> Directs Investments <input type="checkbox"/> Influences Outcomes
Policy 3: Make transit more reliable and frequent by expanding regional and local frequent service transit and improving local service transit options.	Coverage and Frequency*	<input type="checkbox"/> Equity <input type="checkbox"/> Safety <input checked="" type="checkbox"/> Climate <input checked="" type="checkbox"/> Mobility	<input type="checkbox"/> Foundational to Role <input checked="" type="checkbox"/> Directs Investments <input checked="" type="checkbox"/> Influences Outcomes
Policy 4: Make transit more convenient by expanding high capacity transit; improving transit speed and reliability through the regional enhanced transit concept.	High Capacity Transit	<input type="checkbox"/> Equity <input type="checkbox"/> Safety <input checked="" type="checkbox"/> Climate <input checked="" type="checkbox"/> Mobility	<input checked="" type="checkbox"/> Foundational to Role <input type="checkbox"/> Directs Investments <input type="checkbox"/> Influences Outcomes
Policy 5: Evaluate and support expanded commuter rail and intercity transit service to neighboring communities and other destinations outside the region.	Intercity / Inter-Regional Transit	<input type="checkbox"/> Equity <input type="checkbox"/> Safety <input checked="" type="checkbox"/> Climate <input checked="" type="checkbox"/> Mobility	<input type="checkbox"/> Foundational to Role <input type="checkbox"/> Directs Investments <input checked="" type="checkbox"/> Influences Outcomes
Policy 6: Make transit more accessible by improving pedestrian and bicycle access to and bicycle parking at transit stops and stations and using new mobility services to improve connections to high-frequency transit when walking, bicycling or local bus service is not an option.	Access to Transit	<input type="checkbox"/> Equity <input checked="" type="checkbox"/> Safety <input checked="" type="checkbox"/> Climate <input checked="" type="checkbox"/> Mobility	<input type="checkbox"/> Foundational to Role <input type="checkbox"/> Directs Investments <input checked="" type="checkbox"/> Influences Outcomes
Policy 7: Use technology to provide better, more efficient transit service – focusing on meeting the needs of people for whom conventional transit is not an option.	Mobility Technology	<input checked="" type="checkbox"/> Equity <input type="checkbox"/> Safety <input type="checkbox"/> Climate <input checked="" type="checkbox"/> Mobility	<input type="checkbox"/> Foundational to Role <input type="checkbox"/> Directs Investments <input type="checkbox"/> Influences Outcomes
Policy 8: Ensure that transit is affordable, especially for people who depend on transit.	Affordability	<input checked="" type="checkbox"/> Equity <input type="checkbox"/> Safety <input type="checkbox"/> Climate <input type="checkbox"/> Mobility	<input type="checkbox"/> Foundational to Role <input type="checkbox"/> Directs Investments <input type="checkbox"/> Influences Outcomes

Note: * A proposed change in policies would create a new policy around reliability

Regional, State, and Federal Plans and Policies Related to HCT

This section identifies regional and statewide plans relevant to the HCT Policy Framework for the region. Similar to the previous section, each applicable policy in these plans is categorized by the Metro RTP outcomes (Equity, Safety, Climate, and Mobility) and its relationship to high capacity transit (HCT).

Other state or federal plans or initiatives that are relevant to the region's HCT Policy Framework were reviewed but were not included in the plan and policy review table:

- **Regional High Capacity Transit System Plan (2009).** This is the previous HCT plan for the Portland region, which is being updated through this effort, and is assumed to be reflected in more recent documents such as the Regional Transit Strategy (RTS).
- **Climate-Friendly and Equitable Communities (CFEC) Rulemaking (Ongoing).** Rulemaking by the Department of Land Conservation and Development (DLCD) to strengthen transportation and land use planning for regions including the Portland Metro area; key outcomes including equity, climate, and housing will be addressed in the issues/trends section.
- **USDOT Equity and Justice40 in Transportation Planning.** Federal initiative to address racial equity and climate priorities, including delivering 40% of federal investments to disadvantaged communities; will be addressed in the issues/trends section.

Figure 3 Regional, State, Federal Plan Hierarchy and Policy Summary

Plan	2023 RTP Outcomes	Relationship to HCT	Considerations for Updating Regional Transit Network Policies (Foundational Considerations Bolded)
Portland Metro Transportation System Management and Operations Strategy	<input checked="" type="checkbox"/> Equity <input checked="" type="checkbox"/> Safety <input checked="" type="checkbox"/> Climate <input checked="" type="checkbox"/> Mobility	<input checked="" type="checkbox"/> Foundational to Role <input checked="" type="checkbox"/> Directs Investments <input checked="" type="checkbox"/> Influences Outcomes	<ul style="list-style-type: none"> Harm reduction Alleviating transportation system disparities Connecting people to goods, services, and places Equitable transit reliability improvements Transit system resiliency
Portland Metro and ODOT Regional Mobility Policy Update	<input checked="" type="checkbox"/> Equity <input checked="" type="checkbox"/> Safety <input checked="" type="checkbox"/> Climate <input checked="" type="checkbox"/> Mobility	<input checked="" type="checkbox"/> Foundational to Role <input checked="" type="checkbox"/> Directs Investments <input checked="" type="checkbox"/> Influences Outcomes	<ul style="list-style-type: none"> Land use and transit decision-making efficiency in movement of people and goods Seamless, well-connected, low-carbon, convenient, and affordable mode share Transit system travel predictability and travel time reasonableness Safe and comfortable mode share; equitable mobility experiences among Black, Indigenous, and People of Color (BIPOC) communities and people with low incomes, youth, older adults, and people living with disabilities
Portland Metro Regional Freight Strategy	<input type="checkbox"/> Equity <input checked="" type="checkbox"/> Safety <input type="checkbox"/> Climate <input checked="" type="checkbox"/> Mobility	<input type="checkbox"/> Foundational to Role <input checked="" type="checkbox"/> Directs Investments <input checked="" type="checkbox"/> Influences Outcomes	<ul style="list-style-type: none"> Coordinating for seamless movement and better access, with less conflict with transit Delay reduction, with increases in reliability and improvements in safety, for reliable transit planning Integrating issues with planning and communicating movement issues Eliminating traffic fatalities and serious injuries caused with other modes
Portland Metro Regional Transportation Safety Strategy	<input checked="" type="checkbox"/> Equity <input checked="" type="checkbox"/> Safety <input type="checkbox"/> Climate <input type="checkbox"/> Mobility	<input type="checkbox"/> Foundational to Role <input checked="" type="checkbox"/> Directs Investments <input type="checkbox"/> Influences Outcomes	<ul style="list-style-type: none"> Achieve Vision Zero goals using transit as a safety mechanism Safety investments to reduce speeds and speeding at high-risk areas, increase security, and reduce crime, with prioritization of vulnerable communities Equitable safety investments to benefit people with higher crash risk, such as vulnerable communities Safety increases across modes through planning, designing, constructing, operating, and maintaining the transit system with focus on speed reduction Avoidance of repeating and/or exacerbating safety issues Consideration of safety as an adequacy metric.
Portland Metro Emerging Technology Strategy	<input checked="" type="checkbox"/> Equity <input type="checkbox"/> Safety <input type="checkbox"/> Climate <input checked="" type="checkbox"/> Mobility	<input type="checkbox"/> Foundational to Role <input checked="" type="checkbox"/> Directs Investments <input checked="" type="checkbox"/> Influences Outcomes	<ul style="list-style-type: none"> Accessibility, availability, and affordability of new technologies to progress equity Usage of new technologies to improve transit, providing shared modes regionwide, and supporting transit, biking, and walking Empowering travelers with data for planning, decision-making, and managing transit Advancing public interest by preparing for, learning from, and adapting to new technological developments

High Capacity Transit Strategy Update | Policy Framework – Regional Transit Network Policy Review - DRAFT

Portland Metro

Plan	2023 RTP Outcomes	Relationship to HCT	Considerations for Updating Regional Transit Network Policies (Foundational Considerations Bolded)
Portland Metro Strategic Plan to Advance Racial Equity, Diversity and Inclusion (Racial Equity Framework)	<input checked="" type="checkbox"/> Equity <input checked="" type="checkbox"/> Safety <input type="checkbox"/> Climate <input type="checkbox"/> Mobility	<input type="checkbox"/> Foundational to Role <input type="checkbox"/> Directs Investments <input checked="" type="checkbox"/> Influences Outcomes	<ul style="list-style-type: none"> ▪ Engaging communities of color ▪ Hiring, training, and promoting a racially diverse workforce ▪ Creating safe, welcoming services, programs, and destinations ▪ Allocating resources to advance racial equity
Portland Metro Climate Smart Strategy	<input type="checkbox"/> Equity <input checked="" type="checkbox"/> Safety <input checked="" type="checkbox"/> Climate <input checked="" type="checkbox"/> Mobility	<input checked="" type="checkbox"/> Foundational to Role <input checked="" type="checkbox"/> Directs Investments <input type="checkbox"/> Influences Outcomes	<ul style="list-style-type: none"> ▪ Making transit convenient, accessible, and affordable ▪ Making walking and biking safe and convenient ▪ Making streets safe, reliable, and connected ▪ Using technology to manage transit ▪ Providing information and incentives to increase mode share ▪ Securing funding for transit
Portland Metro Regional Active Transportation Plan	<input checked="" type="checkbox"/> Equity <input checked="" type="checkbox"/> Safety <input checked="" type="checkbox"/> Climate <input checked="" type="checkbox"/> Mobility	<input type="checkbox"/> Foundational to Role <input checked="" type="checkbox"/> Directs Investments <input checked="" type="checkbox"/> Influences Outcomes	<ul style="list-style-type: none"> ▪ Making walking and biking the most convenient, safe, and preferable choices for trips less than three miles ▪ Developing well-connected regional pedestrian and bicycle routes integrated with transit to prioritize safe, convenient, accessible, comfortable pedestrian and bicycle access for all ages and abilities ▪ Ensuring that regional transit and active transportation intersections equitably serve all people ▪ Complete the regional active pedestrian and bicycle networks where transit transfers are common ▪ Use data and analyses to guide transit and active transportation investments

High Capacity Transit Strategy Update | Policy Framework – Regional Transit Network Policy Review - DRAFT

Portland Metro

Plan	2023 RTP Outcomes	Relationship to HCT	Considerations for Updating Regional Transit Network Policies (Foundational Considerations Bolded)
ODOT Strategic Action Plan 2021-2023	<input checked="" type="checkbox"/> Equity <input checked="" type="checkbox"/> Safety <input checked="" type="checkbox"/> Climate <input checked="" type="checkbox"/> Mobility	<input type="checkbox"/> Foundational to Role <input checked="" type="checkbox"/> Directs Investments <input checked="" type="checkbox"/> Influences Outcomes	<ul style="list-style-type: none"> ▪ Supporting equitable operations and policies and establishing an informed and inclusive culture ▪ Promoting opportunities through transit investments, such as by working with BIPOC communities, women, and other historically and/or are currently marginalized communities ▪ Utilizing the perspectives of people who reside in communities served by Metro and who are likely to be affected by Metro decision-making ▪ Investing in the protection of vulnerable communities from environmental hazards ▪ Preserving, maintaining, and operating a multimodal transportation system and achieving a cleaner environment ▪ Ensuring the safety of transit riders and operators ▪ Providing greater transit access and broader range of mobility options while addressing climate change ▪ Investing in transit as a mechanism to manage and reduce congestion ▪ Enhancing multimodal options ▪ Implementing road usage charging to ensure revenue to maintain and improve the transit system and manage congestion
ODOT Climate Action Plan 2021-2026	<input type="checkbox"/> Equity <input checked="" type="checkbox"/> Safety <input checked="" type="checkbox"/> Climate <input checked="" type="checkbox"/> Mobility	<input type="checkbox"/> Foundational to Role <input checked="" type="checkbox"/> Directs Investments <input checked="" type="checkbox"/> Influences Outcomes	<ul style="list-style-type: none"> ▪ Integrating climate change and emissions reductions considerations in policy and investment frameworks ▪ Providing transit options to manage demand and reduce congestion ▪ Transitioning to an efficient transit fleet, supporting adoption of alternative fuels ▪ Maintaining and operating transit and recovering from climate impacts by using sustainable funding ▪ Increasing efficiency through investments in safety, and operations practices ▪ Utilizing sustainable products and fuels ▪ Reducing energy consumption, and reducing Metro's carbon footprint

Local Plans and Policies Related to HCT

In addition to reviewing regional, state, and federal plans and policies, relevant plans from or related to Metro area cities and/or counties were reviewed at a high level to document any policies that should be considered as part of the HCT Policy Framework. As shown in **Figure 4**, these plans included local transportation system plans (TSPs), comprehensive plans, or transit development/master plans (TDPs/TMPs), or HCT-specific plans, including the Clark County/CTRAN High Capacity Transit System Plan.

