

Metro | Agenda

Meeting: Transportation Policy Alternatives Committee (TPAC)
Date: Friday, April 30, 2010
Time: 9:30 a.m. to noon
Place: Council Chambers

9:30 AM	1.	Call to Order and Declaration of a Quorum	Robin McArthur, Chair
9:30 AM	2.	Comments from the Chair and Committee Members	Robin McArthur, Chair
9:35 AM	3.	Citizen Communications to TPAC on Non-Agenda Items	
9:40 AM	4.	<u>CONSENT AGENDA</u>	
	*	• Approval of the TPAC Minutes for March 26, 2010	Robin McArthur, Chair
	*	• Resolution No. 10-4139, For the Purpose of Approval of Regional Travel Options Program Work Plan and Funding Sub-Allocations for Fiscal Year 2010-2011 – <u>RECOMMENDATION TO JPACT REQUESTED</u>	
	*	• Resolution No. 10-4144, For the Purpose of Amending the 2008-11 Metropolitan Transportation Improvement Program (MTIP) to Update Programming of the Intelligent Transportation System (ITS) Allocation – <u>RECOMMENDATION TO JPACT REQUESTED</u>	
	5.	<u>ACTION ITEMS</u>	
9:45 AM	5.1	* Resolution No. 10-4141, For the Purpose of Amending the 2008-11 Metropolitan Transportation Improvement Program (MTIP) To Delete Funding for the I-5/OR99W Tualatin - Sherwood Connector Project and Add Funding to Six Arterial Projects – <u>RECOMMENDATION TO JPACT REQUESTED</u> <ul style="list-style-type: none">• <i>Purpose:</i> Prepare for JPACT action on proposed MTIP amendment.• <i>Outcome:</i> Recommendation to JPACT on adoption of amendment.	Ted Leybold
	6.	<u>INFORMATION / DISCUSSION ITEMS</u>	
9:55 AM	6.1	* Regional Flexible Fund Policy– <u>DISCUSSION</u> <ul style="list-style-type: none">• <i>Purpose:</i> To discuss policy options for JPACT consideration.• <i>Outcome:</i> Input on framing policy discussion for JPACT.	Ted Leybold Amy Rose
10:40 AM	6.2	* Proposed Amendments to New Local Governments (Regional Transportation Functional Plan) – <u>DISCUSSION</u> <ul style="list-style-type: none">• <i>Purpose:</i> Discuss proposed amendments.• <i>Outcome:</i> Identify preliminary recommendations and policy issues for further JPACT direction.	Kim Ellis

- 11:25 AM** **6.3** * House Bills 2001 and 2186 – INFORMATION / DISCUSSION
- State Mandates
 - Greenhouse Gas Scenarios
 - *Purpose*: To brief TPAC on the HB 2001 legislative requirements for Metro area greenhouse gas scenario planning and key elements of a proposed work program to address those requirements.
 - *Outcome*: Ensure TPAC understanding of key requirements, a general approach, key components, major deliverables, issues, and schedule for the upcoming Regional Greenhouse Gas Scenario Planning Project.

Mike Heglund
Kim Ellis

12 PM **7.** **ADJOURN**

Robin McArthur, Chair

- * Material available electronically.
- ** Materials will be distributed at prior to the meeting.
- # Material will be distributed at the meeting.

*For agenda and schedule information, call Kelsey Newell at 503-797-1916, e-mail: kelsey.newell@oregonmetro.gov.
To check on closure or cancellations during inclement weather please call 503-797-1700#.*

Upcoming JPACT action items:

- Resolution No. 10-4139, For the Purpose of Approval of Regional Travel Options Program Work Plan and Funding Sub-Allocations for Fiscal Year 2010-2011 (**May 13**)
- Resolution No. 10-4144, For the Purpose of Amending the 2008-11 Metropolitan Transportation Improvement Program (MTIP) to Update Programming of the Intelligent Transportation System (ITS) Allocation (**May 13**)
- Resolution No. 10-4141, For the Purpose of Amending the 2008-11 Metropolitan Transportation Improvement Program (MTIP) to Delete Funding for the I-5/99W Tualatin – Sherwood Connector Project and Add Funding to Six Arterial Projects (**May 13**)
- 2012-15 MTIP Policy Update (**June 10**)
- Final 2035 Regional Transportation Plan Adoption and Air Quality Conformity Determination (**June 10**)
- House Bill 2001 Climate Change Work Program (**June 10**)

Future TPAC discussion items:

- MOVES update
- On-street Bus Rapid Transit
- The State of Travel Models and how to use them
- Active Transportation update
- High Speed Rail
- Update on the Columbia River Crossing Project
- Context sensitive design and least cost planning
- A briefing on the Metro Auditor's *Tracking Transportation Project Outcomes* report



TRANSPORTATION POLICY ALTERNATIVES COMMITTEE

March 26, 2010

Metro Regional Center, Council Chambers

MEMBERS PRESENT

Elissa Gertler
Mara Gross
Nancy Kraushaar
Mike McKillip
Ron Papsdorf
Karen Schilling
Paul Smith
Jenny Weinstein
Tracy Ann Whalen
Rian Windsheimer
Sharon Zimmerman

AFFILIATION

Clackamas County
Citizen
City of Oregon City, Representing Cities of Clackamas Co.
City of Tualatin, Representing Cities of Washington Co.
City of Gresham, Representing Cities of Multnomah Co.
Multnomah County
City of Portland
Citizen
Citizen
Oregon Department of Transportation
Washington Department of Transportation

MEMBERS ABSENT

Brent Curtis
Sorin Garber
John Hoefs
Scott King
Alan Lehto
Keith Liden
Dean Lookingbill
Dave Nordberg
John Reinhold
Satvinder Sandhu

AFFILIATION

Washington County
Citizen
C-TRAN
Port of Portland
TriMet
Citizen
SW Washington RTC
Department of Environmental Quality
Citizen
FHWA

ALTERNATES PRESENT

Blair Crumpacker
Katherine Williams

AFFILIATION

Washington County
Port of Portland

STAFF: Kim Ellis, Milena Hermansky, Tom Kloster, Ted Leybold, John Mermin, Kayla Mullis, Josh Naramore, Amy Rose, Abby Stevens, Mark Turpel.

1. CALL TO ORDER AND DECLARATION OF A QUORUM

Chair Robin McArthur declared a quorum and called the meeting to order a 9:35 am.

2. COMMENTS FROM THE CHAIR AND COMMITTEE MEMBERS

Ms. McArthur referenced a memorandum with recommendations for streamlining TPAC agendas so that the committee may operate more efficiently.

3. CITIZEN COMMUNICATIONS TO TPAC ON NON-AGENDA ITEMS

There were none.

4. APPROVAL OF THE TPAC MINUTES FOR FEBRUARY 23, 2010

MOTION: Ms. Tracy Ann Weinstein moved, and Ms. Karen Schilling seconded, to approve the TPAC minutes from February 26, 2010.

Discussion: Ms. Schilling was not present at the February 26 meeting; her alternate, Jane McFarland attended in her place. This was accepted as a friendly amendment.

ACTION TAKEN: With 12 in favor, and 1 abstained (Schilling), the motion passed.

5. ACTION ITEMS

5.1 Resolution No. 10-4136, For the Purpose of Adopting the FY 2011 Unified Planning Work Program

Mr. Tom Kloster of Metro introduced the FY 2010-11 Unified Planning Work Program (UPWP).

MOTION: Ms. Schilling moved, and Ms. Elissa Gertler seconded, to adopt the FY 2011 Unified Planning Work Program

AMENDMENT: Mr. Blair Crumpacker, on behalf of Washington County, introduced an amendment to the UPWP regarding the I-5/99 Connector project. The proposal was accepted as a friendly amendment to the resolution. (Amendment included as part of the meeting record.)

Discussion: Funds for some projects are undetermined at this time; UPWP funding will be reconciled with individual budgets in June. Members are asked to introduce suggested amendments, edits, and footnotes as soon as possible. The committee discussed funding for 1-5/Barbur Mobility Corridor Refinement Plan and the East Metro Corridor Refinement Plan. Mr. Paul Smith raised concern about streetcar funding 0708 UPWP have not been completed, requested that staff provide memo explaining status of deliverables.

ACTION TAKEN: With 11 in favor, 1 abstained (Gross), and 1 opposed (Smith), the motion passed.

6. INFORMATION/ DISCUSSION ITEMS

6.1 Consultation on Air Quality Analysis Results for 2035 Regional Transportation Plan and 2010-2013 MTIP

Mr. Mark Turpel of Metro introduced findings on air quality results. A 30-day public comment period commenced March 22, 2010. In general, the Portland metropolitan area fares well with federal air quality requirements. Mr. Turpel highlighted appendices to the report that are included due to disagreements with DEQ. TPAC is scheduled to take action on the Air Quality Analysis at their May meeting.

Mr. Lehto of Trimet underscored that changes to ozone requirements are expected, and the region will be close to maximum levels if no action is taken.

6.2 2035 Regional Transportation Plan Final Adoption Process

Ms. Kim Ellis of Metro overviewed materials related to the final RTP public comment period, which began March 22, 2010. The final RTP and related documents will be considered for approval by JPACT and the Metro Council on June 10, 2010. TPAC is scheduled to make a final recommendation on May 28, 2010.

Ms. Ellis then summarized major changes between the current Draft Transportation Functional Plan requirements and the existing Functional Plan Requirements in the 2007 RTP.

Committee discussion and recommendations included:

- The prescriptive nature of the Functional Plan. An introductory statement clarifying the role and expectations of jurisdictions would be helpful.
- Inconsistencies between suggested street design regulations and existing city fire department parking regulations.
- Language in chapter 3.08.220 (“Transportation Solutions) should be modified to provide more leeway for jurisdictions.
- TPAC should overview language in chapter 3.08.230 (“Performance Targets and Standards”) and make a recommendation to JPACT.

The committee agreed that discussion at the April TPAC meeting shall focus primarily on the “Transportation Solutions” and “Performance Targets and Standards” sections of the Functional Plan.

6.3 2012-15 MTIP Policy Update Work Plan and Regional Flexible Fund Policy Options

Mr. Ted Leybold of Metro introduced 2012-15 Metro Transportation Improvement Program (MTIP) work program update. Staff is asking for further refinement from the committee before it goes to the joint JPACT/MPAC retreat on Climate Change on April 2nd. Depending upon feedback received at the retreat, a new version will come back to TPAC in May or June.

Committee discussion and recommendations included:

- The committee recommended refinements to the proposed Regional Flexible Fund Allocation (RFFA) process. The committee endorsed using the two step process used in the previous cycle, but would like more flexibility. The committee was not comfortable with having “budgets” or limits on the categories.
- The committee discussed JPACT’s role in the process: at which stage would their involvement be most useful?
- Whether historical patterns of MTIP funding should be considered as part of this year’s decision-making process.
- The nature of the freight advisory committee involved in the RFFA process.
- The policy questions proposed to JPACT should be more focused.

7. ADJOURN

Chair McArthur adjourned the meeting at 12:17 pm.

Respectfully submitted,

Milena Hermansky
Recording Secretary

ATTACHMENTS TO THE PUBLIC RECORD FOR MARCH 26, 2010

The following have been included as part of the official public record:

ITEM	DOCUMENT TYPE	DOC DATE	DOCUMENT DESCRIPTION	DOCUMENT No.
5.1	Report	3/18/2010	FY 2010-2011 Unified Planning Work Program	032610t-01
5.1	Handout	3/26/2010	Washington County Proposed Amendment on the 1-5/99w Connector Study	032610t-02
6.2	Report	3/22/2010	Public Review Draft Regional Transportation Functional Plan	032610t-03
6.2	Report	3/2010	Technical Appendix: RTP Final Draft Plan	032610t-04
6.2	Report	3/22/2010	Regional High Capacity Transit System Plan: Summary Report	032610t-05

6.2	Chart	3/26/2010	Summary of Changes to Existing Transportation Functional Plan Requirements	032610t-06
	Flyer	3/2010	Light Rail Transit Facilities Design Course	032610t-07
	Brochure	Winter 2010	OTREC News: Volume 4, Issue 2	032610t-08



Date: April 7, 2010
To: JPACT Members
From: Dan Kaempff, Senior Transportation Planner
Re: **Regional Travel Options Resolution 10-4139 Summary**

Background

The Regional Travel Options (RTO) Program implements regional policy to reduce reliance on the automobile and promote alternatives to driving alone for all trips. The program emphasizes all alternative modes of travel and all trip purposes, reflecting policies in the Regional Transportation Plan. JPACT and the Metro Council approved a five-year strategic plan for the Regional Travel Options program in March 2008 that established goals and objectives for the program. Resolution 10-4139 approves the work plan and funding sub-allocations that will advance strategic plan implementation for fiscal year 2010-2011.

Key program objectives for fiscal year 2010-2011

- Coordinate the regional collaborative marketing program and support implementation of the ODOT Drive Less/Save More marketing campaign in the Portland metropolitan area.
- Administer RTO travel options, individualized marketing and Transportation Management Association (TMA) grants and provide technical assistance to grant recipients.
- Coordinate multi-agency employer and commuter outreach activities and support partner collaboration.
- Market ridematching and Metro Vanpool services to employers and commuters in coordination with the multi-agency employer outreach program.
- Work with ODOT, WSDOT and other partner organizations to implement a multi-state, on-line ridematching system, serving Idaho, Oregon and Washington.
- Collect, analyze and report data for each RTO program to ensure that funds are invested in the most cost effective ways.

