A G E N D A

600 NORTHEAST GRAND AVENUE | PORTLAND, OREGON 97232 2736
TEL 503 797 1542 | FAX 503 797 1793

METRO

Agenda

MEETING:	METRO COUNCIL REGULAR MEETING
DATE:	June 6, 2002
DAY:	Thursday
TIME:	2:00 PM
PLACE:	Metro Council Chamber

CALL TO ORDER AND ROLL CALL

1. INTRODUCTIONS

2. CITIZEN COMMUNICATIONS

3. EXECUTIVE OFFICER COMMUNICATIONS

4. AUDITOR COMMUNICATIONS

5. CONSENT AGENDA

5.1 Consideration of Minutes for the May 23, 2002 Metro Council Regular Meeting.

6. ORDINANCES - FIRST READING

6.1 **Ordinance No 02-946,** For the Purpose of Adopting the Post-Acknowledgment Amendments to the 2000 Regional Transportation Plan (RTP).

6.2 **Ordinance No. 02-947**, For the Purpose of Amending Metro Code Section 2.19.00 Concerning Metro's Committee on Citizen Involvement (MCCI).

6.3 **Ordinance No. 02-948**, For the Purpose of Amending the FY 2001-02 Budget and Appropriations Schedule by Transferring Appropriations from Capital Outlay and Contingency in the MERC Operating Fund to Interfund Transfers and Transferring Those Resources to the MERC Pooled Capital Fund, and Declaring an Emergency.

6.4 **Ordinance No. 02-949**, For the Purpose of Amending Metro Code Section 4.01.050, and Revising Admissions Fees at the Oregon Zoo effective January 1, 2003.

7. ORDINANCES - SECOND READING

7.1	**Ordinance No. 02-943,** For the Purpose of Amending the FY 2001-02 Budget and Appropriations Schedule Transferring $200,000 from Capital Outlay to Operating Expenses and $554,077 from Contingency to Operating Expenses in the Zoo Operating Fund, and Adding 1.0 FTE for A Budget and Finance Position, and Declaring an Emergency.	McLain

8. RESOLUTIONS

8.1	**Resolution No. 02-3169,** For the Purpose of Amending Council Policy Regarding the Management of the Regional Parks Fund.	Burkholder
8.2	**Resolution No. 02-3196**, For the Purpose of Granting a Time Extension to Functional Plan Compliance Deadlines for the City of Oregon City.	Park
8.3	**Resolution No. 02-3189**, For the Purpose of Establishing a Transportation Investment Task Force to Recommend Priority Transportation Improvements in the Metro Region and an Associated Financing Strategy.	Burkholder

9. COUNCILOR COMMUNICATION

ADJOURN

Cable Schedule for Week of June 6, 2002 (TVCA)

	Sunday (6/9)	Monday (6/10)	Tuesday (6/11)	Wednesday (6/12)	Thursday (6/6)	Friday (6/7)	Saturday (6/8)
CHANNEL 11 (Community Access Network) (most of Portland area)						2:00 PM	
CHANNEL 21 (TVCA) (Washington Co., Lake Oswego, Wilsonville)	7:00 P.M.	1:00 AM		7:00 P.M.			
CHANNEL 30 (TVCA) (NE Washington Co. - people in Wash. Co. who get Portland TCI)	7:00 P.M.	1:00 A.M.		7:00 P.M.			
CHANNEL 30 (CityNet 30) (most of City of Portland)	8:30 PM (previous meeting)						
CHANNEL 30 (West Linn Cable Access) (West Linn, Rivergrove, Lake Oswego)	4:30 PM			5:30 AM	1:00 PM 5:30 PM	3:00 PM	
CHANNEL 33 (ATT Consumer Svcs.) (Milwaukie)		10:00 AM 2:00 PM 9:00 PM					

PLEASE NOTE THAT ALL SHOWING TIMES ARE TENTATIVE BASED ON THE INDIVIDUAL CABLE COMPANIES' SCHEDULES. PLEASE CALL THEM OR CHECK THEIR WEB SITES TO CONFIRM SHOWING TIMES.

Portland Cable Access	www.pcatv.org	***(503) 288-1515***
Tualatin Valley Cable Access	www.tvca.org	***(503) 629-8534***
West Linn Cable Access	www.ci.west-linn.or.us/CommunityServices/htmls/wltvsked.htm	***(503) 722-3424***
Milwaukie Cable Access		***(503) 654-2266***

Agenda items may not be considered in the exact order. For questions about the agenda, call Clerk of the Council, Chris Billington, 797-1542. Public Hearings are held on all ordinances second read and on resolutions upon request of the public. Documents for the record must be submitted to the Clerk of the Council to be considered included in the decision record. Documents can be submitted by email, fax or mail or in person to the Clerk of the Council. For assistance per the American Disabilities Act (ADA), dial TDD 797-1804 or 797-1540 (Council Office).

Agenda Item Number 5.1

Consideration of the May 23, 2002 Regular Metro Council Meeting minutes.

Metro Council Meeting
Thursday, June 6, 2002
Metro Council Chamber

MINUTES OF THE METRO COUNCIL MEETING

Thursday, May 23, 2002
Metro Council Chamber

Councilors Present: Carl Hosticka (Presiding Officer), Susan McLain, Bill Atherton, David Bragdon, Rod Monroe, Rex Burkholder

Councilors Absent: Rod Park (excused)

Presiding Officer Hosticka convened the Regular Council Meeting at 2:05 p.m.

1. INTRODUCTIONS

There were none.

2. CITIZEN COMMUNICATIONS

There were none.

3. EXECUTIVE OFFICER COMMUNICATIONS

There were none.

4. MPAC COMMUNICATIONS

Presiding Officer Hosticka said MPAC met and discussed riparian zones and the incentives program, no action was taken.

5. CONSENT AGENDA

5.1 Consideration of minutes of the May 16, 2002 Regular Council Meeting.

Motion	Councilor Bragdon moved to adopt the meeting minutes of the May 16, 2002, Regular Council meeting

Vote:	Councilors Bragdon, Atherton, Monroe, Burkholder, McLain and Presiding Officer Hosticka voted aye. The vote was 6 aye, the motion passed with Councilor Park absent.

6. RESOLUTIONS

6.1 **Resolution No. 02-3161,** For the Purpose of Confirming the Appointment of William Bree, Laila Cully, Michael Decker, Jerry Powell, and Marie Werts to the Metro Recycling Business Assistance Advisory Committee.

Motion	Councilor McLain moved to adopt Resolution No. 02-3161.
Seconded:	Councilor Burkholder seconded the motion

Councilor McLain said this committee would offer Metro assistance in recycling activities. She noted that Councilor Atherton would be the Metro representative and she would be serving as an alternate. Councilor Burkholder asked if any appointees were in the audience. Their credentials were very impressive. There were none in the audience. Presiding Officer Hosticka said to the audience that most of the work on this resolution was done in committee.

Vote:	Councilors Burkholder, McLain, Bragdon, Atherton, Monroe and Presiding Officer Hosticka voted aye. The vote was 6 aye, the motion passed.

7. EXECUTIVE SESSION HELD PURSUANT TO ORS 192.660(1)(d) FOR THE PURPOSE OF DELIBERATING WITH PERSONS DESIGNATED TO CONDUCT LABOR NEGOTIATIONS.

Time Began: 2:11 p.m.
Members Present: Pete Sandrock, Alexis Dow, members of the media, Mike Burton, Scott Moss, Dan Cooper, Marv Fjordbeck, Lily Aguilar, member of council staff, Ed Ruttledge
Time Ended: 2:38 p.m.

8. EXECUTIVE SESSION HELD PURSUANT TO ORS 192.660(1)(e). DELIBERATIONS WITH PERSONS DESIGNATED TO NEGOTIATE REAL PROPERTY TRANSACTIONS

Time Began: 2:40 p.m.
Members Present: Alexis Down, Jeff Stone, John Donovan, Marv Fjordbeck and Dan Cooper, members of the press
Time Ended: 2:52 p.m.

8.1 **Resolution No. 02-3199,** For the Purpose of Authorizing the Executive Officer to Purchase the Derby-Heinze Partnership Property on Mt. Scott in the East Buttes/Boring Lava Domes Target Area.

Motion	Councilor Monroe moved to adopt Resolution No. 02-3199.
Seconded:	Councilor Atherton seconded the motion

Councilor Monroe said there were a number of people planning to testify on this issue. He noted the letters that had been receive supporting the purchase including the Clackamas County Commission. He then described the property and gave a history of the development in the area. He noted the steep slopes and the remaining habitat on the top of Mr. Scott. He felt this was prime openspace and habitat would be lost to development if Metro didn't purchase the property quickly. He urged support of the resolution.

Presiding Officer Hosticka opened a public hearing.

Mike Burton said he knew this resolution was coming forward. He expressed concern about the 'whereas' in the resolution and how this would fit with Resolution No. 01-3106. He said the current property did not fit the resolution, which provided guidance for purchase of property. The issue before Council was what criteria did this property fit into. The purchase of the property would displace other negotiations. The Council would have to identify the exemption.

Councilor Bragdon said staff had presented information at the Natural Resources Committee. He asked Mr. Burton's what he would recommend taking off the essential list if they approved this property. Mr. Burton said he would be hesitant to answer that question with the current negotiations. That discussion would need to occur in executive session. He said there were other properties which wanted to be on the essentials list but were not. If they approved the purchase of this property he would seek guidance on which properties to take off the list.

Councilor Atherton asked if the criteria in Resolution No. 01-3106 included trail connections. Mr. Burton read the criteria in Resolution No. 01-3106. He said he couldn't answer if this property met the criteria.

Councilor Monroe said he knew there were negotiations going on and that there were more properties than money to buy them. He suggested looking at all properties that could be land banked. He thought that this property would be lost if land banked.

Mr. Burton said he raised the question of policy, there was an existing policy. He asked what policy they would adopt if they were going to purchase this property and would it be an applicable policy for other property purchases. Presiding Officer Hosticka asked, was there a policy basis for this?

Dick Jones, 3205 SE Vineyard Rd, Oak Grove, OR, and a member of MCCI, said this site was a breathtaking site. He understood the criteria issue. He felt this purchase had wide citizen support. He thought this site was of regional importance. It was the highest site in the Urban Growth Boundary. There was no place in the Portland area other than this site that was of this geological historical value. He explained further the values of the site. He spoke to access issues. He urged consideration of this resolution.

Steven B Berliner, Director of Friends of Kellogg and Mr. Scott Creeks Watershed, PO Box 22373, Milwaukie, OR 97269 supported the purchase of this property (a copy of his testimony is included in the meeting record). He noted his emails to the Council. He answered Councilor Atherton's question about connectivity. He noted the willing jurisdictional agencies that supported the purchase. He spoke to development issues such as impacts on the watersheds.

Councilor Atherton asked about development activity impacts. Mr. Berliner responded that you can't stop development but protection of watershed and habitat was essential. Councilor Atherton said restoration of streams took a long time. Councilor Monroe asked Mr. Berliner about steep slopes and the protection of streams if the area was developed. Mr. Berliner responded by giving an example of the coastal development and the homes that slid because of development, a similar circumstance could occur in this area.

Presiding Officer Hosticka closed the public hearing.

Councilor Atherton suggested a friendly amended and explained further his amendment. Councilor Monroe said before he would consider the amendment he would like guidance for the experts.

Motion	Councilor Burkholder moved to refer Resolution No. 02-3199 back to the Natural Resource Committee.
Seconded:	Councilor McLain seconded the motion

Councilor Burkholder said he felt they needed to discuss this further in committee. Councilor Monroe asked Councilor McLain how soon the committee could consider this resolution. Councilor McLain said as soon as the sponsor of resolution and staff could answer questions. Councilor Monroe suggested it is as soon as possible. The reason why they attempted to bypass it was because of the urgency. He respected the process. He noted an exception to the process required Council action. This was why he suggested bringing this to Council rather than Committee. He hoped that an exception would be considered for this purchase. If the majority of the Council felt it should go to Committee, he would support the will of the body. Presiding Officer Hostricka said he had opportunity speak with Clackamas County Commission. They would like to have the opportunity to discuss this further. He noted the Executive Officer's concerns. Councilor McLain said they had just started the conversation in Natural Resources Committee about the essentials list, the properties in active negotiation, and a third list of priorities that had been brought to Council. They needed to finish the conversation. At least $23 million in property was currently on the essentials list. Councilor Bragdon spoke in favor of the motion. There was no question there was a stunning view on this site. The achievements of what Metro was trying to buy were due to the criteria they had established. If we didn't approve the motion to refer, it undermined all of the previous action taken. He noted the Executive Officer's reservations. He noted the Audubon Society letter requesting more time for consideration of this purchase. Councilor Monroe said three councilors had toured the property, he recommended those who had not seen the property should view it before the issue was taken at Committee. He noted the assets of the property. Councilor Atherton supported the motion and suggested other possibilities for purchase. Presiding Officer Hosticka said if members wanted to propose amendments this should be done in Committee.

Vote:	Councilors Burkholder, McLain, Bragdon, Atherton, Monroe and Presiding Officer Hosticka voted aye. The vote was 6 aye, the motion passed.

9. COUNCILOR COMMUNICATION

Presiding Officer Hosticka reminded members that there was no Council meeting next Thursday but they would have a Council/Executive Officer Informal meeting on Tuesday at 2:00 p.m.

10. ADJOURN

There being no further business to come before the Metro Council, Presiding Officer Hosticka, adjourned the meeting at 3:39 p.m.

Prepared by

Chris Billington
Clerk of the Council

ATTACHMENTS TO THE PUBLIC RECORD FOR THE MEETING OF MAY 23, 2002

ITEM #	TOPIC	DOC DATE	DOCUMENT DESCRIPTION	DOC. NUMBER
5.1	MINUTES	5/16/02	METRO COUNCIL MINUTES OF 5/16/02 SUBMITTED FOR APPROVAL	052302C-01
6.1	COMMITTEE REPORT	5/16/02	COMMITTEE REPORT ON RESOLUTION NO. 02-3161 FROM JOHN HOUSER TO METRO COUNCIL	052302C-02
8.1	CITIZEN LETTER	5/23/02	LETTER FROM CLACKAMAS COUNTY COMMISSIONERS TO METRO COUNCIL AND EXECUTIVE OFFICER RE: RESOLUTION NO. 02-3199	052302C-03
8.1	CITIZEN LETTER	5/23/02	LETTER FROM STEVEN BERLINER, DIRECTOR OF FRIENDS OF KELLOGG AND MT. SCOTT CREEKS WATERSHED TO METRO COUNCIL RE: RESOLUTION NO. 02-3199	052302C-04

Agenda Item Number 6.1

Ordinance No 02-946, For the Purpose of Adopting the Post-Acknowledgment Amendments to the 2000 Regional Transportation Plan (RTP).

First Reading

Metro Council Meeting
Thursday, June 6, 2002
Metro Council Chamber

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF ADOPTING THE POST-ACKNOWLEDGEMENT AMENDMENTS TO THE 2000 REGIONAL TRANSPORTATION PLAN (RTP).	)))	ORDINANCE NO. 02-946 Introduced by Councilor Rex Burkholder

WHEREAS, the 2000 Regional Transportation Plan (RTP) was adopted on August 10, 2000, with the intent to adopt subsequent amendments from specific outstanding studies and changes required as part of the Land Conservation and Development Commission (LCDC) adoption process in a timely manner; and

WHEREAS, the specific outstanding studies, including the Tri-County Elderly and Disabled Plan, Corridor Initiatives Project and Green Streets Project, were completed in 2001; and

WHEREAS, the LCDC acknowledged the RTP in June 2001, ordering specific changes to the plan; and

WHEREAS, these amendments are reflected in the plan text and map changes shown in Exhibits to this ordinance; now therefore,

THE METRO COUNCIL ORDAINS AS FOLLOWS:

1. Adopts the technical amendments ordered by LCDC, as shown in Exhibit 'A';
2. Adopts the Elderly and Disabled policies shown in Exhibit 'B';
3. Adopts the Corridor Initiatives priorities shown in Exhibit 'C'; and
4. Adopts the Green Streets policies and implementation measures shown in Exhibit 'D'.

ADOPTED by the Metro Council this _____ day of _____, 2002.

_____
Carl Hosticka, Presiding Officer

Attest:

_____
Christina Billington, Recording Secretary

Approved as to Form:

_____
Daniel B. Cooper, General Counsel

RTP POST-ACKNOWLEDGEMENT AMENDMENTS

Exhibit 'A'

RTP Technical Text Amendments - Part 1

Chapter 6 – Implementation

6.2.4 Compliance with State Requirements

Compliance with Statewide Planning Goals

Together, the RTP and city and county TSPs that implement the RTP will constitute the land use decision about need, mode, and function and general location of planned transportation facilities and improvements shown in the RTP. As the regional transportation system plan, the RTP constitutes the land use decision about need, mode and function of planned transportation facilities and improvements. The RTP also identifies the general location of planned transportation facilities and improvements.

The land use decision specifying the general location of planned regional transportation facilities and improvements will be made by cities and counties as they develop and adopt local TSPs that implement the RTP. While the specific alignment of a project may be incorporated into a TSP, such decisions are subject to the project development requirements in Section 6.7, and must include findings of consistency with applicable statewide planning goals, as described below.

In preparing and adopting local TSPs, cities and counties will prepare findings showing how specific alignment of planned regional facilities or general location or specific alignment of local facilities is consistent with provisions of the RTP, acknowledged comprehensive plans and applicable statewide planning goals, if any. If the actual alignment or configuration of a planned facility proposed by a city or county is inconsistent with the general location of a facility in the RTP, the process described in Section 6.4 to resolve such issues shall be used prior to a final land use decision by a city or county.

This section describes how cities and counties will address consistency with applicable local comprehensive plans and statewide planning goals.

General Location of Planned Transportation Facilities

Maps included in the RTP illustrate the general location of planned transportation facilities and improvements. For the purposes of this plan, the general location of transportation facilities and improvements is the location shown on maps adopted as part of this plan and as described in this section. Where more than one map in the RTP shows the location of a planned facility, the most detailed map

included in the plan shall be the identified general location of that facility.

Except as otherwise described in the plan, the general location of planned transportation and facilities is as follows:

For new facilities, the general location includes a corridor within 200 feet of the location depicted on the maps included within the RTP. For interchanges, the general location corresponds to the general location of the crossing roadways. The general location of connecting ramps is not specified. For existing facilities that are planned for improvement the general location includes a corridor within fifty feet of the existing right-of-way. For realignments of existing facilities the general location includes a corridor within 200 feet of the segment to be realigned, measured from the existing right-of-way or as depicted on the plan map.

Local transportation system plans and project development are consistent with the RTP if a planned facility or improvement is sited within the general location shown on the RTP maps and described above in this section. Cities and counties may refine or revise the general location of planned facilities as they prepare local transportation system plans to implement the RTP. Such revisions may be appropriate to lessen project impacts, or to comply with applicable requirements in local plans or statewide planning goals. A decision to authorize a planned facility or improvement outside of the general location shown and described in the RTP requires an amendment to the RTP to revise the proposed general location of the improvement.

Transportation Facilities and Improvements authorized by existing acknowledged comprehensive plans

New decisions are required to authorize transportation facilities and improvements included in the RTP that are not authorized by the relevant jurisdiction's acknowledged comprehensive plan on August 10, 2000. Many of the facilities and improvements included in the RTP are currently authorized by the existing, acknowledged comprehensive plans. Additional findings demonstrating consistency with an acknowledged plan or the statewide planning goals are required only if the facility or improvement is not currently allowed by the jurisdiction's existing acknowledged comprehensive plan. Additional findings would be required if a local government changes the function, mode or general location of a facility from what is currently provided for in the acknowledged comprehensive plan.

Applicability of Statewide Planning Goals to decisions about General Location

Several statewide planning goals include "site specific" requirements that can affect decisions about the general location of planned transportation facilities. These include:

Goal 5 Open Spaces, Scenic, Historic and Natural Resources

Goal 7 Natural Hazards and Disasters

Goal 9 Economic Development , as it relates to protection of sites for specific uses (i.e. such as sites for large industrial uses)

Goal 10 Housing, as it relates to maintaining a sufficient inventory of buildable lands to meet specific housing needs (such as the need for multi-family housing)

Goal 15 Willamette River Greenway

Generally, compliance with the goals is achieved by demonstrating compliance with an acknowledged comprehensive plan. If City and county plans have been acknowledged to comply with the Goals and related rules, a planned improvement consistent with that plan is presumed to comply with the related goal requirement. Cities and counties may adopt the general location for needed transportation improvements, and defer findings of consistency with statewide planning goals to the project development phase. However, specific alignment decisions included in a local TSP must also include findings of consistency with applicable statewide planning goals.

In some situations, the Statewide Planning Goals and related rules may apply in addition to the acknowledged plan. This would occur, for example, if the jurisdiction is in periodic review, or an adopted statewide rule requirement otherwise requires direct application of the goal. Cities and counties will assess whether there are applicable goal requirements, and adopt findings to comply with applicable goals, as they prepare local transportation system plans to implement the regional transportation plan.

If in preparing a local TSP, a city or county determines that the identified general location of a transportation facility or improvement is inconsistent with an applicable provision of its comprehensive plan or an applicable statewide planning goal requirement, it shall:

- propose a revision to the general location of the planned facility or improvement to accomplish compliance with the applicable plan or goal requirement. If the revised general location is outside the general location specified in the RTP, this would require an amendment to the RTP; or

- propose a revision to the comprehensive plan to authorize the planned improvement within the general location specified in the RTP. This may require additional goal findings, for example, if a goal-protected site is affected.

Effect of an Approved Local TSP on Subsequent Land Use Decisions

Once a local TSP is adopted and determined to comply with the RTP and applicable local plans and statewide planning goals, the actual alignment of the planned transportation facility or improvement is

determined through the project development process. Subsequent actions to provide or construct a facility or improvement that are consistent with the local TSP may rely upon and need not reconsider the general location of the planned facility.

Additional land use approvals may be needed to authorize construction of a planned transportation improvement within the general location specified in an adopted local transportation system plan. This would occur if the local comprehensive plan and land use regulations require some additional review to authorize the improvement, such as a conditional use permits. Generally, the scope of review of such approvals should be limited to address siting, design or alignment of the planned improvement within the general location specified in the local TSP.

6.3 Demonstration of Compliance with Regional Requirements

In November 1992, the voters approved Metro's Charter. The Charter established regional planning as Metro's primary mission and required the agency to adopt a Regional Framework Plan (RFP). The plan was subsequently adopted in 1997, and now serves as the document that merges all of Metro's adopted land-use planning policies and requirements. Chapter 2 of the Regional Framework Plan describes the different 2040 Growth Concept land-use components, called "2040 Design Types," and their associated transportation policies. The Regional Framework Plan directs Metro to implement these 2040 Design Types through the RTP and Metropolitan Transportation Improvement Program (MTIP). These requirements are addressed as follows:

- Chapter 1 of the updated RTP has been revised to be completely consistent with applicable framework plan policies, and the policies contained in Chapter 1 of this plan incorporate all of the policies and system maps included in Chapter 2 of the framework plan. These policies served as a starting point for evaluating all of the system improvements proposed in this plan, and the findings in Chapter 3 and 5 of the RTP demonstrate how the blend of proposed transportation projects and programs is consistent with the Regional Framework Plan and 2040 Growth Concept.

- The MTIP process has also been amended for consistency with the Regional Framework Plan. During the Priorities 2000 MTIP allocation process, project selection criteria were based on 2040 Growth Concept principles, and funding categories and criteria were revised to ensure that improvements critical to implementing the 2040 Growth Concept were adequately funded.

Prior to completion of this updated RTP, several transportation planning requirements were included in the *Urban Growth Management Functional Plan* (UGMFP), which was enacted to address rapid growth issues in the region while the Regional Framework Plan and other long-range plans were under development. This 2000 RTP now replaces and expands the performance standards required for all city and county comprehensive plans in the region contained in Title 6 of the UGMFP. *See Sections 6.4.4 through 6.4.7, 6.6, 6.6.3 and 6.7.3.* In addition, parking policies contained in this plan were developed to complement Title 2 of the UGMFP, which regulates off-street parking in the region. *See Section 1.3.6, Policy 19.1.* Therefore, this RTP serves as a discrete functional plan that is both consistent with, and fully complementary of the UGMFP.

To ensure consistency between the 2000 RTP and local transportation system plans (TSPs), Metro shall develop a process for tracking local TSP project and functional classification refinements that are consistent with the RTP, and require a future amendment to be incorporated into the RTP. Such changes should be categorized according to degrees of significance and impact, with major changes subject to policy-level review and minor changes tracked administratively. This process should build on the established process of formal comment on local plan amendments relevant to the RTP.

6.4 Local Implementation of the RTP

6.4.1 Local Consistency with the RTP

The comprehensive plans adopted by the cities and counties within the Metro region are the mechanisms by which local jurisdictions plan for transportation facilities. These local plans identify future development patterns that must be served by the transportation system. Local comprehensive plans also define the shape of the future transportation system and identify needed investments. All local plans must demonstrate consistency with the RTP as part of their normal process of completing their plan or during the next periodic review. Metro will continue to work in partnership with local jurisdictions to ensure plan consistency.

The 2000 RTP is Metro's regional functional plan for transportation. Functional plans by state law include "recommendations" and "requirements." The listed RTP elements below are all functional plan requirements. Where "consistency" is required with RTP elements, those elements must be included in local plans in a manner that substantially complies with that RTP element. Where "compliance" is required with

RTP elements, the requirements in those elements must be included in local plans as they appear in the RTP.

For inconsistencies, ~~local governments~~cities and counties, special districts or Metro may initiate the dispute resolution process detailed in this chapter prior to action by Metro to require an amendment to a local comprehensive plan, transit service plan or other facilities plan. Specific elements in the 2000 RTP that require city, county and special district compliance or consistency are as follows:

Chapter 1 *Consistency with policies, objectives, motor vehicle level-of-service measure and modal targets, system maps and functional classifications including the following elements of Section 1.3:*

- *regional transportation policies 1 through 20 and objectives under those policies*
- *all system maps (Figures 1.1 through 1.19, including the street design, motor vehicle, public transportation, bicycle, pedestrian and freight systems)*
- *motor vehicle performance measures (Table 1.2), or alternative performance measures as provided for in Section 6.4.7(1)*
- *regional non-SOV modal targets (Table 1.3)*

Chapter 2 *Consistency with the 2020 population and employment forecast contained in Section 2.1 and 2.3, or alternative forecast as provided for in Section 6.4.9 of this chapter, but only for the purpose of TSP development and analysis.*

Chapter 6 *Compliance with the following elements of the RTP implementation strategy:*

- *Local implementation requirements contained in Section 6.4*
- *Project development and refinement planning requirements and guidelines contained in Section 6.7*

For the purpose of local planning, all remaining provisions in the RTP are recommendations unless clearly designated in this section as a requirement of local government comprehensive plans. All local comprehensive plans and future amendments to local plans are required by state law to be consistent with the adopted RTP. For the purpose of

transit service planning, or improvements to regional transportation facilities by any special district, all of the provisions in the RTP are recommendations unless clearly designated as a requirement. Transit system plans are required by federal law to be consistent with adopted RTP policies and guidelines. Special district facility plans that affect regional facilities, such as port or passenger rail improvements, are also required to be consistent with the RTP.

The state Transportation Planning Rule (TPR) requires most cities and counties in the Metro region to adopt local Transportation System Plans (TSPs) in their comprehensive plans. These local TSPs are required by the TPR to be consistent with the RTP policies, projects and performance measures identified in this section.

~~Upon adoption by ordinance, local TSPs shall be reviewed for consistency with these elements of the RTP. A finding of consistency and compliance for local TSPs that are found to be consistent with applicable elements of the RTP will be forwarded to the state Department of Land Conservation and Development (DLCD) for consideration as part of state review of local plan amendments. A finding of non-compliance for local TSPs that are found to be inconsistent with the RTP will be forwarded to DLCD if conflicting elements in local plans or the RTP cannot be resolved between Metro and the local jurisdiction. Tentative findings of consistency and compliance shall be provided to local jurisdictions as part of the public record during the local adoption process to allow local officials to consider these findings prior to adoption of a local TSP.~~

6.4.2 Local TSP Development

Local TSPs must identify transportation needs for a 20-year planning period, including needs for regional travel within the local jurisdiction, as identified in the RTP. Needs are generally identified either through a periodic review of a local TSP or a specific comprehensive plan amendment. Local TSPs that include planning for potential urban areas located outside the urban growth boundary shall also include project staging that links the development of urban infrastructure in these areas to future expansion of the urban growth boundary. In these areas, local plans shall also prohibit the construction of urban transportation improvements until the urban growth boundary has been expanded and urban land use designations have been adopted in local comprehensive plans.

Once a transportation need has been established, an appropriate transportation strategy or solution is identified through a two-phased process. The first phase is system-level planning, where a number of transportation alternatives are considered over a large geographic area

such as a corridor or local planning area, or through a local or regional Transportation System Plan (TSP). The purpose of the system-level planning step is to:

- consider alternative modes, corridors, and strategies to address identified needs

- determine a recommended set of transportation projects, actions, or strategies and the appropriate modes and corridors to address identified needs in the system-level study area

The second phase is project-level planning (also referred to as project development), and is described separately in this chapter in Section 6.7.

Local TSP development is multi-modal in nature, resulting in blended transportation strategies that combine the best transportation improvements that address a need, and are consistent with overall local comprehensive plan objectives.

6.4.3 Process for Metro Review of Local Plan Amendments, Facility and Service Plans

Metro will review local plans and plan amendments, and facility plans that affect regional facilities for consistency with the RTP. Prior to adoption by ordinance, local TSPs shall be reviewed for consistency with these elements of the RTP. Metro will submit formal comment as part off the adoption process for local TSPs to identify areas where inconsistencies with the RTP exist, and suggest remedies.

Upon adoption of a local TSP, Metro will complete a final consistency review, and a finding of consistency with applicable elements of the RTP will be forwarded to the state Department of Land Conservation and Development (DLCD) for consideration as part of state review of local plan amendments or local periodic review. A finding of non-compliance for local TSPs that are found to be inconsistent with the RTP will be forwarded to DLCD if conflicting elements in local plans or the RTP cannot be resolved between Metro and the local jurisdiction.

The following procedures are required for local plan amendments:

1. When a local jurisdiction or special district is considering plan amendments or facility plans which are subject to RTP local plan compliance requirements, the jurisdiction shall forward the proposed amendments or plans to Metro prior to public hearings on the amendment.

2. Within four weeks of receipt of notice, the Transportation Director shall notify the local jurisdiction through formal written comment whether the proposed amendment is consistent with RTP requirements, and what, if any, modifications would be required to achieve consistency. The Director's finding may be appealed by both the local jurisdiction or the owner of an affected facility, first to JPACT and then to the Metro Council.

3. A jurisdiction shall notify Metro of its final action on a proposed plan amendment.

4. Following adoption of a local plan, Metro shall forward a finding of consistency to DLCD, or identify inconsistencies that were not remedied as part of the local adoption process.

6.4.4 Transportation Systems Analysis Required for Local Plan Amendments

This section applies to city and county comprehensive plan amendments or to any local studies that would recommend or require an amendment to the Regional Transportation Plan to add significant single occupancy vehicle (SOV) capacity to the regional motor vehicle system, as defined by Figure 1.12. This section does not apply to projects in local TSPs that are included in the 2000 RTP. For the purpose of this section, significant SOV capacity is defined as any increase in general vehicle capacity designed to serve 700 or more additional vehicle trips in one direction in one hour over a length of more than one mile. This section does not apply to plans that incorporate the policies and projects contained in the RTP.

Consistent with Federal Congestion Management System requirements (23 CFR Part 500) and TPR system planning requirements (660-12), the following actions shall be considered when local transportation system plans (TSPs), multi-modal corridor and sub-area studies, mode specific plans or special studies (including land-use actions) are developed:

1. Transportation demand strategies that further refine or implement a regional strategy identified in the RTP

2. Transportation system management strategies, including intelligent Transportation Systems (ITS), that refine or implement a regional strategy identified in the RTP

3. Sub-area or local transit, bicycle and pedestrian system improvements to improve mode split

4. The effect of a comprehensive plan change on mode split targets and actions to ensure the overall mode split target for the local TSP is being achieved

5. Improvements to parallel arterials, collectors, or local streets, consistent with connectivity standards contained in Section 6.4.5, as appropriate, to address the transportation need and to keep through trips on arterial streets and provide local trips with alternative routes

6. Traffic calming techniques or changes to the motor vehicle functional classification, to maintain appropriate motor vehicle functional classification

7. If upon a demonstration that the above considerations do not adequately and cost-effectively address the problem, a significant capacity improvement may be included in the comprehensive plan

Upon a demonstration that the above considerations do not adequately and cost-effectively address the problem and where accessibility is significantly hindered, Metro and the affected city or county shall consider:

1. Amendments to the boundaries of a 2040 Growth Concept design type

2. Amendments or exceptions to land-use functional plan requirements

3. Amendments to the 2040 Growth Concept

4. Designation of an Area of Special Concern, consistent with Section 6.7.7.

Demonstration of compliance will be included in the required congestion management system compliance report submitted to Metro by cities and counties as part of system-level planning and through findings consistent with the TPR in the case of amendments to applicable plans.

6.4.6 Alternative Mode Analysis

Improvement in non-SOV mode share will be used as the key regional measure for assessing transportation system improvements in the central city, regional centers, town centers and station communities. For other 2040 Growth Concept design types, non-SOV mode share will be used as an important factor in assessing transportation system improvements. These modal targets will also be used to demonstrate compliance with per

capita travel reductions required by the state TPR. This section requires that cities and counties establish non-SOV regional modal targets for all 2040 design types that will be used to guide transportation system improvements, in accordance with Table 1.3 in Chapter 1 of this plan:

1. Each jurisdiction shall establish an alternative mode share target (defined as non-single occupancy vehicle person-trips as a percentage of all person-trips for all modes of transportation) in local TSPs for trips into, out of and within all 2040 Growth Concept land-use design types within its boundaries. The alternative mode share target shall be no less than the regional modal targets for these 2040 Growth Concept land-use design types to be established in Table 1.3 in Chapter 1 of this plan.

2. Cities and counties, working with Tri-Met and other regional agencies, shall identify actions in local TSPs that will result in progress toward achieving the non-SOV modal targets. These actions should initially be based on RTP modeling assumptions, analysis and conclusions, and include consideration of the maximum parking ratios adopted as part of Title 2, section 3.07.220 of the *Urban Growth Management Functional Plan*; regional street design considerations in Section 6.7.3, Title 6, transportation demand management strategies and transit's role in serving the area. Local benchmarks for evaluating progress toward achieving modal targets may be based on future RTP updates and analysis, if local jurisdictions are unable to generate this information as part of TSP development.

3. Metro shall evaluate local progress toward achieving the non-SOV modal targets during the 20-year plan period of a local TSP using the Appendix 1.8 "TAZ Assumptions for Parking Transit and Connectivity Factors" chart as minimum performance requirements for local actions proposed to meet the non-SOV requirements.

6.4.8 Future RTP Refinements Identified through Local TSPs

The 2000 RTP represents the most extensive update to the plan since it was first adopted in 1982. It is the first RTP to reflect the 2040 Growth Concept, Regional Framework Plan and state Transportation Planning Rule. In the process of addressing these various planning mandates, the plan's policies and projects are dramatically different than the previous RTP. This update also represents the first time that the plan has considered growth in urban reserves located outside the urban growth boundary but expected to urbanize during the 20-year plan

period. As a result, many of the proposed transportation solutions are conceptual in nature, and must be further refined.

In many cases, these proposed transportation solutions were initiated by local jurisdictions and special agencies through the collaborative process that Metro used to develop the updated RTP. However, the scope of the changes to the RTP will require most ~~local governments~~cities and counties and special agencies to make substantial changes to comprehensive, facility and service plans, as they bring local plans into compliance with the regional plan. In the process of making such changes, local jurisdictions and special agencies will further refine many of the solutions included in this plan.

Such refinements will be reviewed by Metro and, based on a finding of consistency with RTP policies, specifically proposed for inclusion in future updates to the RTP. Section 6.3 requires Metro to develop a process for to ensure consistency between the 2000 RTP and local TSPs by developing a process for tracking local project and functional classification refinements that are consistent with the RTP, but require a future amendment to be incorporated into the RTP. This process will occur concurrently with overall review of local plan amendments, facility plans and service plans, and is subject to the same appeal and dispute resolution process. While such proposed amendments to the RTP ~~are~~ may not be effective until a formal amendment has been adopted, the purpose of endorsing such proposed changes is to allow ~~local governments~~cities and counties to retain the proposed transportation solutions in local plans, with a finding of consistency with the RTP, and to provide a mechanism for timely refinements to local and regional transportation plans.

6.7 Project Development and Refinement Planning

6.7.1 Role of RTP and the Decision to Proceed with Project Development

After a project has been incorporated in the RTP, it is the responsibility of the local sponsoring jurisdiction to determine the details of the project (design, operations, etc.) and reach a decision on whether to build the improvement based upon detailed environmental impact analysis and findings demonstrating consistency with applicable comprehensive plans and the RTP. If this process results in a decision not to build the project, the RTP will be amended to delete the recommended improvement and an alternative must be identified to address the original transportation need.

6.7.2 New Solutions Re-submitted to RTP if No-Build Option is Selected

When a "no-build" alternative is selected at the conclusion of a project development process, a new transportation solution must be developed to meet the original need identified in the RTP, or a finding that the need has changed or been addressed by other system improvements. In these cases, the new solution or findings will be submitted as an amendment to the RTP, and would also be evaluated at the project development level.

6.7.3 Project Development Requirements

Transportation improvements where need, mode, ~~corridor and~~ function and general location have already been identified in the RTP and local plans for a specific alignment must be evaluated on a detailed, project development level. This evaluation is generally completed at the local jurisdiction level, or jointly by affected or sponsoring agencies, in coordination with Metro. The purpose of project development planning is to consider project design details and select a project alignment, as necessary, after evaluating engineering and design alternatives ~~and~~, potential environmental impacts and consistency with applicable comprehensive plans and the RTP. The project need, mode, ~~corridor, and~~ function and general location do not need to be addressed at the project level, since these findings have been previously established by the RTP.

The TPR and Metro's Interim 1996 Congestion Management System (CMS) document require that measures to improve operational efficiency be addressed at the project level, though system-wide considerations are addressed by the RTP. Therefore, demonstration of compliance for projects not included in the RTP shall be documented in a required Congestion Management System report that is part of the project-level planning and development (Appendix D of the Interim CMS document). In addition, ~~this section~~ CMS requires that street design guidelines be considered as part of the project-level planning process. This ~~section~~ CMS requirement does not apply to locally funded projects on local facilities. Unless otherwise stipulated in the MTIP process, these provisions are simply guidelines for locally funded projects.

Therefore, in addition to system-level congestion management requirements described in Section 6.6.3 in this chapter, cities, counties, Tri-Met, ODOT, and the Port of Portland shall consider the following project-level operational and design considerations during transportation project analysis as part of completing the CMS report:

1. Transportation system management (e.g., access management, signal inter-ties, lane channelization, etc.) to address or preserve existing street capacity.

2. Street design policies, classifications and design principles ~~are~~ contained in Chapter 1 of this plan. See Section 1.3.5, Policy 11.0, Figure 1.4. Implementing guidelines are contained in *Creating Livable Streets: Street Design Guidelines for 2040* (1997) or other similar resources consistent with regional street design policies.

RTP POST-ACKNOWLEDGEMENT AMENDMENTS

Exhibit 'A'

RTP Glossary Additions and Amendments - Part 2

Glossary of Transportation Definitions

Access management - Measures regulating access to streets, roads and highways from public roads and private driveways. Measures may include but are not limited to restrictions on the siting of interchanges, restrictions on the type and amount of access to roadways, and use of physical controls, such as signals and channelization including raised medians, to reduce impacts of approach road traffic on the main facility.
~~The principles, laws and techniques used to control access off and onto streets, roads and highways from roads and driveways. One of the primary purposes of controlling access is to reduce conflicts between motor vehicles, pedestrians and bicyclists. Examples of access management include limiting or consolidating driveways, selectively prohibiting left turn movements at and between intersections and using physical controls such as signals and raised medians.~~

Accessway - A walkway that provides pedestrian and or bicycle passage either between streets or from a street to a building or other destination such as a school, park, or transit stop. Accessways generally include a walkway and additional land on either side of the walkway, often in the form of an easement or right-of-way, to provide clearance and separation between the walkway and adjacent uses. Accessways through parking lots are generally physically separated from adjacent vehicle parking or parallel vehicle traffic by curbs or similar devices and include landscaping, trees and lighting. Where accessways cross driveways, they are generally raised, paved or marked in a manner which provides convenient access for pedestrians.

Affected local government - A city, county or metropolitan service district that is directly impacted by a proposed transportation facility or improvement.

At or near a major transit stop - "At" means a parcel or ownership which is adjacent to or includes a major transit stop generally including portions of such parcels or ownerships that are within 200 feet of a transit stop. "Near" generally means a parcel or ownership that is within 300 feet of a major transit stop. The term "generally" is intended to allow local governments through their plans and ordinances to adopt more specific definitions of these terms considering local needs and circumstances consistent with the overall objective and requirement to provide convenient pedestrian access to transit.