Specific plans that have recently been completed (or are currently underway) that relate to HCT and/or ETC include:

- Clackamas County completed its TDP in 2021.
- Washington County is conducting a Transit Study (completion anticipated in 2023), which will integrate the County's recent TDPs and shuttle planning study.
- The City of Portland developed the Rose Lane Vision in 2020 and the Enhanced Transit Corridors Plan in 2018, which are advancing projects to provide bus and streetcar lines with additional transit priority and help achieve the City's climate and transportation justice goals.
- TriMet is conducting the Forward Together Comprehensive Service Analysis, which will recommend a revised bus network concept to reflect shifts in ridership and travel demand that have occurred since the COVID-19 pandemic. TriMet also completed an Express and Limited Stop Bus Study (2021) to identify where these services could improve ridership and access to jobs, including for equity priority populations. These studies will shape the agency's FY2023 Service Plan.
- TriMet is also completing its first FX (Frequent Express) line in the Division Street corridor; Metro, TriMet, and the City of Portland are working on planning for the 82nd Avenue corridor; and TriMet is leading the Tualatin Valley (TV) Highway BRT Study, connecting Beaverton, Hillsboro, and Forest Grove, where TriMet's Line 57 operates today.
- The Southwest Corridor project, connecting downtown Portland with SW Portland, Tigard and Tualatin, has a Locally Preferred Alternative and Record of Decision from the FTA.
- Metro and TriMet are continuing the ETC program, now known as Better Bus, to improve transit speed and reliability across the region. Where the previous implementation of this program focused on the most congested locations on the system with the highest ridership, the next phase will look at other locations across the region to improve bus operations.

Outside of the TriMet service district:

- The Interstate Bridge Replacement's Locally Preferred Alternative recommends a MAX Yellow Line extension from Expo Center across the Interstate Bridge to Evergreen in Vancouver, connecting to C-TRAN's Vine Bus Rapid Transit system.
- The City of Wilsonville (SMART) is updating its TMP (completion anticipated in 2023).

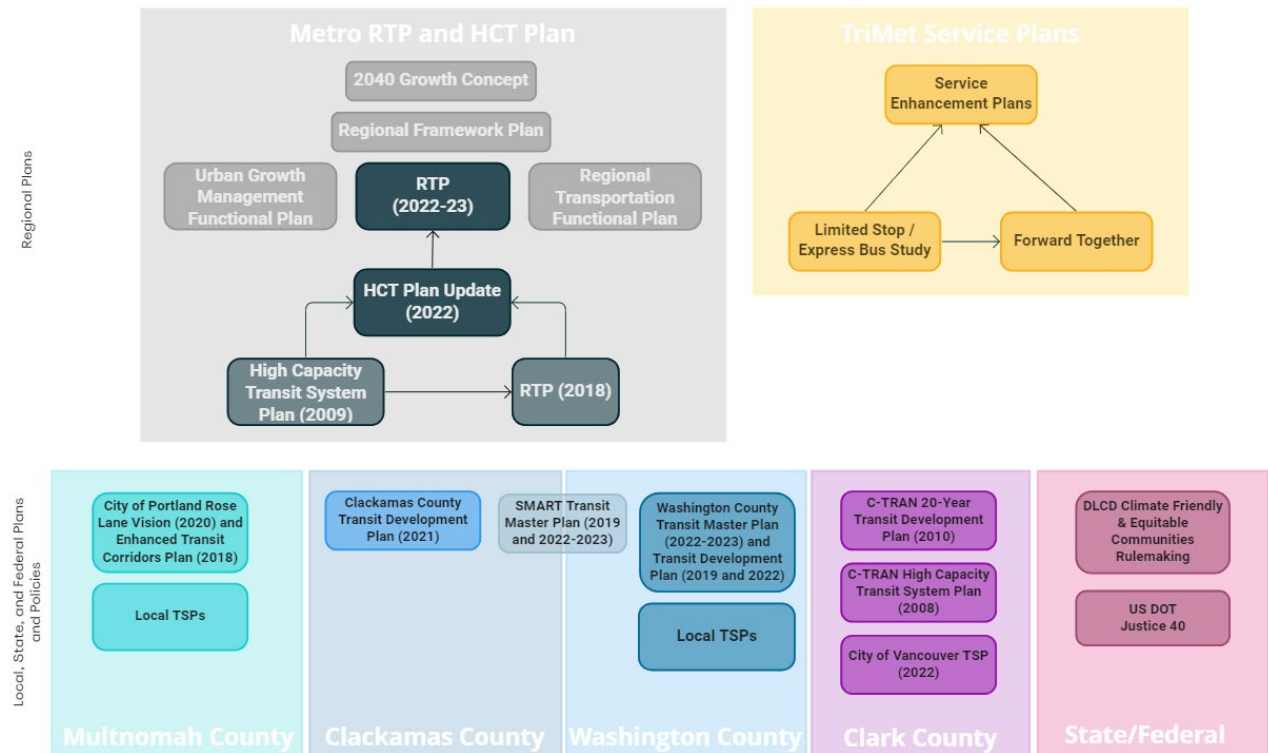
- The Clark County (C-TRAN) High Capacity Transit System Plan was completed in 2008; a TSP update for the City of Vancouver, which includes Enhanced Transit Corridors, is underway (completion anticipated in late 2022).
- C-TRAN has also completed development of several BRT corridors in recent years and others are in the planning stages.

As noted above, the Department of Land Conservation and Development (DLCD) has been conducting Climate-Friendly and Equitable Communities (CFEC) [rulemaking, filed on August 22, 2022](#), to help local governments revise plans to reduce greenhouse gas emissions. Similarly, the US DOT has undertaken the Justice 40 initiative with a goal of delivering 40% of the overall benefits of federal investments in climate and clean energy, including sustainable transportation, to disadvantaged communities.

In addition to informing the HCT policy framework, these plans and studies can also be consulted to validate the universe of potential HCT projects considered in the HCT Plan update as well as inform criteria used in the evaluation.

Figure 4 Regional Plan Hierarchy and Policy Summary

Local, State, and Federal Plans informing the Regional HCT Plan



RTP = Regional Transportation Plan, TDP = Transit Development Plan, TSP = Transportation System Plan

Review of Plans and Policies from Peer Regions or other Agencies

This section includes a high-level review of long-range planning documents from peer regions. The purpose of the peer review is to inform the HCT Policy Framework, but key findings from the peer review could also be utilized in other dimensions of the HCT Plan and/or RTP updates, such as the development of corridor evaluation criteria.

Peer Identification

Key criteria for selecting the peer regions or agencies included:

- Preference for plans/policies developed after 2020 that address current issues and trends such as recovery from the COVID-19 pandemic.
- Identify high capacity transit in their goals and policies.
- Include/address multiple HCT modes (e.g., rail and bus).
- Potential HCT lessons learned related to RTP investment priorities (safety, equity, climate and mobility).
- Geographic distribution.

Thirteen regions were identified in **Figure 5** below (See also **Figure A-1 in Appendix A** for more detail). These were narrowed to seven for high-level consideration and the project team then focused on four peers for more detailed review.

Figure 5 Selected Peers

Region	Agency	Document	Year Published	HCT Modes
Seattle	Puget Sound Regional Council (PSRC), and/or Sound Transit (ST)	Regional Transportation Plan (2022-2050)	2021	Link and RapidRide
	King County Metro	Metro Connects Long-Range Plan		
San Francisco	Metropolitan Transportation Commission (MTC) and/or SFMTA/ConnectSF	Plan Bay Area 2050	2021	BART, LRT (e.g., Muni Metro), BRT and RapidBus (e.g., Muni Rapid)
Los Angeles	LA County MTA (Metro)	Long Range Transportation Plan	2020	BRT and LRT
Minneapolis-St. Paul	Metropolitan Council	Transportation Policy Plan	2020	LRT and BRT
Austin	Capital Area MPO (CAMPO)	2045 Transportation Plan (and Regional Transit Study)	2020	LRT MetroRail) and BRT (MetroRapid)
Boston	Metropolitan Area Planning Council (MAPC), Massachusetts Bay Transportation Authority (MBTA), The Greater Boston BRT Study Group	MetroCommon 2050 | Better Rapid Transit for Greater Boston | Focus40	2015-2021	BRT (Silver Line and additional prioritized corridors) and LRT and Heavy Rail (Commuter Rail, Blue, Green, Orange, and Red Lines)
Philadelphia	Delaware Valley Regional Planning Commission	Connections 2050 | StoryMap | Policy Manual | Process and Analysis Manual | Major Regional Projects	2021	BRT, Streetcar, LRT, Heavy Rail, High-Speed Rail
	City of Philadelphia, Southeastern Pennsylvania Transportation Authority	The Philadelphia Transit Plan		

Summary of Common Themes and Key Takeaways

Common themes and notable examples from the peer review are summarized below, organized by the four RTP priority outcomes. Examples include cases where policy shifts had a clear impact of prioritization criteria and plan outcomes.

- **Equity considerations for vulnerable communities and transit riders**
 - All peer regions have goals or objectives regarding the transit needs of women, people of color, people with low incomes, or people experiencing houselessness.
 - Direct feedback from community groups representing vulnerable populations (such as the Equity Cabinet for King County Metro) was critical in identifying specific policy areas to address in plan updates.
 - Many regions are also addressing affordability, such as through implementation of a means-based fare for low-income transit riders in the Boston region, funded with legislative support for consistent funding for operations.
 - All regions address how equity can be achieved by transit investments for priority communities, such as how communities access transit and destinations via transit.
 - In the City of San Francisco’s ConnectSF program, the pandemic refocused investment priorities on serving essential trips citywide, including through quick-build capital improvements to maximize scarce resources. Model-based criteria used to prioritize investments (including access to jobs and services, ridership, cost-effectiveness, and travel time) looked at both equity priority communities and at low-income households earning below 200% of the federal poverty level, in addition to overall performance citywide.
- **State of good repair and safety / HCT system maintenance and reliability**
 - All regions seek to achieve safety goals in terms of how people wait for, access, or experience transit, some with a focus on Vision Zero targets systemwide.
 - 6 of 7 regions emphasize the need for transit infrastructure maintenance, preservation, reliability, or lifecycle expansion.
 - Prioritizing equity outcomes in the greater Philadelphia region included universal design and user experience, such as implementation of full ADA access, all-door boarding, safer and cleaner services, and better amenities at stops and for passengers.
- **System-level climate goals or objectives**
 - All regions specify climate goals or objectives that are part of other climate-related goals, such as stewardship or safety. Five regions prioritize a net-zero emissions transit fleet, such as procuring battery-electric buses and implementation of associated charging infrastructure, with a policy goal to achieve procuring 100% renewable electricity.

- All regions prioritize VMT reduction goals, with Los Angeles and Philadelphia introducing concepts for VMT fees to generate revenue for transit investments and lower the dependence on the federal gas tax.
- The urgency of addressing climate change was an impetus and key message around prioritizing transit improvements and related programs and initiatives, to attract additional trips to transit and other sustainable modes. For example, greater Boston has a goal to achieve a net-zero carbon region, which has an objective that all land travel is by carbon-free modes, such as walking, biking, and electrified public transit
- **Quality of service and mobility improvements for bus or rail**
 - All regions are pursuing bus or rail expansions or infrastructure improvements; for example, Seattle, Los Angeles, Boston, and greater Philadelphia have specific HCT and ETC enhancement goals, such as increasing the capacity of the transit fleet for new and existing services, expanding the HCT network to meet and respond to changing needs, or adding bus lanes and other features to speed up service and eliminate delay.
 - All regions emphasize the importance of transit and transportation system integration to expand travel choices and mode share; enhance local and regional transit connectivity; or improve transit frequencies, operations, or safety.

Peer Review Details

Please see **Appendix A** for additional peer review details.

Additional Key Issues and Trends

In addition to exploring how peer regions have structured their long-range transportation plans focused on HCT, it is important to note that several recent issues and trends have emerged over the past five years that are directly impacting local, state, and federal transportation policies. Metro and TriMet have recently summarized some of these issues and trends in separate but related memos: Metro Emerging Trends and TriMet Forward Together Emerging Trends. In addition, very recent policies related to climate change and the economy continue to shape how regions will adapt their transportation policies in the coming years.