Funding sub-allocations

The resolution sub-allocates \$396,777 of RTO program funds to support the TriMet Employer Program and \$64,184 to support Wilsonville SMART's Community and Employer Programs in fiscal year 2010-2011. The funding sub-allocations will result in an MTIP amendment that enables TriMet and Wilsonville SMART to apply directly to the Federal Transit Administration for program funds.

RTO grants to governments, non-profits and TMAs

The fiscal year 2010-2011 budget designates the portion of Metro funds that will be awarded to TMAs, government agencies and non-profit organizations through grants and funding agreements in fiscal year 2010-2011. The RTO grant awards span fiscal years 2009 and 2010 based upon funds that are currently programmed in the MTIP to support RTO activities. The RTO budget (included in Attachment 1) allocates \$175,000 to complete the FY 09-10 RTO grant awards recommended by the RTO Subcommittee of TPAC through a competitive process in FY 2008. TMA grant funds are awarded on an annual basis by the RTO

Subcommittee. Grant awards to individual TMAs for fiscal year 2010-2011 will be considered by the RTO Subcommittee in May 2010.

Expected outcomes

Metro staff will continue implementation of programs outlined in the 2008-2013 RTO Strategic Plan. Further work to better coordinate RTO and Transportation Systems Management and Operations (TSMO) will also take place.

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF APPROVAL OF THE) RESOLUTION NO. 10-4139
REGIONAL TRAVEL OPTIONS PROGRAM)
WORK PLAN AND FUNDING SUB-)
ALLOCATIONS FOR FISCAL YEAR 2010-2011) Introduced by Councilor Harrington

WHEREAS, the Metro Council and Joint Policy Advisory Committee on Transportation established funding levels for the Regional Travel Options Program in the 2008-2011 Metropolitan Transportation Improvement Program (MTIP) through the Transportation Priorities funding process; and

WHEREAS, the Metro Council approved a five-year strategic plan for the Regional Travel Options Program in April 2008 that established goals and objectives for the Regional Travel Options Program; and

WHEREAS, the Regional Travel Options Subcommittee of the Transportation Policy Alternatives Committee (TPAC) adopted proposed work plans and recommends amending the MTIP for the purpose of funding sub-allocations to TriMet and Wilsonville SMART for Regional Travel Options program activities in fiscal year 2010-2011 on January 13, 2010; and

WHEREAS, amendment of the MTIP requires Metro Council review and approval; and

WHEREAS, the proposed work plans and funding sub-allocations support implementation of the Regional Travel Options Program five-year strategic plan; now therefore

BE IT RESOLVED that the Metro Council hereby approves of the Regional Travel Options Program fiscal year 2010-2011 work plan and funding sub-allocations.

ADOPTED by the Metro Council this XXth day of XXXX 2010.

David Bragdon, Council President

Approved as to Form:

Daniel B. Cooper, Metro Attorney

Resolution No. 10-4139

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STAFF REPORT

IN CONSIDERATION OF RESOLUTION NO. 10-4139, FOR THE PURPOSE OF APPROVAL OF THE REGIONAL TRAVEL OPTIONS PROGRAM WORK PLAN AND FUNDING SUB-ALLOCATIONS FOR FISCAL YEAR 2010-2011

Date: March 17, 2010

Prepared by: Dan Kaempff
Contact No.: (503) 813-7599

BACKGROUND

The Regional Travel Options (RTO) Program implements regional policy to reduce reliance on the automobile and promote alternatives to driving for all trips. The program emphasizes all alternative modes of travel and all trip purposes, reflecting policies in the Regional Transportation Plan. The Metro Council approved a five-year strategic plan for the Regional Travel Options program in March 2008 that established goals and objectives for the program.

Key components of the RTO program include a collaborative marketing program, regional rideshare program, transportation management association program, and grant program that provides funds to partner agencies and organizations through a competitive project selection process. Program activities are implemented by partner organizations and agencies, as well as by Metro staff and consultant contracts administered by Metro.

The Metro Council and Joint Policy Advisory Committee on Transportation established funding levels for the Regional Travel Options Program in the 2008-2011 Metropolitan Transportation Improvement Program through the Transportation Priorities funding process. The Regional Travel Options Subcommittee of TPAC is charged with recommending detailed work plans, and grant awards and funding sub-allocations to partner agencies and organizations to support program implementation activities.

The subcommittee adopted the attached proposed work plan for fiscal year 2010-2011 (Attachment 1) at their January 13, 2010 meeting. The work plan continues implementation of the program's five-year strategic plan and includes recommendations for the sub-allocation of program funds to TriMet and Wilsonville SMART. The funding sub-allocations will result in an MTIP amendment that enables TriMet and Wilsonville SMART to apply directly to the Federal Transit Administration for funds to support RTO program implementation activities related to employer and community outreach.

In addition, the work plan budget designates the portion of Metro funds that will be awarded to Transportation Management Associations (TMA), government agencies and non-profit organizations through grants and funding agreements. The fiscal year 2010-2011 budget includes the second year of funding for the FY 2010 and 2011 Travel Options and Individualized Marketing grant awards recommended by the RTO Subcommittee of TPAC through a competitive process in 2008. Attachment 2 provides a summary of these grants. TMA grants are not included in the summary, as TMA funds are awarded on an ongoing basis by the RTO Subcommittee to TMAs that meet performance criteria. Grant awards to individual TMAs for fiscal year 2010-2011 will be considered by the RTO Subcommittee in May 2010.

ANALYSIS/INFORMATION

1. **Known Opposition:** None.

2. **Legal Antecedents:**

1991 Federal Clean Air Act Amendments. The need for a comprehensive regional TDM program was addressed in Metro Resolution No. 91–1474 (For the Purpose of Amending the FY 1992 Unified Work Program to Include Air Quality Planning Activities), adopted July 25, 1991), in response to the Oregon Transportation Planning Rule and the Federal Clean Air Act Amendments of 1990.

TDM Subcommittee. The TPAC TDM Subcommittee was established by Metro Resolution No. 92–1610 (For the Purpose of Establishing the TPAC Transportation Demand Management Subcommittee), adopted May 28, 1992. Oversight for the development and evaluation of TDM strategies, and formation of final recommendations to Transportation Policy Alternatives Committee (TPAC), Joint Policy Advisory Committee on Transportation (JPACT) and Metro Council concerning TDM planning, programming and implementation activities were assigned to the Subcommittee.

TDM Relationship to DEQ’s Ozone Maintenance Plan (Governor’s Task Force on Motor Vehicle Emissions Reduction (HB 2214). The task force recommended a base plan focused on specific strategies to maximize air quality benefits. The air quality strategies selected by the region formed the base for a 10-year air quality maintenance plan for the Portland area. The primary TDM transportation control measures (TCMs) in the maintenance plan are the employee commute options program (ECO) and the regional parking ratio program.

Transportation Management Association (TMA) Policy. The policy basis and funding strategy for TMAs was adopted through Metro Resolution No. 98–2676 (For the Purpose of Establishing a Policy Basis and Funding Strategy for Transportation Management Associations (TMAs) For the MTIP/STIP Development Process), adopted October 1, 1998. Metro Resolution No. 99- 2864 (For the Purpose of Selection and Funding Allocation of \$1 Million to Transportation Management Associations For FY 2000 to FY 2003), adopted December 2, 1999) allocated regional funding to existing and new TMAs. Metro Resolution No. 02–3183 (For the Purpose of Revising the Regional Transportation Management Association (TMA) Policy to Provide Additional Regional Funding Options for TMAs), adopted May 2, 2002) revised TMA policy by calling for balanced support of existing TMAs with the start-up of new TMAs.

2000 Regional Transportation Plan. The RTP establishes regional TDM policy and objectives to help reduce vehicle trips and vehicle miles traveled per capita. Chapter 1 (Ordinance 00 – 869A-01 (For the Purpose of Adopting the 2000 Regional Transportation Plan; Amending Ordinance No. 96-647C and Ordinance No. 97-715B), adopted August 10, 2000, Resolution No. 00–2969B (For the Purpose of Adopting the 2000 Regional Transportation Plan as the Federal Metropolitan Transportation Plan), adopted August 10, 2000, and Ordinance No. 02-946A (For the Purpose of Adopting the Post-Acknowledgement Amendments to the 2000 Regional Transportation Plan (RTP)), adopted June 27, 2002 provides TDM policies and objectives that direct the region’s planning and investment in the regional TDM program.

Regional Travel Options 5-Year Strategic Plan. The strategic plan established a new vision for the region’s transportation demand management programs and proposed a reorganized and renamed Regional Travel Options program that emphasized partner collaboration to implement an integrated program with measurable results. JPACT and the Metro Council adopted the plan through Resolution No. 04-3400 (For the Purpose of Adopting the Regional Travel Options Program 5-Year Strategic Plan), which also renamed the TDM Subcommittee the RTO Subcommittee, and was adopted on January 15, 2004.

2035 Regional Transportation Plan. The federal component of the plan, pending air-quality analysis, was approved by Metro Council Resolution No. 07-3831B.01 (For the Purpose of Approving the Federal Component of the 2035 Regional Transportation Plan (RTP) Update, Pending Air Quality Conformity Analysis), adopted on December 13, 2007. The RTP establishes system management and trip reduction goals and objectives that are supported by the RTO program strategies.

Regional Travel Options 5-Year Strategic Plan. The strategic plan established goals and objectives for Regional Travel Options program for 2008 to 2013. JPACT and the Metro Council adopted the plan through Resolution No. 08-3919 (For the Purpose of Adopting the Regional Travel Options 2008-2013 Strategic Plan), adopted on April 3, 2008.

3. **Anticipated Effects:** Sub-allocates \$396,777 of RTO program funds to support the TriMet Employer Program and \$64,184 to support Wilsonville SMART's Community and Employer Programs in fiscal year 2010-2011.
4. **Budget Impacts:** The proposed budget includes \$19,490 in Metro funds to match federal grant funds for that will be used to support program administration, evaluation, and regional rideshare services.

RECOMMENDED ACTION

Staff recommends the approval of Resolution No. 10-4139 as follows:

1. Approval of the fiscal year 2010-2011 work plan and budget for the Regional Travel Options program described in Attachment 1 to the staff report, actual budget levels for RTO activities carried out by Metro will be established through the FY 2010-2011 Metro budget decision-making process.
2. Approval of the funding sub-allocations to TriMet and Wilsonville SMART described in Attachment 1 to the staff report.

Regional Travel Options Program
FY 2010-2011 work plan

January 13, 2010



Background

The Regional Travel Options (RTO) Program implements regional policy to reduce reliance on the automobile and promote alternatives to driving for all trips. The program emphasizes all alternative modes of travel and all trip purposes, reflecting policies in the Regional Transportation Plan.

This scope of work identifies the activities and tasks that will be carried out by Metro RTO staff to implement the Regional Travel Options 2008-2013 Strategic Plan in fiscal year 2010-2011. The strategic plan was developed by the RTO subcommittee of the Transportation Policy Alternatives Committee (TPAC) in 2007 and adopted by the Metro Council in March 2008. The strategic plan established the following program goals:

Goal 1: Continue a regional collaborative marketing campaign to increase awareness and use of travel options and reduce drive-alone car trips.

Goal 2: Support employers and commuters to increase the use of travel options for commute trips.

Goal 3: Provide information and services to support increased use of travel options for all trips.

Goal 4: Promote and provide services that support increased use of travel options in local downtowns and centers.

Goal 5: Report progress to aid decision-making and encourage innovation.

Goal 6: Follow a collaborative decision-making structure that provides program oversight and advances the goals and objectives of the Regional Transportation Plan (RTP).

Key program objectives for fiscal year 2010-2011

- Coordinate the regional collaborative marketing program and support implementation of ODOT Drive Less/Save More marketing campaign in the Portland metropolitan area.
- Administer RTO travel options, individualized marketing and Transportation Management Association (TMA) grants, and provide technical assistance to grant recipients.
- Update the process to determine RTO travel options grants that will begin July 2011.
- Coordinate multi-agency employer and commuter outreach activities and support partner collaboration.
- Work with partner organizations to implement a multi-state (Idaho, Oregon and Washington), on-line ridematching system, in the Portland region.
- Collaborate with partners to develop rideshare marketing and an incentive program.
- Collect, analyze and report data for each RTO program to ensure that funds are invested in the most cost effective ways.

Collaborative marketing

The RTO Collaborative Marketing Program works to increase awareness and use of travel options and to reduce drive-alone trips. Metro's scope of work will focus on coordination of marketing activities carried out by all RTO partners to maximize the program's effectiveness and reach target audiences identified in the 2008-2013 RTO Strategic Plan. Partner coordination will

be carried through the Marketing and Outreach Working group, the development of a regional events calendar and a regional earned media and promotions calendar.

Metro RTO staff will continue to support implementation of the Drive Less/Save More Marketing Campaign in the Portland metropolitan area in coordination with ODOT to leverage the statewide campaign in the Portland region. RTO staff will participate in the development and implementation of earned media activities and campaign promotions that highlight RTO programs and will conduct direct outreach at up to eight community events selected in coordination with RTO partners. RTO staff will look for opportunities to collaborate with Metro's Sustainability Center to coordinate campaign outreach with other sustainable living marketing programs. In addition, Metro staff will also act as the liaison to the statewide effort and will disseminate campaign tools and information to RTO partners.