Local street standards - Include but are not limited to standards for right-of-way, pavement width, travel lanes, parking lanes, curb turning radius, and accessways.

Local transportation needs - Needs for movement of people and goods within communities and portions of counties and the need to provide access to local destinations.

Major - In general, those facilities or developments which, considering the size of the urban or rural area and the range of size, capacity or service level of similar facilities or developments in the area, are either larger than average, serve more than neighborhood needs or have significant land use or traffic impacts on more than the immediate neighborhood:

(a) "Major" as it modifies transit corridors, stops, transfer stations and new transportation facilities means those facilities which are most important to the functioning of the system or which provide a high level, volume or frequency of service;

(b) "Major" as it modifies industrial, institutional and retail development means such developments, which are larger than average, serve more than neighborhood needs or which have traffic impacts on more than the immediate neighborhood;

(c) Application of the term "major" will vary from area to area depending upon the scale of transportation improvements, transit facilities and development which occur in the area. A facility considered to be major in a smaller or less densely developed area may, because of the relative significance and impact of the facility or development, not be considered a major facility in a larger or more densely developed area with larger or more intense development or facilities.

Major transit stop - Major bus stops, transit centers and light-rail stations on the regional transit network as defined in Figure 1.16:, including:

(a) Existing and planned light rail stations and transit transfer stations, except for temporary facilities;

(b) Other planned stops designated as major transit stops in a transportation system plan and existing stops which:

(A) Have or are planned for an above average frequency of scheduled, fixed-route service when compared to region wide service. In urban areas of 1,000,000 or more population major transit stops are generally located along routes that have or are planned for 20 minute service during the peak hour; and

(B) Are located in a transit oriented development or within 1/4 mile of an area planned and zoned for:
(i) Medium or high density residential development; or
(ii) Intensive commercial or institutional uses within 1/4 mile of subsection (i); or
(iii) Uses likely to generate a relatively high level of transit ridership.

Metropolitan Planning Organization (MPO) -- An organization located within the State of Oregon and designated by the Governor to coordinate transportation planning in an urbanized area of the state including such designations made subsequent to the adoption of this rule. The Longview-Kelso-Rainier MPO is not considered an MPO for the purposes of this rule. ~~An individual agency designated by the state governor in each federally recognized urbanized area to coordinate transportation planning for that metropolitan region.~~ Metro is that agency for Clackamas, Washington and Multnomah Counties; for Clark County, Wash., that agency is the Southwest Washington Regional Transportation Council (SWRTC, formally the Intergovernmental Resource Center).

Metropolitan area - The local governments that are responsible for adopting local or regional transportation system plans within a metropolitan planning organization (MPO) boundary. This includes cities, counties, and, in the Portland Metropolitan area, Metro.

ODOT - Oregon Department of Transportation.

Parking spaces - On and off street spaces designated for automobile parking in areas planned for industrial, commercial, institutional or public uses. The following are not considered parking spaces for the purposes of OAR 660-012-0045(5)(c): park and ride lots, handicapped parking, and parking spaces for carpools and vanpools.

Pedestrian connection - A continuous, unobstructed, reasonably direct route between two points that is intended and suitable for pedestrian use. Pedestrian connections include but are not limited to sidewalks, walkways, accessways, stairways and pedestrian bridges. On developed parcels, pedestrian connections are generally hard surfaced. In parks and natural areas, pedestrian connections may be soft-surfaced pathways. On undeveloped parcels and parcels intended for redevelopment, pedestrian connections may also include rights of way or easements for future pedestrian improvements.

Pedestrian district - A comprehensive plan designation or implementing land use regulations, such as an overlay zone, that establish requirements to provide a safe and convenient pedestrian environment in an area planned for a mix of uses likely to support a relatively high level of pedestrian activity. Such areas include but are not limited to:

(a) Lands planned for a mix of commercial or institutional uses near lands planned for medium to high density housing; or

(b) Areas with a concentration of employment and retail activity; and

(c) Which have or could develop a network of streets and accessways which provide convenient pedestrian circulations.

Pedestrian districts are areas of high or potentially high pedestrian activity where the region places priority on creating a walkable environment. Specifically, the central city, regional and town centers, and light-rail station communities are areas planned for the levels of

compact, mixed-use development served by transit that will generate substantial walking and these areas are defined as pedestrian districts. Pedestrian districts should be designed to reflect an urban development and design pattern where walking is a safe, convenient and interesting travel mode. These areas will be characterized by buildings oriented to the street and by boulevard type street design features, such as wide sidewalks with buffering from traffic, marked street crossings at all intersections with special crossing amenities at some locations, pedestrian-scale lighting, benches, bus shelters, awnings and street trees. All streets in pedestrian districts are important pedestrian connections.

Pedestrian plaza - A small semi-enclosed area usually adjoining a sidewalk or a transit stop which provides a place for pedestrians to sit, stand or rest. They are usually paved with concrete, pavers, bricks or similar material and include seating, pedestrian scale lighting and similar pedestrian improvements. Low walls or planters and landscaping are usually provided to create a semi-enclosed space and to buffer and separate the plaza from adjoining parking lots and vehicle maneuvering areas. Plazas are generally located at a transit stop, building entrance or an intersection and connect directly to adjacent sidewalks, walkways, transit stops and buildings entrance or an intersection and connect directly to adjacent sidewalks, walkways, transit stops and building. A plaza including 150-250 square feet would be considered "small." "Pedestrian scale" means site and building design elements that are dimensionally less than those intended to accommodate automobile traffic, flow and buffering. Examples include ornamental lighting of limited height; bricks, pavers or other modules of paving with small dimensions; a variety of planting and landscaping materials; arcades or awnings that reduce the height of walls; and signage and signpost details that can only be perceived from a short distance.

Planning period - The twenty-year period beginning with the date of adoption of a TSP to meet the requirements of the Transportation Planning Rule.

Preliminary design - An engineering design which specifies in detail the location and alignment of a planned transportation facility or improvement.

Reasonably direct - Either a route that does not deviate unnecessarily from a straight line or a route that does not involve a significant amount of out-of-direction travel for likely users.

Refinement plan - An amendment to the transportation system plan, which resolves, at a systems level, determinations on function, mode or general location which were deferred during transportation system planning because detailed information needed to make those determinations could not reasonably be obtained during that process.

Regional transportation needs - Needs for movement of people and goods between and through communities and accessibility to regional destinations within a metropolitan area, county or associated group of counties.

Roads - Streets, roads and highways.

Rural community - Areas defined as resort communities and rural communities in accordance with OAR 660-022-0010(6) and (7). For the purposes of the TPR, the area need only meet the definitions contained in the Unincorporated Communities Rule although the area may not have been designated as an unincorporated community in accordance with OAR 660-022-0020.

State transportation needs - Needs for movement of people and goods between and through regions of the state and between the state and other states.

Transit-oriented development - A mix of residential, retail and office uses and a supporting network of roads, bicycle and pedestrian ways focused on a major transit stop designed to support a high level of transit use. The Kkey features include: ~~a mixed-use center and high residential density.~~

(a) A mixed use center at the transit stop, oriented principally to transit riders and pedestrian and bicycle travel from the surrounding area;

(b) High density of residential development proximate to the transit stop sufficient to support transit operation and neighborhood commercial uses within the TOD;

(c) A network of roads, and bicycle and pedestrian paths to support high levels of pedestrian access within the TOD and high levels of transit use.

Transportation Control Measures (TCMs) - A measure that is for the purpose of reducing emissions or concentrations of air pollutants from transportation sources by reducing vehicle use or changing traffic flow or congestion conditions.

Transportation demand management (TDM) --Actions which are designed to change travel behavior in order to improve performance of transportation facilities and to reduce need for additional road capacity. Methods may include but are not limited to the use of alternative modes, ride-sharing and vanpool programs, and trip-reduction ordinances. ~~Actions, such as ridesharing and vanpool programs, the use of alternative modes, and trip reduction ordinances, which are designed to change travel behavior in order to improve performance of transportation facilities and to reduce need for additional road capacity.~~

Transportation facilities - Any physical facility that moves or assist in the movement of people or goods including facilities identified in OAR 660-012-0020 but excluding electricity, sewage and water systems.

Transportation needs - Estimates of the movement of people and goods consistent with acknowledged comprehensive plan and the requirements of this rule. Needs are typically based on projections of future travel demand resulting from a continuation of current trends as modified by

policy objectives, including those expressed in Goal 12 and the TPR, especially those for avoiding principal reliance on any one mode of transportation. See separate definitions for local transportation needs, regional transportation needs and state transportation needs.

Transportation project development - Implementing the transportation system plan (TSP) by determining the precise location, alignment, and preliminary design of improvements included in the TSP based on site-specific engineering and environmental studies.

Transportation service - A service for moving people and goods, such as intercity bus service and passenger rail service.

Transportation system management (TSM) - Strategies and techniques for increasing the efficiency, safety, capacity or level of service of a transportation facility without ~~major new capital improvements~~increasing its size. Examples include, but are not limited to, ~~This may include~~ traffic signal improvements, traffic control devices including installing medians and parking removal, ~~intersection~~ channelization, access management, re-striping of HOV lanes, ramp metering, incident response, targeted traffic enforcement and programs that smooth transit operations.

Urban area - Lands within an urban growth boundary, two or more contiguous urban growth boundaries, and urban unincorporated communities as defined by OAR 660-022-0010(9). In the case of the Portland metropolitan region, ~~T~~those areas located within the Metro urban growth boundary (UGB).

Urban fringe - Areas outside the urban growth boundary that are:

(a) within 5 miles of the urban growth boundary of an MPO area; and

(b) within 2 miles of the urban growth boundary of an urban area containing a population greater than 25,000.

Vehicle miles of travel (VMT) - Automobile vehicle miles of travel. Automobiles, for purposes of this definition, include automobiles, light trucks, and other similar vehicles used for movement of people. The definition does not include buses, heavy trucks and trips that involve commercial movement of goods. VMT includes trips with an origin and a destination within the MPO boundary and excludes pass through trips (i.e., trips with a beginning and end point outside of the MPO) and external trips (i.e., trips with a beginning or end point outside of the MPO boundary). VMT is estimated prospectively through the use of metropolitan area transportation models.

Walkway - A hard-surfaced transportation facility ~~built~~ intended and suitable for use by pedestrians, including persons using wheelchairs. Walkways include sidewalks, surfaced portions of accessways, paths and paved shoulders.

RTP POST-ACKNOWLEDGEMENT AMENDMENTS

Exhibit 'B'

Special Needs Transportation Policy

Chapter 1

Replace Policy 5.1 Interim Special Needs Transportation Policy with the following:

14.4 Special Needs Public Transportation

Provide an appropriate level, quality and range of public transportation options to serve the variety of special needs individuals in this region and support the implementation of the 2040 Growth Concept.

a. Objective: Continue to work with Tri-Met, SMART, special needs providers, and local jurisdictions to meet the adopted minimum standards for service levels established for the Metro area.

b. Objective: Ensure public transportation that serves the special needs population is sensitive to and balances the cultural, functional or age related needs of the elderly and disabled individuals with the need to utilize resources in a cost-effective manner.

c. Objective: Improve the accountability of the special needs transportation network by enhancing customer input and feedback opportunities

d. Objective: Support informal (family, neighbors, self) and formal (paid and volunteer special needs transportation options by establishing training and information services

14.4 Special Needs Public Transportation

Provide a seamless and coordinated public transportation system for the special needs population.

a. Objective: Continue to work with Tri-Met, SMART special needs providers, and local jurisdictions to provide a customer information system that improves community familiarity with, access to and understanding of the elderly and disabled transportation network.

b. Objective: Employ technology to create a seamless, coordinated and single point of entry system for the user's ease that maximizes efficiency of operation, planning and administrative functions.

14.7 Special Needs Public Transportation

Encourage the location of elderly and disabled facilities in areas with existing transportation services and pedestrian amenities.

a. Objective: Encourage new and existing development to create and enhance pedestrian facilities near elderly and disabled developments, including sidewalks, crosswalks, audible signals, etc. and provide incentives for the future pedestrian orientation in areas serving elderly and disabled individuals.

b. Objective: Incorporate elderly and disabled housing into mixed use developments that includes public facilities such as senior centers, libraries and other public services as well as commercial and retail services such as stores, medical offices and other retail services.

c. Objective: Provide for audible signals, curb cut tactile strips and appropriately timed signalized crosswalks at major retail centers or near bus stops for arterial street, high volume neighborhood circulators or other major roadways near elderly or disabled facilities or in neighborhoods with significant elderly or disabled populations.

Chapter 6 - Implementation

~~6.8.12 Special Needs Transportation Study~~

~~A collaborative effort is underway for special transportation planning in the tri-county area. As sponsors of this plan, the Areas Agencies on Aging and Disabilities of Washington, Multnomah and Clackamas counties, Tri Met and the Special Transportation Fund Advisory Committee are coordinating a broad based effort to create an elderly and disabled transportation services plan. The plan will develop special needs transportation options for both the urban and rural portions of the tri-county area and will be included in the Regional Transportation Plan.~~

~~The special needs transportation plan requires a unique, broad-based and inclusive planning process. The plan's sponsors created an Elderly and Disabled Transportation Plan Steering Committee made up of over 20 representative from the tri county area. Representatives include senior and disabled advocates, agencies and advisory committees, county commissioners, service providers, system users, Metro staff, city staff and other regional transit districts.~~

~~In 2000-01, the Steering Committee will meet monthly to:~~

~~1. Produce a vision statement for elderly and disabled transportation and assure this vision is included in the RTP;~~

~~2. Define the need for transportation services over the next five to ten years;~~

~~3. Adopt a service, capital and information plan to meet those needs;~~

~~4. Identify financing mechanisms and phasing to implement the plan;~~

~~5. Assess organizational and institutional arrangements to best meeting the plan's goals; and~~

~~6. Present the plan and advocate for the plans implementation at the local, regional and state levels.~~

~~In anticipation of completing this program, interim policies and objectives have been included in the RTP. These policies will be updated during the next RTP update, reflecting the recommendations from the special needs transit plan.~~

METRO

Appendix 1.8
Transportation Analysis Zone Assumptions
and Non-SOV Modal Performance

2040 Grouping	2040 Group Characteristics	2020 Intersection Density *(connections per mile)*			2020 ParkingFactors *(indexed to CBD in '94 dollars)*			2020 Transit Pass Factor *(% of Full Fare)*			2020 Fareless Areas *(for internal trips)*			Non-SOV Modal Performance *(combined share of non-SOV trips to, from and within 2040 grouping*		
		P	SPT	FC	P	SPT	FC	P	SPT	FC	P	SPT	FC	1994	2020 Preferred System	2020 Priority System
Central City 1 Downtown Business District	Highest planned employment and housing density in the region, with highest level of access by all modes. LRT exists and current land uses reflect planned mix and densities.	20	20	20	6.08	6.08	6.08	60%	60%	60%	X	X	X	48%	67%	67%
Central City 2 Lloyd District	Highest planned employment and housing density in the region, with highest level of access by all modes. LRT exists and current land uses reflect planned mix and densities.	20	20	20	3.94	3.94	3.94	60%	60%	60%	X	X	X	34%	46%	46%
Central City 3 Central Eastside Industrial District	Planned high employment and housing density, with highest level of access by all modes. LRT exists ~~and~~ c.Current land uses do not reflect planned ~~mix and densities~~.	20	20	20	2.96	2.96	2.96	65%	65%	65%	X	X		32%	43%	42%

(P) 2020 Preferred System
(~~S~~PT) 2020 Priority System
(FC) 2020 Financially Constrained System

2040 Grouping	Group Characteristics	Intersection Density			Parking Factors			Transit Pass Factor			Fareless Areas			Non-SOV Modal Performance *(combined share of non-SOV trips to, from and within 2040 grouping)*		
		P	SPT	FC	P	SPT	FC	P	SPT	FC	P	SPT	FC	1994	2020 Preferred System	2020 Priority System
Central City 4 River District and Northwest	Planned high employment and housing density, with highest level of access by all modes. LRT exists and current land uses approach planned mix and densities.	20	20	20	3.94	3.94	3.94	65%	65%	65%	X	X		37%	57%	57%
Central City 5 North Macadam District	Planned high employment and housing density, with highest level of access by all modes. LRT exists and current land uses do not reflect planned mix and densities.	18	18	18	3.04	3.04	3.04	65%	65%	65%	X	X		22%	42%	42%
Regional Centers - Tier 1 Gresham Gateway Beaverton Hillsboro	Planned high employment and housing density, with highest level of access by all modes. LRT exists and current land uses approach planned mix and densities.	>16	>16	>14	1.60	1.20	0.80	70%	75%	80%	X	X	X	32%	40%	39%
Regional Centers - Tier 2 Washington Square Milwaukie Clackamas Oregon City	Planned high employment and housing density, with highest level of access by all modes; planned LRT. Current land uses do not reflect planned mix and densities.	>12	>12	>10	1.22	0.92	0.60	85%	90%	95%	X	X		31%	34%	34%
Station Communities Tier 1 Banfield Corridor Westside Corridor	High housing density mixed with commercial services; highest level of access for transit, bike and walk; existing LRT.	>16	>14	>12	1.60	1.20	0.80	70%	75%	80%				35%	42%	41%

(P) 2020 Preferred System
(SPT) 2020 Priority System
(FC) 2020 Financially Constrained System

2040 Grouping	Group Characteristics	Intersection Density			Parking Factors			Transit Pass Factor			Fareless Areas			Non-SOV Modal Performance *(combined share of non-SOV trips to, from and within 2040 grouping)*		
		P	SPT	FC	P	SPT	FC	P	SPT	FC	P	SPT	FC	1994	2020 Preferred System	2020 Priority System
Station Communities Tier 2 South/North Corridor	Planned high housing density mixed with commercial services, with high level of transit, bike and walk; planned LRT. Current land uses do not reflect planned mix and densities.	>12	>12	>10	1.22	0.92	0.60	85%	90%	95%				36%	42%	42%
Town Centers - Tier 1 St. Johns Hollywood Lents Rockwood Lake Oswego Tualatin Forest Grove	Moderate housing and employment density planned, with high level of access by all modes. Currently has good mix of uses, well connected street system and good transit.	>16	>16	>16	0.90	0.68	0.45	75%	80%	85%				35%	40%	40%
Town Centers - Tier 2 West Portland Raleigh Hills Hillsdale Gladstone West Linn Sherwood Sunset Wilsonville Cornelius Orenco	Moderate housing and employment density planned, with high level of access by all modes. Currently has some mix of uses, moderately connected street system and some transit. Existing topography or physical barriers may limit bike and pedestrian travel.	>12	>12	>10	0.72	0.54	0.36	90%	95%	100%				32%	37%	37%
Town Centers - Tier 3 Fairview/Wood Village Troutdale Happy Valley Lake Grove Farmington Cedar Mill Tannasbourne	Moderate housing and employment density planned, with high level of access by all modes. Currently has modest mix of uses, poorly connected street system and poor transit. Existing topography or physical barriers may limit bike and pedestrian travel.	>10	>10	>8	0.55	0.41	0.28	100%	100%	100%				34%	37%	36%

(P) 2020 Preferred System
(SPT) 2020 Priority System
(FC) 2020 Financially Constrained System

2040 Grouping	Group Characteristics	Intersection Density			Parking Factors			Transit Pass Factor			Fareless Areas			Non-SOV Modal Performance *(combined share of non-SOV trips to, from and within 2040 grouping)*		
		P	SPT	FC	P	SPT	FC	P	SPT	FC	P	SPT	FC	1994	2020 Preferred System	2020 Priority System
Town Centers - Tier 4 Pleasant Valley Damascus Bethany Murrayhill	Moderate housing and employment density planned, with high level of access by all modes. Currently undeveloped or developing urban uses, with skeletal street system and poor transit. Existing topography or physical barriers may limit bike and pedestrian travel.	>8	>8	>8	0.36	0.27	0.18	100%	100%	100%				37%	40%	39%
Mainstreets - Tier 1 Eastside Portland to 60th	Moderate housing and employment density planned, with high level of access by all modes. Currently has good mix of uses, well connected street system and good transit.	>16	>16	>14	0.90	0.68	0.45	100%	100%	100%				40%	45%	45%
Mainstreets - Tier 2 Remaining Region	Moderate housing and employment density planned, with high level of access by all modes. Currently has some mix of uses, moderate connectivity and some transit.	>12	>10	>8	0.72	0.54	0.36	100%	100%	100%				38%	43%	43%

(P) 2020 Preferred System
(SPT) 2020 Priority System
(FC) 2020 Financially Constrained System

2040 Grouping	Group Characteristics	Intersection Density			Parking Factors			Transit Pass Factor			Fareless Areas			Non-SOV Modal Performance *(combined share of non-SOV trips to, from and within 2040 grouping)*		
		P	SPT	FC	P	SPT	FC	P	SPT	FC	P	SPT	FC	1994	2020 Preferred System	2020 Priority System
Corridors Full Region	Moderate housing and employment density planned, with high level of access by all modes. Currently has modest mix of uses, moderate connectivity and some transit.	>10	>10	>10	None	None	None	100%	100%	100%				36%	39%	39%
Inner Neighborhoods Full Region	Low density housing planned, with moderate level of access by all modes. Currently has moderate connectivity and some transit.	>10	>10	>10	None	None	None	100%	100%	100%				39%	42%	42%
Outer Neighborhoods - Tier 1 Current Urban Areas	Low density housing planned, with moderate level of access by all modes. Currently has poorly connected street system and little transit.	>8	>8	>8	None	None	None	100%	100%	100%				37%	40%	39%
Outer Neighborhoods - Tier 2 Urban Reserve Areas	Low density housing planned, with moderate level of access by all modes. Currently has skeletal street system and no transit.	>6	>6	>6	None	None	None	100%	100%	100%				36%	39%	38%
Employment Areas Full Region	Low density employment planned, with moderate level of access by all modes. Currently has poorly connected street system and limited transit.	>8	>8	>8	None	None	None	100%	100%	100%				28%	30%	29%

(P) 2020 Preferred System
(SPT) 2020 Priority System
(FC) 2020 Financially Constrained System

2040 Grouping	Group Characteristics	Intersection Density			Parking Factors			Transit Pass Factor			Fareless Areas			Non-SOV Modal Performance *(combined share of non-SOV trips to, from and within 2040 grouping)*		
		P	SPT	FC	P	SPT	FC	P	SPT	FC	P	SPT	FC	1994	2020 Preferred System	2020 Priority System
Industrial Areas - Tier 1 Rivergate Swan Island Airport	Low density employment planned, with high level of access by rail and truck freight, and moderate access by other modes. Currently has somewhat connected street system and some transit.	>10	>10	>10	None	None	None	100%	100%	100%				26%	27%	27%
Industrial Areas - Tier 2 South Shore Clackamas Tualatin Beaverton Sunset	Low density employment planned, with high level of access by rail and truck freight, and moderate access by other modes. Currently has developing street system and poor transit.	>8	>8	>8	None	None	None	100%	100%	100%				28%	28%	28%
Greenspaces Same as Tier 2 Outer Neighborhoods.	Recreational uses are planned, with moderate level of access by all modes	>6	>6	>6	None	None	None	100%	100%	100%				n/a	n/a	n/a
Rural Reserves Same as Tier 2 Outer Neighborhoods.	Urban uses are not planned in the foreseeable future. Currently has skeletal street system and no transit.	>6	>6	>6	None	None	None	100%	100%	100%				34%	37%	37%
Special Area 1 Portland International Airport		*	*	*	6.14	6.14	6.14	60%	60%	60%				*These places are relatively small geographic areas with special characteristics that make it difficult to determine actual non-SOV modal performance based on analysis of the regional model.*		
Special Area 2 Oregon Health Sciences University		*	*	*	1.86	1.86	1.86	60%	60%	60%						
Special Area 3 Oregon Zoo		*	*	*	1.86	1.86	1.86	100%	100%	100%						
Special Area 4 SMART (Wilsonville)		*	*	*	*	*	*	*	*	*	X	X	X		*	*

* Use parent zone values.

8/10/00

(P) 2020 Preferred System
(SPT) 2020 Priority System
(FC) 2020 Financially Constrained System

RTP POST-ACKNOWLEDGEMENT AMENDMENTS

Exhibit 'C'

Corridor Initiatives Amendments - Part 1

Chapter 6 - Implementation

Section 6.7 - Project Development and Refinement Planning

6.7.4 Refinement Planning Scope and Responsibilities

In some areas defined in this section, the need for refinement planning is warranted before specific projects or actions that meet and identified need can be adopted into the RTP. Refinement plans generally involve a combination of transportation and land use analysis, multiple local jurisdictions and facilities operated by multiple transportation providers. Therefore, unless otherwise specified in this section, Metro or ODOT will initiate and lead necessary refinement planning in coordination with other affected local, regional and state agencies. Refinement planning efforts will be multi-modal evaluations of possible transportation solutions in response to needs identified in the RTP. The evaluation may also include land use alternatives to fully address transportation needs in these corridors. Appendix 3.1 describes the 2000 RTP prioritization for corridor refinement ~~plans~~ studies and specific corridor studies. Refinement plan and corridor study prioritization, and specific scope for each corridor, is subject to annual updates as part of the Unified Work Plan (UWP).

6.7.5 Specific Corridor Refinements

The system analysis in Chapter 3 identifies a number of corridor refinement studies that must be completed before specific transportation solutions can be adopted into the RTP. In these corridors, both the need for transportation improvements, and a recommended action have been determined. At this stage, these proposed transportation projects must be developed to a more detailed level before construction can occur. This process is described in Section 6.7.3 of this chapter.

The project development stage determines design details, and a project location or alignment, if necessary, after evaluating engineering and design details, and environmental impacts. While all projects in this plan must follow this process before construction can occur, the following projects must also consider the design elements described in this section:

Banfield (Interstate 84) Corridor

Despite the relatively heavy investments made in transit and highway capacity in this corridor in the 1980s, further improvements are needed to ensure an acceptable level of access to the central city from Eastside Portland neighborhoods and East Multnomah County. However, physical, environmental and social impacts make highway capacity improvements in this corridor unfeasible. Instead, local and special district plans should consider the following transportation solutions for this corridor:

- mitigate infiltration on adjacent corridors due to congestion along I-84 through a coordinated system of traffic management techniques (ITS)
- improve light rail headways substantially to keep pace with travel demand in the corridor
- improve bus service along adjacent corridors to keep pace with travel demand, including express and non-peak service
- consider additional feeder bus service and park-and-ride capacity along the eastern portion of the light rail corridor to address demand originating from East Multnomah and North Clackamas Counties
- develop TSM strategies for the Gateway regional center to mitigate expected spillover effects on the development of the regional center

Northeast Portland Highway

As radial urban highways such as the Banfield and Interstate-5 are increasingly burdened by peak period congestion, freight mobility will rely more heavily on circumferential routes, including I-205 and Northeast Portland Highway, for access to industrial areas and intermodal facilities. Northeast Portland Highway plays a particularly important role, as it links the Rivergate marine terminals and PDX air terminals to industry across the region (this route includes Killingsworth and Lombard streets from I-205 to MLK Jr. Boulevard, and Columbia Boulevard from MLK Jr. Boulevard to North Burgard). Though Northeast Portland Highway appears to have adequate capacity to serve expected 2020 demand, a number of refinements in the corridor are needed. Local and special district plans should consider the following transportation solutions as improvements are made in this corridor:

- improve Northeast Portland Highway as a strategy for addressing Banfield corridor and east Marine Drive congestion

- develop a long-term strategy to serve freight movement between Highway 30 and Rivergate

- implement aggressive access management along Northeast Portland Highway

- implement and refine Columbia Corridor improvements to address full corridor needs of Northeast Portland Highway, from Rivergate to I-205

- consider future grade separation at major intersections

- streamline the Northeast Portland Highway connection from the Lombard/Killingsworth section to Columbia Boulevard with an improved transition point at MLK Jr. Boulevard

- improve the Columbia Boulevard interchange at I-5 to provide full access to Northeast Portland Highway

- construct capacity and intersection improvements between 82nd Avenue and I-205

- develop a long-term strategy to deal with the existing conflicts between truck traffic and residential traffic on Lombard Street.

- establish a plan to redirect truck traffic off of Lombard Street to Columbia Boulevard/ Columbia Way/Fessenden Street between Penninsular Street and Philadelphia Avenue (St. Johns Bridge) to protect neighborhoods in the St. Johns area.

Interstate-84 to US 26 Connector

The long-term need to develop a highway link between I-84 and Highway 26 exists, but a series of interim improvements to Hogan Road are adequate to meet projected demand through 2020. The RTP calls for a series of interim improvements that will better connect Hogan Road to both I-84 on the north, and Highway 26 to the south.

These improvements are needed to ensure continued development of the Gresham regional center and expected freight mobility demands of through traffic. They also benefit transit-oriented development along the MAX light rail corridor, as they would move freight traffic from its current route along Burnside, where it conflicts with development of the Rockwood town center and adjacent station communities. In addition to planned improvements to the Hogan Road corridor, local plans or ~~should consider~~ a corridor study should address:

- more aggressive access management between Stark Street and Powell Boulevard on 181st, 207th and 257th avenues

- redesigned intersections improvements on Hogan at Stark, Burnside, Division and Powell to streamline through-flow.

- the need for a long-term primary freight route in the corridor

- the potential for a new alignment south of Powell Boulevard to US 26

Sunrise Corridor

The full Sunrise Corridor improvement from I-205 to Highway 26 is needed during the 20-year plan period, but should be implemented with a design and phasing that reinforces development of the Damascus town center, and protect rural reserves from urban traffic impacts. Though a draft environmental impact statement has been prepared for this corridor, the final environmental impact statement should be refined to consider the following ~~design~~ elements:

- Construct the segment from I-205/Highway 224 interchange to existing Highway 212 at Rock Creek as funds become available

- preserve right-of-way (ROW) from Rock Creek to Highway 26 as funds become available

- consider phasing Sunrise construction as follows: (a) complete I-205 to Rock Creek segment first, followed by (b) ROW acquisition of remaining segments, then (c) construction of 222nd Avenue to Highway 26 segment and (d) lastly, construction of middle segment from Rock Creek to 222nd Avenue as Damascus town center develops

- consider express, peak period pricing and HOV lanes as phases of the Sunrise Corridor are constructed

- reflect planned network of streets in Damascus/Pleasant Valley area in refined interchange locations along the Sunrise Route, including a connection at 172nd Avenue, the proposed major north/south route in the area

- implement bus service in parallel corridor from Damascus to Clackamas regional center via Sunnyside Road

- avoid premature construction that could unintentionally increase urban pressures in rural reserves east of Damascus

- examine the potential for the highway to serve as a "hard edge" in the ultimate urban form of the Damascus area

- develop a concurrent plan to transition the function of the existing Highway 212 facility into a major arterial function, with appropriate access management and intersection treatments identified

I-5 to 99W Connector

An improved regional connection between Highway 99W and I-5 is needed in the Tualatin area to accommodate regional traffic, and to move it away from the Tualatin, Sherwood and Tigard town centers. This connection will have significant effects on urban form in this rapidly growing area, and the following ~~design~~ considerations should be addressed in a corridor plan:

- balance improvement plans with impacts on Tualatin and Sherwood town centers and adjacent rural reserves

- in addition to the northern alignment considered in the Western Bypass Study, examine the benefits of a southern alignment, located along the southern edge of Tualatin and Sherwood, including the accompanying improvements to 99W that would be required with either alignment

- identify parallel capacity improvements to Tualatin-Sherwood Road and 99W in Tigard from I-5 to Highway 217 that could be used to phase in, and eventually complement future highway improvements

- link urban growth boundary expansion in this area to the corridor plan and examine potential the proposed highway to serve as a "hard edge" in the ultimate urban form of the Sherwood area

- develop an access management and connectivity plan for 99W in the Tigard area that balances accessibility needs with physical and economic constraints that limit the ability to expand capacity in this area

- consider express, peak-period pricing and HOV lanes

Sunset Highway

Improvements are needed in this corridor to preserve access to and from the central city and the Sunset Corridor employment area, and provide access to Hillsboro regional center. The following ~~design~~ elements should be considered as improvements are implemented in this corridor:

- maintain off-peak freight mobility
- phase in capacity improvements from the Sylvan interchange to 185th Avenue, expanding to a total of three general purpose lanes in each direction
- improve light rail service, with substantially increased headways
- construct major interchange improvements at Sylvan, Cedar Hills Boulevard and Cornelius Pass Road
- identify and construction additional over crossings in the vicinity of interchanges to improve connectivity and travel options for local traffic, thus improving interchange function
- consider express, peak period pricing or HOV lanes when adding highway capacity, especially west of Highway 217

Highway 213

Improvements to this highway link between I-205 and the Willamette Valley should be built in phases, and consider the following:

- continued development of the Oregon City regional center
- interim improvements identified in the 1999 Highway 213 Urban Corridor Study (and included in this plan)
- freight mobility demands
- access needs of Beavercreek urban ~~reserves~~ area, including a re-evaluation of the suitability of Oregon City ~~urban reserves~~ Urban Growth Boundary expansion in light of transportation constraints
- transit service to areas south of Oregon City

Macadam/Highway 43

Though heavy travel demand existing along Macadam/Highway 43, between Lake Oswego and the central city, physical and environmental constraints preclude major roadway expansion. Instead, a long-term strategy for high-capacity transit that links the central city to southwest neighborhoods and Lake Oswego town center is needed. As this service is implemented, the following ~~design~~ options should be considered in local and special district plans:

- interim repairs to maintain Willamette Shores Trolley excursion service

- implement frequent bus service from Lake Oswego town center to Portland central city in the Macadam corridor

- phasing of future streetcar commuter service or commuter rail in this corridor to provide a high-capacity travel option during congested commute periods, using either the Willamette Shore Line right-of-way, the Macadam Corridor Design Guidelines (1985) rail alignment or other right-of-way as appropriate.

- implement bicycle safety improvements where appropriate south of the Sellwood Bridge

6.7.6 Specific Corridor Studies

Major corridor studies will be conducted by state or regional agencies working in partnership with local governments in the following areas. In each case, a transportation need has been established by the RTP. A transportation need is identified when regional standards for safety, mobility, or congestion are exceeded. In many of these corridors, RTP analysis indicates several standards are exceeded.

The purpose of the corridor studies is to develop an appropriate transportation strategy or solution through the corridor planning process. For each corridor, a number of transportation alternatives will be examined over a broad geographic area or through a local TSP to determine a recommended set of projects, actions or strategies that meet the identified need. The recommendations from corridor studies are then incorporated into the RTP, as appropriate. This section contains the following specific considerations that must be incorporated into corridor studies as they occur:

Interstate-5 North (I-84 to Clark County)

This heavily traveled route is the main connection between Portland and Vancouver. In addition to a number of planned and proposed highway ~~refinements~~ capacity improvements, light rail is proposed along Interstate Avenue to the Expo Center, and may eventually extend to Vancouver. As improvements are implemented in this corridor, the following design considerations should be addressed:

- consider HOV lanes and peak period pricing
- transit alternatives from Vancouver to the Portland Central City (including Light Rail Transit and express bus)
- maintain an acceptable level of access to the central city from Portland neighborhoods and Clark County
- maintain off-peak freight mobility, especially to numerous marine, rail and truck terminals in the area
- consider adding reversible express lanes to I-5
- consider new arterial connections for freight access between Highway 30, port terminals in Portland, and port facilities in Vancouver, Washington
- maintain an acceptable level of access to freight intermodal facilities and to the Northeast Portland Highway
- construct interchange improvements at Columbia Boulevard to provide freight access to Northeast Portland Highway
- address freight rail network needs
- ~~construct~~ consider additional Interstate Bridge capacity sufficient to handle projected needs
- develop actions to reduce through-traffic on MLK and Interstate to allow main street redevelopment

Interstate-5 South (Highway 217 to Wilsonville)

This facility serves as the major southern access to and from the central city. The route also serves as an important freight corridor, and provides access to Washington County via Highway 217. Projections for this facility indicate that growth in traffic between the Metro region and the Willamette Valley will account for as much as 80 percent of the traffic volume along the southern portion of I-5, in the Tualatin and Wilsonville area. For this reason, the appropriate

improvements in this corridor are unclear at this time. However, I-5 serves as a critical gateway for regional travel and commerce, and an acceptable transportation strategy in this corridor has statewide significance. A major corridor study is proposed to address the following issues:

- the effects of peak period congestion in this area on regional freight mobility and travel patterns
- the ability of inter-city transit service, to/from neighboring cities in the Willamette Valley, including commuter rail, to slow traffic growth in the I-5 corridor
- the ability to maintain off-peak freight mobility with capacity improvements
- the potential for better coordination between the Metro region and valley jurisdictions on land-use policies
- the effects of a planned long-term strategy for managing increased travel along I-5 in the Willamette Valley

In addition, the following design elements should be considered as part of the corridor study:

- peak period pricing and HOV lanes for expanded capacity
- provide rapid bus service on parallel Barbur route, connecting Wilsonville to the central city
- provide additional over crossings in West Portland town center to improve local circulation and interchange access
- add capacity to parallel arterial routes, including 72nd Avenue, Boones Ferry, Lower Boones Ferry and Carmen Drive
- add over crossings in vicinity of Tigard Triangle to improve local circulation
- extend commuter rail service from Salem to the central city, Tualatin transit center and Milwaukie, primarily along existing heavy rail tracks

Interstate 205

Improvements are needed in this corridor to address existing deficiencies and expected growth in travel demand in Clark, Multnomah

and Clackamas counties. Transportation solutions in this corridor should address the following needs and opportunities:

- provide for some peak period mobility for longer trips
- preserve freight mobility from I-5 to Clark County, with an emphasis on connections to Highway 213, Highway 224 and Sunrise Corridor
- maintain an acceptable level of access to the Oregon City, Clackamas and Gateway regional centers and Sunrise industrial area
- maintain acceptable levels of access to PDX, including air cargo access
- shape urban form in the Stafford ~~urban reserve~~ area with physical configuration of highway improvements

Potential transportation solutions in this corridor should evaluate the potential of the following design concepts:

- auxiliary lanes added from Airport Way to I-84 East
- consider express, peak period pricing or HOV lanes as a strategy for expanding capacity
- relative value of specific ramp, over crossing and parallel route improvements
- eastbound HOV lane from I-5 to the Oregon City Bridge
- truck climbing lane south of Oregon City
- potential for rapid bus service <u>or light rail</u> from Oregon City to Gateway
- potential for extension of rapid bus service <u>or light rail</u> north from Gateway into Clark County
- potential for refinements to 2040 land-use assumptions in this area to expand potential employment in the subarea and improve jobs/housing imbalance
- potential for re-evaluating the suitability of the Beavercreek ~~urban reserve~~ <u>area for Urban Growth Boundary expansion</u>, based on ability to serve the area with adequate regional transportation infrastructure

McLoughlin-Highway 224

Long-term improvements are needed in this corridor to preserve access to and from the Central City from the Clackamas County area, to provide access to the developing Clackamas regional center and to support downtown development in the Milwaukie town center. The recently completed South/North light rail study demonstrated ~~both~~ a long-term need for high-capacity transit service in this corridor. ~~and a short-term opposition to construction of light rail. However,~~ The long-term transit need is ~~still~~ critical, as demonstrated in the RTP analysis, where both highway and high-capacity transit service were needed over the 20-year plan period to keep pace with expected growth in this part of the region. The 2040 Growth Concept also calls for the regional centers and central city to be served with light rail. ~~Therefore, the recommendations for this corridor study assume a short term rapid bus, or equivalent, transit service in the corridor, and light rail service is retained in the long term as a placeholder.~~ Transportation solutions in this corridor should address the following design considerations

- institute aggressive access management throughout corridor, including intersection grade separation along Highway 224 between Harrison Street and I-205
- design access points to McLoughlin and Highway 224 to discourage traffic spillover onto Lake Road, 34th Avenue, Johnson Creek boulevard, 17th Avenue and Tacoma Street
- monitor other local collector routes and mitigate spillover effect from congestion on McLoughlin and Highway 224
- consider an added reversible HOV or peak-period priced lane between Ross Island Bridge and Harold Street intersection
- expand highway capacity to a total of three general purpose lanes <u>in each direction</u> from Harold Street to I-205, with consideration of express, HOV lanes or peak period pricing for new capacity
- provide a more direct transition from McLoughlin to Highway 224 at Milwaukie to orient long trips and through traffic onto Highway 224 and northbound McLoughlin
- provide improved transit access to Milwaukie and Clackamas regional centers, including rapid bus in the short term, and light rail service from Clackamas regional center to Central City in the long term

Powell Boulevard/Foster Road

The concentration of ~~urban reserves~~ potential Urban Growth Boundary expansions in Clackamas County and southeast Multnomah County will place heavy demands on connecting routes that link these areas with employment centers in Portland and Multnomah County. Of these routes, the Foster/Powell corridor is most heavily affected, yet is also physically constrained by slopes and the Johnson Creek floodplain, making capacity improvements difficult. More urban parts of Foster and Powell Boulevard are equally constrained by existing development, and the capacity of the Ross Island Bridge.

