



**Date:** November 14, 2008  
**To:** MTAC/TPAC Subcommittee  
**From:** Tony Mendoza, Transit Project Analysis Manager  
**Re:** High Capacity Transit System Plan Screening Criteria Update

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*The HCT System Plan* is a 30 year plan for prioritizing HCT investments in new corridors and changes to existing corridors. The results will be incorporated into the RTP. The *HCT System Plan* tells us where the best locations are for major rail and bus transit capital investments based on evaluation criteria derived from the RTP. The RTP tells us whether HCT is the right transportation choice relative to other potential transportation investments. *Making the Greatest Place* tells us whether HCT is the right transportation choice to support the land use in any given corridor or center.

The Screening Criteria (Figure 1) was finalized and confirmed by the MTAC/TPAC HCT Subcommittee on October 22, 2008, TPAC on October 31, 2008 and MTAC on November 5, 2008. The Screening Criteria constitutes the first phase of the HCT evaluation framework (Figure 2). The Screening Criteria will be used to narrow the wide array of High Capacity Transit Corridors and System Improvements assembled for the RTP Scenario B<sup>1</sup> and suggested in stakeholder interviews, public workshops, and Metro Committee meetings that began in July 2008.

The Evaluation Criteria will be used to help prioritize High Capacity Transit improvements that have succeeded through the initial Screening Criteria. At the November 5, 2008 meeting, you will also be given the opportunity to review and begin to discuss the Evaluation Criteria. You will be asked to confirm the Evaluation Criteria at the December 3, 2008 MTAC meeting.

Attached is an updated draft of the Screening Criteria prepared for the High Capacity Transit System Plan. An original draft was presented to the HCT MTAC/TPAC Subcommittee on 9/12/08. Refinements were made to that draft and then presented to TPAC on 9/26/08 and MTAC on 10/1/08. The following suggestions are incorporated in the attached draft:

- Use a five-tiered "high to low" rating system for each screening criterion that can be incorporated into a "scorecard" matrix for all improvements.
- Refine the Existing and Future Potential Ridership screening targets to better reflect local conditions. Include a five-tiered rating system from "low" to "high" where the "low" rating is indicative of areas where land use densities are not supportive of HCT investment. Equalize the future potential ridership and the existing potential ridership proposed screening targets.
- Include level of service (LOS) and volume/capacity conditions in parallel arterials or freeways as a new screening criterion, favoring corridors where congestion is worse. The assessment would be conducted using the regional travel demand model, focusing on current and predicted levels of congestion using 2005 and 2035 regional travel demand forecasts.
- Include a new screening criterion that addresses the issue of "equity." This measure would incorporate analysis used in the RTP analysis.
- Include RTP 2040 priority land use rankings.
- Define environmental constraints as negative impacts to natural resources.

Attachments:      Figure 1 – Screening Criteria  
                            Figure 2 – Evaluation Framework diagram  
                            Figure 3 – Wide Range of Corridors and Projects to Screen

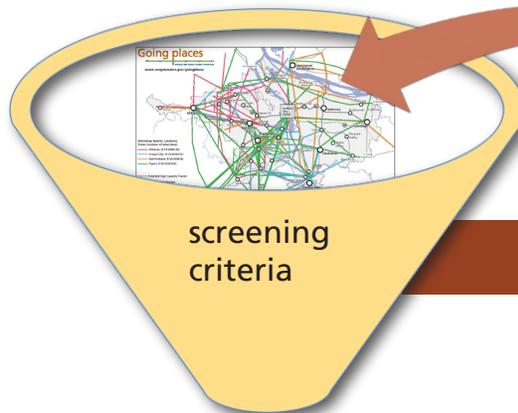
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<sup>1</sup> Scenario B HCT improvements were gathered from the following sources: Region 2040 Concept, TriMet Transit Investment Plan (2007), RTP Federal Component (2007), and local jurisdiction comments received from TPAC/MTAC/JPACT/MPAC.