RTO staff will promote the benefits of bicycling and walking and to increase the use of these modes for transportation purposes. Activities in this area will include disseminating safety messages and information and promoting the use of regional trails for transportation purposes. RTO staff will coordinate activities in this area with staff from Metro's Long-Range Transportation Planning and Trails Planning work groups and the regional Intertwine Alliance. Marketing and promotions in this area will focus on Metro's Bike There! and Walk There! programs.

Pending award of federal Transportation Investment Generating Economic Recovery (TIGER) grant funds, RTO staff will assist in planning and promotion of four bicycle and pedestrian trails as part of Metro's Intertwine Initiative. These trail projects are located in Portland, Clackamas, East Multnomah and Clackamas counties, and Hillsboro. Metro RTO staff and partners will work specifically on developing strategies to inform the public and encourage use of these new facilities. Beyond these local projects, a regional marketing and outreach campaign coordinated with local programs will create awareness of the facility locations and the personal and community benefits of using the facilities for a variety of trip purposes, including commuting to work and school, shopping and errands, and exercise and recreation.

Metro RTO staff will implement marketing strategies for the regional Bike There! map and Walk There! guidebook, and will support distribution and sales of the products through Metro's web site, storefront and area retail outlets. Revenue from the map and guidebook sales will be used to support the development and printing of future editions. In addition, staff will distribute free copies of the Bike There! map to youth, low income and other underserved audiences. Flat, unfolded bike maps can be posted at work sites around the region. These maps will be available through RTO employer. Metro staff will also coordinate and provide staff support and marketing for up to ten Walk There! walking tours in partnership with RTO partners and local jurisdictions. Tour participants will receive free copies of the guidebook.

The Walk There! guidebook was developed by Metro with financial support from Kaiser Permanente. Metro and Kaiser Permanente are exploring the development of a pilot project to reach underserved audiences with the Walk There! program. This may include the development of additional walking routes in select communities, translation of some Walk There! routes and

descriptions into other languages, and a series of walking events offered in other languages. These activities are contingent upon grant funding from Kaiser Permanente.

Metro RTO program staff, augmented by contracted professional services, will carry out the following tasks:

- Support Marketing and Outreach Working Group for effective coordination and partner communication.
- Assist with implementation of ODOT's Drive Less/Save More campaign in the Portland metropolitan area, assist with development of earned media opportunities, disseminate campaign information to RTO partners and act as liaison to ODOT.
- Develop regional calendar of events and travel options promotions, coordinate presence of RTO partners and provide staff support for up to eight community events.
- Develop RTO collateral materials consistent with the Drive Less/Save More campaign, including fact sheets, brochures, web pages, and other collateral materials. (is this retail or wholesale)
- Provide oversight for Metro's regional Bike There! map program, implement map marketing strategies, oversee sales and distribution.
- Manage Metro's regional Walk There! program, implement marketing strategies, oversee sales and distribution, and support collaboration with local and regional partners related to the promotion of walking for short trips.
- Coordinate collaborative marketing activities with other Metro departments to leverage resources and further disseminate program messages.

Key milestones for FY 10-11

- September 10 – Earned media, events and promotions calendars for next quarter completed.
- December 10 – Earned media, events and promotions calendars for next quarter completed.
- March 11 – Earned media, events and promotions calendars for next quarter completed.
- June 11 – Earned media, events and promotions calendars for next quarter completed.

Deliverables

- RTO collateral materials (is this retail or wholesale)
- RTO events calendar
- RTO earned media and promotions calendar
- Quarterly progress reports

Commuter services

The 2008-2013 Regional Travel Options Strategic Plan calls for increased efforts to coordinate the outreach activities of partner's employer and commuter programs. The intended outcomes include avoiding duplication of effort, leveraging resources, and more strategic delivery of services to locations where the greatest impact can be attained.

Currently, the following partners carry out employer and commuter programs: Metro, Oregon Department of Environmental Quality (DEQ), TriMet, Wilsonville SMART, Vancouver

Commuter Trip Reduction Program, Portland Transportation Options and Transportation Management Associations (TMAs).

A large portion of employer outreach is generated by the Employee Commute Options (ECO) program. The DEQ is responsible for oversight and implementation of the ECO program (the ECO rules, OAR 340.242, began in 1996). In its current form, this program mandates that Portland-region businesses with over 100 employees at a given worksite must have a plan in place which aims to reduce by 10 percent of drive-alone auto trips to that worksite from an established baseline.

Oregon DEQ, TriMet and other regional partners are currently working with approximately 3,000 employment sites, encompassing over 40% of the employees in Clackamas, Multnomah and Washington counties. Partners provide an effective means of conducting outreach to businesses around the region. Commuter services are especially well received by the 800 employers who are subject to the DEQ ECO Rules. These employers are larger and account for approximately 25% of employees in the region. This means over 2,000 other (usually smaller) employment sites want commuter services to voluntarily provide a transportation options program for their employees.

The five TMAs in the region are the first point of contact for businesses located within their defined boundaries to increase the number of employees using commute options. TMAs work with businesses to develop commuter programs that address the specific conditions that exist at a given worksite. Tasks associated with this include site assessment, ECO survey administration, encouraging employees to register in the regional ridematching database to increase car and vanpool formation, assisting TriMet with transit pass program sales, and providing technical support for walking and cycling programs.

Further work will be conducted this year to refine the RTO program's focus on employment areas where efforts have the best return on investment, where the greatest trip reduction impact can be achieved, and where businesses need assistance with non-ECO compliance issues. Elements of successful areas include employers willing to meaningfully participate and promote commute options, support from local government, and sufficient levels of infrastructure (ie: transit service, bike/ped connectivity) to improve the likelihood of reduced trips.

RTO staff will explore opportunities to collaborate with Metro's Sustainability Center to better integrate agency employer outreach efforts, leverage investments in technology, and coordinate messages.

Metro will continue management of the regional rideshare program. The rideshare program contains three sub-components:

1. Online ridematching system
2. Regional vanpool program
3. Rideshare incentive program

Metro RTO program staff, augmented by contracted professional services, will carry out the following tasks to coordinate the employer program and provide commuter services:

- Coordinate partner outreach activities, facilitate communication between partners and identify a lead agency or organization for targeted employment areas.
- Maintain and refine online calendaring system for conducting, tracking and evaluating employer outreach activities.
- Identify target markets and business sectors.
- Add to and standardize the amount of data collected on employer efforts.
- Collaborate with partners on the development of a regional employer recognition program.
- Collaborate with partners on refining definition of employer rideshare program elements.
- Provide assistance to other partners at strategically selected outreach events.
- Provide lead role in working with businesses needing rideshare assistance.
- Provide initial response to phone or web-generated contacts; assess level of interest and coordinate hand-off to appropriate external partner.
- Implement new ridematching database, working with external partners on issues related to functionality, reporting, administration and management.
- Develop rideshare incentive program, working in conjunction with regional and state partners.
- Create newsletter content targeted at worksite Transportation Coordinators, to be delivered via Drive Less. Save More.
- Review progress reports for travel options grants related to employer outreach activities, compile comprehensive progress reports, and work with the RTO financial analyst to recommend payment of grant invoices.
- Collaborate with Metro's Sustainability Center to better integrate agency employer outreach efforts, leverage investments in technology, and coordinate messages.

Key milestones for FY 10-11

- September 10 – Ridematching database system implementation completed
- September 10 – Transportation Coordinator newsletter completed.
- September 10 – Quarterly report completed
- December 10 – Quarterly report completed
- December 10 – Rideshare incentive program implemented
- March 11 – Quarterly report completed
- June 11 – Quarterly report completed

Deliverables

- Updated plan for standardizing, conducting and evaluating employer outreach activities.
- Transportation Coordinator newsletter content.
- Collateral materials and web information.
- Ridematch system implementation, including marketing and incentive program.
- Updated employer outreach calendar.
- Quarterly progress reports.

Traveler information tools

This program activity serves to provide information and services supporting increased use of travel options for all trips. In FY 10-11, RTO staff will continue to work with partner organizations led by Washington State Department of Transportation (WSDOT) to implement iCarpool, a multi-state, on-line ridematching system, serving Idaho, Oregon and Washington. iCarpool is an off-the-shelf program procured by WSDOT to replace a variety of systems currently in use by transit and rideshare agencies in the Northwest. This system will replace Metro's existing system, CarpoolMatchNW.org. Initial implementation is expected to take place in early 2010 with various system expansions taking place over the next two to three years. Development of a new marketing and outreach effort will be conducted, potentially at the state level in concert with other rideshare agencies and Oregon Department of Transportation (ODOT).

Metro RTO staff will carry out the following tasks in FY 10-11:

- Work with ODOT staff to develop and implement marketing and operation of the multi-state rideshare system in the Portland region.
- Work with WSDOT on ongoing implementation and development issues related to the new rideshare system.
- Review progress reports for travel options grants related to traveler information tools, compile comprehensive progress reports, and work with the RTO financial analyst to recommend payment of grant invoices.

Key milestones for FY 10-11

- September 10 – Quarterly report completed
- December 10 – Quarterly report completed
- March 11 – Quarterly report completed
- June 11 – Quarterly report completed

Deliverables

- Implementation of iCarpool
- Marketing strategy (with ODOT)
- Quarterly progress reports

Downtowns, centers and industrial areas

The Regional Travel Options Program supports increased use of travel options in local downtowns, centers and industrial areas through grants to local jurisdictions, non-profit groups and public-private partnerships. RTO staff have a “wholesale” role while recipients of RTO grant recipients carry out the “retail” role.

The RTO program provides support to five Transportation Management Associations (TMAs). TMAs are nonprofit coalitions of business and public agencies interested in strengthening partnerships with businesses in centers and industrial areas. The TMA partnership with RTO is based on reducing traffic congestion and pollution by improving commuting options for employees and others.

TMA's will present revised work plans to the RTO Subcommittee for approval in spring 2010. These work plans set the course for TMA activities through FY 10-11. The RTO Subcommittee will consider findings, conclusions and recommendations of the RTO 2007-2008 Program Evaluation by Portland State University and an RTO staff report.

Metro RTO staff support partners in a "wholesale" manner and will carry out the following tasks related to downtowns, centers and industrial-area program objectives:

- Provide technical assistance for TMA project planning, implementation and evaluation activities.
- Assist TMA's to develop work plans that support the unique character of each area and recognize that each area is at a different level of development and has a unique mix of transportation infrastructure.
- Begin public-private partnership funding policy discussion for downtowns, centers and industrial areas.
- Develop and manage TMA funding agreements.
- Coordinate meetings of TMA Directors.
- Track TMA performance toward meeting outreach and performance targets.
- Provide progress reports to the RTO subcommittee.
- Review progress reports for TMA grants and work with the RTO financial analyst to recommend payment of grant invoices.

Additional downtowns and centers objectives will be carried out through the Regional Travel Options grant program. Grant program tasks, milestones and deliverables are described in the program administration portion of this work plan.

Key milestones for FY 10-11

- Oct 10 – TMA directors meeting held
- Feb 11 – TMA directors meeting held
- Apr 11 – TMA directors meeting held
- May 11 – TMA work plans and booster grant proposals presented to RTO Subcommittee.
- June 11 – TMA work plans and contracts finalized.

Deliverables

- TMA work plans and agreements
- Quarterly progress reports

Measurement

This program collects, analyzes and reports data for each RTO program to ensure that funds are invested in the most cost effective ways. RTO stakeholders use evaluation reports to refine program development, marketing and implementation. RTO program staff is responsible for carrying out measurement, called for in the TSMO Action Plan, Goal 5 (Measurement) of the RTO Strategic Plan and the RTO Evaluation Framework.

The RTO Evaluation Framework guides the level of analysis for each type of RTO project. It also clarifies that both RTO staff and RTO-funded partners have roles in data collection. RTO

will continue to use independent researchers to evaluate the program. Metro Research Center staff will be called upon to consult on the development of new research methods and tools.

Metro RTO staff will carry out the following tasks related to measurement and evaluation in FY 10-11:

- Conduct on-going data collection and tracking for RTO-funded programs.
- Address recommendations from the independent evaluation by Portland State University: RTO 2007-2008 Program Evaluation.
- Provide technical assistance to all RTO-funded partners.
- Develop information-sharing partnerships.
- Explore new methods and tools for storing data, analyzing data and reporting.

Key milestones for FY 10-11

- Enter into contract for RTO 2009-2010 Program Evaluation, to start by July 1, 2011.
- Quarterly progress reports.

Deliverables

- Data is collected and methods and databases improved.
- Technical services provided to RTO partners.
- Information-sharing partnerships are developed.

Policy, funding and program administration

This scope of work supports the program structure called for by the strategic plan including administration and management of RTO program functions by Metro.