As a result, a corridor study is needed to explore the potential for high capacity transit strategies that provide access from the developing Pleasant Valley and Damascus ~~urban reserves~~ areas to employment areas along the Foster/Powell corridor, Gresham regional center, Columbia South Shore industrial area and central city. Such a study should consider the following transportation solutions:

- aggressive transit improvements, including rapid bus service from Central City to Damascus town center via Powell and Foster roads, and primary bus on 172nd Avenue and to the Gresham regional center, Eastside MAX and Columbia South Shore

- capacity improvements that would expand Foster Road from two to three lanes from 122nd to 172nd avenues, and from two to five lanes from 172nd Avenue to Highway 212, phased in coordination with planned capacity improvements to Powell Boulevard between I-205 and Eastman Parkway

- extensive street network connection improvements in the Mount Scott and Pleasant Valley areas to reduce local travel demand on Foster Road and Powell Boulevard, and to improve access between these areas and adjacent East Multnomah and northeast Clackamas Counties

- ITS or other system management approaches to better accommodate expected traffic growth on the larger southeast Portland network, East Multnomah and northeast Clackamas County network

Highway 217

Improvements in this corridor are needed to accommodate expected travel demand, and maintain acceptable levels of access to the Beaverton and Washington Square regional centers. The following design and functional considerations should be included in the development of transportation solutions for this corridor:

- expand highway to include a new lane in each direction from I-5 to US 26
- address the competing needs of serving localized trips to the Washington Square and Beaverton regional centers and longer trips on Highway 217
- consider express, HOV lanes and peak period pricing when adding new capacity
- design capacity improvements to maintain some mobility for regional trips during peak travel periods
- design capacity improvements to preserve freight mobility during off-peak hours
- retain auxiliary lanes where they currently exist
- improve parallel routes to accommodate a greater share of local trips in this corridor
- consider improved light rail service or rapid bus service with substantially improved headways
- coordinate with planned commuter rail service from Wilsonville to Beaverton regional center

Tualatin Valley Highway

A number of improvements are needed in this corridor to address existing deficiencies and serve increased travel demand. One primary function of this route is to provide access to and between the Beaverton and Hillsboro regional centers. Tualatin Valley Highway also serves as an access route to Highway 217 from points west along the Tualatin Valley Highway corridor. As such, the corridor is defined as extending from Highway 217 on the east to First Avenue in Hillsboro to the west, and from Farmington Road on the south to Baseline Road to the north. The following design considerations should be addressed as part of a corridor study:

- develop an ~~manage~~ access management plan as part of a congestion management strategy

- implement TSM and other interim intersection improvements at various locations between Cedar Hills Boulevard and Brookwood Avenue

- the relative trade-offs of a variety of capacity and transit improvements, including:
  a. improvements on parallel routes such as Farmington, Alexander, Baseline and Walker roads as an alternative to expanding Tualatin Valley Highway

  b. seven-lane arterial improvements from Cedar Hills Boulevard or Murray Boulevard to Brookwood Avenue or Baseline Road in Hillsboro

  c. a limited access, divided facility from Cedar Hills Boulevard or Murray Boulevard to Brookwood Avenue, with three lanes in each direction and some grade separation at major intersections

  d. transit service that complements both the function of Tualatin Valley Highway and the existing light rail service in the corridor

- evaluate impacts of the principal arterial designation, and subsequent operation effects on travel within the Beaverton regional center

- evaluate motor vehicle and street design designations as part of the study to determine the most appropriate classifications for this route

North Willamette Crossing

The RTP analysis shows a strong demand for travel between Northeast Portland Highway and the adjacent Rivergate industrial area and Highway 30 on the opposite side of the Willamette River. The St. Johns Bridge currently serves this demand. However, the St. Johns crossing has a number of limitations that must be considered in the long term in order to maintain adequate freight and general access to the Rivergate industrial area and intermodal facilities. Currently, the St. Johns truck strategy is being developed (and should be completed in 2000) to balance freight mobility needs with the long-term health of the St. Johns town center. The truck strategy is an interim solution to demand in this corridor, and does not attempt to address long-term access to

Rivergate and Northeast Portland Highway from Highway 30. Specifically, the following issues should be considered in a corridor plan:

- build on the St. Johns Truck Strategy recommendations to adequate freight and general access to Rivergate, while considering potentially negative impacts on the development of the St. Johns town center

- incorporate the planned development of a streamlined Northeast Portland Highway connection from I-205 to Rivergate to the crossing study

- include a long-term management plan for the St. John's Bridge, in the event that a new crossing is identified in the corridor plan recommendations

Barbur Boulevard/ I-5

This corridor provides access to the Central City and to neighborhoods and commercial areas in the inner southwest quadrant of the region. Barbur Boulevard is identified as a multi-modal facility with potential light rail or Rapid Bus as well as serving a regional role for motor vehicle, bicycle and pedestrian systems. I-5 in this corridor is a Main Roadway route for freight and a Principle Arterial for motor vehicles extending southward beyond the region.

Segments of both Barbur Boulevard and I-5 in this corridor experience significant congestion and poor service levels even with Priority System improvements, especially from the Terwilliger interchange northward. However, Rapid Bus service along Barbur and other expanded bus services are expected to experience promising ridership levels. Significant localized congestion occurs along the intersecting street segments of Bertha, Terwilliger and Capitol Highway/Taylors Ferry. Broad street cross-sections, angled intersections and limited signalized crossing opportunities along Barbur creates traffic safety hazards and inhibits walking to local destinations and access to transit services.

Transportation solutions in the corridor should include the following considerations:

- Regional and local transit services and facilities needed to serve the Barbur corridor within the RTP planning horizon.

- Possible new locations or relocations for I-5 on-ramps and off-ramps and street connections across the freeway right-of-way.

- Opportunities for new or improved local street connections to Barbur Boulevard.

- Facilities to improve bicycle and pedestrian safety along Barbur and access to transit services and local destinations.

- Traffic management and intelligent transportation system improvements along the corridor.

- Potential mainline freeway improvements including possible southbound truck climbing lanes.

Exhibit C to Ordinance No. 02-946
RTP Post-Acknowledgement Amendments
Part 2 – Corridor Initiative Amendments

Proposed Revisions to Appendix 1.1 - RTP Project List

Corridor #	Study Name (Facility)	RTP Project number	RTP Post-Acknowledgement Amendments	RTP Program Years
1	North Willamette Crossing Study	4016	$1,000,000	2011-20
2	I-5 Trade Corridor Study and Tier 1 DEIS	4009	$8,000,000	2000-05
3	~~US 30 Bypass Study – Phase 2~~	~~4014~~		~~2000-05~~
3	~~US 30 Bypass Improvements Study~~ (Make this a project to improve both intersections.)	4015		2000-05
3	NE Portland Highway Corridor Study	assign #	$500,000	2011-20
4	definition to Highway 224 to Vancouver Washington)	4008	$1,000,000	2006-10
5	Banfield (I-84) Corridor Study (transit/TSM)	assign #	$1,000,000	2006-10
6	I-84 to US 26 Corridor Study (ROW and arterials)	assign #	$1,000,000	2006-10
7	Powell Boulevard/Foster Road HCT Corridor Study	1228	$1,500,000	2000-05
8	Sunrise Corridor Study/EA (revise DEIS) ~~(unit 2)~~	assign #	$1,500,000	2000-05
9	~~Study~~	~~5061~~		
9	~~Highway 99E/224 Transit Corridor Study~~	~~5029~~		~~2000-05~~
9	South *Corridor Transit Study (Mcloughlin/Highway 224) and EIS*	assign #	$8,000,000	2000-05
9a	Highway 224 and Mcloughlin Blvd. Highway Corridor Study	assign #	$1,000,000	2011-20
10	Highway 213 Corridor Study	assign #	$500,000	2011-20
11	I-205 South Corridor Study (change definition to Highway 224 to I-5)	5027	$1,500,000	2006-10
12	Macadam/Highway 43 Transit/TDM Study	assign #	$1,000,000	2000-05
13	I-5 South Corridor Study	assign #	$1,500,000	2011-20
14	~~Tualatin-Sherwood Highway MIS?~~	~~6004~~		~~2000-05~~
14	I-5 to Highway 99W Corridor Study	assign #	$1,500,000	2011-20
15	Barbur/I-5 Corridor Study	1096	$1,500,000	2006-10
16	Highway 217 Corridor Study	assign #	$1,500,000	2000-05
17	TV Highway Corridor Study	3121	$1,500,000	2000-05
18	Sunset Highway Refinement and EA Study	assign #	$500,000	2000-05
	Total		$35,500,000	

Underline denotes a new study name, a change in corridor definition or cost, the need to assign a RTP project number, or a change in program year from the current RTP.

Note: All Corridor Studies will need to be assigned RTP project numbers.

METRO

RTP POST-ACKNOWLEDGEMENT AMENDMENTS

Exhibit 'C'

Corridor Initiatives Amendments – Part 3

Appendix 3.1

Regional Transportation Plan

Corridor Planning Priorities

This appendix prioritizes completion of Corridor Plans and Corridor Refinements called for in Chapter 6 of the 2000 RTP. Section 6.7.4 of the 2000 RTP describes the planning scope and responsibilities for refinement planning. Sections 6.7.5 and 6.7.6, respectively, specifically list Corridor Refinements and Corridor Planning studies.

Due to the number of corridor planning needs and the lack of available resources, Metro initiated the Corridor Initiatives Process in December 2000 to establish regional corridor planning priorities. This effort resulted in the attached work program for completion of these studies. The work program is monitored and updated annually as part of the Unified Work Program process.

The Corridor Initiatives Process

Representatives from the Multnomah, Clackamas, Washington and Clark counties, ODOT, cities in the metropolitan area, the Port of Portland and Tri-Met participated in technical and project management committees. These committees guided the process and formulated recommendations with respect to corridor refinement planning. A technical evaluation was completed, with each corridor evaluated on several criteria and a number of measures related to mobility, 2040 land use relationships, expected 2040 travel modes, reliability and safety. A scoring system was established and points allocated for each technical measure.

In addition to the technical evaluation, the advisory committees considered non-technical factors such as relation to other planning

efforts, community interest and available resources for each corridor. Meetings were held with groups of elected officials from around the region to gather further input on the rankings. A public meeting was also held where information was provided and public input solicited.

A resolution describing this process and resulting recommendations for completing the corridor studies was presented to TPAC, JPACT and the Metro Council in the summer of 2001. A final report documenting the entire process was prepared in the Spring of 2002, along with amendments to the RTP necessary to incorporate the recommendations in RTP procedural and project-level plan provisions.

Work Program Description

Based on this process, those corridors that demonstrated the more urgent planning needs and a level of jurisdictional interest considered sufficient to support a successful project were reviewed in more detail. Many of these corridors already had planning activities taking place or planned. Proposed actions were developed for the remaining corridors.

The attached work program summarizes the planning activities for each of the 18 corridors by RTP planning time period (e.g. 2001-2005, 2006-2010 and 2011-2020). The corridors are organized into three groups depending on the status of planning efforts. The first group includes six corridors where work was ongoing in 2001. The second group highlights two corridors (Powell/Foster and Highway 217 Corridors) where major new corridor refinements are recommended in the first planning period. The third group lists the ten other corridors where no major planning work was ongoing in 2001. The "Other Corridor" group includes some corridors where significant planning work had already been completed or was planned. It also includes corridors for which no major work was anticipated in the near term.

Appendix 3.1 - Work Program for Corridor Refinement Planning Through 2020

Corridor and Key Facilities	First Planning Period (2001 - 2005)	Second Planning Period (2006 - 2010)	Third Planning Period (2011 - 2020)
Corridor Planning On-Going			
I-5 (North) Corridor - I-5 from I-84 to Vancouver	I - 5 Trade Corridor Study	Financial Plan/EIS/Preliminary Engineering	
NE Portland Highway Corridor - Columbia Blvd. from Burgard to Killingsworth, Lombard from I - 5 to Killingsworth, and Killingsworth from Lombard to I - 205.	East End Connector Environmental Assessment; Begin Refinement Planning through I-5 Trade Corridor; Adopt St Johns Truck Access Study	Implement St Johns Truck Access Study Recommendations; Environmental Assessment and Engineering on I-5 Trade Corridor Recommendations	
I-205 (North) Corridor - I - 205 from Hwy. 224 to Vancouver.	South Transit Corridor Study and I-5 Trade Corridor Study (transit only)	Corridor Planning for Interchange Improvements	Corridor Planning for Roadway Widening
Banfield (I-84) Corridor - I - 84 from I - 5 to Troutdale.	Light Rail Capacity Analysis	Transit, Transportation System Management Corridor Plan	Transit Improvements and/or Transportation System Management Projects
McLoughlin and Hwy. 224 Corridor - Hwy. 99E from Hawthorne Blvd to Oregon City. Hwy. 224 from McLoughlin Blvd. To I - 205.	South Transit Corridor EIS and Preliminary Engineering		Corridor Planning for Highway
I-5 to Highway 99W Connector - Tualatin-Sherwood Road from I-5 to Hwy. 99W. Hwy. 99W from Tualatin-Sherwood Road to Bell Road.	Southern Alignment Study; Complete Exceptions; Right-of-Way Preservation Analysis		Complete Corridor Planning
New Major Corridor Refinements Recommended in the First Period			
Powell/Foster Corridor - Powell Blvd. from the west end of Ross Island Bridge to Gresham. Foster Road from Powell to Hwy. 212 Damascus	**Corridor Planning**	Environmental Impact Study and Preliminary Engineering	
Highway 217 Corridor - Hwy. 217 from Sunset Hwy. to I - 5.	**Corridor Planning**	Environmental Impact Study and Preliminary Engineering	
Other Corridors			
North Willamette Crossing Corridor - Study new crossing near St. Johns Bridge (Hwy. 30 from NW Newberry Road to BN Railroad Bridge).	Adopt Signage and Truck Control Recommendations of St Johns Study; St Johns Town Center Study	Implement Signage and Truck Control Recommendations of St Johns Studies	Corridor Planning
I-84 to US 26 Connector Corridor - 238th/242nd from I - 84 to Burnside, and US 26/Burnside from Hogan Road to 282nd.	National Highway System Truck Study	Corridor Planning for Preservation of Right-of-Way and Arterial Improvements	Complete Corridor Planning
Sunrise Corridor - Hwy. 212/224 from I-205 to US 26.	Complete Refinement Planning and EIS for Unit 1 and Engineering for Phase One; Complete Exceptions		Begin Unit Two Environmental Assessment or Environment Impact Statement Process
Highway 213 Corridor - Hwy. 213 from I-205 to Leland Road.	Construct Southbound Turning lane on Highway 213	Implement Funded Recommendations of Highway 213 Design Study	Corridor Planning
I-205 (South) Corridor I 205 from I-5 to Hwy. 224.	Interchange Ramp Access Study	Corridor Planning for Freeway Improvements	
Macadam/Highway 43 Corridor - Hwy. 43 from Ross Island Bridge to West Linn.	Transit/Pedestrian/Bike Transportation Demand Management Study	Environmental Assessment/ DEIS/and Preliminary Engineering	
I-5 (South) Corridor - I-5 from Hwy. 99W in Tigard to Wilsonville.	Boeckman Road Interchange Study		Corridor Planning
Barbur Blvd./I-5 Corridor - Hwy. 99W and I-5 from I - 405 to Tigard.	Implement Transit Service Improvements and Elements of the Barbur Streetscape Plan	Initiate Corridor Planning	Begin Environmental Assessment/ Environmental Impact Statement Process
TV Highway Corridor - Tualatin Valley Hwy. from Hwy. 217 to downtown Hillsboro.	System Planning for Access Management and Right-of-Way		Corridor Planning (if required)
Sunset Highway Corridor - US 26 from I-405 to Jackson School Road.	Refinement and Environmental Assessment of US Hwy. 26 Widening, Barnes Road Design and Construction	Engineering of US 26 Widening west of Murray Boulevard	

RTP POST-ACKNOWLEDGEMENT AMENDMENTS

Exhibit 'D'

Green Streets Amendments – Part 1

CHAPTER 1

Regional Transportation Policy

1.3.4 Protecting the Environment

Policy 7.0. The Natural Environment
Protect the region's natural environment.

a. Objective: Place a priority on protecting the natural environment in all aspects of the transportation planning process.
b. Objective: Reduce the environmental impacts associated with transportation system planning, project development, construction and maintenance activities.
c. Objective: Reduce negative impacts on parks, public open space, natural areas, wetlands and rural reserves arising from noise, visual impacts and physical segmentation.
d. Objective: New transportation and related utility projects shall seek to avoid fragmentation and degradation of components of the Regional System (regionally significant parks, natural areas, open spaces, trails and greenways). If avoidance is infeasible, impacts shall be minimized and mitigated.

Policy 8.0. Water Quality
Protect the region's water quality.

a. Objective: Meet applicable state and federal water quality standards in the planning process.
b. Objective: Support the implementation of *Green Streets* practices through pilot projects and regional funding incentives.
~~b.~~c. Objective: Support local jurisdiction efforts to reduce impervious surface coverage in the development review and street design process through implementation of the *Green Streets* guidelines.
~~c.~~d. Objective: ~~Comply with the Governor's fish initiative and federal requirements related to endangered species listings~~Continue to coordinate updates to the *Green Streets* guidelines with state and federal regulatory agencies to ensure ongoing compliance with fish protection regulations.
e. Objective: Implement a coordinated strategy to remove or retrofit culverts on the regional transportation system that block or restrict fish passage.

Ecosystems do not conform to political boundaries. Streams and watersheds cross both city and county boundaries, and transportation projects often impact watersheds. In recent years, it has become increasingly important to acknowledge the effect of developing the public right-of-way on the health of our environment, particularly urban waterways. Streets and driveways combine to form the largest source of impervious surfaces in our urban landscape. A particular challenge is how to address conflicts between planned

transportation improvements and identified stream corridors, and how transportation improvements can be constructed in concert with stream corridor protection plans.

Impervious surfaces are hard surfaces that do not allow water to ~~soak~~ filter into the ground, and instead, ~~increase the amount of~~ rely on piped stormwater ~~running off into the stormwater~~ drainage systems that convey runoff directly to streams. The majority of total impervious surfaces are from roads, sidewalks, parking lots and driveways. ~~Stormwater runoff from these impervious surfaces reduces the amount of recharge of water to ground water and increases the capacity requirements of the storm water drainage system.~~

Higher impervious surface coverage has been linked to dramatic changes in the shape of streams, water quality, water temperature and the biological health of ~~the flora and fauna that live in the natural~~ waterways. The regional *Green Streets Program* seeks to mitigate this effect on streams over time through a combination of retrofits to existing streets, and design guidelines for new streets that allow stormwater to infiltrate directly into the ground. Examples of ~~impervious surface reduction~~*Green Streets* techniques that could be used by local jurisdictions in the development review and street design process include:

- extensive use of street trees to intercept, absorb and evaporate stormwater
- use of pervious paving materials on sidewalks and local streets
- ~~consider~~ use of ~~open channels~~stormwater detention basins and swales ~~on smaller streets and roads, as long as runoff velocities are low enough to prevent erosion~~ to capture and infiltrate stormwater
- ~~grade sidewalks~~design impervious surfaces on streets and sidewalks so that stormwater ~~runs off~~ drains into adjacent ~~unpaved~~ pervious areas such as planting strips or landscaped private property
- ~~encourage the~~ use of shared parking to reduce the size and number of parking lots

~~□consider reducing commercial, industrial and multi-family use parking requirements to reduce impervious surface coverage~~

- ~~encourage shared driveways between adjacent development projects~~
- ~~follow guidelines for~~use erosion control techniques during construction of regional streets and adjacent development projects.

1.3.5 Designing the Transportation System

The design and function of individual transportation facilities and entire systems have a significant impact on adjacent land uses and the character of the communities they serve. As a result, transportation systems planning must consider larger regional and community goals and values, such as protection of the environment, the regional economy and the quality of life that area residents presently enjoy.

The Regional Transportation Plan measures economic and quality-of-life impacts of the proposed system by evaluating key indicators, such as access to jobs and retail services, mode share, vehicle miles traveled, travel times, travel speeds, level of congestion and air quality impacts. Other key indicators include economic benefits to the community, access to transportation by the traditionally underserved, including low-income and minority households and the disabled, energy costs and protection of natural resources. The Regional Transportation Plan defines a transportation system that balances all of the policies in this plan. Sometimes these policies are in conflict - so each transportation project or program must be evaluated in terms of financial constraints, associated social, economic and environmental impacts, and how it best achieves an overall balance between those conflicting goals.

The following policy guides planning and implementation of the region's transportation system.

Policy 11.0. Regional Street Design
Design regional streets with a modal orientation that reflects the function and character of surrounding land uses, consistent with regional street design concepts.
a. Objective: Support local implementation of regional street design concepts and Green Streets design guidelines in local transportation system plans and development codes.

Regional street design policies address federal, state and regional transportation planning mandates with street design concepts intended to support local implementation of the 2040 Growth Concept. The design concepts reflect the fact that streets perform many, often conflicting functions, and the need to reconcile conflicts among travel modes to make the transportation system safer for all modes of travel. Implementation of the design concepts is intended to promote community livability by balancing all modes of travel and address the function and character of surrounding land uses when designing streets of regional significance. The *Green Streets* design guidelines are tailored to support the regional street design guidelines, and provide a series of complementary *Green Street* guidelines for each of the street design classifications contained in this section.

RTP POST-ACKNOWLEDGEMENT AMENDMENTS

Exhibit 'D'

Green Streets Amendments – Part 2

CHAPTER 6

Implementation

6.4 Local Implementation of the RTP

6.4.5 Design Standards for Street Connectivity

The design of local street systems, including "local" and "collector" functional classifications, is generally beyond the scope of the 2000 RTP. However, the aggregate effect of local street design impacts the effectiveness of the regional system when local travel is restricted by a lack of connecting routes, and local trips are forced onto the regional network. Therefore, streets should be designed to keep through trips on arterial streets and provide local trips with alternative routes. The following mapping requirements and design standards are intended to improve local circulation in a manner that protects the integrity of the regional transportation system.

Cities and counties within the Metro region are required to amend their comprehensive plans, implementing ordinances and administrative codes, if necessary, to comply with or exceed the following mapping requirements and design standards:

1. Cities and counties must identify all contiguous areas of vacant and redevelopable parcels of five or more acres planned or zoned for residential or mixed-use development and prepare a conceptual new streets plan map. The map shall be adopted as a part of the Transportation System Plan element of the local Comprehensive Plan. The purpose of this map is to provide guidance to land-owners and developers on desired street connections that will improve local access and preserve the integrity of the regional street system.

   The conceptual street plan map should identify street connections to adjacent areas in a manner that promotes a logical, direct and connected street system. Specifically, the map should conceptually demonstrate opportunities to extend and connect to existing

streets, provide direct public right-of-way routes, and limit the potential of cul-de-sac and other closed-end street designs.

2. In addition to preparing the above conceptual street plan map, cities and counties shall require new residential or mixed-use development ~~that will require~~involving construction of new street(s) to provide a ~~street map~~site plan that reflects the following:

a. Street connections:

- ~~a.~~ Responds to and expands on the conceptual street plan map as described in Section 6.4.5(1) for areas where a map has been completed.

- ~~b.~~ Provides full street connections with spacing of no more than 530 feet between connections except where prevented by barriers such as topography, railroads, freeways, pre-existing development, or where lease provisions, easements, covenants or other restrictions existing prior to May 1, 1995 which preclude street connections.

- Where streets must cross ~~or~~ water features ~~where regulations implementing~~identified in Title 3 of the Urban Growth Management Functional Plan (UGMFP) ~~do not allow construction of or prescribe different standards for street facilities~~, provide crossings at an average spacing of 800 to 1,200 feet, unless habitat quality or length of crossing prevents a full street connection.

b. Accessways:

- ~~c.~~ When full street connections are not possible provides bike and pedestrian accessways on public easements or rights-of-way in lieu of streets. Spacing of accessways between full street connections shall be no more than 330 feet except where prevented by barriers such as topography, railroads, freeways, pre-existing development, or where lease provisions, easements, covenants or other restrictions existing prior to May 1, 1995 which preclude accessway connections.

- Bike and pedestrian accessways that cross water features identified in Title 3 of the UGMFP should have an average spacing no more than 530 feet, unless habitat quality or length of crossing prevents a connection.

c. Centers, main streets and station communities:

Where full street connections ~~or~~ over water features ~~where regulations implementing~~identified in Title 3 of the ~~Urban Growth Management Functional Plan~~UGMFP ~~do not allow construction of or prescribe different standards for construction of accessway facilities.~~cannot be constructed in centers, main streets and station communities (including direct connections from adjacent neighborhoods), or spacing of full street crossings exceeds 1,200 feet, provide bicycle and pedestrian crossings at an average spacing of 530 feet, unless exceptional habitat quality or length of crossing prevents a connection..

d. Other considerations:

- ~~d~~.Limits the use of cul-de-sac designs and other closed-end street systems to situations where barriers prevent full street extensions.

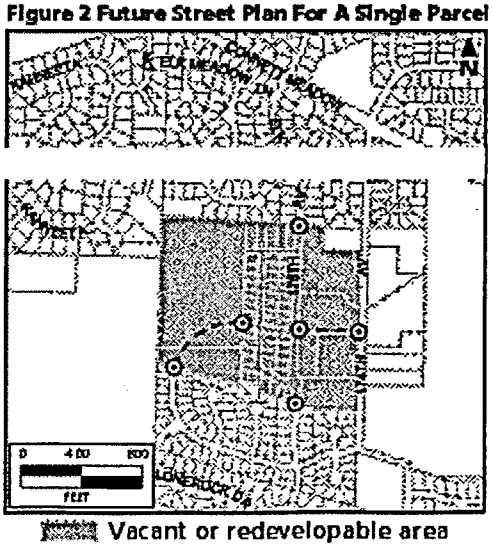
- e.Includes no closed-end street longer than 200 feet or with more than 25 dwelling units.

- ~~f~~.Includes street cross-sections demonstrating dimensions of right-of-way improvements, with streets designed for posted or expected speed limits.

Cities and counties, Tri-Met, ODOT, and the Port of Portland shall consider stream crossing design guidelines contained in the *Green Streets Handbook* for replacement or new construction of local street crossings on streams identified in Title 3 of the Urban Growth Management Functional Plan.

Figure 6.1 demonstrates a street map that a developer would provide to meet code regulations for the subdivision of a single parcel. Figure 6.2 shows a street cross-section that could be submitted by a developer for approval during the permitting process.

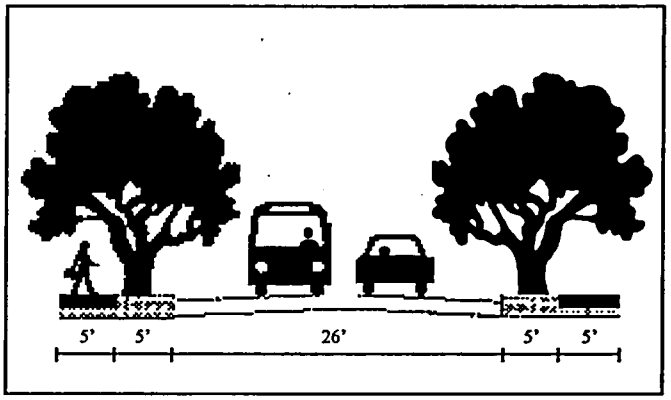
Figure 2 Future Street Plan For A Single Parcel



Vacant or redevelopable area

Source: Metro

Figure 6.2
Street Cross Section – Local Street, mid-block



Source: Metro

3. Street design code language and guidelines must allow for:

   a. Consideration of narrow street design alternatives. For local streets, no more than 46 feet of total right-of-way, including pavement widths of no more than 28 feet, curb-face to curb-face, sidewalk widths of at least 5 feet and landscaped pedestrian buffer strips that include street trees. Special traffic calming designs that use a narrow right-of-way, such as woonerfs and chicanes, may also be considered as narrow street designs.

   b. Short and direct public right-of-way routes to connect residential uses with nearby commercial services, schools, parks and other neighborhood facilities.

   c. Consideration of opportunities to incrementally extend streets from nearby areas.

   d. Consideration of traffic calming devices to discourage traffic infiltration and excessive speeds on local streets.

4. For redevelopment of existing land-uses that require construction of new streets, cities and counties shall develop local approaches to encourage adequate street connectivity.

6.7 Project Development and Refinement Planning

6.7.3 Project Development Requirements

Transportation improvements where need, mode, corridor and function have already been identified in the RTP and local plans must be evaluated on a detailed, project development level. This evaluation is generally completed at the local jurisdiction level, or jointly by affected or sponsoring agencies. The purpose of project development planning is to consider project design details and select a project alignment, as necessary, after evaluating engineering and design alternatives and potential environmental impacts. The project need, mode, corridor, and function do not need to be addressed at the project level, since these findings have been previously established by the RTP.

The TPR and Metro's Interim 1996 Congestion Management System (CMS) document require that measures to improve operational efficiency be addressed at the project level, though system-wide considerations are addressed by the RTP. Therefore, demonstration of compliance for projects not included in the RTP shall be documented in a required Congestion Management System report that is part of the project-level planning and development (Appendix D of the Interim CMS document). In addition, this section requires that street design guidelines be considered as part of the project-level planning process. This section does not apply to locally funded projects on local facilities. Unless otherwise stipulated in the MTIP process, these provisions are simply guidelines for locally funded projects.

Therefore, in addition to system-level congestion management requirements described in Section 6.6.3 in this chapter, cities, counties, Tri-Met, ODOT, and the Port of Portland shall consider the following project-level operational and design considerations during transportation project analysis:

1. Transportation system management (e.g., access management, signal inter-ties, lane channelization, etc.) to address or preserve existing street capacity.

2. Street design policies, classifications and design principles are contained in Chapter 1 of this plan. See Section 1.3.5, Policy 11.0, Figure 1.4. Implementing guidelines are contained in *Creating Livable Streets: Street Design Guidelines for 2040* (~~1997~~2nd edition, 2002) or other similar resources consistent with regional street design policies.
3. Environmental design guidelines, as contained in *Green Streets: Innovative Solutions for Stormwater and Street Crossings* (2002), and *Trees for Green Streets: an Illustrated Guide* (2002), or other similar resources consistent with federal regulations for stream protection.

Transportation providers in the Metro region, including the cities and counties, Tri-Met, ODOT, and the Port of Portland are required to amend their comprehensive plans, implementing ordinances and administrative codes, if necessary, to consider the *Creating Livable Streets* design guidelines as part of project development. Transportation providers should also consider amending local plans and design codes to include the guidelines contained in *Green Streets: Innovative Solutions for Stormwater and Street Crossings.*

6.8 Outstanding Issues

The section describes a number of outstanding issues that could not be addressed at the time of adoption of this plan, but should be addressed in future updates to the RTP.

~~**6.8.1 Green Streets Initiative and the ESA**~~

~~Metro has been awarded a TGM grant to conduct a Green Streets project to address the growing relationship between transportation planning and stream protection. The Green Streets project will address potential conflicts between good transportation design and the need to protect streams and wildlife corridors. The Oregon Salmon and Watershed Plan and recent federal listing of steelhead trout further bolster the need to develop strategies to improve water quality in our region's streams and address declining fish populations in water bodies determined to support salmon and steelhead populations.~~

~~Impervious surfaces are hard surfaces that do not allow water to soak into the ground and increase the amount of storm water running into the storm water drainage system. Streets and driveways combine to form the largest source of impervious surfaces in our urban landscape, followed by buildings and parking lots. The public right of way covers some 20 percent of our urban landscape. As this region continues to grow, so will the amount of land dedicated for use as public right of way. It has become increasingly important to acknowledge the effect of this right of way on the health of our environment and identify strategies that minimize conflicts between uses within the right of way and our region's lakes, streams and wildlife corridors.~~

~~Elements of the Green Streets project include:~~

- ~~A regional culvert inventory and database that will provide jurisdictions with the latest information on transportation impacts on stream corridors.~~
- ~~New street connectivity provisions that consider tradeoffs between improved connectivity and potential stream crossing impacts.~~

~~□A demonstration project that tests connectivity and environmental design proposals as part of the Pleasant Valley Damascus urban reserve plan.~~

~~□A best practices *Green Streets* guidebook that defines acceptable design solutions where major streets and streams meet.~~

~~Final recommendations from the Green Streets project will be incorporated, as appropriate, into the RTP. The project is scheduled for completion in July 2001.~~

RTP POST-ACKNOWLEDGEMENT AMENDMENTS

Exhibit 'D'

Green Streets Amendments – Part 3

Glossary of Transportation Definitions

Exceptional Habitat Quality - "For the purpose of transportation planning, exceptional habitat quality may be defined as (1) riparian-associated wetlands identified under Title 3, locally or regionally significant wetlands, (2) locally or regionally rare or sensitive plant communities such as oak woodlands, (3) important forest stands contributing multiple functions and values to the adjacent water feature habitats of sensitive, threatened or endangered wildlife species, or (4) habitats that provide unusually important wildlife functions, such as (but not limited to) a major wildlife crossing/runway or a key migratory pathway.

STAFF REPORT

IN CONSIDERATION OF ORDINANCE NO. 02-946, FOR THE PURPOSE OF ADOPTING THE POST-ACKNOWLEDGEMENT AMENDMENTS TO THE 2000 REGIONAL TRANSPORTATION PLAN (RTP).

Date: May 8, 2002 Prepared by: Tom Kloster

BACKGROUND

On June 15, 2001, the Oregon Land Conservation and Development Commission (LCDC) acknowledged most of the 2000 Regional Transportation Plan (RTP), with the condition that Metro adopt a series of technical amendments necessary for full compliance with the State Transportation Planning Rule (TPR). These technical amendments are the first component of the proposed post-acknowledgement RTP amendments included in **Exhibit 'A'** to the ordinance. The Joint Policy Advisory Committee on Transportation (JPACT) and the Council were briefed on the technical amendments in Spring 2001 as part of an update on the acknowledgement process that included a detailed discussion of the proposed changes. This exhibit is divided into three parts, with respective amendments to Chapter 6 of the RTP, the Glossary and the Appendix.

The LCDC also moved to continue final action on select items that will be addressed through separate planning studies and other follow-up activities, including goal exceptions for the Sunrise Corridor and I-5 to 99W Connector improvements in the RTP, and performance measures that are being completed as part of the 2040 Indicators project. These items are still in development at this time, but may require future RTP amendments following LCDC review and action.

The RTP adoption on August 10, 2000, also identified active planning efforts that should be incorporated into the RTP as soon as possible, upon completion of the planning studies. These included the *Tri-County Elderly and Disabled Transportation Plan,* the *Corridor Initiatives Project* and the *Green Streets Project.* All three studies were completed in 2001, and included recommendations for amendments to the RTP. The following is an overview of the changes proposed from these projects as part of the post-acknowledgement amendments to the RTP and included as exhibits to the ordinance:

Exhibit 'B' - Elderly and Disabled Transportation Amendments

Mobility is an important quality-of-life issue for seniors and individuals with disabilities. Transportation increases independence, provides connection with the community, and ensures access to life sustaining activities. Since April 2000, a 25-member steering committee has been coordinating the development of the *Tri-County Elderly and Disabled Transportation Plan* (EDTP). The EDTP is the region's first coordinated effort to address service delivery, service coordination, customer satisfaction, resource allocation, and land use policy issues in a comprehensive way. The EDTP recommends that the RTP be amended to implement portions of the EDTP within the Metro region (amendments proposed in Exhibit 'B'), though the EDTP covers the larger, three-county area served by Tri-Met. The EDTP will continue to evolve over time through periodic updates, and serve to guide regional elderly and disabled transportation funding decisions and will inform local transportation system plans.

The elderly and persons with disabilities in the tri-county area currently represent about 17% of the total population. By the year 2010, this number is expected to increase to 20%. Of the approximately 228,000 elderly and disabled individuals living within the tri-county area today, about 42% currently use transit services for some or all of their transportation needs. In 1999, the four public and 30 community-based transportation operators provided over 9,100,000 rides to the elderly and disabled population for all trips including basic medical, nutritional and social interaction needs.

Despite the significant number of elderly and disabled in the tri-county area who are currently accessing transportation services, it is estimated that approximately 16,500 elderly and disabled people do not have access to transportation for some or all of their trips. These elderly and disabled individuals may be unaware of the services available to them, may not be able to effectively utilize available services, or may live outside a transit or transportation district.

Current service levels would not decrease as a result of the EDTP recommendations, although existing funding constraints would make it difficult to expand the quality of existing service, and instead would simply provide current service options to a growing population. Approximately $43 million of operating funds will be spent to maintain the existing transportation network for seniors and the disabled in 2002. The current system provides approximately 10 million rides per year. Without any significant increase in services, the operating cost of the existing elderly and disabled transportation system is expected to increase to $68 million by the year 2010.

The EDTP clearly recognizes that the provision of transportation is only one tool to meet the larger objectives of providing mobility to the elderly and disabled. Increased transit services alone will not address the needs of the growing elderly and disabled community. To be successful, the EDTP must be integrated with the land use and transportation plans. To this end, the policies and service delivery strategies outlined in the EDTP are proposed as amendments to the RTP and the local counties and jurisdictions within the tri-county area are also asked to include them in local transportation system plans (TSPs), comprehensive plans, and their strategic plans for social service providers. The following EDTP elements are emphasized for adoption into local and regional plans:

- Identification of and support for pedestrian facilities near elderly and disabled developments that support access to transit, retail, and other community needs, and the siting of such facilities near existing transit, retail and other community needs;

- Integration of elderly and disabled housing into mixed use developments that include public facilities or services which support trip mitigation or avoidance;

- Local support and mandates for the inclusion of pedestrian friendly support activities;

- State, regional, and local support for the coordination and financing of transportation services and facilities that encourage transit use; and

- Expanded support for elderly and disabled transportation within the local communities to provide for increased mobility options and access.

These elements will be essential in complementing expanded elderly and disabled transportation services needed to meet the expected mobility needs of the growing target population. Exhibit 'B' includes amendments to the Chapter 1 policies and Chapter 6 implementation requirements of the RTP, as recommended in the EDTP.

Exhibit 'C' - Amendments from the Corridor Initiatives Project

During the technical analysis phase of the 2000 RTP, it became evident that forecasted growth in the region would ultimately push most highways in the region to capacity during peak periods. Most of these state-owned facilities were constructed between 1960 and 1985 and during that time had excess capacity compared to the relative size of the region. However, dramatic growth during the 1980s and 1990s was both fueled by this highway capacity, and eventually consumed the capacity during peak periods. Several major commute routes, like the Sunset Highway, Interstate-5 and the Banfield Freeway, have become especially congested during peak periods.

In some cases, major investments in transit already provide an alternative to driving these routes during the rush hour, and in other cases, a dense network of parallel routes provide local driving options. But even with existing and planned transit and supporting street network improvements factored in, more work was needed to identify a long-term plan for managing or improving travel in these corridors. Because the RTP process is too broad to consider such improvements in detail, the state Transportation Planning Rule (TPR) allows Metro to defer such studies into corridor refinement plans, to be completed at a future date. As a result, the 2000 RTP contains a number of refinement corridors, where a more detailed study is called for to identify the mix of transportation projects or programs needed to manage these urban corridors. When the RTP was adopted in August 2000, the *Corridor Initiatives Project* was kicked off to evaluate and prioritize the refinement corridors called out in the plan.

The *Corridor Initiatives Project* included participation by city, county, the Oregon Department of Transportation (ODOT), Port of Portland and Tri-Met staff in technical and project management committees. These committees guided the process and formulated recommendations for ranking the corridor refinement plans. Each corridor was evaluated on several criteria and a number of measures related to relative travel needs and connection to implementing the 2040 Growth Concept. In addition to the technical analysis, the committees considered non-technical factors such as relation to other planning efforts, community interest and potential resources for completing each refinement plan. Consultation meetings were held with groups of elected officials from around the region to review these findings, and gather additional input from policymakers.

In July 2001, the results of the Corridor Initiatives Project were presented to JPACT and the Council, with recommendations for staging the refinement studies over the next 20 years. The proposed timing of these studies was based on extensive technical analysis and a comprehensive set of evaluation criteria. *The Corridor Initiatives Project* recommended breaking some refinement corridors into smaller increments, which resulted in a total of 18 refinement studies. The work program for completing these studies is included in Exhibit "C", and spans the 20-year RTP planning period. This work will also be monitored and updated periodically as part of Metro's annual Unified Work Program process. Exhibit 'C' is divided into three parts, with respective amendments to Chapter 6 of the RTP and two amendments to the Appendix.

Exhibit 'D' - Amendments from the Green Streets Project

The *Green Streets Project* was well under way when the RTP was adopted in August 2000, and several potential plan amendments were already anticipated at that time. The *Green Streets Project* has a number of elements that address the growing conflict between good transportation design, planned urbanization in emerging areas and the need to protect streams and wildlife corridors from urban impacts. Key elements of the project include:

- Expanding the regional database to include an inventory of culverts that channel stormwater from streets to the stream system;

- The "Green Streets: Environmental Designs for Transportation" handbook that establishes acceptable design solutions for conflicts between major street or connectivity needs and stream protection; and

- New regional street connectivity provisions that address the tradeoffs between stream protection and an efficient, connected street system;

- Testing the proposed designs and connectivity guidelines as part of the Pleasant Valley community planning.