The following is a summary of these issues and trends that were considered when conducting the HCT Policy Framework analysis:

- Transit service and ridership declines, including the decrease in peak commute demand
- Inequities and social justice
- Sustained reliance or preference for remote work
- Continued expansion of e-commerce
- Continued advancements in vehicle electrification (EVs and e-bikes)
- Issues with personal safety, especially for BIPOC riders
- Increases in severe and fatal crashes
- Increases in recreational cycling
- Challenges associated with agency recovery and innovation
- Continued gentrification and affordability issues, including people experiencing houselessness
- Inflation and increases in fuel prices
- Staffing shortages across many industries, including transit

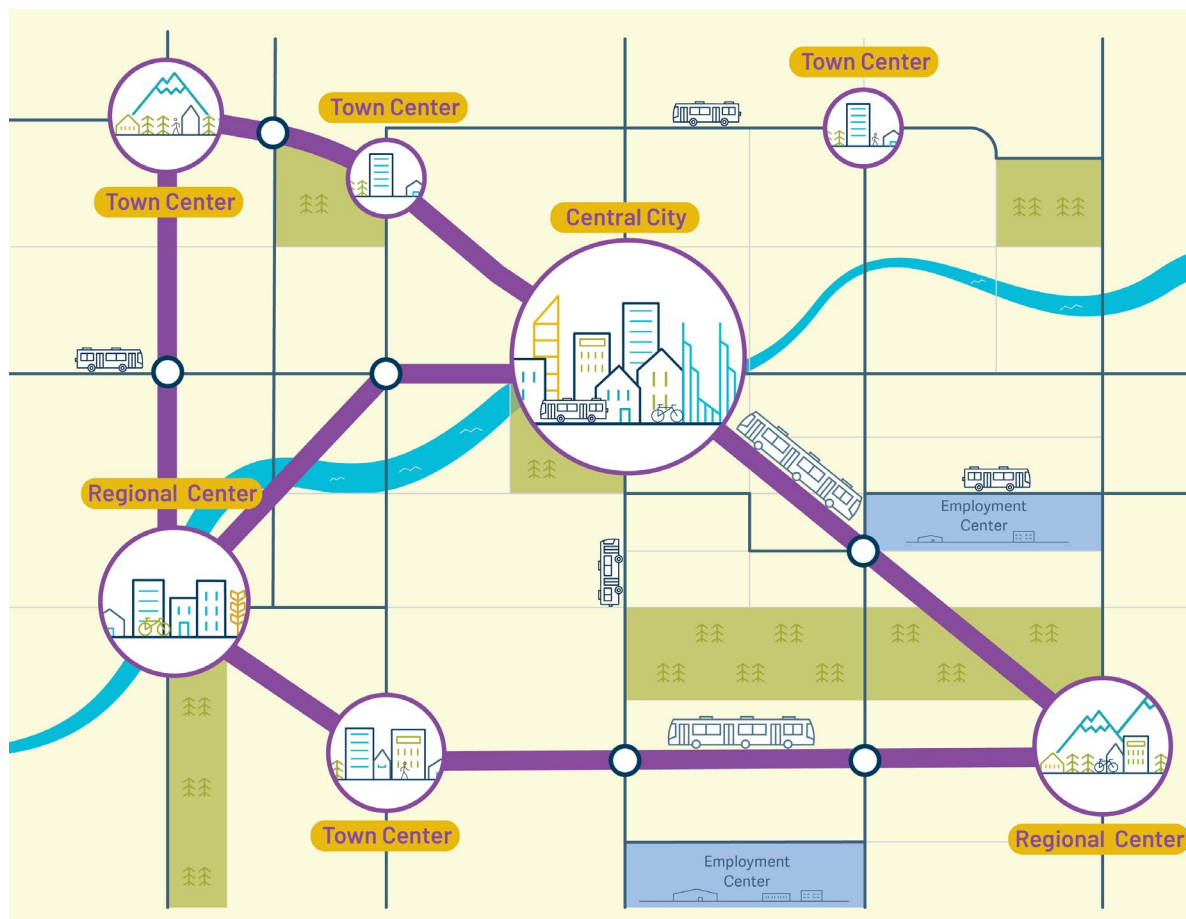
HCT DEFINITION AND POLICY GAP ANALYSIS

The HCT Policy Framework Analysis concludes with considerations for how High Capacity Transit is defined in our region as well as considerations for updating the eight Regional Transit Network policies. This analysis considers not only the review of local, regional, state, and federal policies, but also key findings from the peer regions, as discussed above.

High Capacity Transit Definition Considerations

The 2040 Growth Concept sets forth a vision for connecting the central city to regional centers like Gresham, Clackamas, and Hillsboro with fast and reliable high capacity transit (HCT), helping the region concentrate development and growth in its centers and corridors. High capacity transit carries high volumes of passengers quickly and efficiently, and serves a regional travel market with relatively long trip lengths to provide a viable alternative to the automobile in terms of convenience and travel time.

Figure 6 Regional Transit Network Concept

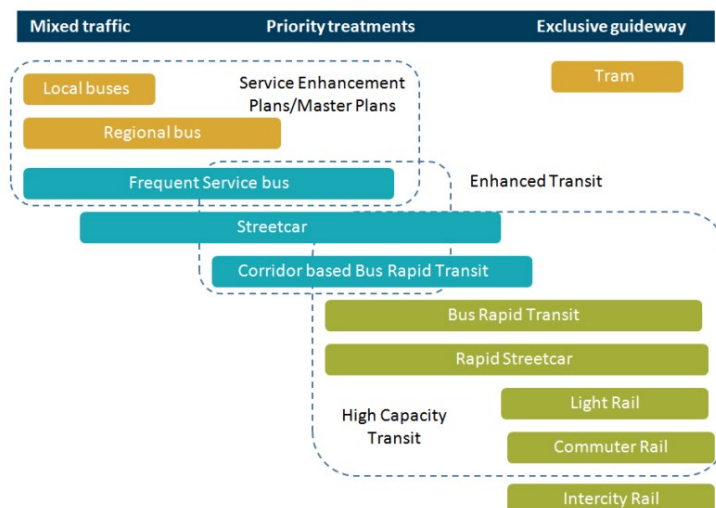


High capacity transit is defined in multiple places in the 2018 Regional Transportation Plan, including in the System Policies chapter (pages 3-77, 3-88), in Glossary of Terms (page G-4), and in the multiple sections of the separate Regional Transit Strategy. While there are minor differences in how HCT is defined, the following introductory paragraph is perhaps the most direct at defining HCT (from page 4-10 of the Regional Transit Strategy):

“Our high capacity transit (HCT) system operates with the majority or all of the service in exclusive guideway. The high capacity transit system is meant to connect to regional centers and carry more transit riders than the local, regional and frequent service transit lines. HCT could include rapid streetcar, corridor-based bus rapid transit, bus rapid transit, light rail or commuter rail.”

As illustrated in the following graphic (from page 4-6 of the Regional Transit Strategy), there is also some overlap between

Enhanced Transit and HCT, where some streetcar or corridor-based Bus Rapid Transit applications could be considered either High Capacity Transit or Enhanced Transit. Other modes, including Commuter Rail, Light Rail, Rapid Streetcar and Bus Rapid Transit are exclusively defined as HCT. It is important to note that the term “corridor-based Bus Rapid Transit” is not fully defined in the 2018 RTP.



To clarify how we define High Capacity Transit, the following considerations are offered for this update of the High Capacity Transit Strategy:

- Consider leading with the *purpose* of HCT in the regional transit network, and to integrate equity into the definition by emphasizing that it connects *people* to regional centers
- Consider stating that HCT is *high-quality transit* (i.e., fast, frequent, safe, and reliable) before its physical attributes (operating with the majority or all of the service in exclusive guideway)

The first half of the HCT definition in **blue** could be updated as follows:

“The high capacity transit system is meant to serve as the backbone of the transportation network, connect people to

regional centers and major town centers with high-quality service (fast, frequent, safe and reliable), and carry more transit riders more comfortably than the local, regional and frequent service transit lines. HCT operates in exclusive guideway, to the greatest extent possible, and could include light rail, commuter rail, rapid streetcar, streetcar, bus rapid transit, and corridor-based bus rapid transit”

The last half of the definition in **green** emphasizes that HCT provides the needed capacity to serve the region’s highest demand corridors with a variety of modes and levels of transit priority, ranging from light rail or BRT with “majority exclusive guideway” to corridor-based BRT or streetcar modes that have a mix of exclusive and shared right of way (such as the FX2-Division high capacity bus service).

Enhanced Transit Concept (ETC) / Better Bus

Another important part of defining High Capacity Transit and reviewing the Regional Transit Network policies related to HCT is clarifying the role of the Enhanced Transit Concept (ETC), now known as Better Bus. ETC was introduced in the 2018 Regional Transit Strategy and is defined as follows (from page 4-9 of the RTS):

The purpose of ETC is to improve transit speed and reliability on our most congested existing and planned frequent service bus or streetcar lines.

The RTP Glossary further clarifies that:

- “Enhanced transit is a set of street design, signal, and other improvements that improve transit capacity, reliability and travel time along major Frequent Service bus lines...” (RTS page G-9)
- “...Enhanced Transit encompasses a range of investments comprised of capital and operational treatments of moderate cost. It can be deployed relatively quickly in comparison to larger transit capital projects, such as building light rail.” (RTS page G-9)

While no changes to how ETC is defined are suggested, several policy considerations are provided to strengthen and clarify the role of ETC in the Regional Transit System.

Transit Mode Characteristics and Relationships to Land Use

The graphic below identifies the transit modes that are part of the regional transit system, including their general service quality characteristics, and the land use density that is typically appropriate to warrant a capital investment in building a HCT project. The graphic identifies the characteristics of regional transit modes (both HCT and other modes serving the region) and shows which modes fall into the high-capacity transit category. It includes:

- **Transit Modes:**
 - HCT Modes: Commuter Rail, Light Rail, BRT, Corridor-Based BRT (e.g., RapidBus), Rapid Streetcar, and Streetcar; Streetcar may be considered HCT depending on the context
 - Non-HCT Bus Modes: Frequent Bus, Regional Bus
 - Other modes:
 - Aerial Tram, Intercity Rail
 - Vanpool, microtransit, etc. are included as potential modes to be considered in the future Metro Access to Transit Study.
- **Transit Characteristics:**
 - Level of Transit Prioritization (e.g., Speed & Reliability), Frequency, Market Demand, Passenger Capacity, Transit Access Shed, Stop/Station Amenities, Capital Cost (per passenger), Operating Cost (per passenger)

The following graphic illustrates the essential characteristics of high-capacity transit that work together to provide high-quality connections around the region, consistent with the HCT definition and vision.

Figure 6 What is High Capacity Transit?

High Capacity Transit...

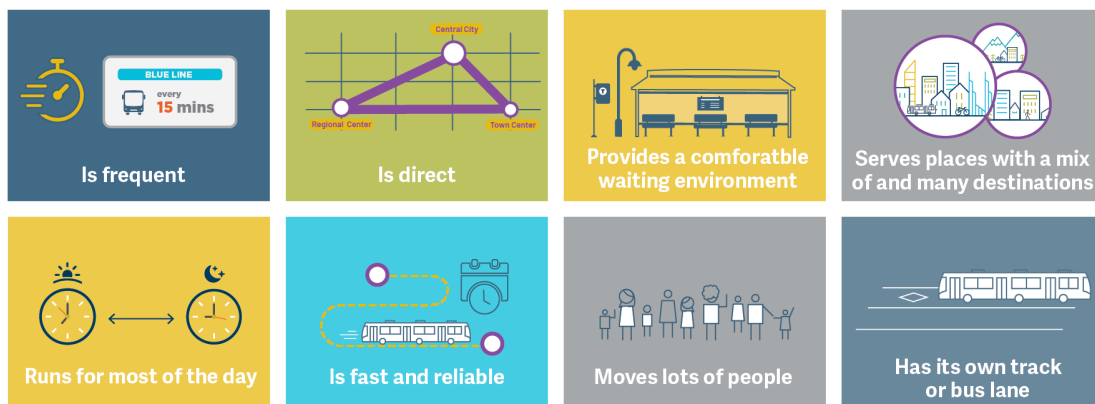
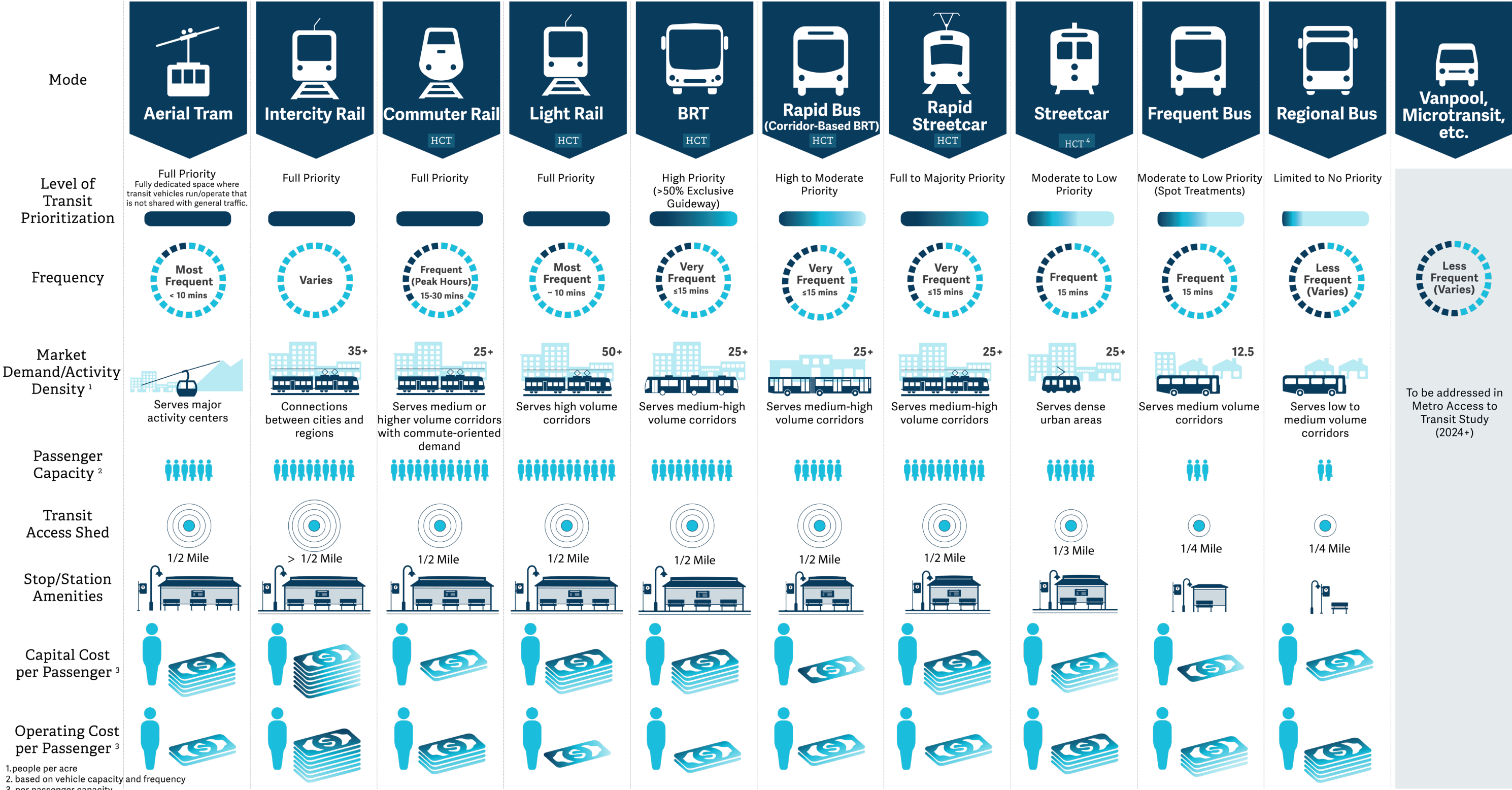