**Figure 1: Initial Screening Criteria FINAL REVISED DRAFT, 11-7-08, based on 10-22-08 Subcommittee, 10-31-08 TPAC and 11-05-08 MTAC**

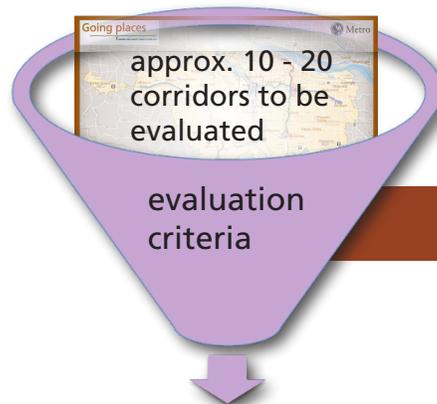
<b>CRITERION</b>	<b>MEASUREMENT</b>	<b>PROPOSED SCREENING TARGET</b>	
<b>QUANTITATIVE CRITERIA</b>			
Existing Potential Ridership	Transit Orientation Index	High	> 5.0 riders per acre
		Medium-High	4.0-5.0 riders per acre
		Medium	3.0-4.0 riders per acre
		Low-Medium	1.5-3.0 riders per acre
		Low	< 1.5 rider per acre
Future Potential Ridership	Transit Orientation Index	High	> 5.0 riders per acre
		Medium-High	4.0-5.0 riders per acre
		Medium	3.0-4.0 riders per acre
		Low-Medium	1.5-3.0 riders per acre
		Low	< 1.5 rider per acre
<b>QUALITATIVE CRITERIA</b>			
Corridor Availability and Cost	Qualitative assessment of right of way availability and associated access improvements (Includes geological hazards)	High	Minimal right of way or few structures required
		Medium	Moderate right of way or structures required
		Low	Major land acquisition, tunneling, bridge work or extensive ROW required
Environmental Constraints	Qualitative assessment of impact on natural resources	High	Minimal potential negative impacts to natural resources
		Medium	Moderate potential negative impacts to natural resources
		Low	Significant potential negative impacts to natural resources
Equity	Qualitative assessment of social equity needs	Does promote equity	Directly serves low-income and minority communities
		Slightly promotes equity	Provides indirect access to low-income and minority communities
		Does not promote equity	No access provided to low-income and minority communities
Connectivity and System	Qualitative assessment of transit system connectivity, intermodal connectivity, maintenance yard site or other transit system needs.	High	Strong connectivity and/or system benefits
		Medium	Moderate connectivity and/or system benefits
		Low	Poor connectivity, and/or system benefits

Congestion	Recognition of congestion parallel to proposed corridor	High	LOS F (2035 PM Peak 2-Hour; Mid-Day 1-Hour); Vehicle/Capacity Ratio
		Medium-High	LOS E (2035 PM Peak 2-Hour; Mid-Day 1-Hour); Vehicle/Capacity Ratio
		Medium	LOS D (2035 PM Peak 2-Hour; Mid-Day 1-Hour); Vehicle/Capacity Ratio
		Low-Medium	LOS C (2035 PM Peak 2-Hour; Mid-Day 1-Hour); Vehicle/Capacity Ratio
		Low	LOS A-B (2035 PM Peak 2-Hour; Mid-Day 1-Hour); Vehicle/Capacity Ratio
2040 Land Use	Support Region 2040 land use designations based on RTP priority areas	High	<ul style="list-style-type: none"> <li>• Central city</li> <li>• Regional centers</li> <li>• Industrial areas</li> <li>• Freight and Passenger Intermodal facilities</li> </ul>
		Medium	<ul style="list-style-type: none"> <li>• Employment areas</li> <li>• Town centers</li> <li>• Station Communities</li> <li>• Corridors</li> <li>• Main Streets</li> </ul>
		Low	<ul style="list-style-type: none"> <li>• Inner neighborhoods</li> <li>• Outer neighborhoods</li> </ul>