An 18-member Technical Advisory Committee (TAC) that included a diverse mix of planners, engineers, architects, biologists and environmental advocates guided the project. The technical phase of the project culminated with the *Green Streets Summit*, held at Metro in May 2001, and highlighted with a keynote speech from Dr. Patrick Condon, a noted expert on the subject of urban stormwater management. Nearly 150 practitioners and advocates attended the summit, and Dr. Condon later met with JPACT, the Metro Policy Advisory Committee (MPAC) and Council members at a lunch presentation on the results of the *Green Streets Project.*

The TAC as the final stage of the project reviewed feedback from the summit and policymakers' lunch. Most of the technical work on the Green Streets project was concluded in June 2001, and staff has since worked to package the resulting recommendations from the project in a series of two handbooks:

- *Green Streets: Innovative Solutions for Stormwater and Street Crossings* establishes a set of "best practices" for reducing the amount of stormwater runoff from the public right-of-way. The handbook builds on the designs originally developed for the *Creating Livable Streets* handbook, published in 1997, but modifies them to incorporate the "best practices" details. Guidelines for achieving local street connectivity while protecting streams are also included in the handbook. In November 2001, the National Marine Fisheries Service (NMFS) completed their review of the final draft of the *Green Streets* handbook, and have endorsed it as a series of "safe harbor" practices that are consistent with NMFS goals for fish habitat protection. This represents a major step for NMFS, and greatly elevates the importance and utility of the *Green Streets* handbook.

- *Trees for Green Streets: an Illustrated Guide* provides a detailed overview of the best trees for use along Metro-region streets, with specifics on site requirements, size and compatibility with various environmental constraints. It was developed in tandem with the *Green Streets Project* through a special grant from the University of Oregon, and in consultation with a group of area arborists, scientists, and horticulturists.

Following the model established by the *Creating Livable Streets* handbook (first published by Metro in 1997), the *Green Streets* publications will be distributed at no charge within the Metro region, but sold outside the region for a modest price that is expected to cover printing costs. The *Green Streets* guidelines have already generated a high level of interest, and were fully incorporated into the *Pleasant Valley Community Plan.* The City of Sandy is also in the process of adopting some of the guidelines for local streets, and many other jurisdictions have contacted Metro to learn about the Green Streets project.

The *Green Streets* design guidelines will serve as the implementation focus of Metro's Green Streets program, and are part of the proposed amendments to the project development requirements of the RTP contained in Exhibit 'D'. The proposed *Green Streets* amendments also include guidelines for design and frequency of stream crossings. Exhibit 'D' is divided into three parts, and includes amendments to the Chapter 1 policies, Chapter 6 implementation requirements and the Glossary of the RTP.

ANALYSIS/INFORMATION

1. **Known Opposition** Metro has received comments from the Transportation Policy Alternatives Committee (TPAC) members regarding the application of green street guidelines. Those comments will be the focus of MPAC, JPACT and Metro Council discussion on this item. Otherwise, there is no known opposition to the other components of this ordinance.

2. **Legal Antecedents** The 2000 Regional Transportation Plan (RTP) was adopted on August 10, 2000, with the intent to adopt subsequent amendments from specific outstanding studies and changes required as part of the Land Conservation and Development Commission (LCDC) acknowledgement process. This ordinance completes those intentions by amending the RTP with changes recommended from the Tri-County Elderly and Disabled Transportation Plan, the Corridor Initiatives project, the Green Streets project and changes from the LCDC acknowledgement process. These plan amendments are necessary for Metro to comply with federal planning regulations (as described in the Transportation Efficiency Act for the 21st Century) and state planning regulations (as described by the Oregon Transportation Planning Rule). Cities and counties within the Metro boundary will use and demonstrate consistency with the RTP in completing their local transportation systems plans. The Green Street amendments provide regional transportation policy response to managing the public right of way in a manner that responds to the listing of salmon and steelhead as endangered species through the federal Endangered Species Act.

3. **Anticipated Effects** Adoption of this ordinance provides policy direction to the region on the provision of transportation services to the elderly and disabled population, the intent to complete detailed transportation corridor studies in the region, and regional guidance on implementation of "green" streets as one means of addressing the listing of salmon and steelhead as endangered species. These policies will guide the development of city and county transportation plans in the region and the subsequent development of transportation projects. The adoption of the amendments from the LCDC acknowledgement process will bring the Regional Transportation Plan into compliance with state laws and regulations.

4. **Budget Impacts** There are no direct costs associated with implementing this ordinance. The ordinance does recognize a need to complete corridor studies throughout the region. Metro staff will need to lead or participate in these studies. The definition of budget impacts of this work will be defined and adopted by Metro Council in the Unified Work Program.

RECOMMENDED ACTION

Council adoption of the proposed ordinance and RTP amendments contained in Exhibits 'A' through 'D'.

Agenda Item Number 6.2

Ordinance No. 02-947, For the Purpose of Amending Metro Code Section 2.19.00 Concerning Metro's Committee on Citizen Involvement (MCCI).

First Reading

Metro Council Meeting
Thursday, June 6, 2002
Metro Council Chamber

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF AMENDING METRO CODE SECTION 2.19.100 CONCERNING METRO'S COMMITTEE ON CITIZEN INVOLVEMENT (MCCI)	))))	ORDINANCE NO. 02-947 Introduced by Councilor Rex Burkholder

WHEREAS, the Metro Office of Citizen Involvement was created in the Metro Charter adopted by the public in 1992; and

WHEREAS, a citizens' committee in the Office of Citizen Involvement was established by ordinance and is known as the Metro Committee for Citizen Involvement; and

WHEREAS, The Metro Council adopted Ordinance 00-860A and amended Metro Code section 2.19.100 and made changes to MCCI; and

WHEREAS, Metro is committed to citizen involvement as a major component of the agency's policy development and program implementation efforts; and

WHEREAS, to enhance the role of the Office of Citizen Involvement and to increase MCCI's effectiveness, a MCCI workgroup, consisting of MCCI members and Metro staff, met and created a list of recommendations to the Metro Council; and

WHEREAS, on January 14, 2002, the MCCI workgroup report was issued to Metro Council MCCI liaison, Councilor Rex Burkholder (labeled as Exhibit A); and

WHEREAS, on April 10, 2002, MCCI provided comment on the workgroup report and submitted it to the MCCI liaison (labeled as Exhibit B); and

WHEREAS, the Office of Citizen Involvement, in consultation with MCCI, will determine the adequacy of the Public Involvement Plans for the agency; and

WHEREAS, the Metro Council accepts the MCCI workgroup report and will enact its recommendations through this ordinance or a series of future ordinances;

WHEREAS, the effective date of the Metro Code changes will be January 6, 2003; now therefore,

THE METRO COUNCIL ORDAINS AS FOLLOWS:

1. Metro Code Section 2.19.100 is amended as follows

2.19.100 Metro Committee for Citizen Involvement (MCCI)

(a) Purpose. The purpose of the MCCI is to advise the Metro Council (through the Office of Citizen Involvement –OCI)on the development and maintenance of programs and procedures to aid communication between citizens and the Metro Council. MCCI will advise the OCI and perform the

duties assigned to it by the Metro Charter and to perform other related duties that the Metro Council ~~shall~~ may prescribe.

(b) Membership. The MCCI consists of ~~twenty-seven (27)~~ twenty (20) members. The members of MCCI shall be ~~appointed~~ nominated as follows and adhere to the nomination process outlined in Ordinance 00-860A:

(1) ~~Three (3)~~ Two (2) representatives from each of the ~~seven (7)~~ six (6) Metro Council Districts and two (2) at large representatives from the region as nominated by the Council President (for a total of ~~21~~ 14).

(2) One (1) representative from each of the areas outside of the Metro boundaries of Clackamas, Multnomah, and Washington Counties (for a total of 3).

(3) One (1) representative from each of Clackamas County's Committee for Citizen Involvement (CCI), Multnomah County Citizen Involvement Committee (CIC), and Washington County Committee for Citizen Involvement (CCI) (for a total of 3).

(c) Terms. Notwithstanding the provisions of Section 2.19.030(c), MCCI members may be appointed to fill up to three (3) consecutive two (2)-year terms.

(d) Current Membership: Current MCCI members may complete their current term. At the completion of their current term, the member may reapply for any open seats in the district or area they represent.

ADOPTED by the Metro Council this _____ day of _____, 2002.

_____
Carl Hosticka, Presiding Officer

Attest:

_____
Christina Billington, Recording Secretary

Approved as to Form:

_____
Daniel B. Cooper, General Counsel

MCCI WORKGROUP REPORT

January 14, 2002

EXECUTIVE SUMMARY

As set out in the 1992 Metro Charter, the Metro Office of Citizen Involvement (OCI) was created "to develop and maintain programs and procedures to aid communications between citizens and the council and executive officer." In addition, a citizens' committee in the Office of Citizen Involvement was to be established by ordinance – that committee is now known as the Metro Committee for Citizen Involvement (MCCI).

Metro's commitment to citizen involvement is a major component of the agency's efforts. It is the sole function of the OCI to maintain and renew this commitment, and to establish a structure within which citizens may provide valuable feedback and support. MCCI has been instrumental in advocating for a strong and successful office of citizen involvement, and its future contributions will be vital for the OCI's success.

To enhance the role of the OCI and to increase MCCI's effectiveness in the Metro agency, the MCCI Workgroup, consisting of MCCI members and Metro staff, met to explore opportunities for improvement. After three work sessions, the MCCI Workgroup is pleased to make the following recommendations.

MCCI will achieve a more influential and effective role by partnering with the newly formed Council Outreach Office. MCCI will support the OCI in its efforts to maintain and renew the citizen involvement goals of the agency. In turn, Outreach staff will consult with MCCI members on citizen involvement issues in key projects and provide staffing to MCCI. Outreach staff will support MCCI in forming strong relationships with Council members and agency staff, and will support efforts for improvement, such as the Public Involvement Planning Guide (PIPG) review. MCCI will streamline its membership structure and place a renewed focus on training and orientation.

APPROACH

2001 MCCI Retreat

In the September 8, 2001, MCCI Retreat, a number of critical issues were identified for resolution. Among those issues were: how MCCI could better monitor and advise Metro on citizen involvement; how MCCI could develop a better working relationship with the Metro Council; and how to create an environment where citizen involvement at Metro was considered necessary, and not just a requirement. A small workgroup was convened to focus on, and provide recommendations regarding the following topics: the OCI's function and role; MCCI's function and role; staffing; membership; and training.

MCCI Workgroup

The MCCI Workgroup, consisting of representatives from MCCI and Council, met October 30, November 21 and December 12, 2001 in one- to two-hour sessions. MCCI representatives were as follows: MCCI member Norm Andreen, MCCI Vice Chair Dennis Ganoe, MCCI Chair Ted Kyle and MCCI member Scott Seibert. Council Representatives were as follows: Communications Officer John Donovan, Outreach Assistant/MCCI Staff Cary Stacey and Legislative/Policy Development Officer Jeff Stone.

In addition, interviews were held by John Donovan and Cary Stacey with MCCI Subcommittee Liaisons Ron Klein, Jan O'Dell, Sherry Oeser and Gina Whitehill-Baziuk to assess departmental perceptions of MCCI's contributions and impediments and the functionality of the PIPG. Results from these interviews revealed some suggestions for improvement, including full support for a revision of the PIPG.

Interim Council Structure

In preparation for the larger transition at Metro, the Council office was restructured in October of 2001. This interim structure established a management team consisting of the Presiding Officer and key staff to oversee operations, legislative direction and public outreach. An Outreach Office was created within the Council Office, with Jeff Stone as Legislative/Policy Development Officer, John Donovan as Communications Officer, and Cary Stacey as one of two Outreach Assistants. Among other responsibilities, the Outreach staff will create and implement a comprehensive communication plan for all phases of the transition. The new structure allows for policy and outreach issues to be developed in tandem by Outreach staff, and presents a new opportunity for MCCI's role in the agency. John Donovan and Jeff Stone are committed to work towards the greater involvement of MCCI through this new structure, and are positioned to strongly advocate for the work done by MCCI.

Recommendation Process

Recommendations will be presented via written report to Councilor Rex Burkholder, MCCI liaison, in a meeting with representatives from the MCCI Workgroup. Following his acceptance of the report, recommendations will be presented to the MCCI Regular Committee. Upon acceptance of the recommendations by the MCCI Regular Committee, the following package will be presented to Council: an ordinance to finalize MCCI membership changes, an ordinance to establish the OCI's role and function, and the results from the PIPG Review Committee. In addition, MPAC should be briefed on these changes.

RECOMMENDATIONS

The OCI's Function and Role

The OCI, staffed by John Donovan and Cary Stacey, will provide resources and outreach in order to further citizen involvement in Metro's policy-making efforts and programs. The OCI is committed to making citizen involvement the cornerstone of the Council Communication Plan, and will identify projects needing citizen involvement and monitor and seek consistency in citizen outreach.

The OCI will determine the adequacy of PIPS, in consultation with MCCI, by assisting in and facilitating links with projects at the department head level. The OCI will follow up with these projects by providing input on departmental performance in regards to citizen involvement. In conjunction with the rest of the Outreach Office, the OCI will facilitate both Council and Council committee relations with MCCI.

MCCI's Function and Role

MCCI will assist the OCI and Metro Council Outreach Office in identifying projects needing citizen involvement and providing constructive feedback on agency PIPs. MCCI will assist the OCI in identifying those programs requiring critical citizen involvement efforts and setting priorities for review in the coming year. Selected projects will then be reviewed by MCCI members in subcommittee or in the committee as a whole.

MCCI will assist the OCI in verifying the execution of PIPs and assessing the processes, determining whether the results of a PIP affected the final decision or outcome, as well as assessing citizen perceptions of the effort. In addition, MCCI must be prepared to convene temporary task force committees to address immediate, short-term projects as they arise.

As per MCCI Resolution No. 01-001, a PIPG review committee, consisting of four MCCI members, two Metro staff members, and one member from the Metro Council Office staff, will review the PIPG. This step is acknowledged and supported by the MCCI Workgroup and the Council Outreach Office.

Staffing

In addition to advocating for citizen involvement within the agency, the OCI will provide clerical support to MCCI.

Membership

In the interest of establishing an effective and productive group, it is recommended that district representation on MCCI be lowered from three members per district to two members per district. In addition, an appointment by the Council President should be considered. Outstanding members shall leave the group through attrition. It is recommended that these changes to the MCCI membership be formalized through an Ordinance to the Metro Council.

Training

It is recommended that MCCI staff coordinate an orientation for new members on a quarterly basis. The orientation shall include viewing of the Metro orientation video and presentations from representatives of the Metro Council, the Executive Office and agency departments.

It is also recommended that members of the MCCI Regular Committee participate in a 5-minute training as a standing item on meeting agendas. The training will take place in the Regular Committee meeting, and will address issues such as Oregon's Open Meetings Law.

Long-Term Goals

The following long-term goals were identified for future exploration:

- Audit the level of citizen involvement in local governments
- Create programs to recognize governments, agencies and organizations for effective citizen involvement
- In the form of MCCI, establish a dynamic and effective committee that has an applicant waiting list

RESPONSE TO THE MCCI WORKGROUP REPORT

April 10, 2002

BACKGROUND

On January 17, 2002, the Metro Committee for Citizen Involvement (MCCI) received from the MCCI Workgroup a report that proposed to define the role of the Office of Citizen Involvement (OCI) and to increase MCCI's effectiveness within Metro. The MCCI Workgroup Report proposed a partnership between MCCI and the OCI in the newly formed Council Outreach Office and outlined ways in which this partnership would achieve the citizen involvement goals of both MCCI and Metro.

At the March 20, 2002 MCCI Regular Meeting, the MCCI Workgroup report was presented by MCCI Chair Ted Kyle, MCCI Workgroup members, Council Communications Officer John Donovan, and Councilor Rex Burkholder. During a period extending from this meeting to March 29, 2002, comments regarding the report were received from the following MCCI members: Kay Durtschi, Dennis Ganoe, Ted Kyle, Darren Pennington, Bob Pung, Pat Russell, Ray Sherwood and Elizabeth Tucker.

SUMMARY OF COMMENTS

General Comments

There were concerns that history, the Metro Charter and the RUGGOs were being ignored. There was also a concern that Council would still not listen to MCCI. There was a concern that the opinions in the proposal were misrepresented as belonging to MCCI.

OCI's Function and Role

There was a suggestion to establish alternative channels for communicating with the agency.

MCCI's Function and Role

There were some concerns that MCCI's proposed role would mean a loss of leadership, independence and responsibility, which could cause a decrease in the committee's effectiveness. There was a suggestion that MCCI's role include ensuring that all members were active and involved with their neighborhoods. There was a suggestion that a structure be recommended to evaluate MCCI's effectiveness.

Staffing

There was a suggestion that MCCI's administrative responsibilities, in conjunction with the OCI, be more clearly articulated.

Membership

There was a concern with the proposal to reduce the size of membership. There were some suggestions regarding recruitment for new members.

GENERAL COMMENTS

Kay Durtschi

Said the proposal ignored the initial intent for MCCI to be independent with the right to hire and fire its own staff. Believed the committee only became effective when it took charge of its own work, and was hesitant to turn that role over to staff. Had no objection to staff following MCCI's lead, but she had concerns with the reverse situation. Was concerned that MCCI would be a rubber stamp for the OCI's work. Believed leadership of citizen involvement at Metro should be contained within MCCI and that staff should carry out what MCCI wanted.

Response:

Metro Charter provisions establishing a citizen's committee to advise the Office of Citizen Involvement did not direct that the committee should be independent from Metro. In the interest of effective communication between the committee and the agency, the Workgroup believes that a closer working relationship will help both parties achieve mutual citizen involvement goals. MCCI is not expected to be a rubber stamp for OCI's work; rather, it is hoped that MCCI will work collaboratively with the OCI. Leadership of citizen involvement will be a shared responsibility, resulting in an increased potential for implementing citizen involvement throughout the region.

Dennis Ganoe

Suggested a wording change to the report on page 3, third paragraph to emphasize MCCI's role as follows:

> MCCI will assist the OCI and Metro Council Outreach Office ~~in~~ by identifying projects needing citizen involvement and providing constructive feedback on agency PIPs. MCCI will assist the OCI ~~in~~ by identifying those programs requiring critical citizen involvement efforts and setting priorities for review in the coming year. Selected projects will ~~then~~ be reviewed by MCCI members in subcommittee or in the committee as a whole.

Response:

The requested wording changes will be made to the MCCI Workgroup Report.

Ted Kyle

Said the proposal should articulate that MCCI would continue to set its work and would advise the Council and the Council President.

Response:

The MCCI Workgroup Report will articulate MCCI's administrative responsibilities as requested by Mr. Kyle and Mr. Pennington (see Mr. Pennington's comments below). MCCI's suggested advisory capacity is consistent with the recommendations from the Transition Advisory Task Force, and will be articulated in the MCCI Workgroup Report as requested.

Darren Pennington

Asked that the report articulate that MCCI's administrative responsibilities, in terms of setting agendas, work plans and work groups, would be carried out with the OCI's assistance. Asked for the report to recommend establishing a process for MCCI and the OCI to evaluate MCCI's effectiveness.

Response:

The MCCI Workgroup Report will articulate MCCI's administrative responsibilities as requested by Mr. Kyle and Mr. Pennington (see Mr. Kyle's comments above). The report will recommend an evaluation process as requested.

Bob Pung

Said the direction towards reduction was OK, but felt there should be representation for the disabled population. Said that MCCI's role should include ensuring that all members were active and involved with their neighborhoods. Was concerned that the proposal did not ensure that Council would listen to MCCI and that MCCI would be vulnerable to political influence.

Response:

It is agreed that MCCI should strive for as diverse a membership as possible and this recommendation will be included in the MCCI Workgroup Report. A recommendation that all MCCI members demonstrate an involvement with their local communities (to account for those who live in areas with defunct neighborhood groups) will be included in the MCCI Workgroup Report. Although the proposal does not guarantee that the relationship between MCCI and the Council will improve, the Workgroup believes that the new model in which MCCI collaborates with the OCI will greatly increase effective communication between MCCI and the Council.

Pat Russell

Agreed with Mr. Sherwood's written comments

Response:

See response to Mr. Sherwood's comments below.

Ray Sherwood

Was concerned that MCCI's role would become consultative and passive instead of independent and active. Was concerned that MCCI was not independently funded and operated, which went against the Metro Charter. Said that MCCI should be an independent body of citizens set apart from the Metro staff. Believed reducing membership would reduce citizen participation. Suggested increasing the number of citizens who serve by having Metro Councilors help to recruit new members. Was concerned that the Council might implement something similar to the workgroup report for ease of administration. Had a concern that the proposal was misrepresented as MCCI's opinion and that the proposal should not come from MCCI. Asked for a review of what would go before the Council.

Response:

Through partnering with the OCI, MCCI will continue to be responsible for assessing citizen involvement at Metro and, the Workgroup believes, the committee's role will be active rather than passive. While the Metro Charter did establish a citizen's committee within the Office of Citizen Involvement, it did not specify whether the committee should be completely independent from Metro. In the interest of fostering effective communication between the committee and the agency, the Workgroup believes that a closer working relationship will help better achieve citizen involvement goals. Reducing membership was proposed so that MCCI's size could become more cohesive, effective and stable. The proposal will be presented to the Metro Council as a product of the MCCI Workgroup, and will be accompanied by comments put forth by MCCI members. MCCI members will receive copies of this document and will also have the opportunity to review any legislation regarding the MCCI Workgroup Report.

Elizabeth Tucker

Suggested building in wording in that allowed for other channels in case liaisons were ineffective.

Response:

The requested wording changes will be made to the MCCI Workgroup Report.

DETAILED COMMENTS

Kay Durtschi

Ms. Durtschi commented verbally at the March 20, 2002 Regular Meeting as follows:

She didn't think the report addressed what MCCI was trying to do when it was established. Multnomah County helped write the first set of bylaws, intending that the committee be independent with the right to hire and fire its own staff. Her concern was that MCCI would be a rubber stamp for the OCI's work. She said that the committee only started to become effective when it took charge of its own destiny, and she hesitated to turn that role over to staff. She said she had no objection to staff following MCCI's lead, but she had concerns with the reverse situation. She said leadership of citizen involvement at Metro should be contained within MCCI and that staff should carry out what MCCI wanted.

Dennis Ganoe

Mr. Ganoe's comments were verbally given to MCCI staff directly after the March 20, 2002 Regular Committee Meeting.

Ted Kyle

Ted Kyle commented verbally at the March 20, 2002 Regular Meeting as follows:

Chair Kyle said the committee should continue to set its work, and that wasn't clear in the proposal. The document also did not clarify that MCCI would advise the Council and the Council President.

Darren Pennington

Mr. Pennington's comments, submitted via email, are attached to this document as part of Appendix A.

Bob Pung

Mr. Pung commented verbally at the March 20, 2002 Regular Meeting as follows:

He said the direction towards reduction was OK, but he felt there should be representation for the disabled population. He said that MCCI's role should include ensuring that all members were active and involved with their neighborhoods. He said he was concerned that MCCI would be vulnerable to the arrogance of politicians.

Mr. Pung's additional comments, submitted via email, are attached to this document as part of Appendix A.

Pat Russell

Mr. Russell commented verbally at the March 20, 2002 Regular Meeting as follows:

Mr. Russell spoke to Mr. Sherwood's written comments included in the March 20, 2002 Regular Meeting packet and said he supported them.

Ray Sherwood

Mr. Sherwood commented verbally at the March 20, 2002 Regular Meeting as follows:

> He said he was concerned with some of the language in the recommendations. He said there was no guarantee that MCCI would always be accorded the type of respect the Charter required. He said the Council might implement something similar to the workgroup report for ease of administration. He said that MCCI should be an independent body of citizens set apart from the Metro staff, and that the proposal should not come from MCCI. He asked for a review of what would go before the Council.

Mr. Sherwood's additional comments, submitted via email, are attached to this document as part of Appendix A.

Elizabeth Tucker

Ms. Tucker commented verbally at the March 20, 2002 Regular Meeting as follows:

> She referred to Ms. Durtschi's concern with ineffective liaisons and suggested building in wording in that allowed for other channels in case liaisons were ineffective.

STAFF REPORT

IN CONSIDERATION OF ORDINANCE NO. 02-947, FOR THE PURPOSE OF AMENDING METRO CODE SECTION 2.19.100 CONCERNING METRO'S COMMITTEE ON CITIZEN INVOLVEMENT (MCCI)

Date: May 10, 2002 Prepared by: Jeff Stone, Cary Stacey

BACKGROUND

Executive Summary

As set out in the 1992 Metro Charter, the Metro Office of Citizen Involvement (OCI) was created "to develop and maintain programs and procedures to aid communications between citizens and the council and executive officer." In addition, a citizens' committee in the Office of Citizen Involvement was to be established by ordinance – that committee is now known as the Metro Committee for Citizen Involvement (MCCI).

Metro's commitment to citizen involvement is a major component of the agency's efforts. It is the sole function of the OCI to maintain and renew this commitment, and to establish a structure within which citizens may provide valuable feedback and support. MCCI has been instrumental in advocating for a strong and successful office of citizen involvement, and its future contributions will be vital for the OCI's success.

To enhance the role of the OCI and to increase MCCI's effectiveness with Metro, the MCCI Workgroup, consisting of MCCI members and Metro staff, met to explore opportunities for improvement, and concluded the following:

MCCI will achieve a more influential and effective role by partnering with the OCI in the newly formed Council Outreach Office. MCCI will support the OCI in its efforts to maintain and renew the citizen involvement goals of the agency. In turn, Outreach staff will consult with MCCI members on citizen involvement issues in key projects and provide staffing to MCCI. Outreach staff will support MCCI in forming strong relationships with Council members and agency staff, and will support efforts for improvement, such as the Public Involvement Planning Guide (PIPG) review. MCCI will streamline its membership structure and place a renewed focus on training and orientation.

Approach

The MCCI Workgroup, consisting of representatives from MCCI and Council, met October 30, November 21, and December 12, 2001 in one- to two-hour sessions. MCCI representatives included: member Norm Andreen, Vice Chair Dennis Ganoe, Chair Ted Kyle and member Scott Seibert. Council Representatives included: Communications Officer John Donovan, Outreach Assistant/MCCI Staff Cary Stacey, Legislative/Policy Development Officer Jeff Stone.

In addition, interviews were held by John Donovan and Cary Stacey with MCCI Subcommittee Liaisons Ron Klein, Jan O'Dell, Sherry Oeser, Gina Whitehill-Baziuk to assess departmental perceptions of MCCI's contributions and impediments, and the functionality of the PIPG. Results from these interviews revealed some suggestions for improvement, including full support for a revision of the PIPG.

RECOMMENDATIONS

The OCI's Function and Role

The OCI, staffed by John Donovan and Cary Stacey, will provide resources and outreach in order to further citizen involvement in Metro's policy-making efforts and programs. The OCI is committed to making citizen involvement the cornerstone of the Council Communication Plan, and will identify projects needing citizen involvement and monitor and seek consistency in citizen outreach.

The OCI will determine the adequacy of PIPs, in consultation with MCCI, and will facilitate links with projects at the department head level. The OCI will follow up with these projects by providing input on departmental performance in regards to citizen involvement. In conjunction with the rest of the Outreach Office, the OCI will facilitate both Council and Council committee relations with MCCI.

MCCI's Function and Role

MCCI will provide advice on citizen involvement to the Metro Council and Council President. MCCI will assist the OCI and Metro Council Outreach Office by identifying projects needing citizen involvement and providing constructive feedback on agency PIPs. MCCI will assist the OCI by identifying those programs requiring critical citizen involvement efforts and setting priorities for review in the coming year. Selected projects will be reviewed by MCCI members in subcommittee or in the committee as a whole. With the OCI's assistance, MCCI will continue to set its agendas and work plans and assign work groups as needed.

MCCI will assist the OCI in verifying the execution of PIPs and assessing the processes, determining whether the results of a PIP affected the final decision or outcome, as well as assessing citizen perceptions of the effort. In addition, MCCI must be prepared to convene temporary task force committees to address immediate, short-term projects as they arise.

As per a MCCI resolution, a PIPG review committee, consisting of four MCCI members, two Metro staff members, and one member from the Metro Council Office staff, will review the PIPG. This step is acknowledged and supported by the MCCI Workgroup and the Council Outreach Office.

It is recommended that a process be established for MCCI and the OCI to evaluate MCCI's effectiveness. This evaluation process should include an assessment of liaison effectiveness and provide for alternative communication channels, if needed.

Membership

In the interest of establishing an effective and productive group, it is recommended that district representation on MCCI be lowered from three members per district to two members per district. In addition, an appointment by the Council President should be considered. Outstanding members shall leave the group through attrition.

In terms of recruitment, MCCI should strive for as diverse a membership as possible. It is recommended that all MCCI members and considered applicants demonstrate an active involvement with their local communities.

ANALYSIS/INFORMATION

1. **Known Opposition:** MCCI members are not unanimously in support of this ordinance.

2. **Legal Antecedents:** Metro Code Chapter 2.19.100 outlines the purpose and membership of MCCI.

3. **Anticipated Effects:** To promote greater effectiveness and coordination of efforts by MCCI through the Office of Citizen Involvement.

4. **Budget Impacts:** No additional resources are required to enact this legislation.

RECOMMENDED ACTION

Staff recommends that the Metro Council approve Ordinance No. 02-947.

Agenda Item Number 6.3

Ordinance No. 02-948, For the Purpose of Amending the FY 2001-02 Budget and Appropriations Schedule by Transferring Appropriations from Capital Outlay and Contingency in the MERC Operating Fund to Interfund Transfers and Transferring Those Resources to the MERC Pooled Capital Fund, and Declaring an Emergency

First Reading

Metro Council Meeting
Thursday, June 6, 2002
Metro Council Chamber

BEFORE THE METRO COUNCIL

AN ORDINANCE FOR THE PURPOSE OF AMENDING THE FY 2001-02 BUDGET AND APPROPRIATIONS SCHEDULE BY TRANSFERRING APPROPRIATIONS FROM CAPITAL OUTLAY AND CONTINGENCY IN THE MERC OPERATING FUND TO INTERFUND TRANSFERS AND TRANSFERRING THOSE RESOURCES TO THE MERC POOLED CAPITAL FUND; AND DECLARING AN EMERGENCY	))))))))	ORDINANCE NO. 02-948 Introduced by Mike Burton, Executive Officer

WHEREAS, The Metro Council has reviewed and considered the need to transfer appropriations within the FY 2001-02 Budget; and

WHEREAS, The need for the transfer of appropriation has been justified; and

WHEREAS, Adequate funds exist for other identified needs; now, therefore,

THE METRO COUNCIL ORDAINS AS FOLLOWS:

1. That the FY 2001-02 Budget and Schedule of Appropriations are hereby amended as shown in the column entitled "Revision" of Exhibit A and B to this Ordinance for the purpose of transferring $344,000 from Capital Outlay to Interfund Transfers in the MERC Operating Fund and transferring that $344,000 to the MERC Pooled Capital Fund, Unappropriated Balance to reflect the change in accounting for capital expenditures.

2. That the FY 2001-02 Budget and Schedule of Appropriations are hereby amended as shown in the column entitled "Revision" of Exhibit A and B to this Ordinance for the purpose of transferring $200,000 from Contingency to Interfund Transfers in the MERC Operating Fund and transferring that $200,000 to the MERC Pooled Capital Fund, Unappropriated Balance to provide funding for an unforeseen repair.

3. This Ordinance being necessary for the immediate preservation of the public health, safety or welfare of the Metro area in order to meet obligations and comply with Oregon Budget Law, an emergency is declared to exist, and this Ordinance takes effect upon passage.

ADOPTED by the Metro Council this _____ day of _____, 2002.

_____
Carl Hosticka, Presiding Officer

ATTEST:

Approved as to Form:

_____
Recording Secretary

_____
Daniel B. Cooper, General Counsel

Exhibit A
Ordinance No.02-948

ACCT	DESCRIPTION	Current Budget FTE	Current Budget Amount	Revision FTE	Revision Amount	Amended Budget FTE	Amended Budget Amount
	MERC Operating Fund						
	Total MERC Operating Fund						
	Resources						
	TOTAL RESOURCES		**$44,536,508**		**$0**		**$44,536,508**
	Personal Services						
	Total Personal Services	**146.70**	**$11,905,992**	**0.00**	**$0**	**146.70**	**$11,905,992**
	Materials & Services						
	Total Materials & Services		**$14,272,546**		**$0**		**$14,272,546**
	Debt Service						
	Total Debt Service		**$17,700**		**$0**		**$17,700**
	Capital Outlay						
CAPNON	*Capital Outlay (Non-CIP Projects)*						
5720	Buildings & Related (non-CIP)		90,500		(90,500)		0
5740	Equipment & Vehicles (non-CIP)		253,500		(253,500)		0
CAPCIP	*Capital Outlay (CIP Projects)*						
	Total Capital Outlay		**$344,000**		**($344,000)**		**$0**
	TOTAL REQUIREMENTS	**146.70**	**$26,540,238**	**0.00**	**($344,000)**	**146.70**	**$26,196,238**
	Interfund Transfers						
INTCHG	*Internal Service Transfers*						
5800	Transfer for Indirect Costs				0		
	* to Support Services Fund		1,499,848		0		1,499,848
	* to Risk Management Fund - Liability		136,822		0		136,822
	* to Risk Management Fund - Workers Comp.		66,937		0		66,937
EQTCHG	*Fund Equity Transfers*				0		
5810	Transfer of Resources				0		
	* to MERC Pooled Capital		800,000		544,000		1,344,000
	* to Revenue Bond Fund		908,625		0		908,625
	Total Interfund Transfers		**$3,412,232**		**$544,000**		**$3,956,232**
	Contingency and Ending Balance						
CONT	*Contingency*						
5999	Contingency		913,020		(200,000)		713,020
UNAPP	*Unappropriated Fund Balance*						
5990	Unappropriated Fund Balance		13,671,018		0		13,671,018
	Total Contingency and Ending Balance		**$14,584,038**		**($200,000)**		**$14,384,038**
	TOTAL REQUIREMENTS	**146.70**	**$44,536,508**	**0.00**	**$0**	**146.70**	**$44,536,508**

Exhibit A
Ordinance No.02-948

ACCT	DESCRIPTION	Current Budget FTE	Current Budget Amount	Revision FTE	Revision Amount	Amended Budget FTE	Amended Budget Amount
	MERC Operating Fund						
	Expo Center (For Information Only)						
	Resources						
	TOTAL RESOURCES		**$8,006,883**		**$0**		**$8,006,883**
	Personal Services						
	Total Personal Services	**14.10**	**$1,209,548**	**0.00**	**$0**	**14.10**	**$1,209,548**
	Materials & Services						
	Total Materials & Services		**$3,033,770**		**$0**		**$3,033,770**
	Capital Outlay						
CAPNON	*Capital Outlay (Non-CIP Projects)*						
5720	Buildings & Related (non-CIP)		38,500		(38,500)		0
5740	Equipment & Vehicles (non-CIP)		81,000		(81,000)		0
	Total Capital Outlay		**$119,500**		**($119,500)**		**$0**
	TOTAL REQUIREMENTS	**14.10**	**$4,362,818**	**0.00**	**($119,500)**	**14.10**	**$4,243,318**
	Interfund Transfers						
INTCHG	*Internal Service Transfers*						
5800	Transfer for Indirect Costs						
	* to Support Services Fund		199,576		0		199,576
	* to Risk Management Fund - Liability		18,206		0		18,206
	* to Risk Management Fund - Workers Comp.		8,907		0		8,907
5820	Transfer for Direct Costs		0		0		0
EQTCHG	*Fund Equity Transfers*						
5810	Transfer of Resources						
	* to MERC Pooled Capital		0		119,500		119,500
	* to Convention Center Project Capital Fund		0		0		0
	* to Revenue Bond Fund		908,625		0		908,625
	Total Interfund Transfers	**$0**	**$1,135,314**	**$0**	**$119,500**	**$0**	**$1,254,814**
	Contingency and Ending Balance						
CONT	*Contingency*						
5999	Contingency		149,873		0		149,873
UNAPP	*Unappropriated Fund Balance*						
5990	Unappropriated Fund Balance		2,358,878		0		2,358,878
	Total Contingency and Ending Balance		**$2,508,751**		**$0**		**$2,508,751**
	TOTAL REQUIREMENTS	**14.10**	**$8,006,883**	**0.00**	**$0**	**14.10**	**$8,006,883**

Exhibit A
Ordinance No.02-948

ACCT	DESCRIPTION	Current Budget FTE	Current Budget Amount	Revision FTE	Revision Amount	Amended Budget FTE	Amended Budget Amount
MERC Operating Fund							
Oregon Convention Center (For Information Only)							
	Resources						
					0		
TOTAL RESOURCES			$25,255,658		$0		$25,255,658
	Personal Services						
	Total Personal Services	96.05	$5,893,673	0.00	$0	96.05	$5,893,673
	Total Materials & Services		$8,646,127		$0		$8,646,127
	Debt Service						
	Total Debt Service		$3,600		$0		$3,600
	Capital Outlay						
CAPNON	*Capital Outlay (Non-CIP Projects)*						
5720	Buildings & Related (non-CIP)		52,000		(52,000)		0
5740	Equipment & Vehicles (non-CIP)		172,500		(172,500)		0
	Total Capital Outlay		$224,500		($224,500)		$0
TOTAL REQUIREMENTS		96.05	$14,767,900	0.00	($224,500)	96.05	$14,543,400
	Interfund Transfers						
INTCHG	*Internal Service Transfers*						
5800	Transfer for Indirect Costs						
	* to Support Services Fund		786,211		0		786,211
	* to Risk Management Fund - Liability		71,721		0		71,721
	* to Risk Management Fund - Workers Comp.		35,088		0		35,088
5820	Transfer for Direct Costs		0		0		0
EQTCHG	*Fund Equity Transfers*						
5810	Transfer of Resources						
	* to MERC Pooled Capital		0		224,500		224,500
	Total Interfund Transfers	$0	$893,020	$0	$224,500	$0	$1,117,520
	Contingency and Ending Balance						
CONT	*Contingency*						
5999	Contingency		563,147		0		563,147
UNAPP	*Unappropriated Fund Balance*						
5990	Unappropriated Fund Balance		9,031,591		0		9,031,591
	Total Contingency and Ending Balance		$9,594,738		$0		$9,594,738
TOTAL REQUIREMENTS		96.05	$25,255,658	0.00	$0	96.05	$25,255,658

Exhibit A
Ordinance No.02-948

ACCT	DESCRIPTION	Current Budget FTE	Current Budget Amount	Revision FTE	Revision Amount	Amended Budget FTE	Amended Budget Amount
	MERC Operating Fund						
	Portland Center for the Performing Arts (For Information Only)						
	Resources						
					0		
	TOTAL RESOURCES		$9,296,912		$0		$9,296,912
	Personal Services						
	Total Personal Services	26.55	$4,008,517	0.00	$0	26.55	$4,008,517
	Materials & Services						
	Total Materials & Services		$2,209,848		$0		$2,209,848
	Debt Service						
	Total Debt Service		$14,100		$0		$14,100
	TOTAL REQUIREMENTS	26.55	$6,232,465	0.00	$0	26.55	$6,232,465
	Interfund Transfers						
INTCHG	*Internal Service Transfers*						
5800	Transfer for Indirect Costs						
	* to Support Services Fund		514,061		0		514,061
	* to Risk Management Fund - Liability		46,895		0		46,895
	* to Risk Management Fund - Workers Comp.		22,942		0		22,942
EQTCHG	*Fund Equity Transfers*						
5810	Transfer of Resources						
	* to MERC Pooled Capital		0		200,000		200,000
	Total Interfund Transfers	$0	$583,898	$0	$200,000	$0	$783,898
	Contingency and Ending Balance						
CONT	*Contingency*						
5999	Contingency		200,000		(200,000)		0
UNAPP	*Unappropriated Fund Balance*						
5990	Unappropriated Fund Balance		2,280,549		0		2,280,549
	Total Contingency and Ending Balance		$2,480,549		($200,000)		$2,280,549
	TOTAL REQUIREMENTS	26.55	$9,296,912	0.00	$0	26.55	$9,296,912

Exhibit A
Ordinance No.02-948

ACCT DESCRIPTION	Current Budget FTE	Current Budget Amount	Revision FTE	Revision Amount	Amended Budget FTE	Amended Budget Amount
MERC Pooled Capital Fund						
Pooled Capital						
Resources						
BEGBA Beginning Fund Balance						
* Prior year ending balance		5,384,174		0		5,384,174
GVCNT Contributions from Governments						
4145 Government Contributions		300,000		0		300,000
INTRST Interest Earnings						
4700 Interest on Investments		225,000		0		225,000
EQTRE Fund Equity Transfers						
4970 Transfer of Resources						
* from OCC		0		224,500		224,500
* from Civic Stadium		800,000		0		800,000
* from PCPA		0		200,000		200,000
* from Expo Center		0		119,500		119,500
TOTAL RESOURCES		##########		$544,000		##########
Personal Services						
SALWG Salaries & Wages						
5010 Reg Employees-Full Time-Exempt						
Capital Projects Assistant	0.35	12,500	0.00	0	0.35	12,500
Construction/Capital Projects M	0.20	12,500	0.00	0	0.20	12,500
5089 Merit/Bonus Pay		1,750		0		1,750
FRINGE Fringe Benefits						
5100 Fringe Benefits		6,821		0		6,821
Total Personal Services	0.55	$33,571	0.00	$0	0.55	$33,571
Materials and Services						
GOODS Goods						
5205 Operating Supplies		25,000		0		25,000
SVCS Services						
5260 Maintenance & Repair Services		620,000		0		620,000
Total Materials and Services		$645,000		$0		$645,000
Capital Outlay						
CAPCIP Capital Outlay (CIP Projects)						
5725 Buildings & Related (CIP)		2,410,000		0		2,410,000
Total Capital Outlay		##########		$0		##########
Contingency and Ending Balance						
CONT Contingency						
5999 Contingency		928,400		0		928,400
UNAPP Unappropriated Fund Balance						
5990 Unappropriated Fund Balance		2,692,203		544,000		3,236,203
Total Contingency and Ending Balance		##########		$544,000		##########
TOTAL REQUIREMENTS	0.55	##########	0.00	$544,000	0.55	##########

Exhibit B			
Ordinance No. 02-948			
FY 2001-02 SCHEDULE OF APPROPRIATIONS			
	Current Appropriation	Revision	Amended Appropriation
MERC OPERATING FUND			
Operating Expenses (PS & M&S)	$26,178,538	$0	$26,178,538
Debt Service	17,700	0	17,700
Capital Outlay	344,000	(344,000)	0
Interfund Transfers	3,412,232	544,000	3,956,232
Contingency	913,020	(200,000)	713,020
Unappropriated Balance	13,671,018	0	13,671,018
Total Fund Requirements	**$44,536,508**	**$0**	**$44,536,508**
MERC POOLED CAPITAL FUND			
Operating Expenses (PS & M&S)	$678,571	$0	$678,571
Capital Outlay	2,410,000	0	2,410,000
Interfund Transfers	0	$0	0
Contingency	928,400	0	928,400
Unappropriated Balance	2,692,203	544,000	3,236,203
Total Fund Requirements	**$6,709,174**	**$544,000**	**$7,253,174**
ALL OTHER APPROPRIATIONS REMAIN AS PREVIOUSLY ADOPTED			

STAFF REPORT

CONSIDERATION OF ORDINANCE 02-948 FOR THE PURPOSE OF AMENDING THE FY 2001-02 BUDGET AND APPROPRIATIONS SCHEDULE BY TRANSFERRING APPROPRIATIONS FROM CAPITAL OUTLAY AND CONTINGENCY IN THE MERC OPERATING FUND TO INTERFUND TRANSFERS AND TRANSFERRING THOSE RESOURCES TO THE MERC POOLED CAPITAL FUND, AND DECLARING AN EMERGENCY.