Figure 7 Characteristics of High-Capacity Transit



1. people per acre
2. based on vehicle capacity and frequency
3. per passenger capacity
4. depending on context

Regional Transit Network Policy Considerations

Based on the review of local, regional, state, and federal plans and policies, as well as the peer review and overview of key issues and trends, several areas have emerged as a focus of the Regional Transit Network policy updates:

- **System Quality and Equity.** Equity has long been a priority in making transportation planning decisions in the region and was one of the overarching policies included in the 2018 RTP. The 2023 RTP includes equity as one of the four desired outcomes and all network policies will be updated to further strengthen equity as a regional priority. The importance of dignified, high-quality service should also be emphasized to make transit work for everyone. As such, **Policy 1: Service Quality** is updated and clarified; **Policy 2: Equity** is updated and separated into a new policy.
- **Climate change.** While climate leadership is one of the overarching policies from the 2018 RTP, and one of the desired outcomes for the 2023 RTP update, there are no specific Regional Transit Network policies focused exclusively on sustainability and the environment. A new policy (**Policy 3: Climate Change**) is proposed focusing on how the Regional Transit Network should address climate change.
- **Maintenance and Resiliency.** Reliability is integrated into **Policy 4: Maintenance and Resiliency** to better integrate it as a key outcome of a system that is preserved and maintained in a state of good repair.
- **HCT and ETC.** The current **Policy 4: High Capacity Transit** (renumbered to Policy 5) includes both HCT and ETC in a single policy. To strengthen and clarify the role of both HCT and ETC in the regional transit network, creating **Policy 7: Reliable and Enhanced Transit** addresses the separate role of ETC as a tool for increasing reliability of the transit system.
- **Clear policy headlines.** All of the suggested modifications to the Regional Transit Network policies focus on a primary theme, so simple headlines are offered for each.

Figure 8 below lists each of the 2018 Regional Transit Network policies and provides suggested updates to the policies most related to high capacity transit.

Figure 8 Policy Framework Gap Analysis

Existing #	Revised #	Proposed Headline	Existing Policy Text	Gaps / Considerations Addressed	Updated Policy Text Considerations
1	1	System Quality	<i>Provide a seamless, integrated, affordable, safe and accessible transit network that serves people equitably, particularly communities of color and other historically marginalized communities, and people who depend on transit or lack travel options.</i>	<ul style="list-style-type: none"> Separated existing Policy 1 into two policies Aligned with overarching Transportation Equity Policy 3 Integrated quality of service into policy language 	Provide a high-quality, safe, and accessible system that makes transit a convenient and comfortable transportation choice for everyone to use.
	2	Equity			Ensure that the regional transit network equitably prioritizes service to those who rely on transit or lack travel options; makes service, amenities, and access safe and secure; improves quality of life (e.g., air quality); and proactively supports stability of vulnerable communities, particularly communities of color and other historically marginalized communities. ²
N/A	3	Climate Change	N/A	<ul style="list-style-type: none"> Strengthen policies to focus on transit's role in addressing climate change 	Prioritize our investments to create a transit system that encourages people to ride transit rather than drive alone and to support transitioning to a clean fleet that aspires for net zero GhG emissions, enabling us to meet our state, regional, and local climate goals.
2	4	Maintenance and Resiliency	<i>Preserve and maintain the region's transit infrastructure in a manner that improves safety, security and resiliency while minimizing life-cycle cost and impact on the environment.</i>	<ul style="list-style-type: none"> Incorporated reliability into State of Good Repair 	Preserve and maintain the region's transit infrastructure in a manner that improves safety, reliability, and resiliency while minimizing life-cycle cost and impact on the environment.

² Historically marginalized communities are areas with high concentrations (compared to regional average) of people of color, people with low-incomes, people with limited English proficiency, older adults and/or young people.

High Capacity Transit Strategy Update | Policy Framework – Regional Transit Network Policy Review - DRAFT

Portland Metro

Existing #	Revised #	Proposed Headline	Existing Policy Text	Gaps / Considerations Addressed	Updated Policy Text Considerations
4	5	High Capacity Transit	<i>Make transit more convenient by expanding high capacity transit; improving transit speed and reliability through the regional enhanced transit concept.</i>	<ul style="list-style-type: none"> Align with equity and climate outcomes and HCT definition Reframe “convenient” around equity Revise description of capacity 	Complete and strengthen a well-connected high capacity transit network to serve as the backbone of the transportation system. Corridors should generally be spaced at least one half-mile to one mile or more apart and serve mobility corridors with the highest travel demand. High capacity transit prioritizes transit speed and reliability to connect regional centers with the Central City, link regional centers with each other, and link regional centers to major town centers. ³
3	6	Coverage and Frequency	<i>Make transit more reliable and frequent by expanding regional and local frequent service transit and improving local service transit options.</i>	<ul style="list-style-type: none"> Moved reliability and the Enhanced Transit Concept to a new policy (see Policy 7) 	Complete a well-connected network of local and regional transit on most arterial streets – prioritizing expanding all-day frequent service along mobility corridors and main streets linking town centers to each other and neighborhoods to centers.
3 and 4	7	Reliability	<i>See Policy #4</i>	<ul style="list-style-type: none"> Created a separate policy focused on reliability that clarifies the role of ETC in the regional transit network 	Through the Better Bus program, prioritize capital and traffic operational treatments identified in the Enhanced Transit Toolbox in key locations or corridors to improve transit speed and reliability for frequent service.
5	8	Intercity / Inter-Regional Transit	<i>Evaluate and support expanded commuter rail and intercity transit service to neighboring communities and other destinations outside the region.</i>	<ul style="list-style-type: none"> No proposed changes 	

³ The regional “mobility corridor” concept refers to a network of integrated transportation corridors that moves people and goods between and within subareas of the region. These transportation corridors influence the development and function of the land uses they serve and are defined by the major centers set forth in the Region 2040 Growth Concept. High capacity transit, along with frequent bus service and pedestrian/bicycle connections to transit, play an important role in moving people in these corridors. (2018 Regional Transportation Plan, Section 3.4.1)

High Capacity Transit Strategy Update | Policy Framework – Regional Transit Network Policy Review - DRAFT

Portland Metro

Existing #	Revised #	Proposed Headline	Existing Policy Text	Gaps / Considerations Addressed	Updated Policy Text Considerations
6	9	Access to Transit	<i>Make transit more accessible by improving pedestrian and bicycle access to and bicycle parking at transit stops and stations and using new mobility services to improve connections to high-frequency transit when walking, bicycling or local bus service is not an option.</i>	<ul style="list-style-type: none"> ▪ No proposed changes 	
7	10	Mobility Technology	<i>Use technology to provide better, more efficient transit service – focusing on meeting the needs of people for whom conventional transit is not an option.</i>	<ul style="list-style-type: none"> ▪ No proposed changes 	
8	11	Affordability	<i>Ensure that transit is affordable, especially for people who depend on transit.</i>	<ul style="list-style-type: none"> ▪ No proposed changes 	

Notes:

Green – proposed update or addition

Materials following this page were distributed at the meeting.



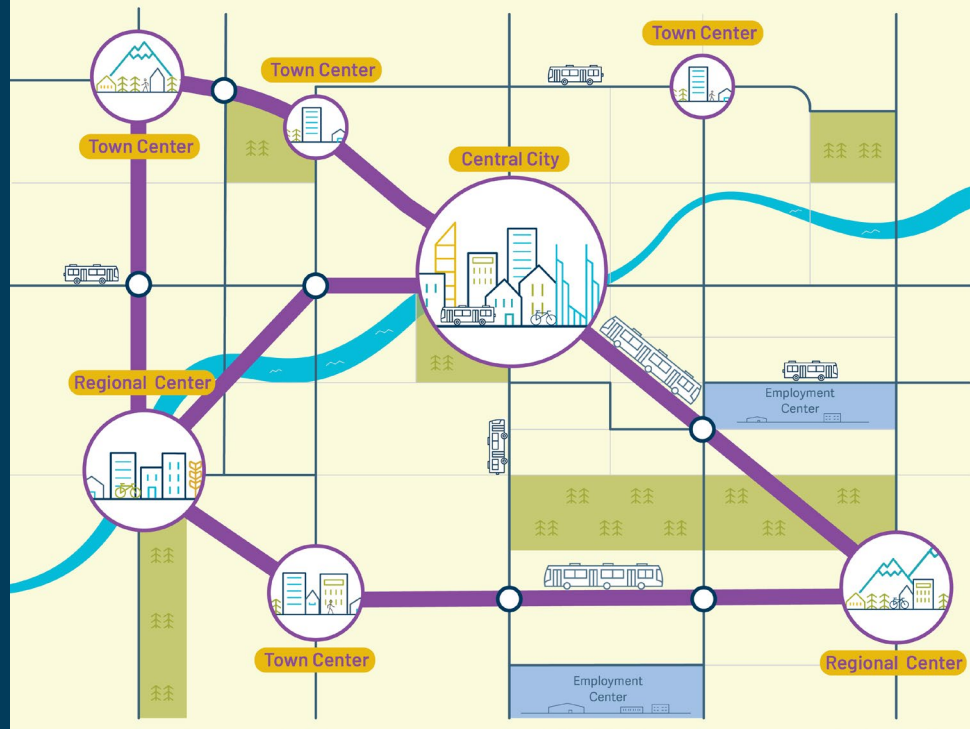
Metro



HCT Strategy Update: Vision & Corridor Readiness Tiers



Establishing the Policy Framework & Vision

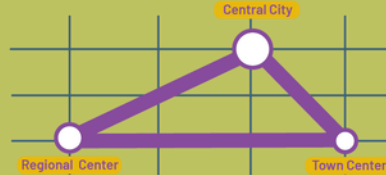


Regional Transit Network Policy 4:
Complete and strengthen a well-connected high capacity transit network to serve as the backbone of the transportation system... High capacity transit prioritizes transit speed and reliability to connect regional centers with the Central City, link regional centers with each other, and link regional centers to major town centers.

High Capacity Transit...