The RTO program staff will:

- Chair and support RTO Subcommittee of TPAC, including logistics, scheduling and production of meeting summaries.
- RTO Subcommittee research and support on technical and financial issues.
- Create presentations about RTO program for Metro committees and regional partners.
- Administer contracts and agreements for RTO programs.
- Develop and submit FTA application for CMAQ grant funds and administer grants for RTO programs.
- Identify local matching funds sources for future years.
- Complete Business Energy Tax Credit (BETC) applications for the vanpool program.
- Develop the RTO work plan and program budget for fiscal year 11-12.
- Provide local transportation system plan support on achieving 2020 non-SOV targets.
- Collaborate with TSMO staff on developing an integrated and coordinated strategy for project development and delivery.
- Represent RTO program at Metro committees and jurisdictions and agency meetings.

Key milestones for FY 10-11

- Jan 10 – FY 10-11 work program and budget reviewed and adopted by RTO subcommittee

- April, May 10 – FY 10-11 work program and budget reviewed and adopted by TPAC, JPACT and the Metro Council
- June 10 – Submit BETC applications for FY 10-11 projects.

Deliverables

- FY 11-12 budget
- RTO subcommittee meeting summaries
- Quarterly progress reports

RTO STRATEGIC PLAN BUDGET 2010-2011		
Revenues:		(BUDGETED) FY 10-11
MTIP Key - 15547		1,500,973
MTIP Keys - 14441, 14442 and 14443		782,956
Metro match (General Fund)		19,490
Fund Balance:		
BETC (prior years)		50,000
Bike There! (prior year sales)		20,000
Walk There! Kaiser Grant		50,000
Total Revenue to/from Metro:		2,423,419
Expenditures:		(BUDGETED) FY 10-11
Administration:	FTE	
FTE	0.650	93,775
M & S		21,913
Evaluation and Measurement:		
FTE	0.650	92,685
Intern	0.500	30,673
M & S		58,609
RTO Subcommittee:		
FTE	0.500	56,557
M & S		-
Collaborative Marketing:		
FTE	1.200	138,406
Bike There!		20,000
Walk There		70,000
Sponsorships		22,054
M & S		55,564
Commuter Program:		
FTE	1.450	153,095
TriMet		396,777
SMART		64,184
Ridematch		30,000
M & S		20,000
RTO Grants:		
FTE	0.500	67,995
Travel Options		175,000
Individualized Marketing		356,000
TMA:		
FTE	0.500	67,995
TMA Grants		135,265
Booster Grants		125,000
Policy Study		33,081
Regional Vanpool:		
FTE	0.250	38,793
M & S		100,000
Total expenditures		2,423,419
Budget Surplus/(Shortfall)		0
Total FTE	6.200	
Match:		
Local partners' match		253,057
Total Budget (including local partners' match)		2,676,476

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF AMENDING) RESOLUTION NO. 10-4144
THE 2008-2011 METROPOLITAN)
TRANSPORTATION IMPROVEMENT) Introduced by Carlotta Collette
PROGRAM (MTIP) TO UPDATE
PROGRAMMING OF THE
INTELLIGENT TRANSPORTATION
SYSTEM (ITS) ALLOCATION

WHEREAS, the Metropolitan Transportation Improvement Program (MTIP) prioritizes projects to receive transportation-related funding; and

WHEREAS, the Joint Policy Advisory Committee on Transportation (JPACT) and Metro Council must approve the MTIP and any subsequent amendments to allocate funding to projects; and

WHEREAS, JPACT and Metro Council approved the 2008-11 MTIP on August 16, 2007; and

WHEREAS, the 2008-11 MTIP established a \$3,000,000 program fund for Intelligent Transportation System (ITS) projects and conditioned the allocation on project recommendations by TransPort Subcommittee to the Transportation Policy Alternatives Committee (TPAC); and

WHEREAS, JPACT and Metro Council approved a \$3,000,000 ITS program allocation for the 2012-15 MTIP; and

WHEREAS, Metro and TransPort, the ITS subcommittee to TPAC, prepared the Regional Transportation System Management and Operations (TSMO) Plan that provides a ten-year investment strategy for system management and includes a recommendation for programming the MTIP ITS allocations; and

WHEREAS, JPACT and Metro Council approved Resolution No. 09-4099 accepting the Regional TSMO Plan; and

WHEREAS, the allocation of \$3,000,000 to projects identified in the Regional TSMO Plan is not included in the 2008-11 MTIP; and

WHEREAS, the Regional TSMO Plan demonstrates intent to program the \$3,000,000 allocated for 2012-13 in the upcoming 2012-15 MTIP; and

WHEREAS, this change to programming is exempt by federal rule from the need for conformity determination with the State Implementation Plan for air quality; and

WHEREAS, JPACT approved Resolution No. 10-4144 at the May 13, 2008 meeting; and now therefore

BE IT RESOLVED that the Metro Council hereby adopts the recommendation of JPACT to amend the 2009-11 Metropolitan Transportation Improvement Program to allocate the Intelligent Transportation System program funds as shown in Exhibit A to this resolution, and approve the intent to allocated the Intelligent Transportation System program funds in the 2012-15 Metropolitan Improvement Program.

ADOPTED by the Metro Council this _____ day of _____, 2010.

David Bragdon, Council President

Approved as to Form:

Daniel B. Cooper, Metro Attorney

Exhibit A to Resolution No. 10-4144
 2008-11 Metropolitan Transportation Improvement Plan Table 4.2.1 amendment

Existing Programming

Sponsor	Metro ID No.	Project Name	Project Description	Funding Source	Project Phase	2009	2010	2011	2012	2013
Metro	15602/15603	ITS Programmatic allocation	Develop ITS program	CMAQ	Other	1,297,000	1,500,000	1,500,000	1,500,000	
PSU	15602	PORTAL Data Archive	Support enhancement to regional transportation data archive	CMAQ	Other	100,000	103,000			100,000

Amended Programming

Sponsor	Metro ID No.	Project Name	Project Description	Funding Source	Project Phase	2009	2010	2011	2012	2013
Metro	15602/15603	ITS Programmatic allocation	Develop ITS program	CMAQ	Other	0	0	0	0	0
PSU		PORTAL		CMAQ	Other	100,000	103,000	100,000	100,000	100,000
Metro		Arterial Performance Measure RCTO	Develop concept of operations for arterial performance measurement	CMAQ	Plan		150,000			
ODOT		ITS Network	Upgrade ITS network equipment	CMAQ	Other					47,000
Metro		Active Traffic Management RCTO	Develop concept of operations for active traffic management	CMAQ	Plan					300,000
ODOT		TTIP Enhancement for Arterial Traveler Information	Update software and in field systems for data transfer to TTIP	CMAQ	Other				500,000	
City of Beaverton		Canyon Rd/Beaverton-Hillsdale Hwy Adaptive Signal Timing	Install adaptive signal timing	CMAQ	Const			750,000		
Washington Co		Tualatin-Sherwood Rd ATMS Phase II (Teton – 99W)	Upgrade traffic signal systems and install video detection system	CMAQ	PE				500,000	
Washington Co		Tualatin-Sherwood Rd ATMS Phase II (Teton – 99W)	Upgrade traffic signal systems and install video detection system	CMAQ	Const					1,350,000
City of Portland		Active Corridor Management Powell/Glisan/Sandy/Halsey/I-84	Provide real-time traveler information, updates event timing plans in I-84 corridor	CMAQ	PE			500,000		
City of Portland		Active Corridor Management	Provide real-time traveler information,	CMAQ	Const				1,400,000	

Sponsor	Metro ID No.	Project Name	Project Description	Funding Source	Project Phase	2009	2010	2011	2012	2013
		Powell/Glisan/Sandy/Halsey/I-84	updates event timing plans in I-84 corridor							
Sub Totals						100,000	253,000	1,350,000	2,500,000	1,797,,000
Total						6,000,000				

STAFF REPORT

IN CONSIDERATION OF RESOLUTION NO. 10-4144, FOR THE PURPOSE OF AMENDING THE 2008-2011 METROPOLITAN TRANSPORTATION IMPROVEMENT PROGRAM (MTIP) TO UPDATE PROGRAMMING OF THE INTELLIGENT TRANSPORTATION SYSTEM (ITS) ALLOCATION

Date: April 22, 2010

Prepared by: Deena Platman – 797-1754

BACKGROUND

JPACT and Metro Council approved a total of \$6 million in Intelligent Transportation System (ITS) programmatic funding for MTIP years 2010 – 2013. The condition placed on the program funds required TransPort, the ITS subcommittee for TPAC, make a recommendation for the allocation of these funds to TPAC, JPACT and Metro Council. In making its recommendation, TransPort was directed to consider the following items:

- Consistency with National ITS Architecture and Standards;
- First consideration to a project of similar scope to the Tualatin-Sherwood Road Advance Traffic Management System (ATMS): I-5 to 99W;
- Projects defined in the Clackamas County ITS application;
- Projects developed through a Regional Concept of Operations (RCTO) process or as part of an opportunity fund for supportive infrastructure or spot improvements; and
- ITS programmatic allocation occurs in the context of a regional strategy ITS.

To meet the conditions for allocation of the ITS programmatic funds, Metro sought and received a 2007-09 Transportation and Growth Management (TGM) grant to develop the Regional Transportation System Management and Operations (TSMO) Plan. JPACT and Metro Council accepted the plan in December 2009.

The Regional TSMO Plan provides a 10-year investment strategy for system operations and demand management. The MTIP includes separate programmatic allocations for ITS and for Regional Travel Options (RTO). The TSMO plan provides recommended programming for MTIP funds allocated to ITS in the 2010-11 and 2012-13 years. The RTO funds are allocated to projects under a separate action. Attachment 1 to this staff report describes the recommended ITS projects for funding in the four-year timeframe.

The 2008-2011 MTIP needs to be amended to reflect the sub allocation of program funds. Additionally, the TSMO plan demonstrates intent to program funds allocated for 2012-2013 in the upcoming 2012-15 MTIP.

ANALYSIS/INFORMATION

- **Known Opposition** There is no known opposition to the proposal.

- **Legal Antecedents** Amends the 2008-11 Metropolitan Transportation Improvement Program adopted by Metro Council Resolution 07-3825 on August 16, 2007 (For the Purpose of Approving the 2008-11 Metropolitan Transportation Improvement Program for the Portland Metropolitan Area); Amends the Metro Council Resolution 07-3773 on March 15, 2007 (For the Purpose of Allocating Regional Flexible Funding for the Years 2010-2011); Amends the Metro Council Resolution 09-4017 on March 19, 2009 (For the Purpose of Allocating Regional Flexible Funding for the Years 2012-2013).
- **Anticipated Effects** Adoption of this resolution will allocate federal transportation funding for implementation of the Regional TSMO plan.
- **Budget Impacts** Would require a local agency match for funds allocated to Metro for Regional Concept of Operations (RCTO) projects.

RECOMMENDED ACTION

Metro staff recommends the approval of Resolution No. 10-4144.


Metro | Memo

Date: April 22, 2010

To: Metro Council, JPACT, TPAC and interested parties

From: Deena Platman, Principal Transportation Planner

Re: MTIP and Intelligent Transportation System (ITS) Programmatic Funding Allocation Recommendation

Background

The Joint Policy Advisory Committee on Transportation (JPACT) and Metro Council approved two consecutive allocations of Metropolitan Transportation Improvement Plan (MTIP) regional flexible funds totaling \$6 million for the specific purpose of supporting regional investment in system management and operations. The region recently approved a Regional Transportation System Management and Operations (TSMO) Plan that lays out a ten year investment strategy for system and demand management. The plan includes a recommendation for allocating the \$6 million in ITS program funds to a set of projects to be pursued over the next four years. In order to authorize expenditure of these funds, the 2008-2011 MTIP needs to be amended to reflect the distribution of funds to selected projects. Additionally, the upcoming 2012 – 2015 MTIP should reflect the recommended programming for the 2012-2013 funds.

Programming Recommendation

Following is a description of TransPort's recommendation for allocating the 2010-2013 MTIP ITS program funds. The set of investments include a combination of concept of operations studies, regional system enhancements and corridor improvements, and were selected for funding because they will lay the foundation necessary to fully implement the plan. The table below provides a summary of the projects recommended for MTIP funding.

Project	Recommended Allocation
PORTAL support	\$503,000
ITS network support	\$47,000
Arterial Performance Measure RCTO	\$150,000
Active Traffic Management RCTO	\$300,000
TTIP enhancement for arterial traveler information phase 1	\$500,000
Canyon Rd/Beaverton-Hillsdale Hwy adaptive signal timing	\$750,000
Tualatin-Sherwood Rd Advance Traffic Management System (ATMS), phase 2	\$1,850,000
Active corridor management:I-84/Powell/ Glisan/Halsey/Sandy	\$1,900,000
Total	\$6,000,000

Portland OR Regional Transportation Archive Listing (PORTAL) support

Continued support for the PORTAL system, housed at Portland State University, includes an upgraded interface and new tools to archive and display transportation data. The data can be used for traveler information, operations management, research and decision-making.

Operate and maintain the Intelligent Transportation System (ITS) network

Fund replacement equipment as well as support new equipment that enables agencies to access the ITS network. The ITS network is used to securely share transportation operations data between agencies participating in the network.

Arterial Performance Measure Regional Concept of Operations (RCTO)

The RCTO identifies performance measures for the region's arterial network and develops standards for data collection and dissemination to travelers. It will lay the groundwork for all future arterial system management projects and guides selection of data collection equipment and design.