Date: May 13, 2002 Presented by: Bryant Enge

DESCRIPTION

The proposed amendment calls for transferring appropriations between MERC Operating Fund Capital Outlay and Contingency to Interfund Transfers. These funds will be transferred to the MERC Pooled Capital Funds Unappropriated Balance. This action is to reflect a change in accounting and provide for an unforeseen capital expenditure at Keller Auditorium.

EXISTING LAW

ORS 294.450 provides for transfers of appropriations between funds if official resolution or ordinance of the governing body for the local jurisdiction authorizes such transfers. MERC has a need for such transfers in the MERC Operating Fund and MERC Pooled Capital Fund.

BACKGROUND

In FY 2001-02 MERC changed its budgeting for Capital Outlay from being expended out of the MERC Operating Fund to the MERC Pooled Capital Fund. The purpose of this change was to have the operating fund better demonstrate facility operations and the capital fund to account for capital purchases and capital maintenance. These funds were not moved when that policy was first put into effect generating the need for this amendment. A total of $344,000 needs to be moved in order to comply with the change in accounting.

During FY 2001-02 Keller Auditorium's stage lift hydraulics started to leak and needed repairs. As the needed repairs were unexpected, it creates a need to move the funds from MERC Operating Contingency to MERC Pooled Capital Fund in the amount of $200,000. This action also amends the Fiscal 2001-02 adopted CIP.

BUDGET IMPACT

The proposed amendment moves current appropriations from Capital Outlay and Contingency in the MERC Operating Fund to Unappropriated Balance in the MERC Pooled Capital Fund. Sufficient appropriation exists in the Pooled Capital Fund to pay for the unexpected repairs to Keller Auditorium, so no additional appropriation is needed in that fund. All other appropriations remain as adopted.

OUTSTANDING QUESTIONS

Through this amendment all questions are resolved regarding this fund.

EXECUTIVE OFFICER'S RECOMMENDATION

The Executive Officer recommends adoption of Ordinance No. 02-948

Agenda Item Number 6.4

Ordinance No. 02-949, For the Purpose of Amending Metro Code Section 4.01.050, and Revising Admissions Fees at the Oregon Zoo effective January 1, 2003.

First Reading

Metro Council Meeting
Thursday, June 6, 2002
Metro Council Chamber

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF AMENDING METRO CODE SECTION 4.01.050, AND REVISING ADMISSIONS FEES AT THE OREGON ZOO EFFECTIVE JANUARY 1, 2003	)))))	ORDINANCE NO. 02-949 Introduced by Mike Burton, Executive Officer

WHEREAS, the Oregon Zoo periodically needs to increase admission charges to keep pace with increased operating costs; and

WHEREAS, Oregon Zoo admission fees have not been increased since January 1, 2002; now, therefore,

THE METRO COUNCIL ORDAINS AS FOLLOWS:

1. That Metro Code Section 4.01.050 is amended to read as follows:

4.01.050 Admission Fees and Policies

(a) Regular Fee Schedule

Adult (12 years and over)	~~$7.50~~	$8.00
Youth (3 years through 11 years)	~~$4.50~~	$5.00
Child (2 years and younger)	free	
Senior Citizen (65 years and older)	~~$6.00~~	$6.50

(b) Free and Reduced Admission

(1) The Director may set free or reduced admission rates for groups, special events, or as otherwise in accordance with this Chapter.

(2) A free admission pass will entitle the holder only to enter the Zoo without paying an admission fee.

(3) A reduced admission pass will entitle the holder only to enter the Zoo by paying a reduced admission fee.

(4) Free or reduced admission passes may be issued to the following groups or individuals and shall be administered as follows:

(A) Metro employees shall be entitled to free regular Zoo admission upon presentation of a current Metro employee identification card.

(B) Metro elected officials ~~councilors and the Metro executive officer~~ shall be entitled to free admission.

(C) Free admission passes in the form of volunteer identification cards may, at the director's discretion, be issued to persons who perform volunteer work at the Zoo. Cards shall bear the name of the volunteer, shall be signed by the director, shall be non-transferable, and shall terminate at the end of each calendar year or upon termination of volunteer duty, whichever date occurs first. New identification cards may be issued at the beginning of each new calendar year for active Zoo volunteers.

(5) Admission to the Zoo shall be free for all persons during a portion of a day each month, to be designated by the Director.

(c) Special Events

The Zoo, or portions thereof, may be utilized for special events designed to enhance Zoo revenues during hours that the Zoo is not normally open to the public. The number, nature of, and admission fees for such events shall be determined by the Zoo Director.

2. That the admission fee increase set forth above shall take effect January 1, 2003.

ADOPTED by the Metro Council this _____ day of June, 2002.

Carl Hosticka, Presiding Officer

ATTEST:

Approved as to Form:

Recording Secretary

Daniel B. Cooper, General Counsel

STAFF REPORT

IN CONSIDERATION OF ORDINANCE 02-949 AMENDING METRO CODE SECTION 4.01.050, AND REVISING ADMISSIONS FEES AT THE OREGON ZOO EFFECTIVE JANUARY 1, 2003

Date: May 21, 2002 Prepared by: Kathy Kiaunis and Dan Cooper

BACKGROUND

A fee increase of $.50 is proposed in the development of the Zoo's FY02-03 budget, to take effect January 1, 2003. In the past, the admission fees charged at the Zoo were increased every other year to cover the increases in operating costs at the Zoo. It was decided that admissions increases would be on hold during the construction of the Tri-Met light rail station, the reconfiguration of the main visitor parking lot, and the new entry facilities. Since the completion of those projects the first fee increase since January, 1994 was implemented on October 1, 1999. The next fee increase was not implemented until January 1, 2002.

ANALYSIS/INFORMATION

1. **Known Opposition.** None

2. **Legal Antecedents.** Metro Code Section 4.01.050 Admission Fees and Policies identifies policies on Zoo admission fees, and requires the Zoo to request an amendment to increase fees. The proposed action amends Ordinance 01-915.

3. **Anticipated Effects.** The $.50 fee increase proposed for 2003 would bring the adult admission rate to $8.00. This rate is still the lowest of comparable facilities on the West Coast and considerably lower than the two other AZA accredited facilities in Oregon. Since opening the new entry facilities, the Zoo has lengthened its monthly free hours as well. The free hours are well used by the community, offering assistance to families that might otherwise not be able to visit the Zoo as frequently.

West Coast Zoos and Aquariums	Location	Adult Admission
Oregon Coast Aquarium*	Newport, Oregon	$10.25
Wildlife Safari*	Winston, Oregon	$14.50
Woodland Park Zoo	Seattle, Washington	$9.50
San Diego Zoo	San Diego, California	$19.50
San Diego Wild Animal Park	San Diego, California	$23.85
San Francisco Zoo	San Francisco, California	$10.00
Los Angeles Zoo	Los Angeles, California	$8.25
Monterey Bay Aquarium	Monterey, California	$17.95
AVERAGE		$14.23
Oregon Zoo Proposed January 1, 2003		$8.00

* only other AZA accredited facilities in Oregon

By code, the Zoo is required to earn at least 50% of its operating revenue. The Zoo currently earns over 60% of its operating revenue. This is a result of both strong growth in enterprise functions, such as food sales, catering, camps and classes; and property tax measures which have limited the growth of property tax revenues. Periodic fee increases are required to help defray increases in the Zoo's operating costs. The Zoo has been impacted particularly hard by increases in utility costs and benefit costs.

The Zoo's current five-year financial outlook includes the assumption that adult admission fees would rise to $9.50 by FY06-07. The assumption included a $.50 increase in 2005, and a $1.00 increase in 2007, and results roughly in a 4% annual increase in admission revenues, which is designed to keep pace with anticipated expense increases. Even if comparable institutions' fees did not rise during this period, the Oregon Zoo's fee would remain among the lowest on the West Coast.

The fee structure is proposed as follows:

Category	Current	Proposed	Increase
Adult	$7.50	$8.00	$.50
Children	$4.50	$5.00	$.50
Seniors	$6.00	$6.50	$.50

4. **Budget Impacts.** The additional revenue generated by the increase in admissions is estimated to total $127,092 after excise tax for the second half of the FY 02-03 fiscal year, which will net approximately $108,000. These additional revenues are included in the revenue estimate in the FY 02-03 budget. This estimate is based on attendance of 1,250,000, and will vary with actual attendance.

RECOMMENDED ACTION

The Executive Officer recommends that the Council adopt Ordinance No. 02-949.

Agenda Item Number 7.1

Ordinance No. 02-943, For the Purpose of Amending the FY 2001-02 Budget and Appropriations Schedule Transferring $200,000 from Capital Outlay to Operating Expenses and $554,077 from Contingency to Operating Expenses in the Zoo Operating Fund, and Adding 1.0 FTE for a Budget and Finance Position, and Declaring an Emergency.

Second Reading

Metro Council Meeting
Thursday, June 6, 2002
Metro Council Chamber

BEFORE THE METRO COUNCIL

AN ORDINANCE AMENDING THE FY 2001-02 BUDGET AND APPROPRIATIONS SCHEDULE BY TRANSFERRING $200,000 FROM CAPITAL OUTLAY TO OPERATING EXPENSES AND $554,077 FROM CONTINGENCY TO OPERATING EXPENSES IN THE ZOO OPERATING FUND, AND ADDING 1.0 FTE FOR A BUDGET AND FINANCE POSITION; AND DECLARING AN EMERGENCY	)))))))	ORDINANCE NO. 02-943 Introduced by Mike Burton, Executive Officer

WHEREAS, the Metro Council has reviewed and considered the need to transfer appropriations within the FY 2001-02 Budget; and

WHEREAS, the need for the transfer of appropriation has been justified; and

WHEREAS, adequate funds exist for other identified needs; now, therefore,

THE METRO COUNCIL ORDAINS AS FOLLOWS:

1. That the FY 2001-02 Budget and Schedule of Appropriations are hereby amended as shown in the column entitled "Revision" of Exhibits A and B to this Ordinance for the purpose of transferring funds from capital outlay and contingency to operating expenses in the Zoo Operating Fund to support the operations at the Oregon Zoo and adding 1.0 FTE for a budget and finance position.

2. That because this Ordinance is necessary for the immediate preservation of the public health, safety or welfare of the Metro area in order to meet obligations and comply with Oregon Budget Law, an emergency is declared to exist, and this Ordinance takes effect upon passage.

ADOPTED by the Metro Council this _____ day of _____, 2002.

_____
Carl Hosticka, Presiding Officer

ATTEST:

Approved as to Form:

_____
Recording Secretary

_____
Daniel B. Cooper, General Counsel

Exhibit A

Ordinance No. 02-943

FY 2001-02 SCHEDULE OF APPROPRIATIONS

	Current Appropriation	Revision	Amended Appropriation
ZOO OPERATING FUND			
Operating Expenses (PS & M&S)	$18,924,940	$754,077	$19,679,017
Capital Outlay	434,000	(200,000)	$234,000
Interfund Transfers	2,565,813	0	$2,565,813
Contingency	850,512	(554,077)	$296,435
Unappropriated Balance	4,064,007	0	$4,064,007
Total Fund Requirements	**$26,839,272**	**$0**	**$26,839,272**

All other Appropriations Remain as Previously Adopted

Exhibit B
Ordinance No. 02-943
FY 2001-02 LINE ITEM DETAIL

Zoo Operating Fund

ACCT	DESCRIPTION	Current Budget FTE	Current Budget Amount	Revision FTE	Revision Amount	Revised Budget FTE	Revised Budget Amount
Expenditures							
Personal Services							
SALWGE	*Salaries & Wages*						
5010	Reg Employees-Full Time-Exempt						
	Director II	1.00	108,618	0.00	0	1.00	108,618
	Events Coordinator	1.00	46,904	0.00	0	1.00	46,904
	Exhibits Coordinator	0.00	0	0.00	0	0.00	0
	Manager I	3.00	229,194	0.00	0	3.00	229,194
	Manager II	1.00	78,270	1.00	10,640	2.00	88,910
	Management Technician	1.00	44,366	0.00	0	1.00	44,366
	Program Analyst I	2.00	80,496	0.00	0	2.00	80,496
	Program Analyst II	1.00	45,261	0.00	0	1.00	45,261
	Program Analyst III	1.00	62,837	0.00	0	1.00	62,837
	Program Director I	1.00	90,691	0.00	0	1.00	90,691
	Program Director II	1.00	100,422	0.00	0	1.00	100,422
	Program Supervisor I	3.00	168,417	0.00	0	3.00	168,417
	Program Supervisor II	5.00	308,840	0.00	0	5.00	308,840
	Research Coordinator II	1.00	49,234	0.00	0	1.00	49,234
	Research Coordinator III	1.00	57,262	0.00	0	1.00	57,262
	Service Supervisor I	5.00	203,650	0.00	0	5.00	203,650
	Service Supervisor II	10.00	452,208	0.00	8,698	10.00	460,906
	Service Supervisor III	3.00	137,993	0.00	0	3.00	137,993
	Service Supervisor IV	1.00	62,837	0.00	0	1.00	62,837
	Veterinarian II	1.00	68,826	0.00	0	1.00	68,826
	Veterinarian I	1.00	51,546	0.00	0	1.00	51,546
	Administrative Assistant	1.00	40,206	0.00	0	1.00	40,206
	Assoc. Pub. Affairs Specialist	1.00	43,254	0.00	0	1.00	43,254
	Associate Program Supervisor	0.00	0	0.00	0	0.00	0
	Graphics/Exhibit Designer	1.00	44,366	0.00	0	1.00	44,366
	Program Coordinator	1.00	60,133	0.00	0	1.00	60,133
	Senior Public Affairs Specialist	0.00	0	0.00	0	0.00	0
5015	Reg Empl-Full Time-Non-Exempt						
	Administrative Assistant III	2.00	73,375	0.00	0	2.00	73,375
	Administrative Secretary	4.00	131,075	0.00	0	4.00	131,075
	Animal Keeper	28.00	1,108,307	0.00	0	28.00	1,108,307
	Custodian	7.00	275,847	0.00	0	7.00	275,847
	Exhibits Technician II	1.00	42,640	0.00	0	1.00	42,640
	Gardener 1	6.00	228,509	0.00	0	6.00	228,509
	Gardener 2	1.00	40,123	0.00	0	1.00	40,123
	Maintenance Electrician	1.00	59,301	0.00	0	1.00	59,301
	Maintenance Lead	1.00	52,395	0.00	0	1.00	52,395
	Maintenance Technician	1.00	50,149	0.00	0	1.00	50,149
	Maintenance Worker 1	2.00	74,755	0.00	0	2.00	74,755
	Maintenance Worker 2	12.00	513,164	0.00	0	12.00	513,164
	Master Mechanic	1.00	52,395	0.00	0	1.00	52,395
	Nutrition Technician	1.00	39,582	0.00	0	1.00	39,582

Exhibit B
Ordinance No. 02-943
FY 2001-02 LINE ITEM DETAIL

Zoo Operating Fund

ACCT	DESCRIPTION	Current Budget FTE	Current Budget Amount	Revision FTE	Revision Amount	Revised Budget FTE	Revised Budget Amount
Expenditures							
	Program Assistant 1	3.00	89,247	0.00	0	3.00	89,247
	Program Assistant 2	6.00	190,851	0.00	0	6.00	190,851
	Receptionist	1.00	25,711	0.00	0	1.00	25,711
	Secretary	0.00	0	0.00	0	0.00	0
	Security Officer 1	5.00	131,857	0.00	0	5.00	131,857
	Senior Animal Keeper	7.00	296,005	0.00	0	7.00	296,005
	Senior Gardener	1.00	45,469	0.00	0	1.00	45,469
	Typist/Receptionist-Lead	1.00	30,035	0.00	0	1.00	30,035
	Veterinary Technician	2.00	79,165	0.00	0	2.00	79,165
	Storekeeper	1.00	34,043	0.00	0	1.00	34,043
5020	Reg Employees-Part Time-Exempt						
	Graphics/Exhibit Designer	1.00	39,624	0.00	0	1.00	39,624
5025	Reg Empl-Part Time-Non-Exempt						
	Administrative Secretary	2.30	77,201	0.00	0	2.30	77,201
	Animal Keeper-PT	1.50	59,374	0.00	0	1.50	59,374
	Clerk/Bookkeeper	2.25	68,702	0.00	0	2.25	68,702
	Food Service/Retail Specialist	4.85	138,803	0.00	0	4.85	138,803
	Maintenance Worker 1-PT	0.65	24,295	0.00	0	0.65	24,295
	Maintenance Worker 2-PT	2.10	93,043	0.00	0	2.10	93,043
	Office Assistant	1.20	26,225	0.00	0	1.20	26,225
	Program Assistant 1	2.13	61,905	0.00	2,770	2.13	64,675
	Program Assistant 2	0.50	18,405	0.00	0	0.50	18,405
	Secretary	0.75	20,834	0.00	0	0.75	20,834
	Typist/Receptionist Reg.(Part Time)	0.85	24,328	0.00	0	0.85	24,328
	Video/Photography Technician	0.50	21,102	0.00	0	0.50	21,102
	Visitor Service Worker 3-reg	2.45	59,746	0.00	0	2.45	59,746
5030	Temporary Employees		836,673		63,583		900,256
5040	Seasonal Employees		1,040,416		0		1,040,416
5080	Overtime		219,483		22,819		242,302
FRINGE	*Fringe Benefits*						
5100	Fringe Benefits		2,928,460		14,361		2,942,821
Total Personal Services		**166.03**	**$12,058,450**	**1.00**	**$122,871**	**167.03**	**$12,181,321**
	Materials & Services						
GOODS	*Goods*						
5201	Office Supplies		92,457		35,600		128,057
5205	Operating Supplies		1,018,245		0		1,018,245
5210	Subscriptions and Dues		35,293		0		35,293
5214	Fuels and Lubricants		34,200		0		34,200
5215	Maintenance & Repairs Supplies		227,960		0		227,960
5219	Purchasing Card Expenditures		0		0		0
5220	Food		970,400		0		970,400
5225	Retail		600,920		0		600,920

Exhibit B
Ordinance No. 02-943
FY 2001-02 LINE ITEM DETAIL

Zoo Operating Fund

ACCT	DESCRIPTION	Current Budget FTE	Current Budget Amount	Revision FTE	Revision Amount	Revised Budget FTE	Revised Budget Amount
Expenditures							
SVCS	*Services*						
5240	Contracted Professional Svcs		1,034,644		138,784		1,173,428
5251	Utility Services		1,536,165		200,000		1,736,165
5255	Cleaning Services		31,000		0		31,000
5260	Maintenance & Repair Services		485,995		200,000		685,995
5265	Rentals		160,712		0		160,712
5280	Other Purchased Services		453,743		56,822		510,565
5290	Operations Contracts		0		0		0
IGEXP	*Intergov't Expenditures*						
5300	Payments to Other Agencies		24,858		0		24,858
OTHEXP	*Other Expenditures*						
5450	Travel		83,010		0		83,010
5455	Training and Conference Fees		25,960		0		25,960
5490	Miscellaneous Expenditures		50,928		0		50,928
Total Materials & Services			**$6,866,490**		**$631,206**		**$7,497,696**
	Capital Outlay						
CAPNON	*Capital Outlay (Non-CIP Projects)*						
5710	Improve-Oth thn Bldg (non-CIP)		102,700		(95,000)		7,700
5720	Buildings & Related (non-CIP)		160,000		(113,400)		46,600
5730	Exhibits and Related (non-CIP)		70,400		8,400		78,800
5740	Equipment & Vehicles (non-CIP)		100,900		0		100,900
5750	Office Furn & Equip (non-CIP)		0		0		0
5760	Railroad Eq & Facil (non-CIP)		0		0		0
CAPCIP	*Capital Outlay (CIP Projects)*						
5715	Improve-Oth thn Bldg (CIP)		0		0		0
5725	Buildings & Related (CIP)		0		0		0
5735	Exhibits and Related (CIP)		0		0		0
5765	Railroad Equip & Facil (CIP)		0		0		0
Total Capital Outlay			**$434,000**		**($200,000)**		**$234,000**
	Interfund Transfers						
INTCHG	*Internal Service Transfers*						
5800	Transfer for Indirect Costs						
	* to Support Services		1,894,483		0		1,894,483
	* to Risk Mgmt-Liability		122,218		0		122,218
	* to Risk Mgmt-Worker Comp		116,879		0		116,879
EQTCHG	*Fund Equity Transfers*						
5810	Transfer of Resources						
	* to General Revnue Bond Fund		432,233		0		432,233
	* to Zoo Capital Fund		0		0		0
Total Interfund Transfers			**$2,565,813**		**$0**		**$2,565,813**

Exhibit B
Ordinance No. 02-943
FY 2001-02 LINE ITEM DETAIL

Zoo Operating Fund

ACCT	DESCRIPTION	Current Budget FTE	Current Budget Amount	Revision FTE	Revision Amount	Revised Budget FTE	Revised Budget Amount
Expenditures							
	Contingency and Ending Balance						
CONT	*Contingency*						
5999	Contingency		850,512		(554,077)		296,435
UNAPP	*Unappropriated Fund Balance*						
5990	Unappropriated Fund Balance		4,064,007		0		4,064,007
	Total Contingency and Ending Balance		**$4,914,519**		**($554,077)**		**$4,360,442**
TOTAL REQUIREMENTS		**166.03**	**$26,839,272**	**1.00**	**$0**	**167.03**	**$26,839,272**

BUDGET AND FINANCE COMMITTEE REPORT

CONSIDERATION OF ORDINANCE NO. 02-943, FOR THE PURPOSE OF AMENDING THE FY 01-02 BUDGET AND APPROPRIATIONS SCHEDULE TRANSFERRING $200,000 FROM CAPITAL OUTLAY TO OPERATING EXPENSES AND $554,077 FROM CONTINGENCY TO OPERATING EXPENSES IN THE ZOO OPERATING FUND, AND ADDING 1.0 FTE FOR A BUDGET AND FINANCE POSITION; AND DECLARING AN EMERGENCY

Date: May 23, 2002 Presented by: Councilor McLain

Committee Recommendation: At its May 23 meeting, the committee considered Ordinance 02-943 and voted unanimously to send the resolution to the Council for adoption. Voting in favor: Councilors Atherton, Bragdon, McLain, Monroe and Chair Burkholder.

Background: Due to the nature of Metro's budget preparation and adoption process, the Zoo must make it's revenue and expenditure estimates well in advance of the start of each fiscal year. Historically, the Zoo has submitted a budget amendment late in each fiscal year that includes budget adjustments based on the revenues and expenditures that have actually occurred.

The proposed ordinance reflects budget changes requested by the Zoo for the current budget year (FY 01-02).

Committee Discussion: Kathy Kiaunis, Deputy Zoo Director, presented the staff report. She initially focused on the overall revenue and expenditure projections for the fiscal year. She noted that year-end revenues are estimated to exceed budgeted amounts by about $550-600,000. Increased expenditures will result in a net projected increase in the beginning fund balance for FY 02-03 of $50-100,000.

Ms. Kiaunis then reviewed the major budget adjustments contained in the proposed ordinance. She noted that the ordinance would transfer $554,000 from the contingency to cover increased expenditures and $200,000 from capital outlay to materials and services. She explained that a $200,000 transfer from contingency was needed to address increased utility costs resulting from a delayed billing for water and sewer services by the city of Portland ($125,000) and increases in utility rates ($75,000) that exceeded the 18.5% increase that had been included in the adopted budget. She indicated that nearly $100,000 would be transferred from contingency for expenditures associated with two events that will not occur until FY 02-03 (an additional premium concert and the temporary butterfly exhibit). Revenue from these events will exceed these expenditures but will not be booked until FY 02-03. Ms. Kiaunis also noted that the transfer from contingency includes funding for a new budget and finance officer position at the Zoo.

Ms. Kiaunis explained that the capital outlay transfer related to several roofing projects. She noted that the adopted budget had included funding for roofing projects in both materials and services and capital outlay. Because cost savings could be achieved by using a single contractor, the Zoo chose to combine the funds into materials and services. In addition, she noted that the Zoo found unexpected structural damage in one roof that resulted in an unbudgeted expenditure of $96,000.

The committee had no questions concerning the ordinance.

STAFF REPORT

CONSIDERATION OF ORDINANCE 02-943 AMENDING THE FY2001-02 BUDGET AND APPROPRIATIONS SCHEDULE BY TRANSFERRING $200,000 FROM CAPITAL OUTLAY TO OPERATING EXPENSES AND TRANSFERRING $554,077 FROM CONTINGENCY TO OPERATING EXPENDITURES IN THE ZOO OPERATING FUND, AND ADDING 1.0 FTE FOR A BUDGET AND FINANCE POSITION, AND DECLARING AN EMERGENCY

Date: March 18, 2002 Prepared by: Kathy Kiaunis

BACKGROUND

Every year in the spring, the Zoo comes forward with a budget adjustment to incorporate changes that have occurred since the budget was formulated, usually at least 17 months prior. We wait long enough into the year to see if the adopted budget will be a fair approximation of what is actually going to occur, and make any necessary adjustments.

The Zoo earns over 60% of its operating revenue. This revenue is highly dependent on attendance, which is highly dependent on weather. The Zoo prepares the budget conservatively. As a result of these factors, an adjustment is usually required to reflect any changes that have occurred during the year. The Zoo presently estimates that its year-end revenues will exceed the budgeted amount by $550,000 to $600,000. If the estimate is correct, the beginning fund balance for FY02-03 will exceed the currently budgeted amount by approximately $50,000 to $100,000. It is important to understand that the revenue estimate is a volatile number. Two weekends of very good or very bad weather could double or eliminate the $50,000 to $100,000 estimate.

The adjustments needed in this fiscal year are needed for three primary reasons: delays in billing by the City of Portland for water and sewer costs, additional demand for education programs funded by grants or user fees not anticipated at budget adoption, and program additions to enhance revenues. In addition, a transfer of roofing project money from the capital outlay account to materials and services is planned. A total of $554,077 is necessary to be transferred from the Zoo's operating fund contingency, and $200,000 transferred from the operating fund capital outlay account.

The following adjustments are required to amend the Zoo's FY2001-02 budget:

MATERIALS AND SERVICES

Water/Sewer—Increased Costs and Delayed Billing

The Zoo requests a transfer of $200,000 from contingency to materials and services to pay for utilities. Although the Zoo budgeted an 18.5% increase in utility costs for FY01-02 based on the best information available at the time, actual costs are $75,000 higher than budgeted. In addition, the City's water and sewer billings for May and June 2001, totaling $125,000, arrived too late to pay in FY00-01. The delayed bills resulted in a savings of $125,0000 in last year's budget that was carried forward as increased beginning fund balance for FY01-02. Thus there is a zero net impact on fund balance. The Zoo has an aggressive utility conservation program, and will continue to implement additional conservation measures as rate increases make them cost effective.

Roofing projects

Many roofs at the Zoo needed replacement based on the Zoo's capital replacement plan and roof inspections. A large roofing bid package was put together in order to obtain the best bid price for the series of roofs. Roofing and improvement funds budgeted in capital outlay were combined with roofing funds in materials and services to consolidate the funds for the roofing project contract. In addition, the swamp exhibit roof was unexpectedly found to have structural damage, and was repaired in this fiscal year, totaling $96,000. To accomplish these roofing projects, a transfer of $200,000 from the Construction and Maintenance division's capital outlay account to the materials and services account is needed.

Programs to Enhance Revenue

Concert - A premium concert is being added to the summer concert series to generate more revenue for FY02-03. The additional concert requires a budget increase of $47,384 for associated materials and services. A premium concert produces approximately $27,000 in net revenue over above expenses.

Butterfly Exhibit – A temporary butterfly exhibit is being developed to increase attendance and revenues for FY02-03. Some of the expenses for the exhibit need to be incurred in the current fiscal year. The amendment requests $52,000 to cover current year expenses. The revenues from the exhibit will cover the exhibit expenses and increase Zoo revenues in FY02-03 by $288,000.

Administration

An increase in professional services of $50,000 for legal and consultant fees related to pending land use issues and City of Portland planning requirements related to new exhibits and parking issues. The use of outside counsel was approved by Metro's General Counsel.

Living Collections and Education

Several projects, including Pygmy rabbits, condors, and cold-blooded kingdom expenditures necessitate increases in the Living Collections budget of $64,350. Grant funding covers the majority of the conservation project expenditures.

Grant funding allowed the Zoo to connect the Steller Cove exhibit to the Zoo network, and requires an increase to the budget of $9,689. Grant funding also supported the development of new Bird of Prey curriculum, and necessitates an increase of $7,783.

PERSONAL SERVICES

Administration

The Zoo is adding 1.0 FTE for a Budget and Finance Manager. The total cost for the remainder of this year for this new position is $16,000. The Zoo must continually wear two hats, as both a government entity and a business. The Zoo earns over 60% of its operating revenue through enterprise activities, which represents over $12 million in FY02-03. The costs of operating in this setting continue to rise, and the Zoo would benefit from the addition of a position dedicated to budget and financial issues. The new position would be responsible for the development of a business plan that should help identify strategies for ensuring the Zoo's long-term financial health. The position will oversee budget development, internal financial controls and reporting procedures. The position will coordinate closely with Metro ASD to ensure compliance with Metro requirements, standards, and requests.

Construction and Maintenance

Additional labor, due to exhibit construction and repairs and needed backfilling for illness, necessitates an increase of $34,300 in Personal Services.

Education
Several programs benefited from increased registrations or additional grant funding, that necessitated increases in temporary staffing to carry out the program. Programs include summer camp, overnights, Zoo Animal Presenters, Urban Nature Overnights, Birds of Prey, Animal Quest, and sidewalk naturalists. The total adjustment for these programs is $56,665. Education programs will generate over $100,000 in program revenues over budgeted amounts.

Class and Compensation Study
Study results require an adjustment of $15,906 to regular salaries and benefits in the Education and Marketing divisions.

Summary Table

Personal Services	122,871
Materials and Services	631,206
Capital Outlay	(200,000)
Contingency	(554,077)

ANALYSIS/INFORMATION

Anticipated Effects. Adopted legislation will allow the Zoo to meet obligations and comply with Oregon Budget Law.

Budget Impacts. A total of $554,077 transferred from the Zoo's operating fund contingency, and $200,000 transferred from the operating fund capital outlay account.

RECOMMENDED ACTION

Passage of Ordinance No. 02-943 for the purpose of adopting a budget amendment for FY2001-02.

Agenda Item Number 8.1

Resolution No. 02-3169, For the Purpose of Amending Council Policy Regarding the Management of the Regional Parks Fund.

Metro Council Meeting
Thursday, June 6, 2002
Metro Council Chamber

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF AMENDING COUNCIL POLICY REGARDING THE MANAGEMENT OF THE REGIONAL PARKS FUND	)))	RESOLUTION NO. 02-3169 Introduced by Mike Burton, Executive Officer

WHEREAS, Resolution No. 94-1983 adopted policies regarding the management of the Regional Parks and Expo Fund, and

WHEREAS, those policies included the dedication of excise tax levied on Regional Parks goods and services to the support of Regional Parks operation, and

WHEREAS, in FY 2002-03 the excise tax generated on Regional Parks goods and services is estimated to be around $164,000, and

WHEREAS, an additional excise tax levy on solid waste activities equivalent to $1.00 per ton will be made and dedicated to Regional Parks operations beginning July 1, 2002; and

WHEREAS, the additional levy on solid waste activities will generate approximately $1.23 million; now therefore

BE IT RESOLVED that the Metro Council amends its policy regarding the excise tax levied on Regional Parks goods and services, rescinding the policy that dedicates the proceeds of the tax to support Regional Parks operations, and retaining those taxes levied in the General Fund for other purposes of the agency; and

BE IT FURTHER RESOLVED that the change in policy enacted by this Resolution becomes effective concurrently with, and only upon passage and full implementation of, Ordinance No. 02-939, which increases the excise tax on solid waste activities equivalent to $1.00 per ton.

ADOPTED by the Metro Council this _____ day of _____, 2002

_____
Carl Hosticka, Presiding Officer

Approved as to Form:

_____
Daniel B. Cooper, General Counsel

i:\budget\fy02-03\misc\resolution amending parks excise tax policy.doc

BUDGET AND FINANCE COMMITTEE REPORT

CONSIDERATION OF RESOLUTION NO. 02-3169, FOR THE PURPOSE OF AMENDING COUNCIL POLICY REGARDING THE MANAGEMENT OF THE REGIONAL PARKS FUND

Date: May 23, 2002 Presented by: Councilor Burkholder

Committee Recommendation: At its May 23 meeting, the committee considered Resolution No. 02-3169 and voted 3-1 to send the resolution to the Council for adoption. Voting in favor: Councilors Atherton, Monroe and Chair Burkholder. Councilor Bragdon voted no, and Councilor McLain was absent.

Background: In 1994, the Council adopted legislation (Resolution No. 94-1983) that established a policy under which the agency's Regional Parks and Expo Fund would retain all excise tax revenue generated by the regional parks system. For FY 02-03, the amount of this revenue is estimated to be about $164,000.

The Executive Officer's proposed budget contained two assumptions regarding excise taxes and the regional parks and greenspaces program. First, it assumed that the Council would adopt proposed legislation that would increase the solid waste disposal excise tax by $1/ton and dedicate this increased revenue ($1.2 million) to the regional parks program. The intent of this proposal was to reduce the drawdown of the regional fund balance and give Metro additional time to identify potential long-term funding sources for the parks system. The Council adopted this legislation in March with the addition of a sunset provision that would repeal the $1/ton effective June 30, 2004.

The second assumption is addressed in the proposed resolution. The resolution would repeal the previous policy of allowing the parks program to retain the excise taxes generated by the program. This would result in about $164,000 being added to the general fund for FY 02-03. These funds would be available to support any of the programs funded through the General Fund.

The approved budget that the Council sent to the TSCC includes both of these assumptions.

Committee Discussion: Pete Sandrock, Chief Operating Officer, presented the staff report. He reviewed the history of the prior policy under which the parks program retained its internally generated excise taxes. He explained that approval of the resolution would provide consistency in the way Metro treats the excise taxes generated by its various departments by placing all such revenue in the General Fund. Such revenues would then be available to support any of the General Fund financed programs. He also noted that the revenue generated by the recently adopted $1/ton proposal would significantly exceed the amount thatwould be lost through the adoption of this resolution.

Chair Burkholder noted that committee consideration of the resolution had been delayed, pending the outcome of Council consideration of the proposed budget.

Councilor Bragdon explained that he would be voting no in committee, but that he intended to review the issues related to the resolution in greater detail prior to its consideration by the full Council.

STAFF REPORT

IN CONSIDERATION OF RESOLUTION NO 02-3169, FOR THE PURPOSE OF AMENDING COUNCIL POLICY REGARDING THE MANAGEMENT OF THE REGIONAL PARKS FUND

Date: February 19, 2002 Prepared by: Pete Sandrock

BACKGROUND

In November 1994, the Metro Council adopted Resolution No. 94-1983 for the purpose of adopting policies for the management of the Regional Parks and Expo Fund. Included among the policies was a recommendation that the excise tax levied on Regional Parks' goods and services be dedicated to the support of Parks' operations. One of the purposes of the policies included in Resolution 94-1983 was to provide funding stability for the Regional Parks operations until such time as the Council secured an adequate funding source. The resolution also recommended that the Council secure such funding source by July 1997.

An adequate, stable funding source for Regional Parks operations has not yet been secured. The Parks Department has relied on the use of fund balance reserves to support basic operations of the department. Even with expenditure reductions and actions taken to enhance revenues, fund reserves would only last another two years. After that time, significant program reductions would be required.

In order to reduce the use of fund balance reserves and to help provide an adequate level of service to current programs, the Executive Officer has proposed an additional excise tax levy on solid waste activities equivalent to $1.00 per ton. The additional levy will generate approximately $1.23 million in additional revenue and will be dedicated to Regional Parks operations. In return, the excise tax earned on Regional Parks goods and services of approximately $164,000 will no longer be dedicated and will be retained in the General Fund to provide assistance to other Metro programs such as regional planning. This resolution is to become effective only if the additional excise tax is implemented; otherwise, the dedication of excise tax earned on Parks operations will remain Metro policy.

ANALYSIS/INFORMATION

1. **Known Opposition** None known at this time.

2. **Legal Antecedents** Resolution No. 94-1983 set current Council policy of dedicating the excise tax earned on Regional Parks goods and services to the support of Regional Parks operations.

3. **Anticipated Effects** The effect of this resolution would be to remove the dedication of the excise tax earned on Regional Parks goods and services and retain the tax generated in the General Fund for other purposes of the agency.

4. **Budget Impacts** This resolution would retain approximately $164,000 in excise tax to the General Fund.

RECOMMENDED ACTION

The Executive Officer recommends adoption of Resolution No. 02-3169.

i:\budget\fy02-03\misc\staff report for amending parks excise tax policy.doc

Agenda Item Number 8.2

Resolution No. 02-3196, For the Purpose of Granting a Time Extension to Functional Plan Compliance Deadlines for the City of Oregon City.

Metro Council Meeting
Thursday, June 6, 2002
Metro Council Chamber

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF GRANTING A TIME EXTENSION TO FUNCTIONAL PLAN COMPLIANCE DEADLINES FOR THE CITY OF OREGON CITY	)))))	RESOLUTION NO. 02-3196 Introduced by Mike Burton, Executive Officer

WHEREAS, the Metro Council adopted the Urban Growth Management Functional Plan for early implementation of the 2040 Growth Concept on November 21, 1996, by Ordinance No. 96-647C; and

WHEREAS, the Urban Growth Management Functional Plan requires that all jurisdictions in the region make plan and implementing ordinance changes needed to come into compliance with Titles 1, 2, 4, 5, 6, and 8 of this Functional Plan by February 19, 1999; and

WHEREAS, the Urban Growth Management Functional Plan in Metro Code Section 3.07.850A provides that Metro Council may grant extensions of time for compliance with Functional Plan deadlines if the city or county demonstrates progress toward compliance or good cause for failure to comply by the deadline; and

WHEREAS, the city of Oregon City has requested a time extension to complete work on comprehensive plan and implementing ordinance provisions to comply with requirements in Titles 1, 4, and 5; now therefore,

BE IT RESOLVED:

1. That the Council grants an extension of time to the city of Oregon City to comply with those requirements of Titles 1, 4, and 5 of the Urban Growth Management Functional Plan set forth in Exhibit A, attached and incorporated into this resolution, to December 31, 2002. The Council grants this extension based the findings of fact and conclusions of law contained in Exhibit A.

2. That the Council grants the extension subject to approval by Metro of a work program that includes a quarterly report to Metro on progress in implementing the work program and a report to the Council of any delay beyond a deadline in the work program.

ADOPTED by the Metro Council this _____ day of _____, 2002.