Is frequent



Is direct



Provides a comfortable waiting environment



Serves places with a mix of and many destinations



Runs for most of the day



Is fast and reliable



Moves lots of people



Has its own track or bus lane

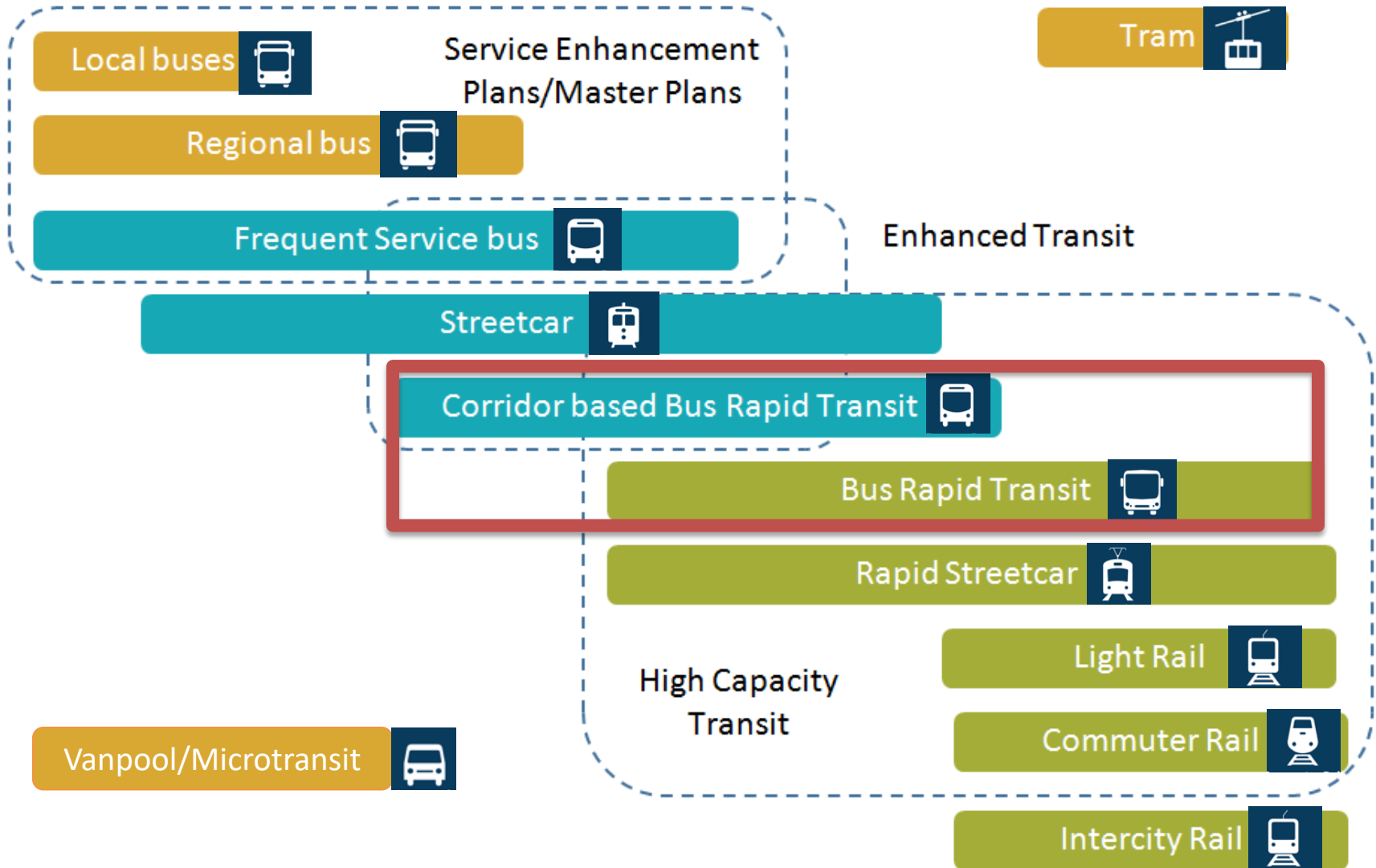
Evolving the role of high capacity transit

A key tool in the transit toolbox


With cars

Some priority in-street

Own lane or track



Working together to make refinements...

 Metro

HIGH CAPACITY TRANSIT PLAN 2023 RTP

Now is the time to build high capacity transit for a better future

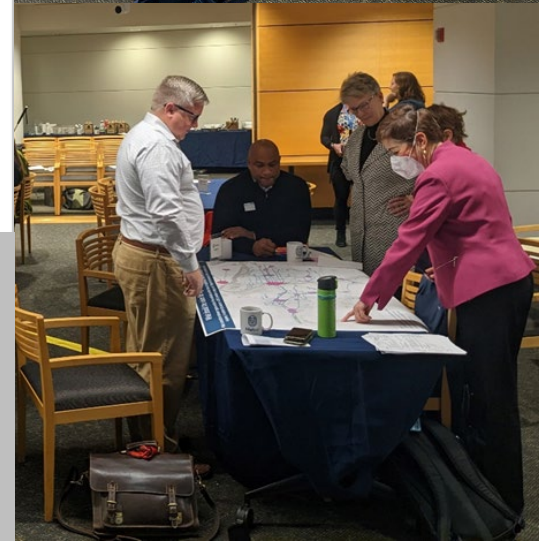

We must provide community benefit

Real alternatives to driving — especially for people of all abilities

From the community:

- > Routes are too long
- > It's easy to miss a connection
- > Inconsistent information

We have grown because we had a vision from the beginning



“It’s time to align our goals and transit vision in a way that really provides community benefit.”