Active Traffic Management Regional Concept of Operations (RCTO)

The RCTO evaluates the potential effectiveness of variable speeds and managed lanes. It will analyze the regional corridors and prioritize investments in active traffic management.

TTIP enhancement for arterial traveler information phase 1

Updates software and in field systems on arterial roadways necessary to capture and transfer data to ODOT's TripCheck Travel Information Portal (TTIP) data exchange system.

Canyon Rd/Beaverton-Hillsdale Hwy adaptive signal timing

Constructs an adaptive signal system through downtown Beaverton. It builds on a current adaptive signal timing project on Beaverton-Hillsdale Hwy. Due to the close proximity of the two facilities and the several cross streets that intersect them, optimal operations occur when both are equipped with adaptive signal systems.

Tualatin-Sherwood Rd Advance Traffic Management System (ATMS), phase 2

Provides funding for second phase of ATMS on Tualatin-Sherwood Rd, providing a complete traveler information and arterial management system.

Active corridor management on I-84/Powell/ Glisan/Halsey/Sandy

Expands traveler information and enables incident management techniques that reduce traveler delay and improve safety in the I-84 corridor. It provides real-time traveler information along I-84 and parallel facilities to assist travelers in making informed route decisions. It also implements incident management strategies such as variable speed limits and event signal timing plans.

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF AMENDING THE 2008-) RESOLUTION NO. 10-4141
11 METROPOLITAN TRANSPORTATION)
IMPROVEMENT PROGRAM (MTIP) TO) Introduced by Councilor Carl Hosticka
DELETE OTIA FUNDING FOR THE I-5/OR99W)
TUALATIN-SHERWOOD CONNECTOR)
PROJECT AND ADD FUNDING TO SIX)
ARTERIAL PROJECTS)

WHEREAS, the Metropolitan Transportation Improvement Program (MTIP) prioritizes projects from the Regional Transportation Plan to receive transportation related funding; and

WHEREAS, the Joint Policy Advisory Committee on Transportation (JPACT) and the Metro Council must approve the MTIP and any subsequent amendments to add new projects to the MTIP; and

WHEREAS, the JPACT and the Metro Council approved the 2008-11 MTIP on August 16, 2007; and

WHEREAS, there are state and federal transportation funds in the 2008-11 MTIP for design and construction of a limited access highway in this corridor; and

WHEREAS, a study, the I-5 to 99W Connector corridor study, was conducted to select a preferred alternative of land use and transportation improvements in the corridor area between Sherwood, Tualatin and Wilsonville; and

WHEREAS, the corridor study recommended a new set of priority transportation projects to phase access and mobility improvements into the corridor instead of immediate construction of a limited access highway; and

WHEREAS, the Oregon Department of Transportation has requested reallocating the Oregon Transportation Investment Act (OTIA) funding it administers to a set of new and existing projects; and

WHEREAS, the new set of transportation projects are consistent with the recommendations of the corridor study and with the Regional Transportation Plan; and

WHEREAS, these changes to programming for these projects has been analyzed and determined to be in conformity with the State Implementation Plan for air quality; now, therefore,

BE IT RESOLVED that the Metro Council hereby adopts the recommendation of JPACT to modify the programming of the 2008-11 Metropolitan Transportation Improvement Program to include the projects as shown in Exhibit A.

ADOPTED by the Metro Council this ___ day of May 2010.

David Bragdon, Council President

Approved as to Form:

Daniel B. Cooper, Metro Attorney

Exhibit A

Summary of MTIP Amendment

	Projects	Funding amount
Remove funds from:	I-5 to 99W Connector	\$10 million
Total removed from project		\$10 million
Apply funds to:	OR99W System Management through Sherwood	\$1 million
	SW Hall Blvd/OR99W Intersection (processed administratively)	\$6 million
	SW Boones Ferry: SW Norwood - SW Day Road	\$2 million
	OR99W Intersections	\$1 million
Total applied to other projects		\$10 million

STAFF REPORT

IN CONSIDERATION OF RESOLUTION NO. 10-4141, FOR THE PURPOSE OF AMENDING THE 2008-11 METROPOLITAN TRANSPORTATION IMPROVEMENT PROGRAM (MTIP) TO DELETE FUNDING FOR THE I-5/OR99W TUALATIN-SHERWOOD CONNECTOR PROJECT AND ADD FUNDING TO SIX ARTERIAL PROJECTS

Date: April 22, 2010

Prepared by: Ted Leybold

BACKGROUND

Washington County received \$10 million in Oregon Transportation Investment Act funding for an I-5 to OR99W connector project generally located between the cities of Sherwood and Tualatin/Wilsonville. The region has also been conducting a corridor study in this area, with the participation of all affected jurisdictions and agencies, to determine a preferred strategy for phasing in transportation facilities and land use actions. The corridor study has now been completed.

With the completion of the corridor study, the Oregon Department of Transportation and Washington County are proposing to reallocate transportation funds allocated to the connector project to the highest priority projects identified by the corridor study.

The recommended projects to receive OTIA funds are:

- OR99W System Management through Sherwood (Traveler information, signal timing upgrades): \$1 m.
- SW Hall Blvd/OR99W Intersection - processed administratively (add turn lanes, bike lanes): \$6 m.
- SW Boones Ferry: SW Norwood - SW Day Road (modernize to current standards): \$2 m.
- OR99W intersections (add turn lanes, signal improvements, bike, pedestrian, transit facilities): \$1 m.

Note: Amendment forms detailing the proposed year of fund obligation, fund type and project cost by phase for these projects is included in Attachment 1 to this staff report.

As part of the funding strategy to begin implementation of the corridor study, these projects will be funded with Washington County funds:

- Adams Street extension: Tualatin-Sherwood Rd to Downtown Sherwood: \$2 m.
- SW 124th Avenue: Tualatin-Sherwood Rd to Boones Ferry Rd (PE only): \$2 m local reimbursement for regional flexible fund exchange.

Note: No JPACT action or amendment forms necessary. Local project funding is provided and will be displayed in the MTIP for information purposes only.

These projects have already been conformed to regional transportation emissions budgets consistent with state air quality requirements as part of the existing 2008-11 MTIP. They are part of the first phase of transportation projects included in the Regional Transportation Plan or are exempt by rule from air quality conformity analysis requirements. Therefore, this action is consistent with state and federal air quality regulations and the State Implementation Plan for air quality.

The State and Metropolitan Transportation Improvement Plans would now need to be amended to reflect these changes if the Council wishes for the funding to be available to the projects.

ANALYSIS/INFORMATION

1. **Known Opposition** None known at this time.
2. **Legal Antecedents** Amends the 2008-11 Metropolitan Transportation Improvement Program adopted by Metro Council Resolution 07-3825 on August 16, 2007 (For the Purpose of Approving the 2008-11 Metropolitan Transportation Improvement Program for the Portland Metropolitan Area).
3. **Anticipated Effects** Adoption of this resolution will eliminate funding programmed for the I-5/OR99W Sherwood to Tualatin Connector project and make available state transportation project funding for the transportation projects described above. Programming of \$2 million of Washington County transportation funds also demonstrates their commitment to program local funding on a priority arterial project in southern Washington County in exchange for regional flexible funds utilized for the I-5/99W Connector Corridor study.
4. **Budget Impacts** No Metro funds are obligated by this agreement.

RECOMMENDED ACTION

Metro staff recommends the approval of Resolution No. 10-4141.

Attachment 1

MTIP/STIP AMENDMENT REQUEST FORM -- SPLIT PROJECT (Revised 5/24/06)

HFO USE ONLY:		MPO USE ONLY:	
STIP AMENDMENT NO.:	Fiscal Constraint Confirmed <input type="checkbox"/> Yes	OTIA Project? <input type="checkbox"/> YES, fill in date below.	MTIP AMENDMENT NO.:
	Let Date (if known) <input type="checkbox"/> N/A	OTIA I & II Change Approval Date	RTP Project No. <input type="text"/>
Project in MPO? <input type="checkbox"/> PORTLAND METRO	OTIA III Bridge Change Approval Date	OTIA III Modernization Change Approval Date <input type="text"/> 9/29/2004	MTIP ID No. <input type="text"/>
Air Quality Conformity Required? <input type="checkbox"/> Air quality conformity required?	Requested By <input type="text"/> Rian Windsheimer	Date of Request <input type="text"/> 12/17/2009	MTIP Coordinator Approval Date
STIP Page No./Amendment No. <input type="text"/> 70	Admin By <input type="text"/> LOCAL/LAL	Reg. STIP Coord. Approval Date <input type="text"/> Vaughan Rademeyer	Fiscal Constraint Confirmed <input type="checkbox"/> Yes
Key No. <input type="text"/> 13301 Region <input type="text"/> 1 Option Code <input type="text"/> L	ACT <input type="text"/> METROW	Mode <input type="text"/> Enter mode of work.	Comments:
Project Name <input type="text"/> I-5: OR99W TUALATIN - SHERWOOD CONNECTOR	Applicant <input type="text"/> Washington County		
Work Type <input type="text"/> MODERN Percent <input type="text"/> 100%	Work Type 2 <input type="text"/> Enter second		
Current Monitor Code <input type="text"/> ENVDOC	New Monitor Code <input type="text"/> STUDY		
Route No. <input type="text"/>	Hwy. Name <input type="text"/>	Hwy. No. <input type="text"/>	
Beginning MP <input type="text"/>	Ending MP <input type="text"/>	Proj. Length <input type="text"/>	
US Cong. District <input type="text"/> 1	Senate District <input type="text"/> 19	Representative District <input type="text"/> 37	County <input type="text"/> WASHINGTON
Work Description <input type="text"/> Corridor study to alleviate congestion.			

REQUESTED ACTION: Delete PE phase and move OTIA funds to 4 new projects. Move \$300,000 State funds to Region 1 Financial Plan. Change project description.

CURRENT PROGRAM STATUS:

KEY NUMBER: 13301		OBJECT NAME: I-5: OR99W TUALATIN - SHERWOOD CONNECTOR														CARRY OVER?
WORK PHASE	YEAR	1st FUND TYPE	FEDERAL DOLLARS	TOTAL DOLLARS	2nd FUND TYPE	FEDERAL DOLLARS	TOTAL DOLLARS	3rd FUND TYPE	FEDERAL DOLLARS	TOTAL DOLLARS	4th FUND TYPE	FEDERAL DOLLARS	TOTAL DOLLARS	TOTAL FEDERAL	PROJECT TOTAL	
PLAN	2008	State	\$0	\$1,700,000	L230 (U-STP)	\$2,100,000	\$2,340,354							\$2,100,000	\$4,040,354	
PRELIM ENG	2010	B3A2 (OTIA3)	\$0	\$10,000,000	S01 (State)		\$300,000							\$0	\$10,300,000	
R/W		97.1%			2.9%									\$0	\$0	
UTIL RELOC														\$0	\$0	
CONST														\$0	\$0	
OTHER														\$0	\$0	
TOTAL			\$0	\$11,700,000		\$2,100,000	\$2,640,354		\$0	\$0		\$0	\$0	\$2,100,000	\$14,340,354	

AMENDED PROGRAM STATUS (SPLIT ABOVE PROJECT INTO THESE PROJECTS):

KEY NUMBER: 13301		OBJECT NAME: I-5: OR99W TUALATIN - SHERWOOD CONNECTOR														CARRY OVER?
WORK PHASE	YEAR	1st FUND TYPE	FEDERAL DOLLARS	TOTAL DOLLARS	2nd FUND TYPE	FEDERAL DOLLARS	TOTAL DOLLARS	3rd FUND TYPE	FEDERAL DOLLARS	TOTAL DOLLARS	4th FUND TYPE	FEDERAL DOLLARS	TOTAL DOLLARS	TOTAL FEDERAL	PROJECT TOTAL	
PLAN	2008	State	\$0	\$1,700,000	L230 (U-STP)	\$2,100,000	\$2,340,354			\$0				\$0	\$4,040,354	
PRELIM ENG														\$0	\$0	
R/W														\$0	\$0	
UTIL RELOC														\$0	\$0	
CONST														\$0	\$0	
OTHER		42.1%			57.9%									\$0	\$0	
TOTAL			\$0	\$1,700,000		\$2,100,000	\$2,340,354		\$0	\$0		\$0	\$0	\$2,100,000	\$4,040,354	

KEY NUMBER:		PROJECT NAME: New Projects on Separate Forms														CARRY OVER?
WORK PHASE	YEAR	1st FUND TYPE	FEDERAL DOLLARS	TOTAL DOLLARS	2nd FUND TYPE	FEDERAL DOLLARS	TOTAL DOLLARS	3rd FUND TYPE	FEDERAL DOLLARS	TOTAL DOLLARS	4th FUND TYPE	FEDERAL DOLLARS	TOTAL DOLLARS	TOTAL FEDERAL	PROJECT TOTAL	
PLAN														\$0	\$0	
PRELIM ENG														\$0	\$0	
R/W														\$0	\$0	
UTIL RELOC														\$0	\$0	
CONST														\$0	\$0	
OTHER														\$0	\$0	

PFS Manager _____ Date _____ PD Manager _____ Date _____ Project Delivery Manager _____ Date _____ Region 1 Manager _____ Date _____

Attachment 1

MTIP/STIP AMENDMENT REQUEST FORM (Revised 5/24/06)