_____
Carl Hosticka, Presiding Officer

APPROVED AS TO FORM:

_____
Daniel B. Cooper, General Counsel

C:\TEMP\02-3196res.doc

Functional Plan Compliance Time Extensions For the City of Oregon City

Time Extensions to December 2002

Title	Functional Plan Element
Title1: Requirements for housing and employment accommodation	Minimum Densities Accessory Dwelling Units Design Type Boundaries Capacity Analysis
Title 4: Retail in employment and industrial areas	Employment Areas Retail Restrictions
Title 5: Requirements for rural reserves and green corridors	Green Corridor Policy

Findings of Fact

The Urban Growth Management Functional Plan in Metro Code Section 3.07.850B provides that Metro Council may grant extensions to timelines under this Functional Plan if a city or county has demonstrated progress toward compliance or proof of good cause for failing to complete the requirements on time.

The City has experienced staff shortages and high staff turnover in the past few years, which has affected its ability to comply with the requirements of the Functional Plan. However, compliance is one of the top planning goals for the Oregon City Commission and the Planning Department. To that end, the City has committed funds and hired a consulting firm to update its comprehensive plan, which includes compliance with the Functional Plan. Metro staff is participating in this effort. The compliance element is scheduled for completion in October 2002, and will be considered by the Planning Commission and the City Commission in November and December 2002.

This history and recent actions demonstrate both good cause for the city's delay in meeting the compliance deadline and progress toward achievement of compliance. Oregon City has met Metro Code 3.07.850B.

STAFF REPORT

CONSIDERATION OF RESOLUTION NO. 02-3196 FOR THE PURPOSE OF GRANTING A TIME EXTENSION TO FUNCTIONAL PLAN COMPLIANCE DEADLINES FOR THE CITY OF OREGON CITY

Date: May 9, 2002 Prepared and Presented by: Brenda Bernards

PROPOSED ACTION

Adoption of Resolution No. 02-3196 granting an additional time extension to December 2002 to meet the requirements of the Functional Plan for the City Oregon City.

BACKGROUND AND ANALYSIS

Metro Code 3.07.850B (Title 8 of the Functional Plan) provides that Metro Council may grant time extensions to Functional Plan requirements if a jurisdiction can demonstrate "progress toward compliance" or "good cause for failure to meet the deadline." The deadline for compliance with the requirements of Titles 1, 2, 4, 5 and 6 of the Functional Plan was February 1999. The city of Oregon City seeks an extension to December 2002, to complete its compliance work for Title 1: Requirements for housing and employment accommodation; Title 4: Retail in employment and industrial areas; and Title 5: Requirements for rural reserves and green corridors.

TIME EXTENSION REQUEST

At its meeting of December 13, 2001, the Metro Council adopted Resolution No. 01-3123A granting additional time extensions to 14 jurisdictions to meet the requirements of the Functional Plan. At that time, the City of Oregon City was granted a time extension to December 2001 to comply with Title 5, to March 2002 to comply with Title 4 and to June 2002 to comply with Title 1.

As a condition of the time extension beyond December 2001 Oregon City had to meet the following conditions:

1. Before an extension is in effect, the City of Oregon City must submit to Metro:
   - A work program outlining the schedule for completion of the remaining compliance work that is reviewed and accepted by Metro staff; and
   - An assessment of the impact of delayed compliance that is reviewed and accepted by Metro staff.
2. A quarterly report must be prepared and submitted to Metro staff describing the progress in completing the remaining compliance work based on the work program. If the City is behind on its work program, the City must come before the Metro Council Community Planning Committee to submit its report.

In its quarterly report, the City of Oregon City indicated it had missed the December and March deadlines and will miss the June deadline. With the Quarterly Report, the City submitted a work program outlining a compliance program to December 2002, and an assessment of the impact of delayed compliance. At this time, the city is building at densities higher than 80% of maximum density and current zoning does not permit retail uses in the Employment Areas.

The primary reason for the delay in completing the compliance work is that the city has recently experienced a significant turnover in its planning staff. In order to overcome this, Oregon City has committed funds and recently hired a consulting firm to update the city's Comprehensive Plan which includes compliance with the Functional Plan. Metro staff is participating in this effort.

Completion of the city's compliance efforts is scheduled for December 2002. The city came before the Community Planning Committee at its May 7, 2002, meeting to submit its quarterly report and to request additional time to complete its Functional Plan compliance efforts Metro's requirements. Staff supports the city's request for an additional time extension to December 2002.

BUDGET IMPACT

Adoption of this resolution has no budget impact.

EXECUTIVE OFFICER'S RECOMMENDATION

It is recommend that the requested time extension to December 2002 be granted.

METRO

Extension of Compliance Deadlines

Jurisdiction: Oregon City

Date: May 7, 2002

Contact: Christina Robertson

Telephone: 503-657-0891

Fax: 503-722-3880

Email: crobertson@orcity.org

Requests for extensions of compliance deadlines set in the Urban Growth Management Functional Plan, as authorized in Title 8 of the plan, must be filed with Metro's Executive Officer on this application form.

Metro Code 3.07.850 sets forth the criteria and procedure for Metro Council consideration of extensions of compliance deadlines. The criteria, from Metro Code 3.07.850B, are as follows:

The Council may grant an extension if it finds that: (1) the city or county is making progress toward accomplishment of its compliance work program; or (2) there is good cause for failure to meet the deadline for compliance.

Please complete this application and submit it to

Mike Hoglund
Director, Regional Planning.
600 NE Grand Avenue
Portland, OR 97232

Part I (*to be completed by the local government*)

a. Describe progress made toward compliance with the Functional Plan requirement(s) for which the local government needs more time.

b. Or, explain why the local government has not been able to meet the deadline set for compliance with the Functional Plan requirement(s).

The City of Oregon City has not been able to meet the deadline for compliance with the Functional Plan primarily due to unusually high levels of staff turnover in key planning positions, To address this situation, the City has developed a scope of work , committed funding and hired a consultant to assist the City in completing Metro compliance work along with an updating of the City's Comprehensive Plan. In the Scope of Work for the Comprehensive Plan Update, a specific task is dedicated to bringing the City of Oregon City into compliance with the Functional Plan. This task is to be completed by October 2002, leaving the months of November and December for adopting the necessary amendments for compliance. The City has allocated $125,000 for the Comprehensive Plan Update. Metro staff is participating on the Comprehensive Plan Technical Advisory Committee for this effort.

Part II *(to be completed by Metro)*

a. Metro staff recommendation

It is recommended that the City of Oregon City be granted an extension to December 2002 to complete its compliance work for Titles 1, 4 and 5 of the Urban Growth Management Functional Plan

Agenda Item Number 8.3

Resolution No. 02-3189, For the Purpose of Establishing a Transportation Investment Task Force to recommend priority transportation improvements in the Metro region and an associated financing strategy

Metro Council Meeting
Thursday, June 6, 2002
Metro Council Chamber

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF ESTABLISHING A TRANSPORTATION INVESTMENT TASK FORCE TO RECOMMEND PRIORITY TRANSPORTATION IMPROVEMENTS AND A FINANCING STRATEGY FOR THE METRO REGION	))))))	RESOLUTION NO. 02- 3189 Introduced by Mike Burton; Executive Officer

WHEREAS, the region has been growing at historic rates and is expected to continue to grow in population and jobs; and

WHEREAS, investment in the transportation infrastructure of the region has not kept pace with this growth; and

WHEREAS, the transportation system is a vital component of a healthy economy and a livable region; and

WHEREAS, Metro's Regional Transportation Plan has identified a need of more than $7.6 billion in transportation projects to adequately serve the 2040 Growth Concept; and

WHEREAS, existing sources of transportation revenue are forecast to meet less than half of this need; and

WHEREAS, the Metro Council recognizes the need to address the need for additional multi-modal transportation investment in the Metro region; and

WHEREAS, a task force of private sector representatives and public officials, guided by the Regional Transportation Plan, can provide an effective means to develop and advocate for a critical list of transportation projects and a financial strategy to implement those projects; now, therefore;

BE IT RESOLVED; the Metro Council endorses the creation of the Transportation Investment Task Force, as described in Exhibit A, whose purpose is to recommend a set of critical transportation improvements and a financial implementation strategy for those projects and programs.

ADOPTED by the Metro Council this _____ day of _____, 2002

_____
Carl Hosticka, Presiding Officer

Approved as to Form:

_____
Daniel B. Cooper, General Counsel

Transportation Investment Task Force

The Charge

The Metro Executive Officer's charge to the Transportation Investment Task Force is to propose a package of transportation projects, programs and matching funding proposals for critical elements of Metro's Regional Transportation Plan. The projects may include road, transit, bicycle, pedestrian or demand management components separated into packages that have different funding sources or mechanisms. This may result in a recommendation to the Council or other governments to place a measure on the ballot. It would also include recommendations for a strategy for the next legislative session as well as identifying local public or public/private initiatives to enhance transportation funding.

Using the RTP as its framework, the task force will have sole responsibility for recommending the list of projects and funding mechanisms. The task force will also decide whether to develop a strategy for funding the entire shortfall contained in the RTP or the most critical elements of the plan. Metro's staff and an independent consultant will provide technical and administrative support for the task force.

Timeframe

The task force will commence in July 2002 and report its recommendation to the Metro Executive Officer no later than December 1, 2002. The Executive Officer will forward the report of the task force to the Metro Council for their consideration in time for the Oregon legislature's 2003 session. If the task force recommends a regional ballot measure, it would not be submitted to voters before 2003.

Membership

The task force will be comprised of private and public sector representatives with an interest in transportation issues. Task force members will be expected to:

- analyze the current status of transportation projects, plans and financing mechanisms in the Metro region,
- provide information to and receive feedback from various constituencies, agencies and interests in the region regarding critical transportation projects, programs and financing mechanisms,
- prioritize transportation projects and financing mechanisms that could be implemented within the next several years,
- effectively assist in the implementation of the committee recommendations.

STAFF REPORT

IN CONSIDERATION OF RESOLUTION NO. 02-3189, FOR THE PURPOSE OF ESTABLISHING A TRANSPORTATION INVESTMENT TASK FORCE TO RECOMMEND PRIORITY TRANSPORTATION IMPROVEMENTS AND A FINANCING STRATEGY FOR THE METRO REGION

Date: May 2, 2002 Prepared by: Richard Brandman

BACKGROUND

The region has been growing at historic rates but the investment in the transportation system to accommodate that growth has not occurred. During the 1990's, Metro's population increased by more than 250,000 people and the daily vehicle miles traveled by our growing population increased by more than 25 percent to approximately 26 million miles per day.

Meanwhile, there has not been an increase in revenues to adequately finance expansion of the transportation system to meet the growing population nor even to adequately maintain the system that exists today. The end result is the following:

- Today, more than 14 percent of the region's freeways are congested during the peak hour. If nothing is done, the percent will increase to more than 38 percent by 2020.
- The hours of delay on the road system due to congestion will cost the freight industry more than $35 million every year and motorists more than $255 million per year.
- Roadways are crumbling and bridges are failing. More than $100 million per year is required to bring the backlog of necessary repair projects to a tolerable level.
- While transit ridership is increasing, it cannot grow at a rate that would achieve the region's transportation goals without increases in revenues for more buses and expansion of the rail system.
- The total requirement to achieve the region's goals for new projects is $7.6 Billion over 20 years, or more than $380 million per year. Less than half that amount is expected to be available given current revenue sources.

To address these issues, the Metro Executive Officer is recommending the creation of a Transportation Investment Task Force. The charge to the Transportation Investment Task Force is to propose a package of transportation projects and matching funding proposals for critical elements of Metro's Regional Transportation Plan. The projects may include road, transit, bicycle, pedestrian or demand management components separated in packages that have different funding sources and mechanisms. This may result in a recommendation to the Council or other governments to place a measure on the ballot. It would also include recommendations for a strategy for the next legislative session as well as identifying local public or public/private initiatives to enhance transportation funding.

Using the Regional Transportation Plan (RTP) as its framework, the task force will have sole responsibility for recommending the list of projects, programs and funding mechanisms. The task force will also decide whether to develop a strategy for funding the entire shortfall contained in the RTP or the

most critical elements of the plan. Metro's staff and an independent consultant will provide technical and administrative support for the task force.

The task force will commence in July 2002 and report its recommendation to the Metro Executive Officer no later than December 1, 2002. The Executive Officer will forward the report of the task force to the Metro Council for their consideration in time for the Oregon legislature's 2003 session. If the task force recommends a regional ballot measure, it would not be submitted to voters before 2003.

ANALYSIS/INFORMATION

1. **Known Opposition** None known at this time.

2. **Legal Antecedents** The anticipated actions of this task force would help implement federal (Transportation Efficiency Act for the 21st Century), state (Oregon State Transportation Plan and Transportation Planning Rules) and regional (Regional Transportation Plan) transportation planning policies and regulations.

3. **Anticipated Effects** A transportation task force would be formed and, using the Regional Transportation Plan for guidance, would recommend a set of transportation projects and programs with associated financing mechanisms to the Metro Council.

4. **Budget Impacts** The fiscal year 2002-03 budget includes $50,000 for consultant services related to administering the task force. The fiscal year 2002-03 budget includes $43,000 for staff time related to implementation of Regional Transportation Plan finance which would be used for staff activities related to the task force.

RECOMMENDED ACTION

Adopt Resolution 02-3189 to support creation of the Transportation Investment Task Force.

06602c-01

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF ADOPTING THE POST-ACKNOWLEDGEMENT AMENDMENTS TO THE 2000 REGIONAL TRANSPORTATION PLAN (RTP).	)))	ORDINANCE NO. 02-946 Introduced by Councilor Rex Burkholder

WHEREAS, the 2000 Regional Transportation Plan (RTP) was adopted on August 10, 2000, with the intent to adopt subsequent amendments from specific outstanding studies and changes required as part of the Land Conservation and Development Commission (LCDC) adoption process in a timely manner; and

WHEREAS, the specific outstanding studies, including the Tri-County Elderly and Disabled Plan, Corridor Initiatives Project and Green Streets Project, were completed in 2001; and

WHEREAS, the LCDC acknowledged the RTP in June 2001, ordering specific changes to the plan; and

WHEREAS, these amendments are reflected in the plan text and map changes shown in Exhibits to this ordinance; and

WHEREAS, these amendments affect portions of Chapter 1 of the RTP, which also serves as the transportation element contained in Chapter 2 of the Regional Framework Plan; now therefore,

THE METRO COUNCIL ORDAINS AS FOLLOWS:

1. Adopts the technical amendments ordered by LCDC, as shown in Exhibit 'A';
2. Adopts the Elderly and Disabled policies shown in Exhibit 'B';
3. Adopts the Corridor Initiatives priorities shown in Exhibit 'C'; and
4. Adopts the Green Streets policies and implementation measures shown in Exhibit 'D'.
5. Adopts changes to Chapter 1 shown in Exhibits 'B' and 'D' as corresponding amendments to Chapter 2 of the Regional Framework Plan.

ADOPTED by the Metro Council this _____ day of _____, 2002.

_____
Carl Hosticka, Presiding Officer

Attest:

_____
Christina Billington, Recording Secretary

Approved as to Form:

_____
Daniel B. Cooper, General Counsel

RTP POST-ACKNOWLEDGEMENT AMENDMENTS

Exhibit 'A'

RTP Technical Text Amendments - Part 1

Chapter 6 – Implementation

6.2.4 Compliance with State Requirements

Compliance with Statewide Planning Goals

Together, the RTP and city and county TSPs that implement the RTP will constitute the land use decision about need, mode, and function and general location of planned transportation facilities and improvements shown in the RTP. As the regional transportation system plan, the RTP constitutes the land use decision about need, mode and function of planned transportation facilities and improvements. The RTP also identifies the general location of planned transportation facilities and improvements.

The land use decision specifying the general location of planned regional transportation facilities and improvements will be made by cities and counties as they develop and adopt local TSPs that implement the RTP. While the specific alignment of a project may be incorporated into a TSP, such decisions are subject to the project development requirements in Section 6.7, and must include findings of consistency with applicable statewide planning goals, as described below.

In preparing and adopting local TSPs, cities and counties will prepare findings showing how specific alignment of planned regional facilities or general location or specific alignment of local facilities is consistent with provisions of the RTP, acknowledged comprehensive plans and applicable statewide planning goals, if any. If the actual alignment or configuration of a planned facility proposed by a city or county is inconsistent with the general location of a facility in the RTP, the process described in Section 6.4 to resolve such issues shall be used prior to a final land use decision by a city or county.

This section describes how cities and counties will address consistency with applicable local comprehensive plans and statewide planning goals.

General Location of Planned Transportation Facilities

Maps included in the RTP illustrate the general location of planned transportation facilities and improvements. For the purposes of this plan, the general location of transportation facilities and improvements is the location shown on maps adopted as part of this plan and as described in this section. Where more than one map in the RTP shows the location of a planned facility, the most detailed map

included in the plan shall be the identified general location of that facility.

Except as otherwise described in the plan, the general location of planned transportation and facilities is as follows:

For new facilities, the general location includes a corridor within 200 feet of the location depicted on the maps included within the RTP. For interchanges, the general location corresponds to the general location of the crossing roadways. The general location of connecting ramps is not specified. For existing facilities that are planned for improvement the general location includes a corridor within fifty feet of the existing right-of-way. For realignments of existing facilities the general location includes a corridor within 200 feet of the segment to be realigned, measured from the existing right-of-way or as depicted on the plan map.

Local transportation system plans and project development are consistent with the RTP if a planned facility or improvement is sited within the general location shown on the RTP maps and described above in this section. Cities and counties may refine or revise the general location of planned facilities as they prepare local transportation system plans to implement the RTP. Such revisions may be appropriate to lessen project impacts, or to comply with applicable requirements in local plans or statewide planning goals. A decision to authorize a planned facility or improvement outside of the general location shown and described in the RTP requires an amendment to the RTP to revise the proposed general location of the improvement.

Transportation Facilities and Improvements authorized by existing acknowledged comprehensive plans

New decisions are required to authorize transportation facilities and improvements included in the RTP that are not authorized by the relevant jurisdiction's acknowledged comprehensive plan on August 10, 2000. Many of the facilities and improvements included in the RTP are currently authorized by the existing, acknowledged comprehensive plans. Additional findings demonstrating consistency with an acknowledged plan or the statewide planning goals are required only if the facility or improvement is not currently allowed by the jurisdiction's existing acknowledged comprehensive plan. Additional findings would be required if a local government changes the function, mode or general location of a facility from what is currently provided for in the acknowledged comprehensive plan.

Applicability of Statewide Planning Goals to decisions about General Location

Several statewide planning goals include "site specific" requirements that can affect decisions about the general location of planned transportation facilities. These include:

Goal 5 Open Spaces, Scenic, Historic and Natural Resources

Goal 7 Natural Hazards and Disasters

Goal 9 Economic Development , as it relates to protection of sites for specific uses (i.e. such as sites for large industrial uses)

Goal 10 Housing, as it relates to maintaining a sufficient inventory of buildable lands to meet specific housing needs (such as the need for multi-family housing)

Goal 15 Willamette River Greenway

Generally, compliance with the goals is achieved by demonstrating compliance with an acknowledged comprehensive plan. If City and county plans have been acknowledged to comply with the Goals and related rules, a planned improvement consistent with that plan is presumed to comply with the related goal requirement. Cities and counties may adopt the general location for needed transportation improvements, and defer findings of consistency with statewide planning goals to the project development phase. However, specific alignment decisions included in a local TSP must also include findings of consistency with applicable statewide planning goals.

In some situations, the Statewide Planning Goals and related rules may apply in addition to the acknowledged plan. This would occur, for example, if the jurisdiction is in periodic review, or an adopted statewide rule requirement otherwise requires direct application of the goal. Cities and counties will assess whether there are applicable goal requirements, and adopt findings to comply with applicable goals, as they prepare local transportation system plans to implement the regional transportation plan.

If in preparing a local TSP, a city or county determines that the identified general location of a transportation facility or improvement is inconsistent with an applicable provision of its comprehensive plan or an applicable statewide planning goal requirement, it shall:

- propose a revision to the general location of the planned facility or improvement to accomplish compliance with the applicable plan or goal requirement. If the revised general location is outside the general location specified in the RTP, this would require an amendment to the RTP; or

- propose a revision to the comprehensive plan to authorize the planned improvement within the general location specified in the RTP. This may require additional goal findings, for example, if a goal-protected site is affected.

Effect of an Approved Local TSP on Subsequent Land Use Decisions

Once a local TSP is adopted and determined to comply with the RTP and applicable local plans and statewide planning goals, the actual alignment of the planned transportation facility or improvement is

determined through the project development process. Subsequent actions to provide or construct a facility or improvement that are consistent with the local TSP may rely upon and need not reconsider the general location of the planned facility.

Additional land use approvals may be needed to authorize construction of a planned transportation improvement within the general location specified in an adopted local transportation system plan. This would occur if the local comprehensive plan and land use regulations require some additional review to authorize the improvement, such as a conditional use permits. Generally, the scope of review of such approvals should be limited to address siting, design or alignment of the planned improvement within the general location specified in the local TSP.

6.3 Demonstration of Compliance with Regional Requirements

In November 1992, the voters approved Metro's Charter. The Charter established regional planning as Metro's primary mission and required the agency to adopt a Regional Framework Plan (RFP). The plan was subsequently adopted in 1997, and now serves as the document that merges all of Metro's adopted land-use planning policies and requirements. Chapter 2 of the Regional Framework Plan describes the different 2040 Growth Concept land-use components, called "2040 Design Types," and their associated transportation policies. The Regional Framework Plan directs Metro to implement these 2040 Design Types through the RTP and Metropolitan Transportation Improvement Program (MTIP). These requirements are addressed as follows:

- Chapter 1 of the updated RTP has been revised to be completely consistent with applicable framework plan policies, and the policies contained in Chapter 1 of this plan incorporate all of the policies and system maps included in Chapter 2 of the framework plan. These policies served as a starting point for evaluating all of the system improvements proposed in this plan, and the findings in Chapter 3 and 5 of the RTP demonstrate how the blend of proposed transportation projects and programs is consistent with the Regional Framework Plan and 2040 Growth Concept.

- The MTIP process has also been amended for consistency with the Regional Framework Plan. During the Priorities 2000 MTIP allocation process, project selection criteria were based on 2040 Growth Concept principles, and funding categories and criteria were revised to ensure that improvements critical to implementing the 2040 Growth Concept were adequately funded.

Prior to completion of this updated RTP, several transportation planning requirements were included in the *Urban Growth Management Functional Plan* (UGMFP), which was enacted to address rapid growth issues in the region while the Regional Framework Plan and other long-range plans were under development. This 2000 RTP now replaces and expands the performance standards required for all city and county comprehensive plans in the region contained in Title 6 of the UGMFP. *See Sections 6.4.4 through 6.4.7, 6.6, 6.6.3 and 6.7.3.* In addition, parking policies contained in this plan were developed to complement Title 2 of the UGMFP, which regulates off-street parking in the region. *See Section 1.3.6, Policy 19.1.* Therefore, this RTP serves as a discrete functional plan that is both consistent with, and fully complementary of the UGMFP.

To ensure consistency between the 2000 RTP and local transportation system plans (TSPs), Metro shall develop a process for tracking local TSP project and functional classification refinements that are consistent with the RTP, and require a future amendment to be incorporated into the RTP. Such changes should be categorized according to degrees of significance and impact, with major changes subject to policy-level review and minor changes tracked administratively. This process should build on the established process of formal comment on local plan amendments relevant to the RTP.

6.4 Local Implementation of the RTP

6.4.1 Local Consistency with the RTP

The comprehensive plans adopted by the cities and counties within the Metro region are the mechanisms by which local jurisdictions plan for transportation facilities. These local plans identify future development patterns that must be served by the transportation system. Local comprehensive plans also define the shape of the future transportation system and identify needed investments. All local plans must demonstrate consistency with the RTP as part of their normal process of completing their plan or during the next periodic review. Metro will continue to work in partnership with local jurisdictions to ensure plan consistency.

The 2000 RTP is Metro's regional functional plan for transportation. Functional plans by state law include "recommendations" and "requirements." The listed RTP elements below are all functional plan requirements. Where "consistency" is required with RTP elements, those elements must be included in local plans in a manner that substantially complies with that RTP element. Where "compliance" is required with

RTP elements, the requirements in those elements must be included in local plans as they appear in the RTP.

For inconsistencies, ~~local governments~~cities and counties, special districts or Metro may initiate the dispute resolution process detailed in this chapter prior to action by Metro to require an amendment to a local comprehensive plan, transit service plan or other facilities plan. Specific elements in the 2000 RTP that require city, county and special district compliance or consistency are as follows:

Chapter 1 *Consistency with policies, objectives, motor vehicle level-of-service measure and modal targets, system maps and functional classifications including the following elements of Section 1.3:*

- *regional transportation policies 1 through 20 and objectives under those policies*
- *all system maps (Figures 1.1 through 1.19, including the street design, motor vehicle, public transportation, bicycle, pedestrian and freight systems)*
- *motor vehicle performance measures (Table 1.2), or alternative performance measures as provided for in Section 6.4.7(1)*
- *regional non-SOV modal targets (Table 1.3)*

Chapter 2 *Consistency with the 2020 population and employment forecast contained in Section 2.1 and 2.3, or alternative forecast as provided for in Section 6.4.9 of this chapter, but only for the purpose of TSP development and analysis.*

Chapter 6 *Compliance with the following elements of the RTP implementation strategy:*

- *Local implementation requirements contained in Section 6.4*
- *Project development and refinement planning requirements and guidelines contained in Section 6.7*

For the purpose of local planning, all remaining provisions in the RTP are recommendations unless clearly designated in this section as a requirement of local government comprehensive plans. All local comprehensive plans and future amendments to local plans are required by state law to be consistent with the adopted RTP. For the purpose of

transit service planning, or improvements to regional transportation facilities by any special district, all of the provisions in the RTP are recommendations unless clearly designated as a requirement. Transit system plans are required by federal law to be consistent with adopted RTP policies and guidelines. Special district facility plans that affect regional facilities, such as port or passenger rail improvements, are also required to be consistent with the RTP.

The state Transportation Planning Rule (TPR) requires most cities and counties in the Metro region to adopt local Transportation System Plans (TSPs) in their comprehensive plans. These local TSPs are required by the TPR to be consistent with the RTP policies, projects and performance measures identified in this section.

~~Upon adoption by ordinance, local TSPs shall be reviewed for consistency with these elements of the RTP. A finding of consistency and compliance for local TSPs that are found to be consistent with applicable elements of the RTP will be forwarded to the state Department of Land Conservation and Development (DLCD) for consideration as part of state review of local plan amendments. A finding of non-compliance for local TSPs that are found to be inconsistent with the RTP will be forwarded to DLCD if conflicting elements in local plans or the RTP cannot be resolved between Metro and the local jurisdiction. Tentative findings of consistency and compliance shall be provided to local jurisdictions as part of the public record during the local adoption process to allow local officials to consider these findings prior to adoption of a local TSP.~~

6.4.2 Local TSP Development

Local TSPs must identify transportation needs for a 20-year planning period, including needs for regional travel within the local jurisdiction, as identified in the RTP. Needs are generally identified either through a periodic review of a local TSP or a specific comprehensive plan amendment. Local TSPs that include planning for potential urban areas located outside the urban growth boundary shall also include project staging that links the development of urban infrastructure in these areas to future expansion of the urban growth boundary. In these areas, local plans shall also prohibit the construction of urban transportation improvements until the urban growth boundary has been expanded and urban land use designations have been adopted in local comprehensive plans.

Once a transportation need has been established, an appropriate transportation strategy or solution is identified through a two-phased process. The first phase is system-level planning, where a number of transportation alternatives are considered over a large geographic area

such as a corridor or local planning area, or through a local or regional Transportation System Plan (TSP). The purpose of the system-level planning step is to:

- consider alternative modes, corridors, and strategies to address identified needs

- determine a recommended set of transportation projects, actions, or strategies and the appropriate modes and corridors to address identified needs in the system-level study area

The second phase is project-level planning (also referred to as project development), and is described separately in this chapter in Section 6.7.

Local TSP development is multi-modal in nature, resulting in blended transportation strategies that combine the best transportation improvements that address a need, and are consistent with overall local comprehensive plan objectives.

6.4.3 Process for Metro Review of Local Plan Amendments, Facility and Service Plans

Metro will review local plans and plan amendments, and facility plans that affect regional facilities for consistency with the RTP. Prior to adoption by ordinance, local TSPs shall be reviewed for consistency with these elements of the RTP. Metro will submit formal comment as part off the adoption process for local TSPs to identify areas where inconsistencies with the RTP exist, and suggest remedies.

Upon adoption of a local TSP, Metro will complete a final consistency review, and a finding of consistency with applicable elements of the RTP will be forwarded to the state Department of Land Conservation and Development (DLCD) for consideration as part of state review of local plan amendments or local periodic review. A finding of non-compliance for local TSPs that are found to be inconsistent with the RTP will be forwarded to DLCD if conflicting elements in local plans or the RTP cannot be resolved between Metro and the local jurisdiction.

The following procedures are required for local plan amendments:

1. When a local jurisdiction or special district is considering plan amendments or facility plans which are subject to RTP local plan compliance requirements, the jurisdiction shall forward the proposed amendments or plans to Metro prior to public hearings on the amendment.

2. Within four weeks of receipt of notice, the Transportation Director shall notify the local jurisdiction through formal written comment whether the proposed amendment is consistent with RTP requirements, and what, if any, modifications would be required to achieve consistency. The Director's finding may be appealed by both the local jurisdiction or the owner of an affected facility, first to JPACT and then to the Metro Council.

3. A jurisdiction shall notify Metro of its final action on a proposed plan amendment.

4. Following adoption of a local plan, Metro shall forward a finding of consistency to DLCD, or identify inconsistencies that were not remedied as part of the local adoption process.

6.4.4 Transportation Systems Analysis Required for Local Plan Amendments

This section applies to city and county comprehensive plan amendments or to any local studies that would recommend or require an amendment to the Regional Transportation Plan to add significant single occupancy vehicle (SOV) capacity to the regional motor vehicle system, as defined by Figure 1.12. This section does not apply to projects in local TSPs that are included in the 2000 RTP. For the purpose of this section, significant SOV capacity is defined as any increase in general vehicle capacity designed to serve 700 or more additional vehicle trips in one direction in one hour over a length of more than one mile. This section does not apply to plans that incorporate the policies and projects contained in the RTP.

Consistent with Federal Congestion Management System requirements (23 CFR Part 500) and TPR system planning requirements (660-12), the following actions shall be considered when local transportation system plans (TSPs), multi-modal corridor and sub-area studies, mode specific plans or special studies (including land-use actions) are developed:

1. Transportation demand strategies that further refine or implement a regional strategy identified in the RTP

2. Transportation system management strategies, including intelligent Transportation Systems (ITS), that refine or implement a regional strategy identified in the RTP

3. Sub-area or local transit, bicycle and pedestrian system improvements to improve mode split

4. The effect of a comprehensive plan change on mode split targets and actions to ensure the overall mode split target for the local TSP is being achieved

5. Improvements to parallel arterials, collectors, or local streets, consistent with connectivity standards contained in Section 6.4.5, as appropriate, to address the transportation need and to keep through trips on arterial streets and provide local trips with alternative routes

6. Traffic calming techniques or changes to the motor vehicle functional classification, to maintain appropriate motor vehicle functional classification

7. If upon a demonstration that the above considerations do not adequately and cost-effectively address the problem, a significant capacity improvement may be included in the comprehensive plan

Upon a demonstration that the above considerations do not adequately and cost-effectively address the problem and where accessibility is significantly hindered, Metro and the affected city or county shall consider:

1. Amendments to the boundaries of a 2040 Growth Concept design type

2. Amendments or exceptions to land-use functional plan requirements

3. Amendments to the 2040 Growth Concept

4. Designation of an Area of Special Concern, consistent with Section 6.7.7.

Demonstration of compliance will be included in the required congestion management system compliance report submitted to Metro by cities and counties as part of system-level planning and through findings consistent with the TPR in the case of amendments to applicable plans.

6.4.6 Alternative Mode Analysis

Improvement in non-SOV mode share will be used as the key regional measure for assessing transportation system improvements in the central city, regional centers, town centers and station communities. For other 2040 Growth Concept design types, non-SOV mode share will be used as an important factor in assessing transportation system improvements. These modal targets will also be used to demonstrate compliance with per

capita travel reductions required by the state TPR. This section requires that cities and counties establish non-SOV regional modal targets for all 2040 design types that will be used to guide transportation system improvements, in accordance with Table 1.3 in Chapter 1 of this plan:

1. Each jurisdiction shall establish an alternative mode share target (defined as non-single occupancy vehicle person-trips as a percentage of all person-trips for all modes of transportation) in local TSPs for trips into, out of and within all 2040 Growth Concept land-use design types within its boundaries. The alternative mode share target shall be no less than the regional modal targets for these 2040 Growth Concept land-use design types to be established in Table 1.3 in Chapter 1 of this plan.

2. Cities and counties, working with Tri-Met and other regional agencies, shall identify actions in local TSPs that will result in progress toward achieving the non-SOV modal targets. These actions should initially be based on RTP modeling assumptions, analysis and conclusions, and include consideration of the maximum parking ratios adopted as part of Title 2, section 3.07.220 of the *Urban Growth Management Functional Plan;* regional street design considerations in Section 6.7.3, Title 6, transportation demand management strategies and transit's role in serving the area. Local benchmarks for evaluating progress toward achieving modal targets may be based on future RTP updates and analysis, if local jurisdictions are unable to generate this information as part of TSP development.

3. Metro shall evaluate local progress toward achieving the non-SOV modal targets during the 20-year plan period of a local TSP using the Appendix 1.8 "TAZ Assumptions for Parking Transit and Connectivity Factors" chart as minimum performance requirements for local actions proposed to meet the non-SOV requirements.

6.4.8 Future RTP Refinements Identified through Local TSPs

The 2000 RTP represents the most extensive update to the plan since it was first adopted in 1982. It is the first RTP to reflect the 2040 Growth Concept, Regional Framework Plan and state Transportation Planning Rule. In the process of addressing these various planning mandates, the plan's policies and projects are dramatically different than the previous RTP. This update also represents the first time that the plan has considered growth in urban reserves located outside the urban growth boundary but expected to urbanize during the 20-year plan

period. As a result, many of the proposed transportation solutions are conceptual in nature, and must be further refined.

In many cases, these proposed transportation solutions were initiated by local jurisdictions and special agencies through the collaborative process that Metro used to develop the updated RTP. However, the scope of the changes to the RTP will require most ~~local governments~~cities and counties and special agencies to make substantial changes to comprehensive, facility and service plans, as they bring local plans into compliance with the regional plan. In the process of making such changes, local jurisdictions and special agencies will further refine many of the solutions included in this plan.

Such refinements will be reviewed by Metro and, based on a finding of consistency with RTP policies, specifically proposed for inclusion in future updates to the RTP. Section 6.3 requires Metro to develop a process for to ensure consistency between the 2000 RTP and local TSPs by developing a process for tracking local project and functional classification refinements that are consistent with the RTP, but require a future amendment to be incorporated into the RTP. This process will occur concurrently with overall review of local plan amendments, facility plans and service plans, and is subject to the same appeal and dispute resolution process. While such proposed amendments to the RTP ~~are~~ may not be effective until a formal amendment has been adopted, the purpose of endorsing such proposed changes is to allow ~~local governments~~cities and counties to retain the proposed transportation solutions in local plans, with a finding of consistency with the RTP, and to provide a mechanism for timely refinements to local and regional transportation plans.

6.7 Project Development and Refinement Planning

6.7.1 Role of RTP and the Decision to Proceed with Project Development

After a project has been incorporated in the RTP, it is the responsibility of the local sponsoring jurisdiction to determine the details of the project (design, operations, etc.) and reach a decision on whether to build the improvement based upon detailed environmental impact analysis and findings demonstrating consistency with applicable comprehensive plans and the RTP. If this process results in a decision not to build the project, the RTP will be amended to delete the recommended improvement and an alternative must be identified to address the original transportation need.

6.7.2 New Solutions Re-submitted to RTP if No-Build Option is Selected

When a "no-build" alternative is selected at the conclusion of a project development process, a new transportation solution must be developed to meet the original need identified in the RTP, or a finding that the need has changed or been addressed by other system improvements. In these cases, the new solution or findings will be submitted as an amendment to the RTP, and would also be evaluated at the project development level.

6.7.3 Project Development Requirements

Transportation improvements where need, mode, ~~corridor and~~ function and general location have already been identified in the RTP and local plans for a specific alignment must be evaluated on a detailed, project development level. This evaluation is generally completed at the local jurisdiction level, or jointly by affected or sponsoring agencies, in coordination with Metro. The purpose of project development planning is to consider project design details and select a project alignment, as necessary, after evaluating engineering and design alternatives ~~and~~, potential environmental impacts and consistency with applicable comprehensive plans and the RTP. The project need, mode, ~~corridor, and~~ function and general location do not need to be addressed at the project level, since these findings have been previously established by the RTP.

The TPR and Metro's Interim 1996 Congestion Management System (CMS) document require that measures to improve operational efficiency be addressed at the project level, though system-wide considerations are addressed by the RTP. Therefore, demonstration of compliance for projects not included in the RTP shall be documented in a required Congestion Management System report that is part of the project-level planning and development (Appendix D of the Interim CMS document). In addition, t~~his section~~e CMS requires that street design guidelines be considered as part of the project-level planning process. This ~~section~~ CMS requirement does not apply to locally funded projects on local facilities. Unless otherwise stipulated in the MTIP process, these provisions are simply guidelines for locally funded projects.

Therefore, in addition to system-level congestion management requirements described in Section 6.6.3 in this chapter, cities, counties, Tri-Met, ODOT, and the Port of Portland shall consider the following project-level operational and design considerations during transportation project analysis as part of completing the CMS report:

1. Transportation system management (e.g., access management, signal inter-ties, lane channelization, etc.) to address or preserve existing street capacity.

2. Street design policies, classifications and design principles ~~are~~ contained in Chapter 1 of this plan. See Section 1.3.5, Policy 11.0, Figure 1.4. Implementing guidelines are contained in *Creating Livable Streets: Street Design Guidelines for 2040* (1997) or other similar resources consistent with regional street design policies.

RTP POST-ACKNOWLEDGEMENT AMENDMENTS

Exhibit 'A'

RTP Glossary Additions and Amendments - Part 2

Glossary of Transportation Definitions

Access management - Measures regulating access to streets, roads and highways from public roads and private driveways. Measures may include but are not limited to restrictions on the siting of interchanges, restrictions on the type and amount of access to roadways, and use of physical controls, such as signals and channelization including raised medians, to reduce impacts of approach road traffic on the main facility.
~~The principles, laws and techniques used to control access off and onto streets, roads and highways from roads and driveways. One of the primary purposes of controlling access is to reduce conflicts between motor vehicles, pedestrians and bicyclists. Examples of access management include limiting or consolidating driveways, selectively prohibiting left turn movements at and between intersections and using physical controls such as signals and raised medians.~~

Accessway - A walkway that provides pedestrian and or bicycle passage either between streets or from a street to a building or other destination such as a school, park, or transit stop. Accessways generally include a walkway and additional land on either side of the walkway, often in the form of an easement or right-of-way, to provide clearance and separation between the walkway and adjacent uses. Accessways through parking lots are generally physically separated from adjacent vehicle parking or parallel vehicle traffic by curbs or similar devices and include landscaping, trees and lighting. Where accessways cross driveways, they are generally raised, paved or marked in a manner which provides convenient access for pedestrians.

Affected local government - A city, county or metropolitan service district that is directly impacted by a proposed transportation facility or improvement.

At or near a major transit stop - "At" means a parcel or ownership which is adjacent to or includes a major transit stop generally including portions of such parcels or ownerships that are within 200 feet of a transit stop. "Near" generally means a parcel or ownership that is within 300 feet of a major transit stop. The term "generally" is intended to allow local governments through their plans and ordinances to adopt more specific definitions of these terms considering local needs and circumstances consistent with the overall objective and requirement to provide convenient pedestrian access to transit.

Local street standards - Include but are not limited to standards for right-of-way, pavement width, travel lanes, parking lanes, curb turning radius, and accessways.

Local transportation needs - Needs for movement of people and goods within communities and portions of counties and the need to provide access to local destinations.

Major - In general, those facilities or developments which, considering the size of the urban or rural area and the range of size, capacity or service level of similar facilities or developments in the area, are either larger than average, serve more than neighborhood needs or have significant land use or traffic impacts on more than the immediate neighborhood:

(a) "Major" as it modifies transit corridors, stops, transfer stations and new transportation facilities means those facilities which are most important to the functioning of the system or which provide a high level, volume or frequency of service;

(b) "Major" as it modifies industrial, institutional and retail development means such developments, which are larger than average, serve more than neighborhood needs or which have traffic impacts on more than the immediate neighborhood;

(c) Application of the term "major" will vary from area to area depending upon the scale of transportation improvements, transit facilities and development which occur in the area. A facility considered to be major in a smaller or less densely developed area may, because of the relative significance and impact of the facility or development, not be considered a major facility in a larger or more densely developed area with larger or more intense development or facilities.