- Councilor Lewis



Metro

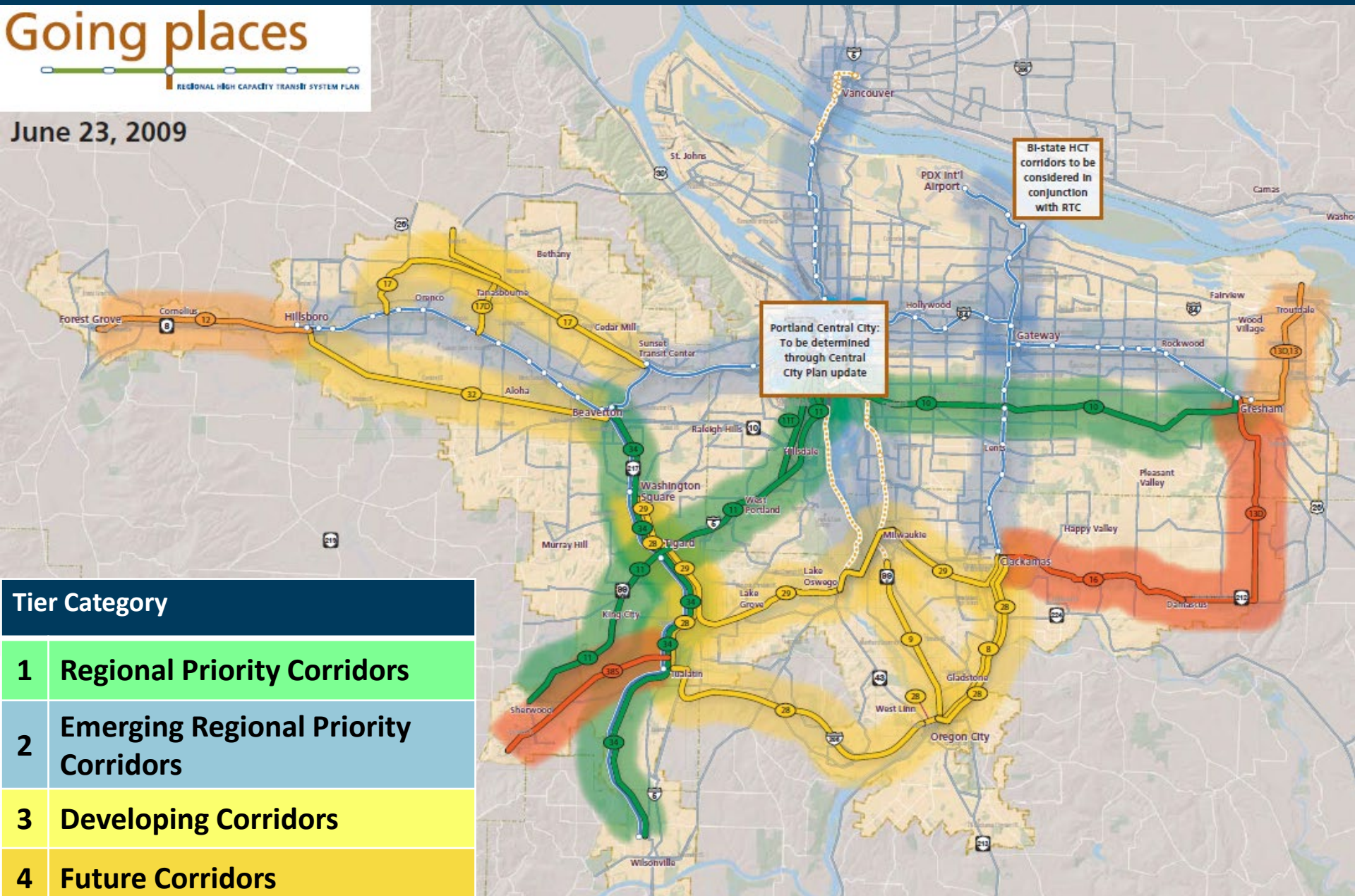
Assessing Readiness & Tiering Corridors



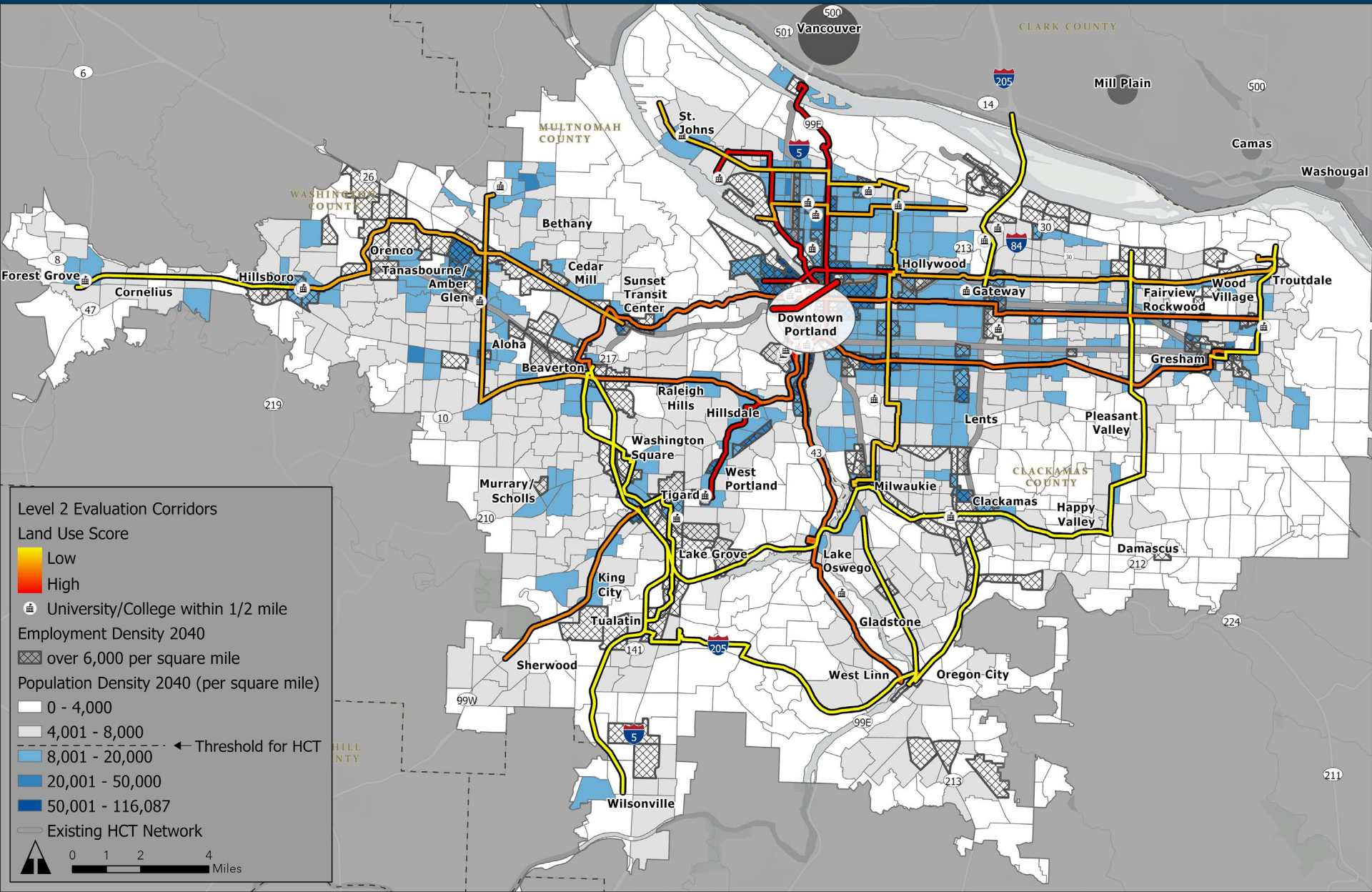
Categorizing Corridors into Tiers



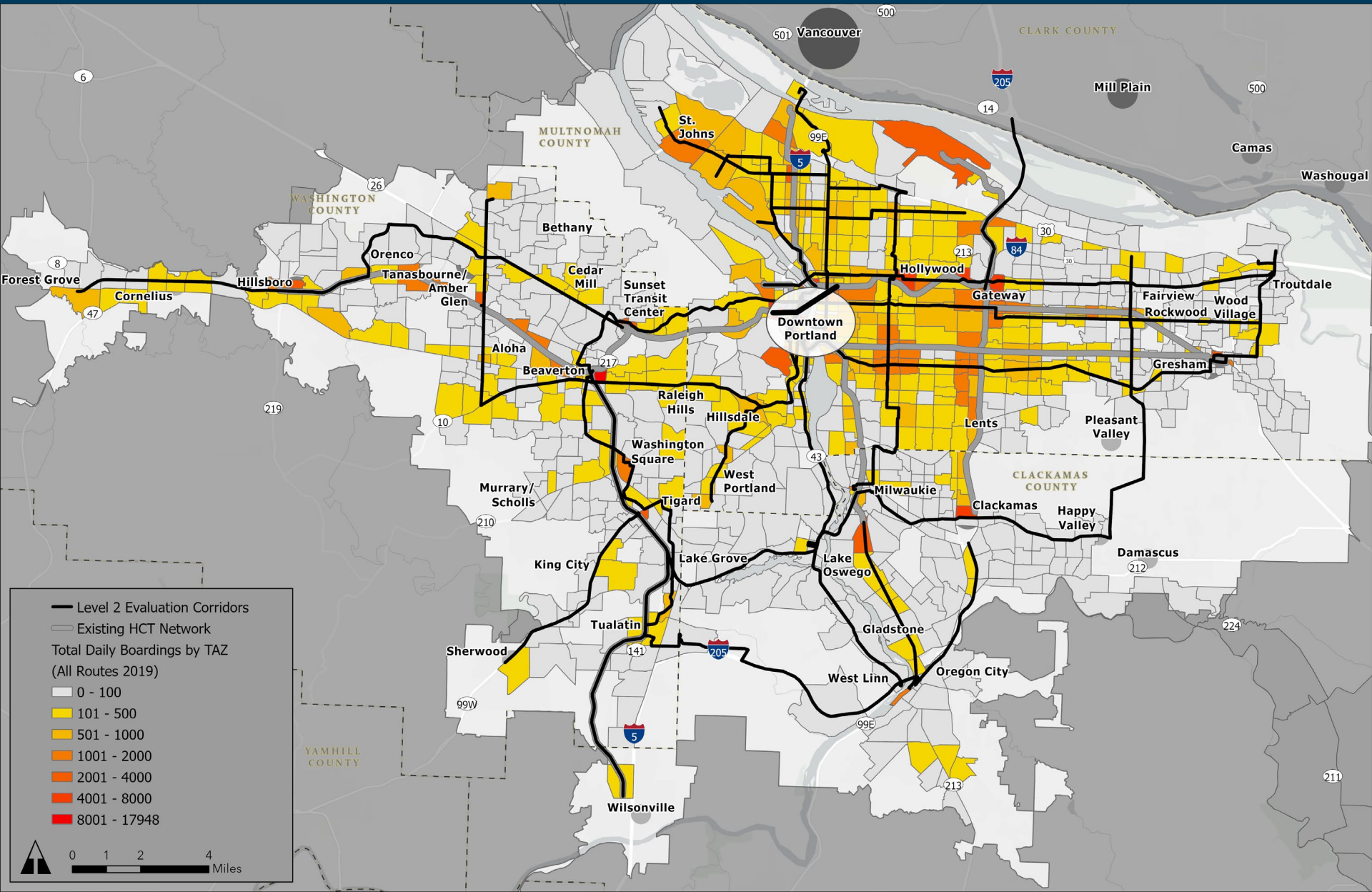
June 23, 2009



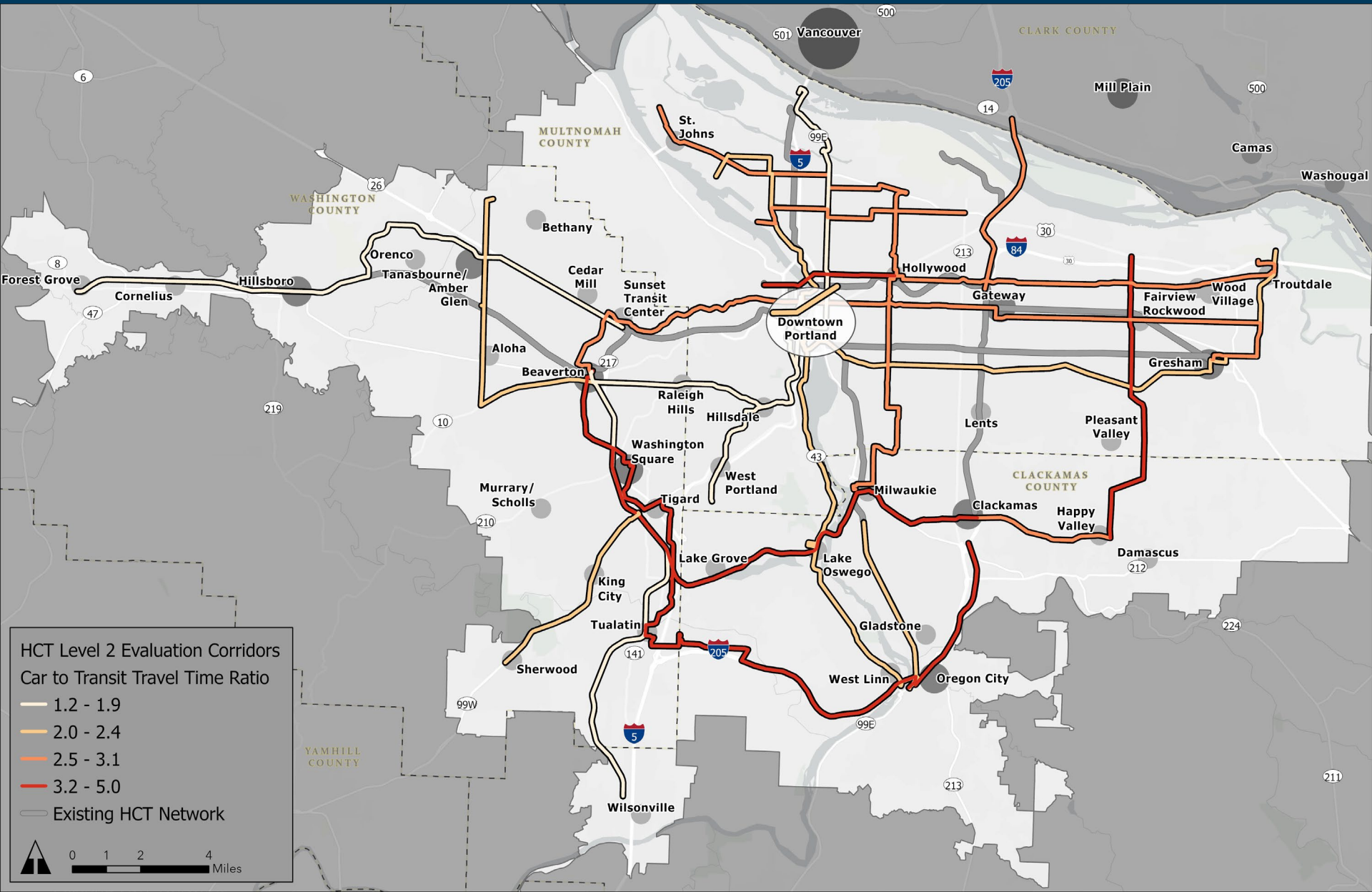
Where people live, work & go to school



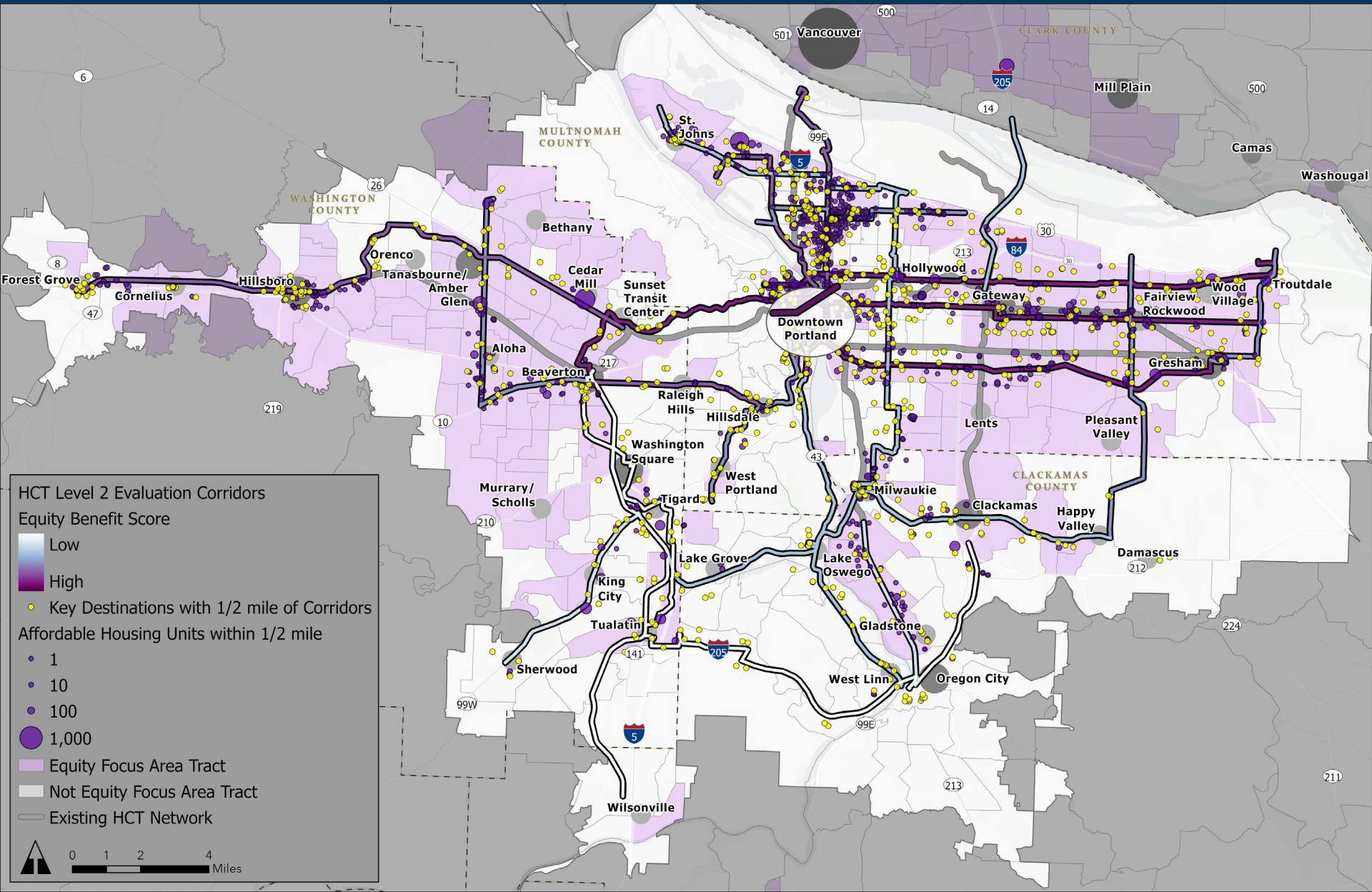
Where people ride transit today



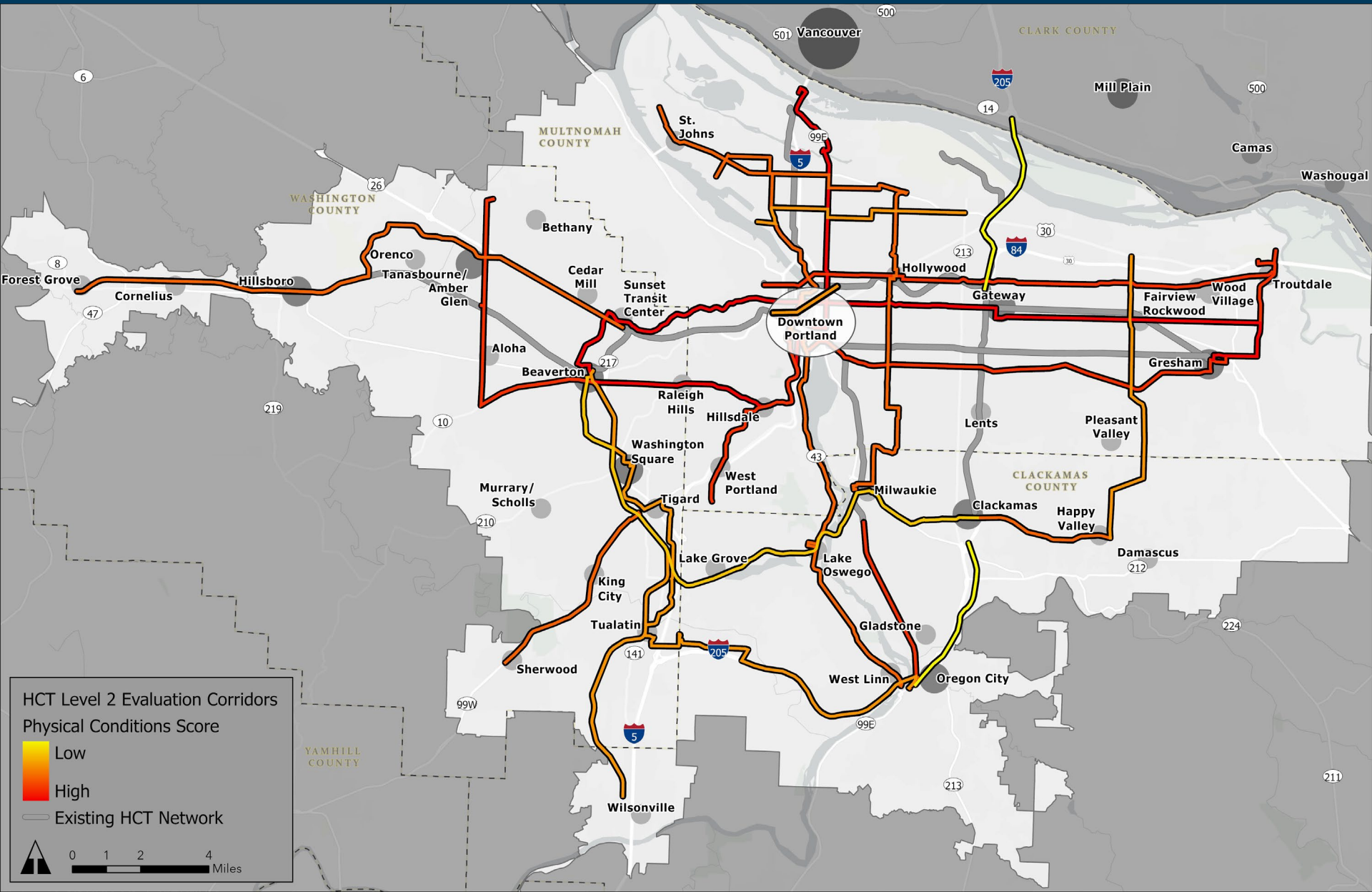
How long it takes to take transit vs. driving



Where people who rely on transit live & work



Where there are transit-supportive streets





HILLSBORO COMPREHENSIVE PLAN



TRANSIT DEVELOPMENT PLAN

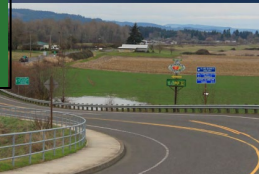
April 2021



CLATSOP COUNTY TRANSITATION SYSTEM PLAN

Prepared by:
Kittelson & Associates, Inc.
810 SW Alder Street, Suite 700
Portland, Oregon 97205
(503) 228-5230

In coordination with:
Angelo Planning Group



Reflecting
transit-
supportive
plans and
policies

Categorizing Corridors into Tiers

Tier		Description
Regional Transportation Plan Investment Priorities		
1	Regional Priority Corridors	<ul style="list-style-type: none">Planning for investment is already underway
2	Emerging Regional Priority Corridors	<ul style="list-style-type: none">Corridors are already ready for investment and planning for high capacity transit could start in the next five years
3	Developing Corridors	<ul style="list-style-type: none">Corridors are getting ready for investment, but there is more work to do (e.g., land use) before we plan for high capacity investment in these areas
4	Future Corridors	<ul style="list-style-type: none">Corridors providing an important future connection in the regional network that are not yet ready for high capacity transit investment

Proposed Corridor Tiers



Very
ready



Ready



Somewhat
ready



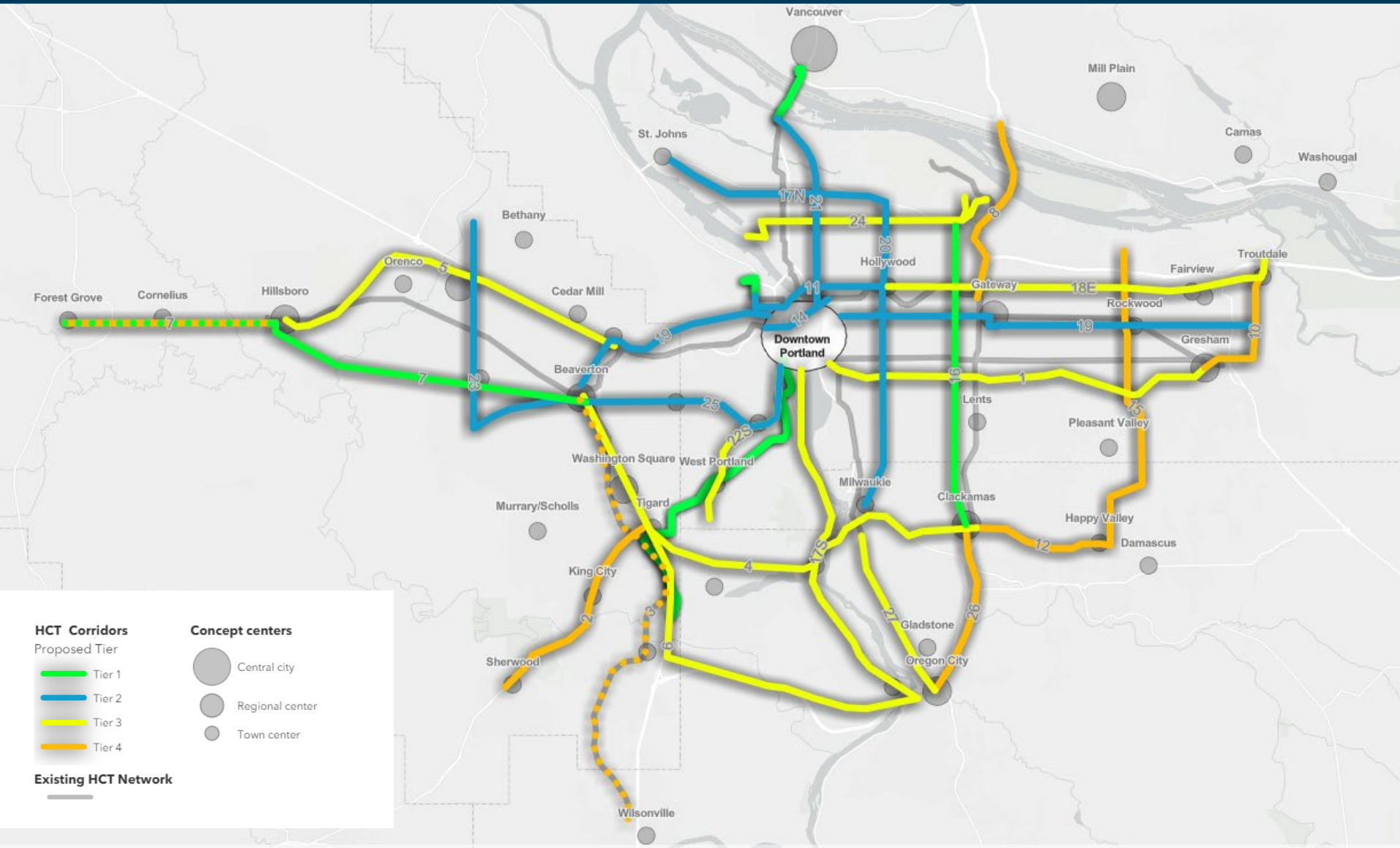
Less
ready



Not
ready

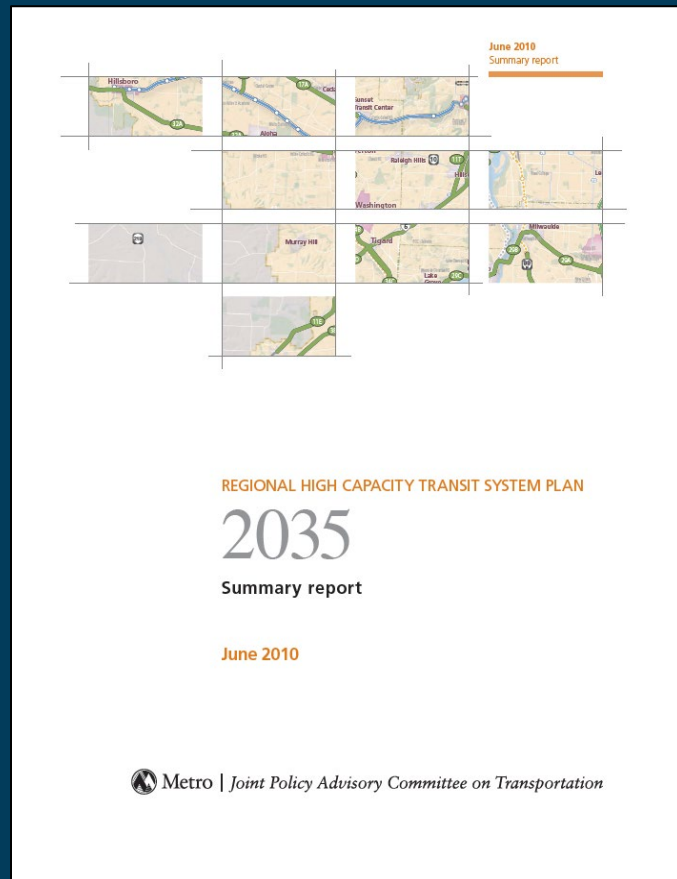
Corridors	Land Use, Equity, Mobility, Environment	Access, Policy, Complexity	Total Score	Tier	Geography
NW Lovejoy to Hollywood via Broadway/Weidler				2	Portland/Multnomah
Central City Tunnel				2	Portland/Regional
Beaverton - Portland - Gresham via Burnside				2	Washington/Portland/Multnomah
Hayden Island - Downtown Portland via MLK				2	Portland
Bethany to Beaverton via Farmington/SW 185th				2	Washington
Beaverton to Portland via Hwy 10 (BH Hwy)				2	Washington/Multnomah
St Johns - Downtown Portland via Vancouver/Williams, Rosa Parks				2	Portland