HFO USE ONLY:										MPO USE ONLY:							
STIP AMENDMENT NO.:		Fiscal Constraint Confirmed <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No		OTIA Project? <input type="checkbox"/> YES, fill in date below. <input type="checkbox"/> No		OTIA I & II Change Approval Date		OTIA III Bridge Change Approval Date		OTIA III Modernization Change Approval Date		MTIP AMENDMENT NO.:		RTP Project No.		MTIP ID No.	
Project in MPO? <input type="checkbox"/> PORTLAND METRO <input checked="" type="checkbox"/>		Air Quality Conformity Required? <input type="checkbox"/> Air quality conformity required? <input checked="" type="checkbox"/>		Requested By <input type="checkbox"/> Rian Windsheimer		Date of Request <input type="checkbox"/> 12/17/2009		Applicant <input type="checkbox"/> Washington County		Admin By <input type="checkbox"/> LOCAL/LAL		MTIP Coordinator Approval		Date		Reg. STIP Coord. Approval <input type="checkbox"/> Vaughan Rademeyer	
STIP Page No./Amendment No.		Key No.		Region <input type="checkbox"/> 1		Option Code <input type="checkbox"/> L		ACT <input type="checkbox"/> METROW		New Monitor Code <input type="checkbox"/> PSEDOC		Date <input type="checkbox"/> 12/29/2009		Fiscal Constraint Confirmed <input type="checkbox"/> Yes <input checked="" type="checkbox"/>		Mode <input type="checkbox"/> Enter mode of work.	
Project Name <input type="checkbox"/> OR99W TSM Though Sherwood		Work Type <input type="checkbox"/> MODERN		Percent <input type="checkbox"/> 100%		Work Type 2 <input type="checkbox"/> Enter second		Work Type 3 <input type="checkbox"/> Enter third Wi		Percent <input type="checkbox"/>		Date <input type="checkbox"/> 12/29/2009		Comments:			
Route No. <input type="checkbox"/> OR99W		Hwy. Name <input type="checkbox"/> Pacific Highway West		Hwy. No. <input type="checkbox"/> 1W		Beginning MP		Ending MP		Proj. Length							
US Cong. District <input type="checkbox"/> 1		Senate District <input type="checkbox"/> 13		Representative District <input type="checkbox"/> 26		County <input type="checkbox"/> WASHINGTON		Work Description <input type="checkbox"/> Install Variable Message Signs, Cameras and Road Weather Info Systems									

REQUESTED ACTION: Add new project using \$1 million OTIA Funds from Key 13301 I-5-99W Tualatin - Sherwood Connector

CURRENT PROGRAM STATUS:

KEY NUMBER: 0 OBJECT NAME: OR99W TSM Though Sherwood

WORK PHASE	YEAR	1st FUND TYPE	FEDERAL DOLLARS	TOTAL DOLLARS	2nd FUND TYPE	FEDERAL DOLLARS	TOTAL DOLLARS	3rd FUND TYPE	FEDERAL DOLLARS	TOTAL DOLLARS	4th FUND TYPE	FEDERAL DOLLARS	TOTAL DOLLARS	TOTAL FEDERAL	PROJECT TOTAL	CARRY OVER?
PLAN														\$0	\$0	
PRELIM ENG														\$0	\$0	
R/W														\$0	\$0	
UTIL RELOC														\$0	\$0	
CONST														\$0	\$0	
OTHER														\$0	\$0	
TOTAL			\$0	\$0		\$0	\$0		\$0	\$0		\$0	\$0	\$0	\$0	

AMENDED PROGRAM STATUS:

KEY NUMBER: 0 OBJECT NAME: OR99W TSM Though Sherwood

WORK PHASE	YEAR	1st FUND TYPE	FEDERAL DOLLARS	TOTAL DOLLARS	2nd FUND TYPE	FEDERAL DOLLARS	TOTAL DOLLARS	3rd FUND TYPE	FEDERAL DOLLARS	TOTAL DOLLARS	4th FUND TYPE	FEDERAL DOLLARS	TOTAL DOLLARS	TOTAL FEDERAL	PROJECT TOTAL	CARRY OVER?
PLAN														\$0	\$0	
PRELIM ENG	2010	B3A2(OTIA3)		\$150,000										\$0	\$150,000	
R/W	2010	B3A2(OTIA3)		\$50,000										\$0	\$50,000	
UTIL RELOC														\$0	\$0	
CONST	2010	B3A2(OTIA3)		\$800,000										\$0	\$800,000	
OTHER														\$0	\$0	
TOTAL			\$0	\$1,000,000		\$0	\$0		\$0	\$0		\$0	\$0	\$0	\$1,000,000	

FUNDS BEING TRANSFERRED FROM OTHER KEY NUMBER(S):

KEY NUMBER	WORK PHASE	YEAR	FUND TYPE	FEDERAL DOLLARS	TOTAL DOLLARS	WORK PHASE	YEAR	FUND TYPE	FEDERAL DOLLARS	TOTAL DOLLARS	WORK PHASE	YEAR	FUND TYPE	FEDERAL DOLLARS	TOTAL DOLLARS	CARRY OVER?
13301	PE	2010	B3A2(OTIA3)		\$1,000,000											

PFS Manager _____ Date _____ PD Manager _____ Date _____ Project Delivery Manager _____ Date _____ Region I Manager _____ Date _____

Attachment 1

MTIP/STIP AMENDMENT REQUEST FORM (Revised 5/24/06)

HFO USE ONLY:		Fiscal Constraint Confirmed <input type="checkbox"/> Yes		OTIA Project? <input type="checkbox"/> YES, fill in date below. ▾		MPO USE ONLY:	
STIP AMENDMENT NO.: <input type="text"/>		Let Date (if known) <input type="text"/> N/A		OTIA I & II Change Approval Date <input type="text"/>		MTIP AMENDMENT NO.: <input type="text"/>	
Project in MPO? <input type="text"/> PORTLAND METRO ▾		OTIA III Bridge Change Approval Date <input type="text"/>		OTIA III Modernization Change Approval Date <input type="text"/> Pending		RTP Project No. <input type="text"/>	
Air Quality Conformity Required? <input type="text"/> Air quality conformity required? ▾		Requested By <input type="text"/> Rian Windsheimer		Date of Request <input type="text"/> 12/17/2009		MTIP ID No. <input type="text"/>	
STIP Page No./Amendment No. <input type="text"/> 113		Admin By <input type="text"/> LOCAL/LAL ▾		Applicant <input type="text"/> Washington County		MTIP Coordinator Approval <input type="text"/>	
Key No. <input type="text"/> 15473		Region <input type="text"/> 1		Option Code <input type="text"/> L		Date <input type="text"/>	
Project Name <input type="text"/> OR99W: Pacific Hwy West Intersection @ Hall Blvd		ACT <input type="text"/> METROW		Work Type 2 <input type="text"/> Enter second ▾		Reg. STIP Coord. Approval <input type="text"/> Vaughan Rademeyer	
Work Type <input type="text"/> MODERN		Percent <input type="text"/> 100%		Work Type 3 <input type="text"/> Enter third Wt ▾		Date <input type="text"/> 12/29/2009	
Current Monitor Code <input type="text"/> PSEDOC		New Monitor Code <input type="text"/> PSEDOC		Hwy. Name <input type="text"/> Pacific Highway West		Fiscal Constraint Confirmed <input type="checkbox"/> Yes	
Route No. <input type="text"/> OR99W		Hwy. No. <input type="text"/> 1W		Beginning MP <input type="text"/> 8.69		Mode <input type="text"/> Enter mode of work. ▾	
Ending MP <input type="text"/> 8.93		Proj. Length <input type="text"/> 0.24		US Cong. District <input type="text"/> 1		Comments: <input type="text"/>	
Senate District <input type="text"/> 18		Representative District <input type="text"/> 35		County <input type="text"/> WASHINGTON			
Work Description <input type="text"/> WIDEN INTERSECTION & IMPROVE ACCESS MANAGEMENT TO ENHANCE SAFETY							

REQUESTED ACTION: Increase the total project funding by approximately \$1 million and replace some of the "Other" funds by adding 6 million OTIA III funds from Key 13301 I-5 - OR99W Tualatin - Sherwood Connector.

CURRENT PROGRAM STATUS:

KEY NUMBER: 15473 OBJECT NAME: OR99W: Pacific Hwy West Intersection @ Hall Blvd

WORK PHASE	YEAR	1st FUND TYPE	FEDERAL DOLLARS	TOTAL DOLLARS	2nd FUND TYPE	FEDERAL DOLLARS	TOTAL DOLLARS	3rd FUND TYPE	FEDERAL DOLLARS	TOTAL DOLLARS	4th FUND TYPE	FEDERAL DOLLARS	TOTAL DOLLARS	TOTAL FEDERAL	PROJECT TOTAL	CARRY OVER?
PLAN														\$0	\$0	
PRELIM ENG	2009	S01(State)		\$750,000	OTH0(Other)		\$112,000							\$0	\$862,000	
R/W	2009	OTH0(Other)		\$2,881,000										\$0	\$2,881,000	
UTIL RELOC														\$0	\$0	
CONST	2009	OTH0(Other)		\$2,525,000										\$0	\$2,525,000	
OTHER														\$0	\$0	
TOTAL			\$0	\$6,156,000		\$0	\$112,000		\$0	\$0		\$0	\$0	\$0	\$6,268,000	

AMENDED PROGRAM STATUS:

KEY NUMBER: 15473 OBJECT NAME: OR99W: Pacific Hwy West Intersection @ Hall Blvd

WORK PHASE	YEAR	1st FUND TYPE	FEDERAL DOLLARS	TOTAL DOLLARS	2nd FUND TYPE	FEDERAL DOLLARS	TOTAL DOLLARS	3rd FUND TYPE	FEDERAL DOLLARS	TOTAL DOLLARS	4th FUND TYPE	FEDERAL DOLLARS	TOTAL DOLLARS	TOTAL FEDERAL	PROJECT TOTAL	CARRY OVER?
PLAN														\$0	\$0	
PRELIM ENG	2009	B3A2(OTIA3)		\$537,000	S01(State)		\$750,000							\$0	\$1,287,000	
R/W	2010	B3A2(OTIA3)		\$2,502,500										\$0	\$2,502,500	
UTIL RELOC														\$0	\$0	
CONST	2010	B3A2(OTIA3)		\$2,960,500	OTH0(Other)		\$400,000							\$0	\$3,360,500	
OTHER														\$0	\$0	
TOTAL			\$0	\$6,000,000		\$0	\$1,150,000		\$0	\$0		\$0	\$0	\$0	\$7,150,000	

FUNDS BEING TRANSFERRED FROM OTHER KEY NUMBER(S):

KEY NUMBER	WORK PHASE	YEAR	FUND TYPE	FEDERAL DOLLARS	TOTAL DOLLARS	WORK PHASE	YEAR	FUND TYPE	FEDERAL DOLLARS	TOTAL DOLLARS	WORK PHASE	YEAR	FUND TYPE	FEDERAL DOLLARS	TOTAL DOLLARS	CARRY OVER?
13301	PE	2010	B3A2(OTIA3)		\$6,000,000											

PFS Manager _____ Date _____ PD Manager _____ Date _____ Project Delivery Manager _____ Date _____ Region 1 Manager _____ Date _____

Attachment 1

MTIP/STIP AMENDMENT REQUEST FORM (Revised 5/24/06)

HFO USE ONLY:										MPO USE ONLY:							
STIP AMENDMENT NO.:		Fiscal Constraint Confirmed <input type="checkbox"/> Yes		OTIA Project? <input type="checkbox"/> YES, fill in date below.		OTIA I & II Change Approval Date		OTIA III Bridge Change Approval Date		OTIA III Modernization Change Approval Date		MTIP AMENDMENT NO.:		RTP Project No.:		MTIP ID No.:	
		Let Date (if known) <input type="checkbox"/> N/A															
Project in MPO? <input type="checkbox"/> PORTLAND METRO		Air Quality Conformity Required? <input type="checkbox"/> Air quality conformity required?		Requested By <input type="checkbox"/> Rian Windsheimer		Date of Request <input type="checkbox"/> 12/17/2009		Admin By <input type="checkbox"/> ODOT		Applicant <input type="checkbox"/> City of Tigard		MTIP Coordinator Approval		Reg. STIP Coord. Approval <input type="checkbox"/> Vaughan Rademeyer		Date <input type="checkbox"/> 12/29/2009	
STIP Page No./Amendment No.:		Key No. <input type="checkbox"/> 16968		Region <input type="checkbox"/> 1		Option Code <input type="checkbox"/> L		ACT <input type="checkbox"/> METROW		Work Type <input type="checkbox"/> MODERN		Percent <input type="checkbox"/> 100%		Work Type 2 <input type="checkbox"/> Enter second		Percent <input type="checkbox"/>	
		Current Monitor Code <input type="checkbox"/> Enter Current		New Monitor Code <input type="checkbox"/> PSEDOC		Route No. <input type="checkbox"/> OR99W		Hwy. Name <input type="checkbox"/> Pacific Highway West		Hwy. No. <input type="checkbox"/> 0091		Beginning MP <input type="checkbox"/> 10.36		Ending MP <input type="checkbox"/> 10.43		Proj. Length <input type="checkbox"/> 0.07	
US Cong. District <input type="checkbox"/> 1		Senate District <input type="checkbox"/> 18		Representative District <input type="checkbox"/> 35		County <input type="checkbox"/> WASHINGTON		Mode <input type="checkbox"/> Enter mode of work.		Work Description <input type="checkbox"/> Improve capacity and safety by adding turn lanes and bike/ped improvements		Fiscal Constraint Confirmed <input type="checkbox"/> Yes		Comments:			

REQUESTED ACTION: Add new project using \$1 million OTIA Funds from Key 13301 I-5-99W Tualatin - Sherwood Connector. Add a footnote: Total Project Estimate is \$7m. Additional \$3 million fed funds to be added from the 2010 - 2013 STIP and the City of Tigard has applied for \$3m in the next federal reauthorization.