Major transit stop - Major bus stops, transit centers and light-rail stations on the regional transit network as defined in Figure 1.16:, including:

(a) Existing and planned light rail stations and transit transfer stations, except for temporary facilities;

(b) Other planned stops designated as major transit stops in a transportation system plan and existing stops which:

(A) Have or are planned for an above average frequency of scheduled, fixed-route service when compared to region wide service. In urban areas of 1,000,000 or more population major transit stops are generally located along routes that have or are planned for 20 minute service during the peak hour; and

(B) Are located in a transit oriented development or within 1/4 mile of an area planned and zoned for:
(i) Medium or high density residential development; or
(ii) Intensive commercial or institutional uses within 1/4 mile of subsection (i); or
(iii) Uses likely to generate a relatively high level of transit ridership.

Metropolitan Planning Organization (MPO) -- An organization located within the State of Oregon and designated by the Governor to coordinate transportation planning in an urbanized area of the state including such designations made subsequent to the adoption of this rule. The Longview-Kelso-Rainier MPO is not considered an MPO for the purposes of this rule.~~An individual agency designated by the state governor in each federally recognized urbanized area to coordinate transportation planning for that metropolitan region.~~ Metro is that agency for Clackamas, Washington and Multnomah Counties; for Clark County, Wash., that agency is the Southwest Washington Regional Transportation Council (SWRTC, formally the Intergovernmental Resource Center).

Metropolitan area - The local governments that are responsible for adopting local or regional transportation system plans within a metropolitan planning organization (MPO) boundary. This includes cities, counties, and, in the Portland Metropolitan area, Metro.

ODOT - Oregon Department of Transportation.

Parking spaces - On and off street spaces designated for automobile parking in areas planned for industrial, commercial, institutional or public uses. The following are not considered parking spaces for the purposes of OAR 660-012-0045(5)(c): park and ride lots, handicapped parking, and parking spaces for carpools and vanpools.

Pedestrian connection - A continuous, unobstructed, reasonably direct route between two points that is intended and suitable for pedestrian use. Pedestrian connections include but are not limited to sidewalks, walkways, accessways, stairways and pedestrian bridges. On developed parcels, pedestrian connections are generally hard surfaced. In parks and natural areas, pedestrian connections may be soft-surfaced pathways. On undeveloped parcels and parcels intended for redevelopment, pedestrian connections may also include rights of way or easements for future pedestrian improvements.

Pedestrian district - A comprehensive plan designation or implementing land use regulations, such as an overlay zone, that establish requirements to provide a safe and convenient pedestrian environment in an area planned for a mix of uses likely to support a relatively high level of pedestrian activity. Such areas include but are not limited to:

(a) Lands planned for a mix of commercial or institutional uses near lands planned for medium to high density housing; or

(b) Areas with a concentration of employment and retail activity; and

(c) Which have or could develop a network of streets and accessways which provide convenient pedestrian circulations.

Pedestrian districts are areas of high or potentially high pedestrian activity where the region places priority on creating a walkable environment. Specifically, the central city, regional and town centers, and light-rail station communities are areas planned for the levels of

compact, mixed-use development served by transit that will generate substantial walking and these areas are defined as pedestrian districts. Pedestrian districts should be designed to reflect an urban development and design pattern where walking is a safe, convenient and interesting travel mode. These areas will be characterized by buildings oriented to the street and by boulevard type street design features, such as wide sidewalks with buffering from traffic, marked street crossings at all intersections with special crossing amenities at some locations, pedestrian-scale lighting, benches, bus shelters, awnings and street trees. All streets in pedestrian districts are important pedestrian connections.

Pedestrian plaza - A small semi-enclosed area usually adjoining a sidewalk or a transit stop which provides a place for pedestrians to sit, stand or rest. They are usually paved with concrete, pavers, bricks or similar material and include seating, pedestrian scale lighting and similar pedestrian improvements. Low walls or planters and landscaping are usually provided to create a semi-enclosed space and to buffer and separate the plaza from adjoining parking lots and vehicle maneuvering areas. Plazas are generally located at a transit stop, building entrance or an intersection and connect directly to adjacent sidewalks, walkways, transit stops and buildings entrance or an intersection and connect directly to adjacent sidewalks, walkways, transit stops and building. A plaza including 150-250 square feet would be considered "small." "Pedestrian scale" means site and building design elements that are dimensionally less than those intended to accommodate automobile traffic, flow and buffering. Examples include ornamental lighting of limited height; bricks, pavers or other modules of paving with small dimensions; a variety of planting and landscaping materials; arcades or awnings that reduce the height of walls; and signage and signpost details that can only be perceived from a short distance.

Planning period - The twenty-year period beginning with the date of adoption of a TSP to meet the requirements of the Transportation Planning Rule.

Preliminary design - An engineering design which specifies in detail the location and alignment of a planned transportation facility or improvement.

Reasonably direct - Either a route that does not deviate unnecessarily from a straight line or a route that does not involve a significant amount of out-of-direction travel for likely users.

Refinement plan - An amendment to the transportation system plan, which resolves, at a systems level, determinations on function, mode or general location which were deferred during transportation system planning because detailed information needed to make those determinations could not reasonably be obtained during that process.

Regional transportation needs - Needs for movement of people and goods between and through communities and accessibility to regional destinations within a metropolitan area, county or associated group of counties.

Roads - Streets, roads and highways.

Rural community - Areas defined as resort communities and rural communities in accordance with OAR 660-022-0010(6) and (7). For the purposes of the TPR, the area need only meet the definitions contained in the Unincorporated Communities Rule although the area may not have been designated as an unincorporated community in accordance with OAR 660-022-0020.

State transportation needs - Needs for movement of people and goods between and through regions of the state and between the state and other states.

Transit-oriented development - A mix of residential, retail and office uses and a supporting network of roads, bicycle and pedestrian ways focused on a major transit stop designed to support a high level of transit use. The ~~K~~key features include: ~~a mixed use center and high residential density.~~

(a) A mixed use center at the transit stop, oriented principally to transit riders and pedestrian and bicycle travel from the surrounding area;

(b) High density of residential development proximate to the transit stop sufficient to support transit operation and neighborhood commercial uses within the TOD;

(c) A network of roads, and bicycle and pedestrian paths to support high levels of pedestrian access within the TOD and high levels of transit use.

Transportation Control Measures (TCMs) - A measure that is for the purpose of reducing emissions or concentrations of air pollutants from transportation sources by reducing vehicle use or changing traffic flow or congestion conditions.

Transportation demand management (TDM) --Actions which are designed to change travel behavior in order to improve performance of transportation facilities and to reduce need for additional road capacity. Methods may include but are not limited to the use of alternative modes, ride-sharing and vanpool programs, and trip-reduction ordinances. ~~Actions, such as ridesharing and vanpool programs, the use of alternative modes, and trip reduction ordinances, which are designed to change travel behavior in order to improve performance of transportation facilities and to reduce need for additional road capacity.~~

Transportation facilities - Any physical facility that moves or assist in the movement of people or goods including facilities identified in OAR 660-012-0020 but excluding electricity, sewage and water systems.

Transportation needs - Estimates of the movement of people and goods consistent with acknowledged comprehensive plan and the requirements of this rule. Needs are typically based on projections of future travel demand resulting from a continuation of current trends as modified by

policy objectives, including those expressed in Goal 12 and the TPR, especially those for avoiding principal reliance on any one mode of transportation. See separate definitions for local transportation needs, regional transportation needs and state transportation needs.

Transportation project development - Implementing the transportation system plan (TSP) by determining the precise location, alignment, and preliminary design of improvements included in the TSP based on site-specific engineering and environmental studies.

Transportation service - A service for moving people and goods, such as intercity bus service and passenger rail service.

Transportation system management (TSM) - Strategies and techniques for increasing the efficiency, safety, capacity or level of service of a transportation facility without ~~major new capital improvements~~increasing its size. Examples include, but are not limited to, ~~This may include~~ traffic signal improvements, traffic control devices including installing medians and parking removal, ~~intersection~~ channelization, access management, re-striping of HOV lanes, ramp metering, incident response, targeted traffic enforcement and programs that smooth transit operations.

Urban area - Lands within an urban growth boundary, two or more contiguous urban growth boundaries, and urban unincorporated communities as defined by OAR 660-022-0010(9). In the case of the Portland metropolitan region, ~~T~~those areas located within the Metro urban growth boundary (UGB).

Urban fringe - Areas outside the urban growth boundary that are:

(a) within 5 miles of the urban growth boundary of an MPO area; and

(b) within 2 miles of the urban growth boundary of an urban area containing a population greater than 25,000.

Vehicle miles of travel (VMT) - Automobile vehicle miles of travel. Automobiles, for purposes of this definition, include automobiles, light trucks, and other similar vehicles used for movement of people. The definition does not include buses, heavy trucks and trips that involve commercial movement of goods. VMT includes trips with an origin and a destination within the MPO boundary and excludes pass through trips (i.e., trips with a beginning and end point outside of the MPO) and external trips (i.e., trips with a beginning or end point outside of the MPO boundary). VMT is estimated prospectively through the use of metropolitan area transportation models.

Walkway - A hard-surfaced transportation facility ~~built~~ intended and suitable for use by pedestrians, including persons using wheelchairs. Walkways include sidewalks, surfaced portions of accessways, paths and paved shoulders.

METRO

Appendix 1.8
Transportation Analysis Zone Assumptions
and Non-SOV Modal Performance

2040 Grouping	2040 Group Characteristics	2020 Intersection Density (connections per mile)			2020 ParkingFactors (indexed to CBD in '94 dollars)			2020 Transit Pass Factor (% of Full Fare)			2020 Fareless Areas (for internal trips)			Non-SOV Modal Performance (combined share of non-SOV trips to, from and within 2040 grouping		
		P	SPT	FC	P	SPT	FC	P	SPT	FC	P	SPT	FC	1994	2020 Preferred System	2020 Priority System
Central City 1 Downtown Business District	Highest planned employment and housing density in the region, with highest level of access by all modes. LRT exists and current land uses reflect planned mix and densities.	20	20	20	6.08	6.08	6.08	60%	60%	60%	X	X	X	48%	67%	67%
Central City 2 Lloyd District	Highest planned employment and housing density in the region, with highest level of access by all modes. LRT exists and current land uses reflect planned mix and densities.	20	20	20	3.94	3.94	3.94	60%	60%	60%	X	X	X	34%	46%	46%
Central City 3 Central Eastside Industrial District	Planned high employment and housing density, with highest level of access by all modes. LRT exists ~~and~~ c.Current land uses do not reflect planned mix ~~and~~ densities.	20	20	20	2.96	2.96	2.96	65%	65%	65%	X	X		32%	43%	42%

(P) 2020 Preferred System
(SPT) 2020 Priority System
(FC) 2020 Financially Constrained System

2040 Grouping	Group Characteristics	Intersection Density			Parking Factors			Transit Pass Factor			Fareless Areas			Non-SOV Modal Performance *(combined share of non-SOV trips to, from and within 2040 grouping)*		
		P	SPT	FC	P	SPT	FC	P	SPT	FC	P	SPT	FC	1994	2020 Preferred System	2020 Priority System
Central City 4 River District and Northwest	Planned high employment and housing density, with highest level of access by all modes. LRT exists and current land uses approach planned mix and densities.	20	20	20	3.94	3.94	3.94	65%	65%	65%	X	X		37%	57%	57%
Central City 5 North Macadam District	Planned high employment and housing density, with highest level of access by all modes. LRT exists and current land uses do not reflect planned mix and densities.	18	18	18	3.04	3.04	3.04	65%	65%	65%	X	X		22%	42%	42%
Regional Centers - Tier 1 Gresham Gateway Beaverton Hillsboro	Planned high employment and housing density, with highest level of access by all modes. LRT exists and current land uses approach planned mix and densities.	>16	>16	>14	1.60	1.20	0.80	70%	75%	80%	X	X	X	32%	40%	39%
Regional Centers - Tier 2 Washington Square Milwaukie Clackamas Oregon City	Planned high employment and housing density, with highest level of access by all modes; planned LRT. Current land uses do not reflect planned mix and densities.	>12	>12	>10	1.22	0.92	0.60	85%	90%	95%	X	X		31%	34%	34%
Station Communities Tier 1 Banfield Corridor Westside Corridor	High housing density mixed with commercial services; highest level of access for transit, bike and walk; existing LRT.	>16	>14	>12	1.60	1.20	0.80	70%	75%	80%				35%	42%	41%

(P) 2020 Preferred System
(SPT) 2020 Priority System
(FC) 2020 Financially Constrained System

2040 Grouping	Group Characteristics	Intersection Density			Parking Factors			Transit Pass Factor			Fareless Areas			Non-SOV Modal Performance *(combined share of non-SOV trips to, from and within 2040 grouping)*		
		P	SPT	FC	P	SPT	FC	P	SPT	FC	P	SPT	FC	1994	2020 Preferred System	2020 Priority System
Station Communities Tier 2 South/North Corridor	Planned high housing density mixed with commercial services, with high level of transit, bike and walk; planned LRT. Current land uses do not reflect planned mix and densities.	>12	>12	>10	1.22	0.92	0.60	85%	90%	95%				36%	42%	42%
Town Centers - Tier 1 St. Johns Hollywood Lents Rockwood Lake Oswego Tualatin Forest Grove	Moderate housing and employment density planned, with high level of access by all modes. Currently has good mix of uses, well connected street system and good transit.	>16	>16	>16	0.90	0.68	0.45	75%	80%	85%				35%	40%	40%
Town Centers - Tier 2 West Portland Raleigh Hills Hillsdale Gladstone West Linn Sherwood Sunset Wilsonville Cornelius Orenco	Moderate housing and employment density planned, with high level of access by all modes. Currently has some mix of uses, moderately connected street system and some transit. Existing topography or physical barriers may limit bike and pedestrian travel.	>12	>12	>10	0.72	0.54	0.36	90%	95%	100%				32%	37%	37%
Town Centers - Tier 3 Fairview/Wood Village Troutdale Happy Valley Lake Grove Farmington Cedar Mill Tannasbourne	Moderate housing and employment density planned, with high level of access by all modes. Currently has modest mix of uses, poorly connected street system and poor transit. Existing topography or physical barriers may limit bike and pedestrian travel.	>10	>10	>8	0.55	0.41	0.28	100%	100%	100%				34%	37%	36%

(P) 2020 Preferred System
(SPT) 2020 Priority System
(FC) 2020 Financially Constrained System

2040 Grouping	Group Characteristics	Intersection Density			Parking Factors			Transit Pass Factor			Fareless Areas			Non-SOV Modal Performance *(combined share of non-SOV trips to, from and within 2040 grouping)*		
		P	SPT	FC	P	SPT	FC	P	SPT	FC	P	SPT	FC	1994	2020 Preferred System	2020 Priority System
Town Centers - Tier 4 Pleasant Valley Damascus Bethany Murrayhill	Moderate housing and employment density planned, with high level of access by all modes. Currently undeveloped or developing urban uses, with skeletal street system and poor transit. Existing topography or physical barriers may limit bike and pedestrian travel.	>8	>8	>8	0.36	0.27	0.18	100%	100%	100%				37%	40%	39%
Mainstreets - Tier 1 Eastside Portland to 60th	Moderate housing and employment density planned, with high level of access by all modes. Currently has good mix of uses, well connected street system and good transit.	>16	>16	>14	0.90	0.68	0.45	100%	100%	100%				40%	45%	45%
Mainstreets - Tier 2 Remaining Region	Moderate housing and employment density planned, with high level of access by all modes. Currently has some mix of uses, moderate connectivity and some transit.	>12	>10	>8	0.72	0.54	0.36	100%	100%	100%				38%	43%	43%

(P) 2020 Preferred System
(SPT) 2020 Priority System
(FC) 2020 Financially Constrained System

2040 Grouping	Group Characteristics	Intersection Density			Parking Factors			Transit Pass Factor			Fareless Areas			Non-SOV Modal Performance *(combined share of non-SOV trips to, from and within 2040 grouping)*		
		P	SPT	FC	P	SPT	FC	P	SPT	FC	P	SPT	FC	1994	2020 Preferred System	2020 Priority System
Corridors Full Region	Moderate housing and employment density planned, with high level of access by all modes. Currently has modest mix of uses, moderate connectivity and some transit.	>10	>10	>10	None	None	None	100%	100%	100%				36%	39%	39%
Inner Neighborhoods Full Region	Low density housing planned, with moderate level of access by all modes. Currently has moderate connectivity and some transit.	>10	>10	>10	None	None	None	100%	100%	100%				39%	42%	42%
Outer Neighborhoods - Tier 1 Current Urban Areas	Low density housing planned, with moderate level of access by all modes. Currently has poorly connected street system and little transit.	>8	>8	>8	None	None	None	100%	100%	100%				37%	40%	39%
Outer Neighborhoods - Tier 2 Urban Reserve Areas	Low density housing planned, with moderate level of access by all modes. Currently has skeletal street system and no transit.	>6	>6	>6	None	None	None	100%	100%	100%				36%	39%	38%
Employment Areas Full Region	Low density employment planned, with moderate level of access by all modes. Currently has poorly connected street system and limited transit.	>8	>8	>8	None	None	None	100%	100%	100%				28%	30%	29%

(P) 2020 Preferred System
(SPT) 2020 Priority System
(FC) 2020 Financially Constrained System

2040 Grouping	Group Characteristics	Intersection Density			Parking Factors			Transit Pass Factor			Fareless Areas			Non-SOV Modal Performance *(combined share of non-SOV trips to, from and within 2040 grouping)*		
		P	SPT	FC	P	SPT	FC	P	SPT	FC	P	SPT	FC	1994	2020 Preferred System	2020 Priority System
Industrial Areas - Tier 1 Rivergate Swan Island Airport	Low density employment planned, with high level of access by rail and truck freight, and moderate access by other modes. Currently has somewhat connected street system and some transit.	>10	>10	>10	None	None	None	100%	100%	100%				26%	27%	27%
Industrial Areas - Tier 2 South Shore Clackamas Tualatin Beaverton Sunset	Low density employment planned, with high level of access by rail and truck freight, and moderate access by other modes. Currently has developing street system and poor transit.	>8	>8	>8	None	None	None	100%	100%	100%				28%	28%	28%
Greenspaces Same as Tier 2 Outer Neighborhoods.	Recreational uses are planned, with moderate level of access by all modes	>6	>6	>6	None	None	None	100%	100%	100%				n/a	n/a	n/a
Rural Reserves Same as Tier 2 Outer Neighborhoods.	Urban uses are not planned in the foreseeable future. Currently has skeletal street system and no transit.	>6	>6	>6	None	None	None	100%	100%	100%				34%	37%	37%
Special Area 1 Portland International Airport		*	*	*	6.14	6.14	6.14	60%	60%	60%				*These places are relatively small geographic areas with special characteristics that make it difficult to determine actual non-SOV modal performance based on analysis of the regional model.*		
Special Area 2 Oregon Health Sciences University		*	*	*	1.86	1.86	1.86	60%	60%	60%						
Special Area 3 Oregon Zoo		*	*	*	1.86	1.86	1.86	100%	100%	100%						
Special Area 4 SMART (Wilsonville)		*	*	*	*	*	*	*	*	*	X	X	X		*	*

* Use parent zone values.

8/10/00

(P) 2020 Preferred System
(SPT) 2020 Priority System
(FC) 2020 Financially Constrained System

RTP POST-ACKNOWLEDGEMENT AMENDMENTS

Exhibit 'B'

Special Needs Transportation Policy

Chapter 1

Replace Policy 5.1 Interim Special Needs Transportation Policy with the following:

14.4 Special Needs Public Transportation

Provide an appropriate level, quality and range of public transportation options to serve the variety of special needs individuals in this region and support the implementation of the 2040 Growth Concept.

a. Objective: Continue to work with Tri-Met, SMART, special needs providers, and local jurisdictions to meet the adopted minimum standards for service levels established for the Metro area.

b. Objective: Ensure public transportation that serves the special needs population is sensitive to and balances the cultural, functional or age related needs of the elderly and disabled individuals with the need to utilize resources in a cost-effective manner.

c. Objective: Improve the accountability of the special needs transportation network by enhancing customer input and feedback opportunities

d. Objective: Support informal (family, neighbors, self) and formal (paid and volunteer special needs transportation options by establishing training and information services

14.4 Special Needs Public Transportation

Provide a seamless and coordinated public transportation system for the special needs population.

a. Objective: Continue to work with Tri-Met, SMART special needs providers, and local jurisdictions to provide a customer information system that improves community familiarity with, access to and understanding of the elderly and disabled transportation network.

b. Objective: Employ technology to create a seamless, coordinated and single point of entry system for the user's ease that maximizes efficiency of operation, planning and administrative functions.

14.7 Special Needs Public Transportation

Encourage the location of elderly and disabled facilities in areas with existing transportation services and pedestrian amenities.

a. Objective: Encourage new and existing development to create and enhance pedestrian facilities near elderly and disabled developments, including sidewalks, crosswalks, audible signals, etc. and provide incentives for the future pedestrian orientation in areas serving elderly and disabled individuals.

b. Objective: Incorporate elderly and disabled housing into mixed use developments that includes public facilities such as senior centers, libraries and other public services as well as commercial and retail services such as stores, medical offices and other retail services.

c. Objective: Provide for audible signals, curb cut tactile strips and appropriately timed signalized crosswalks at major retail centers or near bus stops for arterial street, high volume neighborhood circulators or other major roadways near elderly or disabled facilities or in neighborhoods with significant elderly or disabled populations.

Chapter 6 - Implementation

~~6.8.12 Special Needs Transportation Study~~

~~A collaborative effort is underway for special transportation planning in the tri-county area. As sponsors of this plan, the Areas Agencies on Aging and Disabilities of Washington, Multnomah and Clackamas counties, Tri-Met and the Special Transportation Fund Advisory Committee are coordinating a broad-based effort to create an elderly and disabled transportation services plan. The plan will develop special needs transportation options for both the urban and rural portions of the tri-county area and will be included in the Regional Transportation Plan.~~

~~The special needs transportation plan requires a unique, broad-based and inclusive planning process. The plan's sponsors created an Elderly and Disabled Transportation Plan Steering Committee made up of over 20 representative from the tri-county area. Representatives include senior and disabled advocates, agencies and advisory committees, county commissioners, service providers, system users, Metro staff, city staff and other regional transit districts.~~

~~In 2000-01, the Steering Committee will meet monthly to:~~

~~1. Produce a vision statement for elderly and disabled transportation and assure this vision is included in the RTP;~~

~~2. Define the need for transportation services over the next five to ten years;~~

~~3. Adopt a service, capital and information plan to meet those needs;~~

~~4. Identify financing mechanisms and phasing to implement the plan;~~

~~5. Assess organizational and institutional arrangements to best meeting the plan's goals; and~~

~~6. Present the plan and advocate for the plans implementation at the local, regional and state levels.~~

~~In anticipation of completing this program, interim policies and objectives have been included in the RTP. These policies will be updated during the next RTP update, reflecting the recommendations from the special needs transit plan.~~

RTP POST-ACKNOWLEDGEMENT AMENDMENTS

Exhibit 'C'

Corridor Initiatives Amendments - Part 1

Chapter 6 - Implementation

Section 6.7 - Project Development and Refinement Planning

6.7.4 Refinement Planning Scope and Responsibilities

In some areas defined in this section, the need for refinement planning is warranted before specific projects or actions that meet and identified need can be adopted into the RTP. Refinement plans generally involve a combination of transportation and land use analysis, multiple local jurisdictions and facilities operated by multiple transportation providers. Therefore, unless otherwise specified in this section, Metro or ODOT will initiate and lead necessary refinement planning in coordination with other affected local, regional and state agencies. Refinement planning efforts will be multi-modal evaluations of possible transportation solutions in response to needs identified in the RTP. The evaluation may also include land use alternatives to fully address transportation needs in these corridors. Appendix 3.1 describes the 2000 RTP prioritization for corridor refinement ~~plans~~ studies and specific corridor studies. Refinement plan and corridor study prioritization, and specific scope for each corridor, is subject to annual updates as part of the Unified Work Plan (UWP).

6.7.5 Specific Corridor Refinements

The system analysis in Chapter 3 identifies a number of corridor refinement studies that must be completed before specific transportation solutions can be adopted into the RTP. In these corridors, both the need for transportation improvements, and a recommended action have been determined. At this stage, these proposed transportation projects must be developed to a more detailed level before construction can occur. This process is described in Section 6.7.3 of this chapter.

The project development stage determines design details, and a project location or alignment, if necessary, after evaluating engineering and design details, and environmental impacts. While all projects in this plan must follow this process before construction can occur, the following projects must also consider the design elements described in this section:

Banfield (Interstate 84) Corridor

Despite the relatively heavy investments made in transit and highway capacity in this corridor in the 1980s, further improvements are needed to ensure an acceptable level of access to the central city from Eastside Portland neighborhoods and East Multnomah County. However, physical, environmental and social impacts make highway capacity improvements in this corridor unfeasible. Instead, local and special district plans should consider the following transportation solutions for this corridor:

- mitigate infiltration on adjacent corridors due to congestion along I-84 through a coordinated system of traffic management techniques (ITS)

- improve light rail headways substantially to keep pace with travel demand in the corridor

- improve bus service along adjacent corridors to keep pace with travel demand, including express and non-peak service

- consider additional feeder bus service and park-and-ride capacity along the eastern portion of the light rail corridor to address demand originating from East Multnomah and North Clackamas Counties

- develop TSM strategies for the Gateway regional center to mitigate expected spillover effects on the development of the regional center

Northeast Portland Highway

As radial urban highways such as the Banfield and Interstate-5 are increasingly burdened by peak period congestion, freight mobility will rely more heavily on circumferential routes, including I-205 and Northeast Portland Highway, for access to industrial areas and intermodal facilities. Northeast Portland Highway plays a particularly important role, as it links the Rivergate marine terminals and PDX air terminals to industry across the region (this route includes Killingsworth and Lombard streets from I-205 to MLK Jr. Boulevard, and Columbia Boulevard from MLK Jr. Boulevard to North Burgard). Though Northeast Portland Highway appears to have adequate capacity to serve expected 2020 demand, a number of refinements in the corridor are needed. Local and special district plans should consider the following transportation solutions as improvements are made in this corridor:

- improve Northeast Portland Highway as a strategy for addressing Banfield corridor and east Marine Drive congestion

- develop a long-term strategy to serve freight movement between Highway 30 and Rivergate
- implement aggressive access management along Northeast Portland Highway
- implement and refine Columbia Corridor improvements to address full corridor needs of Northeast Portland Highway, from Rivergate to I-205
- consider future grade separation at major intersections
- streamline the Northeast Portland Highway connection from the Lombard/Killingsworth section to Columbia Boulevard with an improved transition point at MLK Jr. Boulevard
- improve the Columbia Boulevard interchange at I-5 to provide full access to Northeast Portland Highway
- construct capacity and intersection improvements between 82nd Avenue and I-205
- develop a long-term strategy to deal with the existing conflicts between truck traffic and residential traffic on Lombard Street.
- establish a plan to redirect truck traffic off of Lombard Street to Columbia Boulevard/ Columbia Way/Fessenden Street between Penninsular Street and Philadelphia Avenue (St. Johns Bridge) to protect neighborhoods in the St. Johns area.

Interstate-84 to US 26 Connector

The long-term need to develop a highway link between I-84 and Highway 26 exists, but a series of interim improvements to Hogan Road are adequate to meet projected demand through 2020. The RTP calls for a series of interim improvements that will better connect Hogan Road to both I-84 on the north, and Highway 26 to the south.

These improvements are needed to ensure continued development of the Gresham regional center and expected freight mobility demands of through traffic. They also benefit transit-oriented development along the MAX light rail corridor, as they would move freight traffic from its current route along Burnside, where it conflicts with development of the Rockwood town center and adjacent station communities. In addition to planned improvements to the Hogan Road corridor, local plans or ~~should consider~~ a corridor study should address:

- more aggressive access management between Stark Street and Powell Boulevard on 181st, 207th and 257th avenues

- redesigned intersections improvements on Hogan at Stark, Burnside, Division and Powell to streamline through-flow.

- the need for a long-term primary freight route in the corridor

- the potential for a new alignment south of Powell Boulevard to US 26

Sunrise Corridor

The full Sunrise Corridor improvement from I-205 to Highway 26 is needed during the 20-year plan period, but should be implemented with a design and phasing that reinforces development of the Damascus town center, and protect rural reserves from urban traffic impacts. Though a draft environmental impact statement has been prepared for this corridor, the final environmental impact statement should be refined to consider the following ~~design~~ elements:

- Construct the segment from I-205/Highway 224 interchange to existing Highway 212 at Rock Creek as funds become available

- preserve right-of-way (ROW) from Rock Creek to Highway 26 as funds become available

- consider phasing Sunrise construction as follows: (a) complete I-205 to Rock Creek segment first, followed by (b) ROW acquisition of remaining segments, then (c) construction of 222nd Avenue to Highway 26 segment and (d) lastly, construction of middle segment from Rock Creek to 222nd Avenue as Damascus town center develops

- consider express, peak period pricing and HOV lanes as phases of the Sunrise Corridor are constructed

- reflect planned network of streets in Damascus/Pleasant Valley area in refined interchange locations along the Sunrise Route, including a connection at 172nd Avenue, the proposed major north/south route in the area

- implement bus service in parallel corridor from Damascus to Clackamas regional center via Sunnyside Road

- avoid premature construction that could unintentionally increase urban pressures in rural reserves east of Damascus

- examine the potential for the highway to serve as a "hard edge" in the ultimate urban form of the Damascus area

- develop a concurrent plan to transition the function of the existing Highway 212 facility into a major arterial function, with appropriate access management and intersection treatments identified

I-5 to 99W Connector

An improved regional connection between Highway 99W and I-5 is needed in the Tualatin area to accommodate regional traffic, and to move it away from the Tualatin, Sherwood and Tigard town centers. This connection will have significant effects on urban form in this rapidly growing area, and the following ~~design~~ considerations should be addressed in a corridor plan:

- balance improvement plans with impacts on Tualatin and Sherwood town centers and adjacent rural reserves

- in addition to the northern alignment considered in the Western Bypass Study, examine the benefits of a southern alignment, located along the southern edge of Tualatin and Sherwood, including the accompanying improvements to 99W that would be required with either alignment

- identify parallel capacity improvements to Tualatin-Sherwood Road and 99W in Tigard from I-5 to Highway 217 that could be used to phase in, and eventually complement future highway improvements

- link urban growth boundary expansion in this area to the corridor plan and examine potential the proposed highway to serve as a "hard edge" in the ultimate urban form of the Sherwood area

- develop an access management and connectivity plan for 99W in the Tigard area that balances accessibility needs with physical and economic constraints that limit the ability to expand capacity in this area

- consider express, peak-period pricing and HOV lanes

Sunset Highway

Improvements are needed in this corridor to preserve access to and from the central city and the Sunset Corridor employment area, and provide access to Hillsboro regional center. The following ~~design~~ elements should be considered as improvements are implemented in this corridor:

- maintain off-peak freight mobility
- phase in capacity improvements from the Sylvan interchange to 185th Avenue, expanding to a total of three general purpose lanes in each direction
- improve light rail service, with substantially increased headways
- construct major interchange improvements at Sylvan, Cedar Hills Boulevard and Cornelius Pass Road
- identify and construction additional over crossings in the vicinity of interchanges to improve connectivity and travel options for local traffic, thus improving interchange function
- consider express, peak period pricing or HOV lanes when adding highway capacity, especially west of Highway 217

Highway 213

Improvements to this highway link between I-205 and the Willamette Valley should be built in phases, and consider the following:

- continued development of the Oregon City regional center
- interim improvements identified in the 1999 Highway 213 Urban Corridor Study (and included in this plan)
- freight mobility demands
- access needs of Beavercreek urban ~~reserves~~ area, including a re-evaluation of the suitability of Oregon City ~~urban reserves~~ Urban Growth Boundary expansion in light of transportation constraints
- transit service to areas south of Oregon City

Macadam/Highway 43

Though heavy travel demand existing along Macadam/Highway 43, between Lake Oswego and the central city, physical and environmental constraints preclude major roadway expansion. Instead, a long-term strategy for high-capacity transit that links the central city to southwest neighborhoods and Lake Oswego town center is needed. As this service is implemented, the following ~~design~~ options should be considered in local and special district plans:

- interim repairs to maintain Willamette Shores Trolley excursion service
- implement frequent bus service from Lake Oswego town center to Portland central city in the Macadam corridor
- phasing of future streetcar commuter service or commuter rail in this corridor to provide a high-capacity travel option during congested commute periods, using either the Willamette Shore Line right-of-way, the Macadam Corridor Design Guidelines (1985) rail alignment or other right-of-way as appropriate.
- implement bicycle safety improvements where appropriate south of the Sellwood Bridge

6.7.6 Specific Corridor Studies

Major corridor studies will be conducted by state or regional agencies working in partnership with local governments in the following areas. In each case, a transportation need has been established by the RTP. A transportation need is identified when regional standards for safety, mobility, or congestion are exceeded. In many of these corridors, RTP analysis indicates several standards are exceeded.

The purpose of the corridor studies is to develop an appropriate transportation strategy or solution through the corridor planning process. For each corridor, a number of transportation alternatives will be examined over a broad geographic area or through a local TSP to determine a recommended set of projects, actions or strategies that meet the identified need. The recommendations from corridor studies are then incorporated into the RTP, as appropriate. This section contains the following specific considerations that must be incorporated into corridor studies as they occur:

Interstate-5 North (I-84 to Clark County)

This heavily traveled route is the main connection between Portland and Vancouver. In addition to a number of planned and proposed highway ~~refinements~~ capacity improvements, light rail is proposed along Interstate Avenue to the Expo Center, and may eventually extend to Vancouver. As improvements are implemented in this corridor, the following design considerations should be addressed:

- consider HOV lanes and peak period pricing
- transit alternatives from Vancouver to the Portland Central City (including Light Rail Transit and express bus)
- maintain an acceptable level of access to the central city from Portland neighborhoods and Clark County
- maintain off-peak freight mobility, especially to numerous marine, rail and truck terminals in the area
- consider adding reversible express lanes to I-5
- consider new arterial connections for freight access between Highway 30, port terminals in Portland, and port facilities in Vancouver, Washington
- maintain an acceptable level of access to freight intermodal facilities and to the Northeast Portland Highway
- construct interchange improvements at Columbia Boulevard to provide freight access to Northeast Portland Highway
- address freight rail network needs
- ~~construct~~ consider additional Interstate Bridge capacity sufficient to handle projected needs
- develop actions to reduce through-traffic on MLK and Interstate to allow main street redevelopment

Interstate-5 South (Highway 217 to Wilsonville)

This facility serves as the major southern access to and from the central city. The route also serves as an important freight corridor, and provides access to Washington County via Highway 217. Projections for this facility indicate that growth in traffic between the Metro region and the Willamette Valley will account for as much as 80 percent of the traffic volume along the southern portion of I-5, in the Tualatin and Wilsonville area. For this reason, the appropriate

improvements in this corridor are unclear at this time. However, I-5 serves as a critical gateway for regional travel and commerce, and an acceptable transportation strategy in this corridor has statewide significance. A major corridor study is proposed to address the following issues:

- the effects of peak period congestion in this area on regional freight mobility and travel patterns
- the ability of inter-city transit service, to/from neighboring cities in the Willamette Valley, including commuter rail, to slow traffic growth in the I-5 corridor
- the ability to maintain off-peak freight mobility with capacity improvements
- the potential for better coordination between the Metro region and valley jurisdictions on land-use policies
- the effects of a planned long-term strategy for managing increased travel along I-5 in the Willamette Valley

In addition, the following design elements should be considered as part of the corridor study:

- peak period pricing and HOV lanes for expanded capacity
- provide rapid bus service on parallel Barbur route, connecting Wilsonville to the central city
- provide additional over crossings in West Portland town center to improve local circulation and interchange access
- add capacity to parallel arterial routes, including 72nd Avenue, Boones Ferry, Lower Boones Ferry and Carmen Drive
- add over crossings in vicinity of Tigard Triangle to improve local circulation
- extend commuter rail service from Salem to the central city, Tualatin transit center and Milwaukie, primarily along existing heavy rail tracks

Interstate 205

Improvements are needed in this corridor to address existing deficiencies and expected growth in travel demand in Clark, Multnomah

and Clackamas counties. Transportation solutions in this corridor should address the following needs and opportunities:

- provide for some peak period mobility for longer trips
- preserve freight mobility from I-5 to Clark County, with an emphasis on connections to Highway 213, Highway 224 and Sunrise Corridor
- maintain an acceptable level of access to the Oregon City, Clackamas and Gateway regional centers and Sunrise industrial area
- maintain acceptable levels of access to PDX, including air cargo access
- shape urban form in the Stafford ~~urban reserve~~ area with physical configuration of highway improvements

Potential transportation solutions in this corridor should evaluate the potential of the following design concepts:

- auxiliary lanes added from Airport Way to I-84 East
- consider express, peak period pricing or HOV lanes as a strategy for expanding capacity
- relative value of specific ramp, over crossing and parallel route improvements
- eastbound HOV lane from I-5 to the Oregon City Bridge
- truck climbing lane south of Oregon City
- potential for rapid bus service <u>or light rail</u> from Oregon City to Gateway
- potential for extension of rapid bus service <u>or light rail</u> north from Gateway into Clark County
- potential for refinements to 2040 land-use assumptions in this area to expand potential employment in the subarea and improve jobs/housing imbalance
- potential for re-evaluating the suitability of the Beavercreek ~~urban reserve~~ <u>area for Urban Growth Boundary expansion</u>, based on ability to serve the area with adequate regional transportation infrastructure

McLoughlin-Highway 224

Long-term improvements are needed in this corridor to preserve access to and from the Central City from the Clackamas County area, to provide access to the developing Clackamas regional center and to support downtown development in the Milwaukie town center. The recently completed South/North light rail study demonstrated ~~both~~ a long-term need for high-capacity transit service in this corridor. ~~and a short-term opposition to construction of light rail. However,~~ The long-term transit need is ~~still~~ critical, as demonstrated in the RTP analysis, where both highway and high-capacity transit service were needed over the 20-year plan period to keep pace with expected growth in this part of the region. The 2040 Growth Concept also calls for the regional centers and central city to be served with light rail. ~~Therefore, the recommendations for this corridor study assume a short-term rapid bus, or equivalent, transit service in the corridor, and light rail service is retained in the long-term as a placeholder.~~ Transportation solutions in this corridor should address the following design considerations

- institute aggressive access management throughout corridor, including intersection grade separation along Highway 224 between Harrison Street and I-205

- design access points to McLoughlin and Highway 224 to discourage traffic spillover onto Lake Road, 34th Avenue, Johnson Creek boulevard, 17th Avenue and Tacoma Street

- monitor other local collector routes and mitigate spillover effect from congestion on McLoughlin and Highway 224

- consider an added reversible HOV or peak-period priced lane between Ross Island Bridge and Harold Street intersection

- expand highway capacity to a total of three general purpose lanes <u>in each direction</u> from Harold Street to I-205, with consideration of express, HOV lanes or peak period pricing for new capacity

- provide a more direct transition from McLoughlin to Highway 224 at Milwaukie to orient long trips and through traffic onto Highway 224 and northbound McLoughlin

- provide improved transit access to Milwaukie and Clackamas regional centers, including rapid bus in the short term, and light rail service from Clackamas regional center to Central City in the long term

Powell Boulevard/Foster Road

The concentration of ~~urban reserves~~ potential Urban Growth Boundary expansions in Clackamas County and southeast Multnomah County will place heavy demands on connecting routes that link these areas with employment centers in Portland and Multnomah County. Of these routes, the Foster/Powell corridor is most heavily affected, yet is also physically constrained by slopes and the Johnson Creek floodplain, making capacity improvements difficult. More urban parts of Foster and Powell Boulevard are equally constrained by existing development, and the capacity of the Ross Island Bridge.