St. Johns - Milwaukie via Cesar Chavez				2	Portland
Portland to Gresham in the vicinity of Powell Corridor				3	Multnomah
PCC Sylvania to Downtown Portland via Capitol Hwy				3	Portland
Sunset Transit Center to Hillsboro via Hwy 26/ Evergreen				3	Washington
Swan Island to Parkrose				3	Portland
Oregon City to Downtown Portland via Hwy 43				3	Clackamas/Multnomah
Hollywood to Troutdale				3	Portland/Multnomah
Park Ave MAX Station to Oregon City via the McLoughlin Corridor				3	Clackamas
Beaverton - Tigard - Tualatin - Oregon City				3	Clackamas/Washington
Beaverton - Tigard - Lake Oswego - Milwaukie - Clackamas Town Center				3	Clackamas/Washington
Hillsboro to Forest Grove				4	Washington
Gresham to Troutdale				4	Multnomah
Tigard to Sherwood via Hwy 99W Corridor				4	Washington
Beaverton to Wilsonville in the vicinity of WES				4	Washington
Happy Valley to Columbia Corridor via Pleasant Valley				4	Multnomah/Clackamas
Clackamas Town Center to Damascas				4	Clackamas
Clackamas Town Center to Oregon City				4	Clackamas
Gateway to Clark County in the vicinity of I-205 Corridor				4	Multnomah/Clark

Proposed Corridor Tiers





Planning Winter Engagement



Outlining the Report

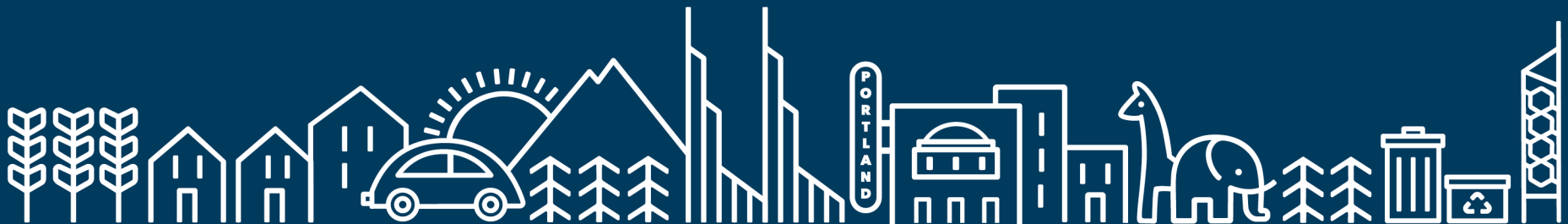
- Introduction
- HCT System Today
 - Status, Challenges & Opportunities
- Policy Framework
- Network Vision
- Corridor Investment Tiers
- Supporting the Vision
- Implementation
 - Strategies
 - Corridor Planning Needs
 - Future Study
- Appendices



Looking to Next Steps

Thank you!!

oregonmetro.gov





January 25, 2023

TO: Portland Metro Council

RE: Proposed Metro Urban Growth Boundary Swap; Concerns and Conditions

CC: Marissa Madrigal, COO, Metro

Kristin Dennis, Chief of Staff, Metro

Andy Shaw, Acting Planning Director and Director of Government Affairs, Metro

Ted Reid, Principal Regional Planner, Metro

Dear Metro President Lynn Peterson, Councilor Simpson, Councilor Lewis, Councilor Rosenthal, Councilor Carlos González, Councilor Nolan, and Councilor Hwang,

We appreciate working with you on critical decisions about how a potential urban growth boundary (UGB) swap can help facilitate growth in ways that raise the quality of life for all residents, increase shared economic prosperity, and help the region meet our carbon pollution and environmental protection obligations and goals. The proposed UGB swap, and the River Terrace 2.0 concept plan, represents one of these decisions.