potential HCT corridors and projects from historic planning and outreach

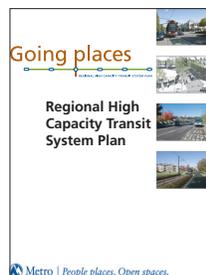
November 2008  
MTAC/TPAC



January 2009  
Council/MPAC/JPACT/MTAC/TPAC



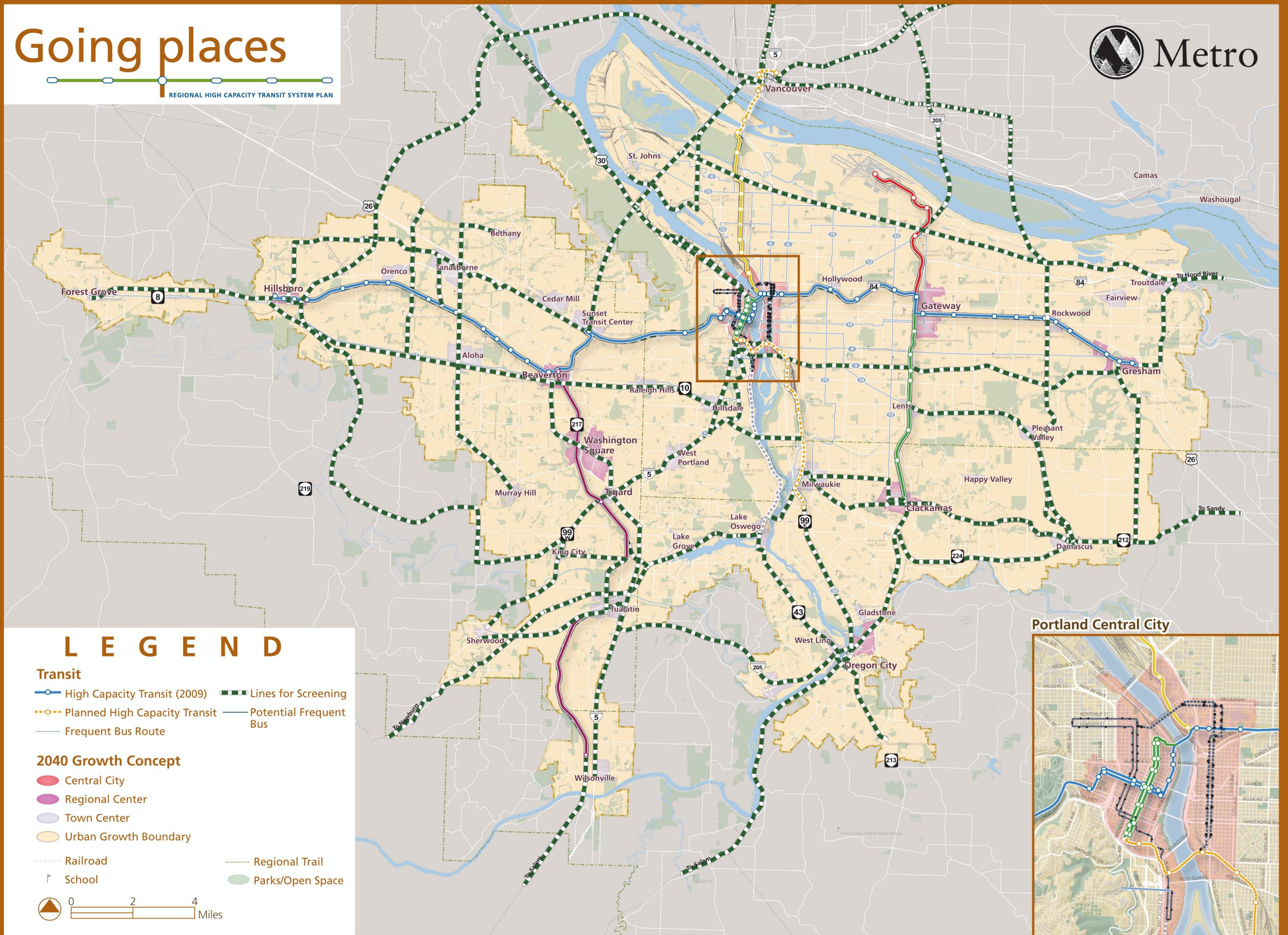
March 2009  
Council/MPAC/JPACT/MTAC/TPAC



Late spring 2009

# Going places

REGIONAL HIGH CAPACITY TRANSIT SYSTEM PLAN



## LEGEND

- Transit**
- High Capacity Transit (2009)
  - Planned High Capacity Transit
  - Frequent Bus Route
  - Lines for Screening
  - Potential Frequent Bus
- 2040 Growth Concept**
- Central City
  - Regional Center
  - Town Center
  - Urban Growth Boundary
  - Railroad
  - School
  - Regional Trail
  - Parks/Open Space