As a result, a corridor study is needed to explore the potential for high capacity transit strategies that provide access from the developing Pleasant Valley and Damascus ~~urban reserves~~ areas to employment areas along the Foster/Powell corridor, Gresham regional center, Columbia South Shore industrial area and central city. Such a study should consider the following transportation solutions:

- aggressive transit improvements, including rapid bus service from Central City to Damascus town center via Powell and Foster roads, and primary bus on 172nd Avenue and to the Gresham regional center, Eastside MAX and Columbia South Shore

- capacity improvements that would expand Foster Road from two to three lanes from 122nd to 172nd avenues, and from two to five lanes from 172nd Avenue to Highway 212, phased in coordination with planned capacity improvements to Powell Boulevard between I-205 and Eastman Parkway

- extensive street network connection improvements in the Mount Scott and Pleasant Valley areas to reduce local travel demand on Foster Road and Powell Boulevard, and to improve access between these areas and adjacent East Multnomah and northeast Clackamas Counties

- ITS or other system management approaches to better accommodate expected traffic growth on the larger southeast Portland network, East Multnomah and northeast Clackamas County network

Highway 217

Improvements in this corridor are needed to accommodate expected travel demand, and maintain acceptable levels of access to the Beaverton and Washington Square regional centers. The following design and functional considerations should be included in the development of transportation solutions for this corridor:

- expand highway to include a new lane in each direction from I-5 to US 26
- address the competing needs of serving localized trips to the Washington Square and Beaverton regional centers and longer trips on Highway 217
- consider express, HOV lanes and peak period pricing when adding new capacity
- design capacity improvements to maintain some mobility for regional trips during peak travel periods
- design capacity improvements to preserve freight mobility during off-peak hours
- retain auxiliary lanes where they currently exist
- improve parallel routes to accommodate a greater share of local trips in this corridor
- consider improved light rail service or rapid bus service with substantially improved headways
- coordinate with planned commuter rail service from Wilsonville to Beaverton regional center

Tualatin Valley Highway

A number of improvements are needed in this corridor to address existing deficiencies and serve increased travel demand. One primary function of this route is to provide access to and between the Beaverton and Hillsboro regional centers. Tualatin Valley Highway also serves as an access route to Highway 217 from points west along the Tualatin Valley Highway corridor. As such, the corridor is defined as extending from Highway 217 on the east to First Avenue in Hillsboro to the west, and from Farmington Road on the south to Baseline Road to the north. The following design considerations should be addressed as part of a corridor study:

- develop an ~~manage~~ access management plan as part of a congestion management strategy

- implement TSM and other interim intersection improvements at various locations between Cedar Hills Boulevard and Brookwood Avenue

- the relative trade-offs of a variety of capacity and transit improvements, including:
  a. improvements on parallel routes such as Farmington, Alexander, Baseline and Walker roads as an alternative to expanding Tualatin Valley Highway

  b. seven-lane arterial improvements from Cedar Hills Boulevard or Murray Boulevard to Brookwood Avenue or Baseline Road in Hillsboro

  c. a limited access, divided facility from Cedar Hills Boulevard or Murray Boulevard to Brookwood Avenue, with three lanes in each direction and some grade separation at major intersections

  d. transit service that complements both the function of Tualatin Valley Highway and the existing light rail service in the corridor

- evaluate impacts of the principal arterial designation, and subsequent operation effects on travel within the Beaverton regional center

- evaluate motor vehicle and street design designations as part of the study to determine the most appropriate classifications for this route

North Willamette Crossing

The RTP analysis shows a strong demand for travel between Northeast Portland Highway and the adjacent Rivergate industrial area and Highway 30 on the opposite side of the Willamette River. The St. Johns Bridge currently serves this demand. However, the St. Johns crossing has a number of limitations that must be considered in the long term in order to maintain adequate freight and general access to the Rivergate industrial area and intermodal facilities. Currently, the St. Johns truck strategy is being developed (and should be completed in 2000) to balance freight mobility needs with the long-term health of the St. Johns town center. The truck strategy is an interim solution to demand in this corridor, and does not attempt to address long-term access to

Rivergate and Northeast Portland Highway from Highway 30. Specifically, the following issues should be considered in a corridor plan:

- build on the St. Johns Truck Strategy recommendations to adequate freight and general access to Rivergate, while considering potentially negative impacts on the development of the St. Johns town center

- incorporate the planned development of a streamlined Northeast Portland Highway connection from I-205 to Rivergate to the crossing study

- include a long-term management plan for the St. John's Bridge, in the event that a new crossing is identified in the corridor plan recommendations

Barbur Boulevard/ I-5

This corridor provides access to the Central City and to neighborhoods and commercial areas in the inner southwest quadrant of the region. Barbur Boulevard is identified as a multi-modal facility with potential light rail or Rapid Bus as well as serving a regional role for motor vehicle, bicycle and pedestrian systems. I-5 in this corridor is a Main Roadway route for freight and a Principle Arterial for motor vehicles extending southward beyond the region.

Segments of both Barbur Boulevard and I-5 in this corridor experience significant congestion and poor service levels even with Priority System improvements, especially from the Terwilliger interchange northward. However, Rapid Bus service along Barbur and other expanded bus services are expected to experience promising ridership levels. Significant localized congestion occurs along the intersecting street segments of Bertha, Terwilliger and Capitol Highway/Taylors Ferry. Broad street cross-sections, angled intersections and limited signalized crossing opportunities along Barbur creates traffic safety hazards and inhibits walking to local destinations and access to transit services.

Transportation solutions in the corridor should include the following considerations:

- Regional and local transit services and facilities needed to serve the Barbur corridor within the RTP planning horizon.

- Possible new locations or relocations for I-5 on-ramps and off-ramps and street connections across the freeway right-of-way.

- Opportunities for new or improved local street connections to Barbur Boulevard.

- Facilities to improve bicycle and pedestrian safety along Barbur and access to transit services and local destinations.

- Traffic management and intelligent transportation system improvements along the corridor.

- Potential mainline freeway improvements including possible southbound truck climbing lanes.

Exhibit C to Ordinance No. 02-946
RTP Post-Acknowledgement Amendments
Part 2 – Corridor Initiative Amendments

Proposed Revisions to Appendix 1.1 - RTP Project List

Corridor #	Study Name (Facility)	RTP Project number	RTP Post-Acknowledgement Amendments	RTP Program Years
1	North Willamette Crossing Study	4016	$1,000,000	2011-20
2	I-5 Trade Corridor Study and Tier 1 DEIS	4009	$8,000,000	2000-05
3	~~US 30 Bypass Study – Phase 2~~	~~4014~~		~~2000-05~~
3	~~US 30 Bypass Improvements Study~~ (Make this a project to improve both intersections.)	4015		2000-05
3	NE Portland Highway Corridor Study	assign #	$500,000	2011-20
4	definition to Highway 224 to Vancouver Washington)	4008	$1,000,000	2006-10
5	~~Banfield (I-84) Corridor Study~~ (transit/TSM)	assign #	$1,000,000	2006-10
6	I-84 to US 26 Corridor Study (ROW and arterials)	assign #	$1,000,000	2006-10
7	Powell Boulevard/Foster Road HCT Corridor Study	1228	$1,500,000	2000-05
8	Sunrise Corridor Study/EA (revise DEIS) ~~(unit 2)~~	assign #	$1,500,000	2000-05
9	~~Study~~	~~5061~~		
9	~~Highway 99E/224 *Transit Corridor Study*~~	~~5029~~		~~2000-05~~
9	South *Corridor Transit Study (Mcloughlin/Highway 224) and EIS*	assign #	$8,000,000	2000-05
9a	Highway 224 and Mcloughlin Blvd. Highway Corridor Study	assign #	$1,000,000	2011-20
10	Highway 213 Corridor Study	assign #	$500,000	2011-20
11	I-205 South Corridor Study (change definition to Highway 224 to I-5)	5027	$1,500,000	2006-10
12	Macadam/Highway 43 Transit/TDM Study	assign #	$1,000,000	2000-05
13	I-5 South Corridor Study	assign #	$1,500,000	2011-20
14	~~Tualatin-Sherwood Highway MIS?~~	~~6004~~		~~2000-05~~
14	I-5 to Highway 99W Corridor Study	assign #	$1,500,000	2011-20
15	Barbur/I-5 Corridor Study	1096	$1,500,000	2006-10
16	Highway 217 Corridor Study	assign #	$1,500,000	2000-05
17	TV Highway Corridor Study	3121	$1,500,000	2000-05
18	Study	assign #	$500,000	2000-05
	Total		$35,500,000	

Underline denotes a new study name, a change in corridor definition or cost, the need to assign a RTP project number, or a change in program year from the current RTP.

Note: All Corridor Studies will need to be assigned RTP project numbers.

METRO

RTP POST-ACKNOWLEDGEMENT AMENDMENTS

Exhibit 'C'

Corridor Initiatives Amendments – Part 3

Appendix 3.1

Regional Transportation Plan

Corridor Planning Priorities

This appendix prioritizes completion of Corridor Plans and Corridor Refinements called for in Chapter 6 of the 2000 RTP. Section 6.7.4 of the 2000 RTP describes the planning scope and responsibilities for refinement planning. Sections 6.7.5 and 6.7.6, respectively, specifically list Corridor Refinements and Corridor Planning studies.

Due to the number of corridor planning needs and the lack of available resources, Metro initiated the Corridor Initiatives Process in December 2000 to establish regional corridor planning priorities. This effort resulted in the attached work program for completion of these studies. The work program is monitored and updated annually as part of the Unified Work Program process.

The Corridor Initiatives Process

Representatives from the Multnomah, Clackamas, Washington and Clark counties, ODOT, cities in the metropolitan area, the Port of Portland and Tri-Met participated in technical and project management committees. These committees guided the process and formulated recommendations with respect to corridor refinement planning. A technical evaluation was completed, with each corridor evaluated on several criteria and a number of measures related to mobility, 2040 land use relationships, expected 2040 travel modes, reliability and safety. A scoring system was established and points allocated for each technical measure.

In addition to the technical evaluation, the advisory committees considered non-technical factors such as relation to other planning

efforts, community interest and available resources for each corridor. Meetings were held with groups of elected officials from around the region to gather further input on the rankings. A public meeting was also held where information was provided and public input solicited.

A resolution describing this process and resulting recommendations for completing the corridor studies was presented to TPAC, JPACT and the Metro Council in the summer of 2001. A final report documenting the entire process was prepared in the Spring of 2002, along with amendments to the RTP necessary to incorporate the recommendations in RTP procedural and project-level plan provisions.

Work Program Description

Based on this process, those corridors that demonstrated the more urgent planning needs and a level of jurisdictional interest considered sufficient to support a successful project were reviewed in more detail. Many of these corridors already had planning activities taking place or planned. Proposed actions were developed for the remaining corridors.

The attached work program summarizes the planning activities for each of the 18 corridors by RTP planning time period (e.g. 2001-2005, 2006-2010 and 2011-2020). The corridors are organized into three groups depending on the status of planning efforts. The first group includes six corridors where work was ongoing in 2001. The second group highlights two corridors (Powell/Foster and Highway 217 Corridors) where major new corridor refinements are recommended in the first planning period. The third group lists the ten other corridors where no major planning work was ongoing in 2001. The "Other Corridor" group includes some corridors where significant planning work had already been completed or was planned. It also includes corridors for which no major work was anticipated in the near term.

RTP POST-ACKNOWLEDGEMENT AMENDMENTS

Exhibit 'D'

Green Streets Amendments – Part 1

CHAPTER 1

Regional Transportation Policy

1.3.4 Protecting the Environment

Policy 7.0. The Natural Environment
Protect the region's natural environment.

a. Objective: Place a priority on protecting the natural environment in all aspects of the transportation planning process.
b. Objective: Reduce the environmental impacts associated with transportation system planning, project development, construction and maintenance activities.
c. Objective: Reduce negative impacts on parks, public open space, natural areas, wetlands and rural reserves arising from noise, visual impacts and physical segmentation.
d. Objective: New transportation and related utility projects shall seek to avoid fragmentation and degradation of components of the Regional System (regionally significant parks, natural areas, open spaces, trails and greenways). If avoidance is infeasible, impacts shall be minimized and mitigated.

Policy 8.0. Water Quality
Protect the region's water quality.

a. Objective: Meet applicable state and federal water quality standards in the planning process.
b. Objective: Support the implementation of *Green Streets* practices through pilot projects and regional funding incentives.
~~b.~~c. Objective: Support local jurisdiction efforts to reduce impervious surface coverage in the development review and street design process~~ through implementation of the *Green Streets* guidelines~~.
~~c.~~d. Objective: ~~Comply with the Governor's fish initiative and federal requirements related to endangered species listings~~Continue to coordinate updates to the *Green Streets* guidelines with state and federal regulatory agencies to ensure ongoing compliance with fish protection regulations.
e. Objective: Implement a coordinated strategy to remove or retrofit culverts on the regional transportation system that block or restrict fish passage.

Ecosystems do not conform to political boundaries. Streams and watersheds cross both city and county boundaries, and transportation projects often impact watersheds. In recent years, it has become increasingly important to acknowledge the effect of developing the public right-of-way on the health of our environment, particularly urban waterways. Streets and driveways combine to form the largest source of impervious surfaces in our urban landscape. A particular challenge is how to address conflicts between planned

transportation improvements and identified stream corridors, and how transportation improvements can be constructed in concert with stream corridor protection plans.

Impervious surfaces are hard surfaces that do not allow water to ~~soak~~ filter into the ground, and instead, ~~increase the amount of~~ rely on piped stormwater ~~running off into the stormwater~~ drainage systems that convey runoff directly to streams. The majority of total impervious surfaces are from roads, sidewalks, parking lots and driveways. ~~Stormwater runoff from these impervious surfaces reduces the amount of recharge of water to ground water and increases the capacity requirements of the storm water drainage system.~~

Higher impervious surface coverage has been linked to dramatic changes in the shape of streams, water quality, water temperature and the biological health of ~~the flora and fauna that live in the natural~~ waterways. The regional *Green Streets Program* seeks to mitigate this effect on streams over time through a combination of retrofits to existing streets, and design guidelines for new streets that allow stormwater to infiltrate directly into the ground. Examples of ~~impervious surface reduction~~*Green Streets* techniques that could be used by local jurisdictions in the development review and street design process include:

- extensive use of street trees to intercept, absorb and evaporate stormwater
- use of pervious paving materials on sidewalks and local streets
- ~~consider~~ use of ~~open channels~~ stormwater detention basins and swales ~~on smaller streets and roads, as long as runoff velocities are low enough to prevent erosion~~ to capture and infiltrate stormwater
- ~~grade sidewalks~~ design impervious surfaces on streets and sidewalks so that stormwater ~~runs off~~ drains into adjacent ~~unpaved~~ pervious areas such as planting strips or landscaped private property
- ~~encourage the~~ use of shared parking to reduce the size and number of parking lots

~~consider reducing commercial, industrial and multi-family use parking requirements to reduce impervious surface coverage~~

- ~~encourage shared driveways between adjacent development projects~~
- ~~follow guidelines for~~ use erosion control techniques during construction of regional streets and adjacent development projects.

1.3.5 Designing the Transportation System

The design and function of individual transportation facilities and entire systems have a significant impact on adjacent land uses and the character of the communities they serve. As a result, transportation systems planning must consider larger regional and community goals and values, such as protection of the environment, the regional economy and the quality of life that area residents presently enjoy.

The Regional Transportation Plan measures economic and quality-of-life impacts of the proposed system by evaluating key indicators, such as access to jobs and retail services, mode share, vehicle miles traveled, travel times, travel speeds, level of congestion and air quality impacts. Other key indicators include economic benefits to the community, access to transportation by the traditionally underserved, including low-income and minority households and the disabled, energy costs and protection of natural resources. The Regional Transportation Plan defines a transportation system that balances all of the policies in this plan. Sometimes these policies are in conflict - so each transportation project or program must be evaluated in terms of financial constraints, associated social, economic and environmental impacts, and how it best achieves an overall balance between those conflicting goals.

The following policy guides planning and implementation of the region's transportation system.

Policy 11.0. Regional Street Design
Design regional streets with a modal orientation that reflects the function and character of surrounding land uses, consistent with regional street design concepts.
a. Objective: Support local implementation of regional street design concepts and Green Streets design ~~guidelines~~ alternatives in local transportation system plans and development codes.

Regional street design policies address federal, state and regional transportation planning mandates with street design concepts intended to support local implementation of the 2040 Growth Concept. The design concepts reflect the fact that streets perform many, often conflicting functions, and the need to reconcile conflicts among travel modes to make the transportation system safer for all modes of travel. Implementation of the design concepts is intended to promote community livability by balancing all modes of travel and address the function and character of surrounding land uses when designing streets of regional significance. The *Green Streets* design guidelines are tailored to support the regional street design guidelines, and provide a series of complementary *Green Street* guidelines for each of the street design classifications contained in this section.

RTP POST-ACKNOWLEDGEMENT AMENDMENTS

Exhibit 'D'

Green Streets Amendments – Part 2

CHAPTER 6

Implementation

6.4 Local Implementation of the RTP

6.4.5 Design Standards for Street Connectivity

The design of local street systems, including "local" and "collector" functional classifications, is generally beyond the scope of the 2000 RTP. However, the aggregate effect of local street design impacts the effectiveness of the regional system when local travel is restricted by a lack of connecting routes, and local trips are forced onto the regional network. Therefore, streets should be designed to keep through trips on arterial streets and provide local trips with alternative routes. The following mapping requirements and design standards are intended to improve local circulation in a manner that protects the integrity of the regional transportation system.

Cities and counties within the Metro region are required to amend their comprehensive plans, implementing ordinances and administrative codes, if necessary, to comply with or exceed the following mapping requirements and design standards:

1. Cities and counties must identify all contiguous areas of vacant and redevelopable parcels of five or more acres planned or zoned for residential or mixed-use development and prepare a conceptual new streets plan map. The map shall be adopted as a part of the Transportation System Plan element of the local Comprehensive Plan. The purpose of this map is to provide guidance to land-owners and developers on desired street connections that will improve local access and preserve the integrity of the regional street system.

   The conceptual street plan map should identify street connections to adjacent areas in a manner that promotes a logical, direct and connected street system. Specifically, the map should conceptually demonstrate opportunities to extend and connect to existing

streets, provide direct public right-of-way routes, and limit the potential of cul-de-sac and other closed-end street designs.

2. In addition to preparing the above conceptual street plan map, cities and counties shall require new residential or mixed-use development ~~that will require~~involving construction of new street(s) to provide a ~~street map~~site plan that reflects the following:

a. Street connections:

- ~~a.~~ Responds to and expands on the conceptual street plan map as described in Section 6.4.5(1) for areas where a map has been completed.

- ~~b.~~ Provides full street connections with spacing of no more than 530 feet between connections except where prevented by barriers such as topography, railroads, freeways, pre-existing development, or where lease provisions, easements, covenants or other restrictions existing prior to May 1, 1995 which preclude street connections.

- Where streets must cross ~~or~~ water features ~~where regulations implementing~~identified in Title 3 of the Urban Growth Management Functional Plan (UGMFP) ~~do not allow construction of or prescribe different standards for street facilities~~, provide crossings at an average spacing of 800 to 1,200 feet, unless habitat quality or length of crossing prevents a full street connection.

b. Accessways:

- ~~c.~~ When full street connections are not possible provides bike and pedestrian accessways on public easements or rights-of-way in lieu of streets. Spacing of accessways between full street connections shall be no more than 330 feet except where prevented by barriers such as topography, railroads, freeways, pre-existing development, or where lease provisions, easements, covenants or other restrictions existing prior to May 1, 1995 which preclude accessway connections.

- Bike and pedestrian accessways that cross water features identified in Title 3 of the UGMFP should have an average spacing no more than 530 feet, unless habitat quality or length of crossing prevents a connection.

c. Centers, main streets and station communities:

Where full street connections ~~or over~~ water features ~~where regulations implementing~~identified in Title 3 of the ~~Urban Growth Management Functional Plan~~UGMFP ~~do not allow construction of or prescribe different standards for construction of accessway facilities.~~cannot be constructed in centers, main streets and station communities (including direct connections from adjacent neighborhoods), or spacing of full street crossings exceeds 1,200 feet, provide bicycle and pedestrian crossings at an average spacing of 530 feet, unless exceptional habitat quality or length of crossing prevents a connection..

d. Other considerations:

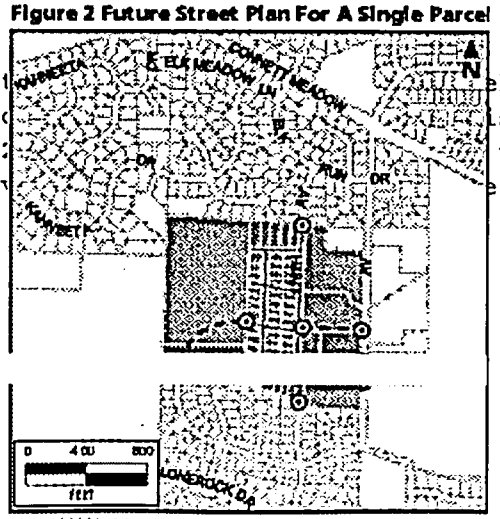
- ~~d~~.Limits the use of cul-de-sac designs and other closed-end street systems to situations where barriers prevent full street extensions.

- e.Includes no closed-end street longer than 200 feet or with more than 25 dwelling units.

- ~~f~~.Includes street cross-sections demonstrating dimensions of right-of-way improvements, with streets designed for posted or expected speed limits.

~~Cities and counties, Tri-Met, ODOT, and the Port of Portland shall consider stream crossing design guidelines contained in the *Green Streets Handbook* for replacement or new construction of local street crossings on streams identified in Title 3 of the Urban Growth Management Functional Plan.~~ For replacement or new construction of local street crossings on streams identified in Title 3 of the Urban Growth Management Functional Plan, Cities and Counties, Tri-Met, ODOT and the Port of Portland shall amend design codes, standards and plans to allow consideration of the stream crossing design guidelines contained in the Green Streets handbook.

Figure 2 Future Street Plan For A Single Parcel

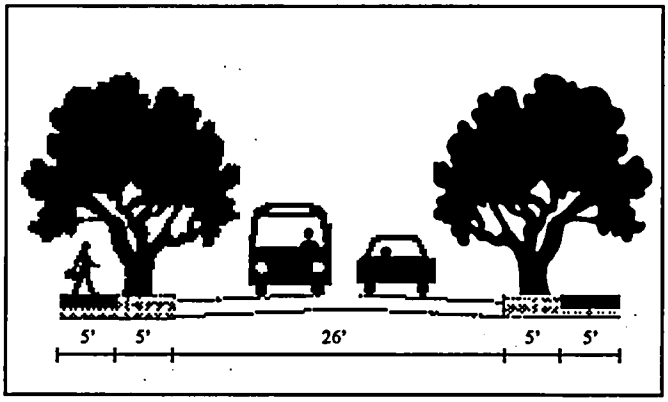


Vacant or redevelopable area

Figure 6.1 demonst eloper would provide to meet c sion of a single parcel. Figure 6.: that could be submitted by a de e permitting process.

Source: Metro

Figure 6.2
Street Cross Section – Local Street, mid-block



Source: Metro

3. Street design code language and guidelines must allow for:

   a. Consideration of narrow street design alternatives. For local streets, no more than 46 feet of total right-of-way, including pavement widths of no more than 28 feet, curb-face to curb-face, sidewalk widths of at least 5 feet and landscaped pedestrian buffer strips that include street trees. Special traffic calming designs that use a narrow right-of-way, such as woonerfs and chicanes, may also be considered as narrow street designs.

   b. Short and direct public right-of-way routes to connect residential uses with nearby commercial services, schools, parks and other neighborhood facilities.

   c. Consideration of opportunities to incrementally extend streets from nearby areas.

   d. Consideration of traffic calming devices to discourage traffic infiltration and excessive speeds on local streets.

4. For redevelopment of existing land-uses that require construction of new streets, cities and counties shall develop local approaches to encourage adequate street connectivity.

6.7 Project Development and Refinement Planning

6.7.3 Project Development Requirements

Transportation improvements where need, mode, corridor and function have already been identified in the RTP and local plans must be evaluated on a detailed, project development level. This evaluation is generally completed at the local jurisdiction level, or jointly by affected or sponsoring agencies. The purpose of project development planning is to consider project design details and select a project alignment, as necessary, after evaluating engineering and design alternatives and potential environmental impacts. The project need, mode, corridor, and function do not need to be addressed at the project level, since these findings have been previously established by the RTP.

The TPR and Metro's Interim 1996 Congestion Management System (CMS) document require that measures to improve operational efficiency be addressed at the project level, though system-wide considerations are addressed by the RTP. Therefore, demonstration of compliance for projects not included in the RTP shall be documented in a required Congestion Management System report that is part of the project-level planning and development (Appendix D of the Interim CMS document). In addition, this section requires that street design guidelines be considered as part of the project-level planning process. This section does not apply to locally funded projects on local facilities. Unless otherwise stipulated in the MTIP process, these provisions are simply guidelines for locally funded projects.

Therefore, in addition to system-level congestion management requirements described in Section 6.6.3 in this chapter, cities, counties, Tri-Met, ODOT, and the Port of Portland shall consider the following project-level operational and design considerations during transportation project analysis:

1. Transportation system management (e.g., access management, signal inter-ties, lane channelization, etc.) to address or preserve existing street capacity.

2. Street design policies, classifications and design principles are contained in Chapter 1 of this plan. See Section 1.3.5, Policy 11.0, Figure 1.4. Implementing guidelines are contained in *Creating Livable Streets: Street Design Guidelines for 2040* (~~1997~~2nd edition, 2002) or other similar resources consistent with regional street design policies.

3. Environmental design guidelines, as contained in *Green Streets: Innovative Solutions for Stormwater and Street Crossings* (2002), and *Trees for Green Streets: an Illustrated Guide* (2002), or other similar resources consistent with federal regulations for stream protection.

Transportation providers in the Metro region, including the cities and counties, Tri-Met, ODOT, and the Port of Portland are required to amend their comprehensive plans, implementing ordinances and administrative codes, if necessary, to consider the *Creating Livable Streets* design guidelines as part of project development. ~~Transportation providers should also consider amending local plans and design codes to include the guidelines contained in *Green Streets: Innovative Solutions for Stormwater and Street Crossings.*~~ *Transportation providers shall amend design codes, standards and plans to allow consideration of the guidelines contained in Green Streets: Innovative Solutions for Stormwater and Street Crossings.*

6.8 Outstanding Issues

The section describes a number of outstanding issues that could not be addressed at the time of adoption of this plan, but should be addressed in future updates to the RTP.

~~**6.8.1 Green Streets Initiative and the ESA**~~

~~Metro has been awarded a TGM grant to conduct a Green Streets project to address the growing relationship between transportation planning and stream protection. The Green Streets project will address potential conflicts between good transportation design and the need to protect streams and wildlife corridors. The Oregon Salmon and Watershed Plan and recent federal listing of steelhead trout further bolster the need to develop strategies to improve water quality in our region's streams and address declining fish populations in water bodies determined to support salmon and steelhead populations.~~

~~Impervious surfaces are hard surfaces that do not allow water to soak into the ground and increase the amount of storm water running into the storm water drainage system. Streets and driveways combine to form the largest source of impervious surfaces in our urban landscape, followed by buildings and parking lots. The public right-of-way covers some 20 percent of our urban landscape. As this region continues to grow, so will the amount of land dedicated for use as public right-of-way. It has become increasingly important to acknowledge the effect of this right-of-way on the health of our environment and identify strategies that minimize conflicts between uses within the right-of-way and our region's lakes, streams and wildlife corridors.~~

~~Elements of the Green Streets project include:~~

- ~~A regional culvert inventory and database that will provide jurisdictions with the latest information on transportation impacts on stream corridors.~~

- ~~New street connectivity provisions that consider tradeoffs between improved connectivity and potential stream crossing impacts.~~

- ~~A demonstration project that tests connectivity and environmental design proposals as part of the Pleasant Valley-Damascus urban reserve plan.~~

- ~~A best practices *Green Streets* guidebook that defines acceptable design solutions where major streets and streams meet.~~

~~Final recommendations from the Green Streets project will be incorporated, as appropriate, into the RTP. The project is scheduled for completion in July 2001.~~

RTP POST-ACKNOWLEDGEMENT AMENDMENTS

Exhibit 'D'

Green Streets Amendments – Part 3

Glossary of Transportation Definitions

Exceptional Habitat Quality - "For the purpose of transportation planning, exceptional habitat quality may be defined as (1) riparian-associated wetlands identified under Title 3, locally or regionally significant wetlands, (2) locally or regionally rare or sensitive plant communities such as oak woodlands, (3) important forest stands contributing multiple functions and values to the adjacent water feature habitats of sensitive, threatened or endangered wildlife species, or (4) habitats that provide unusually important wildlife functions, such as (but not limited to) a major wildlife crossing/runway or a key migratory pathway.

STAFF REPORT

IN CONSIDERATION OF ORDINANCE NO. 02-946, FOR THE PURPOSE OF ADOPTING THE POST-ACKNOWLEDGEMENT AMENDMENTS TO THE 2000 REGIONAL TRANSPORTATION PLAN (RTP).

Date: May 8, 2002 Prepared by: Tom Kloster

BACKGROUND

On June 15, 2001, the Oregon Land Conservation and Development Commission (LCDC) acknowledged most of the 2000 Regional Transportation Plan (RTP), with the condition that Metro adopt a series of technical amendments necessary for full compliance with the State Transportation Planning Rule (TPR). These technical amendments are the first component of the proposed post-acknowledgement RTP amendments included in **Exhibit 'A'** to the ordinance. The Joint Policy Advisory Committee on Transportation (JPACT) and the Council were briefed on the technical amendments in Spring 2001 as part of an update on the acknowledgement process that included a detailed discussion of the proposed changes. This exhibit is divided into three parts, with respective amendments to Chapter 6 of the RTP, the Glossary and the Appendix.

The LCDC also moved to continue final action on select items that will be addressed through separate planning studies and other follow-up activities, including goal exceptions for the Sunrise Corridor and I-5 to 99W Connector improvements in the RTP, and performance measures that are being completed as part of the 2040 Indicators project. These items are still in development at this time, but may require future RTP amendments following LCDC review and action.

The RTP adoption on August 10, 2000, also identified active planning efforts that should be incorporated into the RTP as soon as possible, upon completion of the planning studies. These included the *Tri-County Elderly and Disabled Transportation Plan,* the *Corridor Initiatives Project* and the *Green Streets Project.* All three studies were completed in 2001, and included recommendations for amendments to the RTP. The following is an overview of the changes proposed from these projects as part of the post-acknowledgement amendments to the RTP and included as exhibits to the ordinance:

Exhibit 'B' - Elderly and Disabled Transportation Amendments

Mobility is an important quality-of-life issue for seniors and individuals with disabilities. Transportation increases independence, provides connection with the community, and ensures access to life sustaining activities. Since April 2000, a 25-member steering committee has been coordinating the development of the *Tri-County Elderly and Disabled Transportation Plan* (EDTP). The EDTP is the region's first coordinated effort to address service delivery, service coordination, customer satisfaction, resource allocation, and land use policy issues in a comprehensive way. The EDTP recommends that the RTP be amended to implement portions of the EDTP within the Metro region (amendments proposed in Exhibit 'B'), though the EDTP covers the larger, three-county area served by Tri-Met. The EDTP will continue to evolve over time through periodic updates, and serve to guide regional elderly and disabled transportation funding decisions and will inform local transportation system plans.

The elderly and persons with disabilities in the tri-county area currently represent about 17% of the total population. By the year 2010, this number is expected to increase to 20%. Of the approximately 228,000 elderly and disabled individuals living within the tri-county area today, about 42% currently use transit services for some or all of their transportation needs. In 1999, the four public and 30 community-based transportation operators provided over 9,100,000 rides to the elderly and disabled population for all trips including basic medical, nutritional and social interaction needs.

Despite the significant number of elderly and disabled in the tri-county area who are currently accessing transportation services, it is estimated that approximately 16,500 elderly and disabled people do not have access to transportation for some or all of their trips. These elderly and disabled individuals may be unaware of the services available to them, may not be able to effectively utilize available services, or may live outside a transit or transportation district.

Current service levels would not decrease as a result of the EDTP recommendations, although existing funding constraints would make it difficult to expand the quality of existing service, and instead would simply provide current service options to a growing population. Approximately $43 million of operating funds will be spent to maintain the existing transportation network for seniors and the disabled in 2002. The current system provides approximately 10 million rides per year. Without any significant increase in services, the operating cost of the existing elderly and disabled transportation system is expected to increase to $68 million by the year 2010.

The EDTP clearly recognizes that the provision of transportation is only one tool to meet the larger objectives of providing mobility to the elderly and disabled. Increased transit services alone will not address the needs of the growing elderly and disabled community. To be successful, the EDTP must be integrated with the land use and transportation plans. To this end, the policies and service delivery strategies outlined in the EDTP are proposed as amendments to the RTP and the local counties and jurisdictions within the tri-county area are also asked to include them in local transportation system plans (TSPs), comprehensive plans, and their strategic plans for social service providers. The following EDTP elements are emphasized for adoption into local and regional plans:

- Identification of and support for pedestrian facilities near elderly and disabled developments that support access to transit, retail, and other community needs, and the siting of such facilities near existing transit, retail and other community needs;

- Integration of elderly and disabled housing into mixed use developments that include public facilities or services which support trip mitigation or avoidance;

- Local support and mandates for the inclusion of pedestrian friendly support activities;

- State, regional, and local support for the coordination and financing of transportation services and facilities that encourage transit use; and

- Expanded support for elderly and disabled transportation within the local communities to provide for increased mobility options and access.

These elements will be essential in complementing expanded elderly and disabled transportation services needed to meet the expected mobility needs of the growing target population. Exhibit 'B' includes amendments to the Chapter 1 policies and Chapter 6 implementation requirements of the RTP, as recommended in the EDTP.

Exhibit 'C' - Amendments from the Corridor Initiatives Project

During the technical analysis phase of the 2000 RTP, it became evident that forecasted growth in the region would ultimately push most highways in the region to capacity during peak periods. Most of these state-owned facilities were constructed between 1960 and 1985 and during that time had excess capacity compared to the relative size of the region. However, dramatic growth during the 1980s and 1990s was both fueled by this highway capacity, and eventually consumed the capacity during peak periods. Several major commute routes, like the Sunset Highway, Interstate-5 and the Banfield Freeway, have become especially congested during peak periods.

In some cases, major investments in transit already provide an alternative to driving these routes during the rush hour, and in other cases, a dense network of parallel routes provide local driving options. But even with existing and planned transit and supporting street network improvements factored in, more work was needed to identify a long-term plan for managing or improving travel in these corridors. Because the RTP process is too broad to consider such improvements in detail, the state Transportation Planning Rule (TPR) allows Metro to defer such studies into corridor refinement plans, to be completed at a future date. As a result, the 2000 RTP contains a number of refinement corridors, where a more detailed study is called for to identify the mix of transportation projects or programs needed to manage these urban corridors. When the RTP was adopted in August 2000, the *Corridor Initiatives Project* was kicked off to evaluate and prioritize the refinement corridors called out in the plan.

The *Corridor Initiatives Project* included participation by city, county, the Oregon Department of Transportation (ODOT), Port of Portland and Tri-Met staff in technical and project management committees. These committees guided the process and formulated recommendations for ranking the corridor refinement plans. Each corridor was evaluated on several criteria and a number of measures related to relative travel needs and connection to implementing the 2040 Growth Concept. In addition to the technical analysis, the committees considered non-technical factors such as relation to other planning efforts, community interest and potential resources for completing each refinement plan. Consultation meetings were held with groups of elected officials from around the region to review these findings, and gather additional input from policymakers.

In July 2001, the results of the Corridor Initiatives Project were presented to JPACT and the Council, with recommendations for staging the refinement studies over the next 20 years. The proposed timing of these studies was based on extensive technical analysis and a comprehensive set of evaluation criteria. *The Corridor Initiatives Project* recommended breaking some refinement corridors into smaller increments, which resulted in a total of 18 refinement studies. The work program for completing these studies is included in Exhibit "C", and spans the 20-year RTP planning period. This work will also be monitored and updated periodically as part of Metro's annual Unified Work Program process. Exhibit 'C' is divided into three parts, with respective amendments to Chapter 6 of the RTP and two amendments to the Appendix.

Exhibit 'D' - Amendments from the Green Streets Project

The *Green Streets Project* was well under way when the RTP was adopted in August 2000, and several potential plan amendments were already anticipated at that time. The *Green Streets Project* has a number of elements that address the growing conflict between good transportation design, planned urbanization in emerging areas and the need to protect streams and wildlife corridors from urban impacts. Key elements of the project include:

- Expanding the regional database to include an inventory of culverts that channel stormwater from streets to the stream system;

- The "Green Streets: Environmental Designs for Transportation" handbook that establishes acceptable design solutions for conflicts between major street or connectivity needs and stream protection; and

- New regional street connectivity provisions that address the tradeoffs between stream protection and an efficient, connected street system;

- Testing the proposed designs and connectivity guidelines as part of the Pleasant Valley community planning.

An 18-member Technical Advisory Committee (TAC) that included a diverse mix of planners, engineers, architects, biologists and environmental advocates guided the project. The technical phase of the project culminated with the *Green Streets Summit*, held at Metro in May 2001, and highlighted with a keynote speech from Dr. Patrick Condon, a noted expert on the subject of urban stormwater management. Nearly 150 practitioners and advocates attended the summit, and Dr. Condon later met with JPACT, the Metro Policy Advisory Committee (MPAC) and Council members at a lunch presentation on the results of the *Green Streets Project.*

The TAC as the final stage of the project reviewed feedback from the summit and policymakers' lunch. Most of the technical work on the Green Streets project was concluded in June 2001, and staff has since worked to package the resulting recommendations from the project in a series of two handbooks:

- *Green Streets: Innovative Solutions for Stormwater and Street Crossings* establishes a set of "best practices" for reducing the amount of stormwater runoff from the public right-of-way. The handbook builds on the designs originally developed for the *Creating Livable Streets* handbook, published in 1997, but modifies them to incorporate the "best practices" details. Guidelines for achieving local street connectivity while protecting streams are also included in the handbook. In November 2001, the National Marine Fisheries Service (NMFS) completed their review of the final draft of the *Green Streets* handbook, and have endorsed it as a series of "safe harbor" practices that are consistent with NMFS goals for fish habitat protection. This represents a major step for NMFS, and greatly elevates the importance and utility of the *Green Streets* handbook.

- *Trees for Green Streets: an Illustrated Guide* provides a detailed overview of the best trees for use along Metro-region streets, with specifics on site requirements, size and compatibility with various environmental constraints. It was developed in tandem with the *Green Streets Project* through a special grant from the University of Oregon, and in consultation with a group of area arborists, scientists, and horticulturists.

Following the model established by the *Creating Livable Streets* handbook (first published by Metro in 1997), the *Green Streets* publications will be distributed at no charge within the Metro region, but sold outside the region for a modest price that is expected to cover printing costs. The *Green Streets* guidelines have already generated a high level of interest, and were fully incorporated into the *Pleasant Valley Community Plan.* The City of Sandy is also in the process of adopting some of the guidelines for local streets, and many other jurisdictions have contacted Metro to learn about the Green Streets project.

The *Green Streets* design guidelines will serve as the implementation focus of Metro's Green Streets program, and are part of the proposed amendments to the project development requirements of the RTP contained in Exhibit 'D'. The proposed *Green Streets* amendments also include guidelines for design and frequency of stream crossings. Exhibit 'D' is divided into three parts, and includes amendments to the Chapter 1 policies, Chapter 6 implementation requirements and the Glossary of the RTP.

ANALYSIS/INFORMATION

1. **Known Opposition** Metro has received comments from the Transportation Policy Alternatives Committee (TPAC) members regarding the application of green street guidelines. Those comments will be the focus of MPAC, JPACT and Metro Council discussion on this item. Otherwise, there is no known opposition to the other components of this ordinance.

2. **Legal Antecedents** The 2000 Regional Transportation Plan (RTP) was adopted on August 10, 2000, with the intent to adopt subsequent amendments from specific outstanding studies and changes required as part of the Land Conservation and Development Commission (LCDC) acknowledgement process. This ordinance completes those intentions by amending the RTP with changes recommended from the Tri-County Elderly and Disabled Transportation Plan, the Corridor Initiatives project, the Green Streets project and changes from the LCDC acknowledgement process. These plan amendments are necessary for Metro to comply with federal planning regulations (as described in the Transportation Efficiency Act for the 21st Century) and state planning regulations (as described by the Oregon Transportation Planning Rule). Cities and counties within the Metro boundary will use and demonstrate consistency with the RTP in completing their local transportation systems plans. The Green Street amendments provide regional transportation policy response to managing the public right of way in a manner that responds to the listing of salmon and steelhead as endangered species through the federal Endangered Species Act.

3. **Anticipated Effects** Adoption of this ordinance provides policy direction to the region on the provision of transportation services to the elderly and disabled population, the intent to complete detailed transportation corridor studies in the region, and regional guidance on implementation of "green" streets as one means of addressing the listing of salmon and steelhead as endangered species. These policies will guide the development of city and county transportation plans in the region and the subsequent development of transportation projects. The adoption of the amendments from the LCDC acknowledgement process will bring the Regional Transportation Plan into compliance with state laws and regulations.

4. **Budget Impacts** There are no direct costs associated with implementing this ordinance. The ordinance does recognize a need to complete corridor studies throughout the region. Metro staff will need to lead or participate in these studies. The definition of budget impacts of this work will be defined and adopted by Metro Council in the Unified Work Program.

RECOMMENDED ACTION

Council adoption of the proposed ordinance and RTP amendments contained in Exhibits 'A' through 'D'.

060602c-02

Exhibit A

AMENDMENT NO. 1
CONTRACT NO. 920194

This Agreement hereby amends the above titled contract between Metro, a metropolitan service district, and The Hallock-Modey Agency, hereinafter referred to as "Contractor."

This amendment is a change order to the original Scope of Work as follows:

1. The maximum sum payable under this contract is hereby increased by $ 419,270.00 for an extended contract total not to exceed $976,570.00; and

2. The Contractor will make media buys and place additional advertising as requested by the Oregon Zoo Marketing Manager and will be reimbursed as stated in the original contract.

Except for the above, all other conditions and covenants remain in full force and effect.

In Witness to the above, the following duly authorized representatives of the parties referenced have executed this Agreement:

THE HALLOCK-MODEY AGENCY	METRO
SIGNATURE DATE	SIGNATURE DATE
NAME	NAME
TITLE	TITLE

Signed by Bragdon 11 May 2006