At this time with the information available, 1000 Friends and Tualatin Riverkeepers remain supportive of a potential UGB swap, acknowledging the potential benefits outlined in the River Terrace 2.0 concept plan and the housing production strategies adopted by the City of Tigard.¹ Metro holds an important and unique role in making sure Metro's first-ever UGB swap results in success: long-range land use planning. Land use planning represents a core service provided by Metro. Metro's planning processes bring together local jurisdictions, developers, and communities to understand the features of the region's land (e.g., water availability, natural hazards, soil quality, and habitat), potential pitfalls and lawsuits of quick development, and the infrastructure needs and public and private commitments for these facilities (e.g., water, sewer, transit). These planning processes provide value for all of us. After all, approving land expansions or swaps to the UGB does not guarantee development, especially the type of development that meets residents' needs, boosts economic resiliency, or reduces carbon pollution.

¹ As of January 2023, the City of Tigard has approved the following housing production strategies, a requirement of Goal 10 (Housing): Changed local zoning code to allow accessory dwelling units; Changed local zoning code to allow for missing middle housing citywide; Created a missing middle revolving loan fund; Adopted strategic and ambitious affordable housing plans; Adopted new funding sources for affordable housing; and Approved density bonus options for developers who build affordable housing.

We ask that the Metro Council help our region succeed in its first-ever UGB swap by directing staff to develop a timeline and process for land use goal inventory findings and a regional stormwater strategy before UGB swap approval.

Erosion, Stormwater Management, and Growth Concerns

Bull Mountain development creates a drainage divide, diverting some water to Fanno Creek (a tributary of the Tualatin River) on the north side, while surface water flows down on the south side and feeds directly into the Tualatin River. Poor engineering pertaining to stormwater management in the past has resulted in increased stormwater flows. As a result, we are seeing serious erosion on either side of Beef Bend Road. The proposed River Terrace 2.0 development, just north and west of Beef Bend, would drain towards existing erosion sites if left unchecked. Streams just south of Beef Bend Road and within the King City UGB expansion area, including Otto Creek, King City Creek, and Bankston Creek, are extremely degraded due to uncontrolled and unmitigated stormwater flows. This is evident by the stream bank collapse and migration of headcuts upstream. For example, the headcut on Otto Creek has moved approximately 70 feet in the last ten years. All of the sediment makes its way down the streams and deposits in the Tualatin River, and sediment islands can be seen at the base of the streams. See Figures 1, 2, and 3.

It is no secret that human disturbance is the greatest contributor to erosion in the Tualatin watershed. Tree removal, residential development, and stream crossings have increased erosion rates. Climate change poses an additional threat as the volume and intensity of individual rain events increases. Increased impervious surfaces will only exacerbate the issue beyond the region's ability to manage it if action is not taken now. A regional stormwater strategy must be in the forefront of any major development decisions, and it should correct the existing stormwater and erosion issues and plan for future stormwater as the area develops.

A need for more coordination and long range planning in this region:

The long range planning will help align several private and public agencies, as well as community members affected by proposed development on key issues: Goal 1 (Citizen Involvement), Goal 3 (Agricultural Lands), Goal 5 (Natural Resource), Goal 6 (Air, water, and land resources), Goal 7 (Natural Hazards), Goal 11 (Public Facilities), and Goal 12 (Transportation). This long range planning process will uncover information and build consensus around strategies for planning, investment, and development critical for a successful UGB swap.

Metro has a unique regional planning role, and we fear that if Metro does not help coordinate a more regional goal analysis, it risks impacts to real estate development, farm operations, and the river ecosystems.

The long range planning process should also build upon current localized planning efforts and prior requirements, including the following conditions:

- Require all exchange and expansion area in SW Washington County to incorporate the findings of Clean Water Services’s stormwater management study and plan (planned for release late spring), including in Kingston Terrace²; and in River Terrace 2.0 to ensure that the erosion problems are not exacerbated. Development should be paused until these recommendations can be adopted.
- Complete enforcement of past conditions with partners, including the conservation easement condition placed on the Kingston Terrace UGB expansion.
- Review and complete goal study findings at a regional level, instead of an expansion/exchange area at a time. This should be contextualized to the UGB exchange and 2018 expansion areas.
 - While it is our understanding that each jurisdiction is responsible for completing their own land use goal findings analysis, we remain that this “inside the box” approach to goal findings is not capturing the collective impact of all these expansions and the potential exchange, and has in turn led to many of the problems in the status quo.
- Provide guidance and consultation on coordinating transportation system plan amendments in the exchange area, and in expansion areas, with the goal of aligning these roads with climate friendly and equitable communities rulemaking, and Metro’s climate smart policies.

We respectfully ask that Metro Council, as the regional planning body, reserve approval of a final UGB swap until more information and analysis can be completed, and enforceable, measurable conditions of success are outlined for the region– or the Metro Council risks permanently damaging natural areas and working lands at the edge of our Urban Growth Boundary. We view this critical to ensure that the UGB exchange, and its outcomes, are successful and build a better Oregon.

Sincerely,

Brett Morgan
1000 Friends of Oregon

Victoria Frankeny
Tualatin Riverkeepers

² Tualatin Riverkeepers, working with many partners, have identified serious and very concerning erosion of the Tualatin River and several drainages that flow into the watershed. The rapid creation of more impervious surfaces (roads and development) in Bull Mountain, River Terrace are leading to this erosion, which would only be amplified by River Terrace 2.0 and Kingston Terrace. Past conditions placed on the Kingston Terrace regarding development and conservation easements are being ignored in road alignments. Clean Water Services is in the process of updating their regional stormwater strategy, but it is unclear if their recommendations will be sequenced before new development is put in place.

Figure 1: Sediment island at the base of Otto Creek as it flows into the Tualatin River. While property owners have worked to mitigate sediment that reaches the Tualatin, unmitigated stormwater and erosion still pose a regional threat to the water quality in the Tualatin watershed.



Figure 2: Stormwater from development north of Beef Bend Road collects stormwater from the south side of Bull Mountain. The stormwater from the development has been diverted under Beef Bend Road into a ditch that runs south parallel to 137th Street.



Figure 3: King City Creek. The headwaters of this creek run off Bull Mountain through a variety of developments. Development has buried the creek in places and channelized the creek in others. The increased peak flows from stormwater entering the creek have caused extreme erosion (similar to Otto Creek) at the confluence with the Tualatin River. The erosion is currently active with vertical banks and evidence of tree roots being undercut and falling into the creek.



My husbands family has farmed this area for over 50 years. His grandparents house is still stands on Roy Rogers Road. We are large scale commercial farm and will continue to farm. We have farmland in other areas of Washington County and in Eastern Oregon.

Farming on Roy Rogers Road has become dangerous and unfortunately some farm practices are not taken well by the new residents of the area. They may like to see the open areas and the idea of farmers (and say they live in the country), but not when they are behind a slow moving tractor, seeing anything being sprayed on the fields or large semi trucks trying to get in and out of a field into traffic.

The massive amount of traffic that currently travels on Roy Rogers Rd (now that it is 5 lanes in one area....) is only going to get worse with the current road project being done on the Sherwood end (that is going to be 5 lanes as well) It has become a commuter road. Mixing farmland with high density housing has not been a good fit for those that actually farm for a living.

We are in favor of the Tigard River Terrace 2.0 UGB Exchange (23-1488). My husband, Wayne Amstad, would be available to discuss further if needed.

Thank you,
Cori Amstad
15990 SW Roy Rogers Road

503-781-3768

Dear President Peterson and Metro Councilors,

I would like to submit this testimony in support of Metro Ordinance No. 23-1488. I feel that I'm uniquely qualified to provide testimony. I served as City Attorney for the City of Damascus, eventually surrendering its Charter. I currently serve as the City Attorney for King City, and handled its UGB expansion. Additionally, I've been working with DLCD staff on a UGB exchange on the Oregon Coast, and am familiar with the tool.

It's painful for me to think about the amount of time I spent on Damascus Comprehensive Plan and land use issues. Needless to say, I'm very familiar with the challenges.

In the aftermath of the 2016 disincorporation vote, Mayor Diana Helm and I met with Happy Valley City Manager Jason Tuck and Mayor Lori DeRemer. Our hope was to provide them with information that they would need to avoid the issues that we had experienced and to aid in the eventual development of the developable parts of what was once Damascus.

Happy Valley was very receptive to receiving the data. We arranged for a second meeting with them that included John Fregonese. I believe John prepared the second proposed Damascus Comp Plan. He used to say it was the city where he "broke his pick."

John brought maps and data regarding the portions of the area that was Damascus that could be developed at urban levels of density. He walked us all through the complex data and mapping in a way that only he could.

It was John's opinion that the land North of Hwy 212 and East of SE 222nd Dr., could not feasibly develop at urban levels of density. Public water and sewer needed to be pumped in the opposite direction of the natural drainage basins. Even setting aside the costs of roads and other infrastructure, John believed the drainage issues were enough to prevent urbanization.

Those parcels could develop at low levels of density. However, they could not develop at the densities contemplated in Metro's 2040 Plan. John said that including those areas in the methodology to calculate System Development Charges would result in such high numbers that the entirety of Damascus likely would not develop. The area was essentially a poison pill.

Happy Valley agreed with John's analysis. Those areas were not made part of Happy Valley's Urban Growth Management Area. They were not included in the mapped areas that Happy Valley was willing to consider for annexation. Because of the vast expenses related to development, the area is an orphaned part of the UGB.

As the City Attorney for the City of King City, I have worked on what was eventually its successful UGB expansion. As part of that work, I am familiar with both the Roy Rogers East and Roy Rogers West Urban Reserves.

Those areas are adjacent or near the public infrastructure necessary for urbanization to happen in an orderly manner. It makes sense for those areas to develop in tandem with King City West.

Both of Tigard's Urban Reserves should feasibly develop prior to most of the land that is in Happy Valley's UGMA, because they are so much closer to infrastructure.

It's my recollection that every one of the Damascus Comprehensive Plans identified the issues preventing urbanization North of 212 and East of 222nd, but that area had to be part of the planning since it was in the UGB. That record should be sufficient to counter arguments against the exchange

As Damascus taught us, urbanization cannot happen without a willing city. I can't think of a reason for the areas east of Happy Valley's UGMA to remain in the UGB. I understand there is some controversy over removing UGB lands from Clackamas County and adding them to Washington County. However, we are a region. Our land use decisions are regional.

Metro has a willing partner in Tigard. I'm not aware of any jurisdiction in Clackamas County that has requested Metro bring in all or a portion of a URA. This exchange would not materially harm a Clackamas County jurisdiction seeking to add a URA, in the future. The land inside Metro's UGB and outside of Happy Valley's UGMA is a significant size.

I'd like to applaud Metro Staff for their creativity. We spent so much time in Damascus learning, from John and others, what could and couldn't develop. I hope the region can benefit, even though it won't be the outcome that we anticipated. Thank you for considering my testimony, and for your public service.

Sincerely.

A handwritten signature in black ink, appearing to read "Peter O. Watts", with a long horizontal flourish extending to the right.

Peter O. Watts