CURRENT PROGRAM STATUS:

KEY NUMBER: 16968 OBJECT NAME: OR99W: Gaarde/McDonald Intersection Improvements																
WORK PHASE	YEAR	1st FUND TYPE	FEDERAL DOLLARS	TOTAL DOLLARS	2nd FUND TYPE	FEDERAL DOLLARS	TOTAL DOLLARS	3rd FUND TYPE	FEDERAL DOLLARS	TOTAL DOLLARS	4th FUND TYPE	FEDERAL DOLLARS	TOTAL DOLLARS	TOTAL FEDERAL	PROJECT TOTAL	CARRY OVER?
PLAN														\$0	\$0	
PRELIM ENG														\$0	\$0	
R/W														\$0	\$0	
UTIL RELOC														\$0	\$0	
CONST														\$0	\$0	
OTHER														\$0	\$0	
TOTAL			\$0	\$0		\$0	\$0		\$0	\$0		\$0	\$0	\$0	\$0	

AMENDED PROGRAM STATUS:

KEY NUMBER: 16968 OBJECT NAME: OR99W: Gaarde/McDonald Intersection Improvements																
WORK PHASE	YEAR	1st FUND TYPE	FEDERAL DOLLARS	TOTAL DOLLARS	2nd FUND TYPE	FEDERAL DOLLARS	TOTAL DOLLARS	3rd FUND TYPE	FEDERAL DOLLARS	TOTAL DOLLARS	4th FUND TYPE	FEDERAL DOLLARS	TOTAL DOLLARS	TOTAL FEDERAL	PROJECT TOTAL	CARRY OVER?
PLAN														\$0	\$0	
PRELIM ENG	2010	B3A2(OTIA3)		\$1,000,000										\$0	\$1,000,000	
R/W														\$0	\$0	
UTIL RELOC														\$0	\$0	
CONST														\$0	\$0	
OTHER														\$0	\$0	
TOTAL			\$0	\$1,000,000		\$0	\$0		\$0	\$0		\$0	\$0	\$0	\$1,000,000	

FUNDS BEING TRANSFERRED FROM OTHER KEY NUMBER(S):

KEY NUMBER	WORK PHASE	YEAR	FUND TYPE	FEDERAL DOLLARS	TOTAL DOLLARS	WORK PHASE	YEAR	FUND TYPE	FEDERAL DOLLARS	TOTAL DOLLARS	WORK PHASE	YEAR	FUND TYPE	FEDERAL DOLLARS	TOTAL DOLLARS	CARRY OVER?
13301	PE	2010	B3A2 (OTIA3)		\$1,000,000											
PFS Manager		Date		PD Manager		Date		Project Delivery Manager		Date		Region 1 Manager		Date		

 Metro | Memo

Date: April 19, 2010
To: TPAC
From: Ted Leybold and Amy Rose
Subject: 2012-15 MTIP Policy and 2014-15 Regional Flexible Fund Allocation update

TPAC Action Requested: Provide input on policy options for JPACT consideration regarding the 2014-15 Regional Flexible Fund process. *Metro staff will be developing an exercise to help JPACT develop consensus on the policy direction to staff – TPAC will provide a dry run of this exercise and provide feedback to Metro staff at the April meeting.*

Background: at the April 2nd JPACT retreat, there was a request to create funding program options for JPACT consideration that would maximize the regional impact of funds remaining after allocation to existing regional programs. This is consistent with the collaborative approach to decision making for allocation of regional flexible funds proposed by Metro staff at the retreat.

Schedule

- May 13th JPACT meeting: Deliberation of proposed framework
- June 10th JPACT meeting: Action on 2014-15 RFFA policy report

Review of Existing Regional Programs:

Existing regional programs with funding targets are provided in Attachment C.

JPACT requested to review the existing regional programs: Transit Oriented Development (TOD), Transportation Systems Management & Operations (TSMO), Regional Travel Options (RTO), Corridor Planning, High Capacity Transit Program, and Metropolitan Planning. A framework for reviewing each program will be provided for input and the reviews will be scheduled prior to final decision for allocation of funds in Step 2. The following elements are likely to be a part of the review material: program description, regional funding strategy context, directly related RTP outcomes, program strategic plan, and program performance.

Funding Program Options for “Step 2” allocation:

If JPACT proceeds with developing funding programs for Step 2 of the allocation process, they will be asked to define and select the funding programs, provide direction on the types of projects eligible within the program, define program outcomes and objectives, and identify funding targets for the programs. Depending on future federal legislation and final allocation to existing regional programs, allocation to these programs is forecasted to be between \$20 and \$24 million.

Funding program category options and requested JPACT action are summarized in Attachment A.

Attachment B lists project policy objectives from the previous funding cycle. These objectives are a starting point of discussion for providing direction to stakeholders and Coordinating Committees in

developing the priority project proposals for each funding program. Refinement of these program objectives will be necessary as part of defining the Step 2 Funding Programs.

Attachment A

Principles of a Funding Program:

Based on existing RFFA policies and proposed staff direction, the following principles are identified for how a funding program would be structured and administered.

- Utilizes existing staff resources, planning work, and stakeholder group resources (no new funding resources used for allocation process)
- Process to identify priority project options is collaborative with stakeholders
- Final project scope, budget and lead agency identified through Coordinating Committee nomination and agreement with Metro and JPACT
- Program is defined to have a regional scale impact
- Economy of scale is achieved in the selection and administration of projects funded under the program

Funding Program Category Options:

Following are options based on recent historical allocations, recent planning activity findings, and JPACT member feedback at the retreat.

Freight Mobility: This program would support the regional economy by investing in freight mobility at a scale appropriate to funding available.

RTP Performance Outcomes Directly Impacted: Reduce vehicle hours of delay of truck trips

Program Modal Options: Diesel emission reduction programs, system management & operations projects, project development of priority regional construction projects.

Green Economy Initiative: This would be a funding program to support the development of the region's economy through investment in green infrastructure or transportation programs. Key objectives would support or leverage private sector investments in the green sector of the region's economy and/or to enhance the region's reputation of actively supporting the development of green initiatives that attract businesses investing in this sector of the economy.

RTP Performance Outcomes Directly Impacted: Ensure low exposure to air pollution, Reduce vehicle hours of delay (depending on modal elements allowed)

Program Modal Options: Expansion of existing initiatives such as diesel emission reduction programs and system management & operations to new initiatives such as support for transition to electric vehicles.

Active Transportation Program: This program would take a holistic approach from a user perspective to prioritize infrastructure support for non-auto trips.

RTP Performance Outcomes Directly Impacted: Reduce vehicle miles traveled, Triple walk/bike/transit mode share, Reduce vehicle hours of delay.

Program Modal Options: From a historical RFFA process perspective, this would be a combination of all or some elements of allocations to Pedestrian, On-street bicycle, Trail, Boulevard/Main Street, and On-street Transit project elements.

New Funding Preparedness: Compete for large discretionary revenues from federal and state resources that will otherwise go elsewhere. Dedicate funding to develop regional consensus and prepare applications that will enhance region's chance to secure funds. Could be a sub-component of other Funding Program Categories depending on programs and options selected.

RTP Performance Outcomes Directly Impacted: Depends on Modal Options selected.

Program Modal Options:

- Metropolitan Mobility (potential new competitive federal fund category – house bill identifies \$50 billion over 6 years direct to metropolitan areas)
- Freight (potential new federal fund program through DOT's – no fund amount identified yet)
- Active Transportation (potential new competitive federal fund category – up to \$75 million per metropolitan area in house bill)
- High Speed Rail (competitive federal program funds available - \$8 billion already awarded, \$5 to \$50 billion potentially available for 10 corridors nationally)

Attachment A

Step 2

2014-15 RFFA - Funding Program Category Options

Funding Category Options	Directly Related Performance Outcomes	Modes & activities	Proposed Funding Target Options	Program Objectives
Freight Mobility		Intelligent Transportation Systems (ITS)		
		Diesel emission reduction		
	<ul style="list-style-type: none"> • Reduce Vehicle Hours of Delay 	Industrial Land Access		
Green Economy Initiative	<ul style="list-style-type: none"> • Ensure low exposure to air pollution 	Diesel emission reduction		
		Culvert retrofit		
		Electric Vehicle Support		
Active Transportation and Complete Streets	<ul style="list-style-type: none"> • Improve Safety 			
	<ul style="list-style-type: none"> • Triple Walk/Bike/Transit mode share 	Transit Access		
	<ul style="list-style-type: none"> • Reduce Vehicle Miles Traveled 	Bike Lanes & Boulevards		
		Trails		
	<ul style="list-style-type: none"> • Increase access to essential destinations 	Sidewalks & pedestrian crossings		
New Funding Preparedness		Metropolitan Mobility		
		Freight		
		Active Transportation		
		High Speed Rail		

Attachment B

Program Category Objectives (Based on existing MTIP policies)

Once Program Categories are established, projects and program services will be prioritized based on the following objectives:

1. Retain and attract housing and jobs by addressing system gaps or deficiencies to improve multi-modal access in primary 2040 target areas (central city, regional centers, industrial areas and passenger and freight inter-modal facilities) as the highest priority, secondary areas (employment areas, town centers, main streets, station communities and corridors) as next highest priority, and other areas (inner and outer neighborhoods) as the lowest priority (see table 1 below).

Table 1. 2040 Target Areas and Hierarchy of Design Types

2040 Target Areas		
Primary land-uses	Secondary land-uses	Other urban land-uses
<ul style="list-style-type: none">• Central city• Regional centers• Industrial areas• Freight and Passenger Intermodal facilities	<ul style="list-style-type: none">• Employment areas• Town centers• Station Communities• Corridors• Main Streets	<ul style="list-style-type: none">• Inner neighborhoods• Outer neighborhoods

2. Address gaps and deficiencies within or between 2040 target areas (Primary areas are highest priority, Secondary areas are next highest priority, other areas are lowest priority) to support:

- the reliable movement of freight and goods on the RTP regional freight system, and
- transit, pedestrian, bicycle access and inter-modal connections to labor markets and trade areas.

3. Provide access to transportation options for underserved populations (low income populations and elderly and people with disabilities).

4. Address recurring safety issues, including gaps in the bike and pedestrian system.

5. Minimize noise, impervious surfaces, storm-water run-off and other pollution impacts.

6. Reduce and minimize energy consumption, carbon emissions and other air pollution impacts.

7. The project mode or program service type has no other or limited sources of transportation-related funding dedicated to or available for its use.

8. Nominates projects that efficiently and cost-effectively make use of federal funds

9. Recognizes the difference in transportation infrastructure investment needs relative to an areas stage of development (developed, developing, undeveloped) consistent with RTP Table X.X

10. Allows use of funds for project development and local match of large-scale projects (greater than \$10 million) that compete well in addressing program objectives when there is a strong potential to leverage other sources of discretionary funding

Attachment C

Step 1

2014-15 RFFA Proposed Funding Targets

Funding Category Options	Modes & Activities	Directly Related Performance Outcomes	Program Purpose & recent accomplishments	Base Funding Target ⁽¹⁾
Land Use & Transit Oriented Development	TOD Program and site specific projects	<ul style="list-style-type: none"> • Reduce Carbon Dioxide • Triple Walk/Bike/Transit mode share • Reduce Vehicle Miles Traveled • Increase access to essential destinations 	Establish Market comparables to lead desired development in 2040 mixed-use areas, increase utilization of existing transportation infrastructure. The TOD program has completed and begun 20 projects in the last 12 years, resulting in 2,100 housing units, 100,000 sq. ft. of retail space and 140,000 sq. ft. of office space, all near high capacity transit.	\$5.95 million
Project Development	Metro Planning	All Goals addressed	Replaced local dues based support for MPO activities - ensure compliance with federal regulations and support implementation of growth management policies.	\$2.244 million
	Corridor & Systems Planning	All Goals addressed	Identify and refine sub-area project priorities that best address needs and implement growth management policies. Last two cycles of funding enabled the completion of the High Capacity Transit System plan.	\$1 million ⁽²⁾
System and Demand Management	Regional Travel Options program (Demand Management)	<ul style="list-style-type: none"> • Reduce Carbon Dioxide • Triple Walk/Bike/Transit mode share • Reduce Vehicle Miles Traveled 	Reduce need for capacity projects through marketing, employee programs and small capital grants. RTO strategies are expected to reduce approximately 86,600,000 vehicle miles of travel (VMT) per year from 2008 to 2013.	\$4.539 million
	Multi-modal traffic management	<ul style="list-style-type: none"> • Improve Safety 	Increase capacity, safety and the ability to analyze the performance of the existing network. TSMO master plan identifies policy and project priorities.	\$3 million
	Traveler Information	<ul style="list-style-type: none"> • Reduce Vehicle Hours of Delay 		
	Traffic incident management	<ul style="list-style-type: none"> • Reduce Carbon Dioxide 		
High Capacity Transit Program	Light rail & Streetcar construction project development	<ul style="list-style-type: none"> • Triple Walk/Bike/Transit mode share • Reduce Vehicle Miles Travelled • Increase access to essential destinations 	<ul style="list-style-type: none"> • Existing commitment - no new construction projects ready at this time. • Project development: Barbur HCT AA/DEIS. 	\$26 million \$4 million

(1) Based on historical program allocation plus 3% annual inflation to address program purchasing power.

(2) An increase of \$500,000 from historical allocations to address faster delivery of corridor plans and additional multi-modal scope planning activities needed to deliver plans.



Date: April 16, 2010
To: TPAC, MTAC and interested parties
From: Kim Ellis, Principal Transportation Planner
Re: Public Review Draft Regional Transportation Functional Plan – Proposed Amendments

BACKGROUND AND PURPOSE

The region is in the final adoption phase for the Regional Transportation Plan (RTP). A third and final 45-day public comment opportunity began on March 22 and will end on May 6, 2010. The Regional Transportation Functional Plan (RTFP) directs how city and county plans will implement the new RTP through their respective comprehensive plans, local transportation system plans (TSPs) and other land use regulations.

This memorandum provides a summary of proposed amendments to the public review draft transportation functional plan requirements to respond to comments received to date.

- **Attachment 1** includes the Version 2.0 public review draft RTFP with proposed amendments incorporated.
- **Attachment 2** includes the Version 2.0 public review draft RTFP with proposed amendments shown in ~~striketrough~~ and underscore format.
- **Attachment 3** summarizes comments on the public review draft RTFP and recommendations for addressing the comments received as of April 16, 2010. This attachment will be updated to reflect additional comments received during the comment period.
- **Attachment 4** summarizes changes to existing RTFP requirements to implement the RTP and meet state and federal planning requirements for reference.

ACTIONS REQUESTED

- Discuss proposed amendments and policy issues identified by Metro staff.
- Identify preliminary recommendations and outstanding policy issues to be forwarded to MPAC and JPACT for further direction in May.

PROPOSED AMENDMENTS IDENTIFIED FOR TPAC AND MTAC DISCUSSION

1. Transportation solutions (see Title 2 Section 3.08.220 A)
 - Clarified priority order of consideration of individual or combinations of strategies prior to consideration of motor vehicle capacity to address transportation needs.
2. Interim Regional Mobility Policy (see Table 3.08.2)
 - Converted letter grades to volume/capacity ratios to match Oregon Highway Plan designations

- Eliminated areas of special concern designation as a policy designation. This effects Portland central city, Gateway regional center, Beaverton regional center, OR 99W and Tualatin town center.
3. Demonstration of progress toward achievement of RTP targets and standards, and maintaining state highway performance as much as feasible and to avoid further degradation (see Title 2 Section 3.08.230 E)
 - By adopting the actions, a local government can demonstrate through findings they are making progress toward the targets and maintaining state highway performance as much as feasible.
 - Adoption of these actions and land use actions in Title 6 of the Urban Growth Management Functional Plan will make a local government eligible for an automatic 30 percent vehicle trip reduction credit in Centers, Corridors and Station Communities for purposes of future plan amendments.
 4. Parking management plans in centers and station communities (see Title 4 Section 3.08.410)
 - Clarifies that a range of parking policies are to be adopted in TSPs, and allows for parking management plans to be adopted as separate policy documents and for subareas of centers.

NEXT STEPS

Preliminary recommendations and outstanding policy issues will be forwarded to the Joint Policy Advisory Committee on Transportation (JPACT) and the Metro Policy Advisory Committee (MPAC) in May. A summary of upcoming milestones and advisory committee discussions and actions is provided for reference.

March 22 – May 6, 2010	Final RTP public comment period
April 27	Metro Council discussion on new local government requirements
April 30	TPAC discussion on RTP amendments and new local government requirements
May 5, 2010	MTAC discussion on discuss RTP amendments and new local government requirements
May 6, 2010	Public hearing at 5 p.m. at Metro; public comment period ends at midnight
May 13, 2010	Oregon Transportation Commission briefing on RTP JPACT discussion on 2035 RTP and new local government requirements
May 19, 2010	MTAC final recommendation on 2035 RTP
May 26, 2010	MPAC discussion on 2035 RTP and new local government requirements
May 28, 2010	TPAC final recommendation on air quality conformity and 2035 RTP
June 9, 2010	MPAC makes recommendation on RTP
June 10, 2010	JPACT and the Metro Council take action on RTP
June 15, 2010	RTP and findings submitted to the Land Conservation and Development Commission in the manner of periodic review for approval Joint 2035 RTP and 2010-13 Metropolitan Transportation Improvement Program (MTIP) air quality conformity determination and findings submitted to U.S. DOT for review and approval

CHAPTER 3.08

PUBLIC REVIEW DRAFT REGIONAL TRANSPORTATION FUNCTIONAL PLAN
Version 2.0 (with proposed amendments incorporated)
4/16/10

NOTE: This draft document codifies current regional transportation functional plan language and additional functional plan provisions to direct how city and county plans will implement new RTP policies and implementation actions.

SECTIONS	TITLE
3.08.010	Purpose of Regional Transportation Functional Plan
TITLE 1: TRANSPORTATION SYSTEM DESIGN	
3.08.110	Street System Design
3.08.120	Transit System Design
3.08.130	Pedestrian System Design
3.08.140	Bicycle System Design
3.08.150	Freight System Design
3.08.160	Transportation System Management and Operations
TITLE 2: DEVELOPMENT AND UPDATE OF TRANSPORTATION SYSTEM PLANS	
3.08.210	Transportation Needs
3.08.220	Transportation Solutions
3.08.230	Performance Targets and Standards
TITLE 3: TRANSPORTATION PROJECT DEVELOPMENT	
3.08.310	Defining Projects in Transportation System Plans
TITLE 4: REGIONAL PARKING MANAGEMENT	
3.08.410	Parking Management
TITLE 5: AMENDMENT OF COMPREHENSIVE PLANS	
3.08.510	Amendments of City and County Comprehensive and Transportation System Plans
TITLE 6: COMPLIANCE PROCEDURES	
3.08.610	Metro Review of Amendments to Transportation System Plans
3.08.620	Extension of Compliance Deadline
3.08.630	Exception from Compliance
TITLE 7: DEFINITIONS	
3.08.710	Definitions

CHAPTER 3.08

REGIONAL TRANSPORTATION FUNCTIONAL PLAN

SECTIONS TITLE

3.08.010 Purpose of Regional Transportation Functional Plan

- A. The Regional Transportation Functional Plan (RTFP) implements those policies of the Regional Transportation Plan (RTP) and its constituent freight, high-capacity transit and transportation system management and operations plans which cities and counties of the region will carry out in their comprehensive plans, transportation system plans (TSPs), other land use regulations and transportation project development. The principal objectives of the RTP are improved safety for all; attraction of jobs and housing to downtowns, main streets, corridors and employment areas; maximizing use of the existing transportation system; completion of the transportation system for all modes of travel; increasing use of the transit, pedestrian and bicycle systems; improving freight reliability; and reducing vehicle miles traveled and resulting emissions.
- B. The RTFP is intended to be consistent with federal law that applies to Metro in its role as a metropolitan planning organization, the Oregon Transportation Plan, and Statewide Planning Goal 12 (Transportation) and its Transportation Planning Rule (TPR). If a TSP is consistent with this RTFP, Metro shall deem it consistent with the RTP.

TITLE 1: TRANSPORTATION SYSTEM DESIGN3.08.110 Street System Design

- A. To ensure that new street construction and re-construction projects are designed to improve safety, support adjacent land use and balance the needs of all users, including bicyclists, transit vehicles, motorists, freight delivery vehicles and pedestrians of all ages and abilities, city and county street design regulations shall allow implementation of:
1. Complete street designs as set forth in *Creating Livable Streets: Street Design Guidelines for 2040* (2nd Edition, 2002), or similar resources consistent with regional street design policies;

2. Green street designs as set forth in *Green Streets: Innovative Solutions for Stormwater and Street Crossings* (2002) and *Trees for Green Streets: An Illustrated Guide* (2002) or similar resources consistent with federal regulations for stream protection; and
 3. Transit-supportive street designs that facilitate existing and planned transit service pursuant subsection 3.08.120B.
- B. City and county local street design regulations shall allow implementation of:
1. Pavement widths of less than 28 feet from curb-face to curb-face;
 2. Sidewalk widths that include at least five feet of pedestrian through zones;
 3. Landscaped pedestrian buffer strips, or paved furnishing zones of at least five feet, that include street trees;
 4. Traffic calming devices, such as speed bumps and cushions, woonerfs and chicanes, to discourage traffic infiltration and excessive speeds;
 5. Short and direct right-of-way routes and shared-use paths to connect residences with commercial services, parks, schools, hospitals, institutions, transit corridors, regional trails and other neighborhood activity centers; and
 6. Opportunities to extend streets in an incremental fashion, including posted notification on streets to be extended.
- C. To provide a well-connected network of streets for local circulation and preserve the capacity of the region's principal arterials for through trips, each city and county shall amend its TSP, if necessary, to comply with the requirements set forth in subsections D through G of this section.

- D. To improve connectivity of the region's arterial system and support walking, bicycling and access to transit, each city and county shall incorporate into its TSP, to the extent practicable, a network of four-lane major arterial streets at one-mile spacing and two-lane minor arterial streets or collector streets at half-mile spacing considering the following:
1. Existing topography;
 2. Rail lines;
 3. Freeways;
 4. Pre-existing development;
 5. Leases, easements or covenants in place prior to May 1, 1995; and
 6. The requirements of Titles 3 and 13 of the Urban Growth Management Functional Plan (UGMFP).
- E. To improve local access and circulation, and preserve capacity on the region's arterial system, each city and county shall incorporate into its TSP a conceptual map of new streets for all contiguous areas of vacant and re-developable lots and parcels of five or more acres that are zoned to allow residential or mixed-use development. The map shall identify street connections to adjacent areas to promote a logical, direct and connected system of streets and should demonstrate opportunities to extend and connect new streets to existing streets, provide direct public right-of-way routes and limit closed-end street designs consistent with subsection F.
- F. If proposed residential or mixed-use development involves construction of a new street, the city and county regulations shall require the applicant to provide a site plan that:
1. Is consistent with the conceptual new streets map required by subsection E;
 2. Provides full street connections with spacing of no more than 530 feet between connections, except if prevented by barriers such as topography, rail lines, freeways, pre-existing development, leases, easements

or covenants that existed prior to May 1, 1995, or by requirements of Titles 3 and 13 of the UGMFP;

3. If streets must cross water features protected pursuant to Title 3 UGMFP, provides a crossing every 800 to 1,200 feet unless habitat quality or the length of the crossing prevents a full street connection;
 4. If full street connection is prevented, provides bicycle and pedestrian accessways on public easements or rights-of-way spaced such that accessways are not more than 330 feet apart, unless not possible for the reasons set forth in paragraph 3;
 5. Provides for bike and pedestrian accessways that cross water features identified pursuant to Title 3 of the UGMFP at an average of 530 feet between accessways unless habitat quality or the length of the crossing prevents a connection;
 6. If full street connection over water features identified pursuant to Title 3 of the UGMFP cannot be constructed in centers as defined in Title 6 of the UGMFP or Main Streets shown on the 2040 Growth Concept Map, or if spacing of full street connections exceeds 1,200 feet, provides bike and pedestrian crossings at an average of 530 feet between accessways unless habitat quality or the length of the crossing prevents a connection;
 7. Limits cul-de-sac designs or other closed-end street designs to circumstances in which barriers prevent full street extensions and limits the length of such streets to 200 feet and the number of dwellings along the street to no more than 25; and
 8. Provides street cross-sections showing dimensions of right-of-way improvements and posted or expected speed limits.
- G. For redevelopment of contiguous lots and parcels less than five acres in size that require construction of new streets, cities and counties shall establish their own standards for local street connectivity, consistent with subsection F.

3.08.120 Transit System Design

- A. City and county TSPs or other appropriate regulations shall include investments, policies, standards and criteria to provide pedestrian and bicycle connections to all transit stops where regional transit service exists at the time of TSP development or update and all existing or planned Station Communities.
- B. City and county TSPs shall include a transit plan, and implementing land use regulations, with the following elements to leverage the region's investment in transit and improve access to the transit system:
 - 1. A transit system map consistent with the transit functional classifications shown in Figure 2.15 of the RTP that shows the locations of major transit stops, transit centers, high capacity transit stations, regional bicycle transit facilities, inter-city bus and rail passenger terminals designated in the RTP, transit-priority treatments such as signals, regional bicycle transit facilities, park-and-ride facilities, and bicycle and pedestrian routes, consistent with sections 3.08.130 and 3.08.140, between essential destinations and transit stops.
 - 2. The following site design standards for new retail, office, multi-family and institutional buildings located near or at major transit stops shown in Figure 2.15 in the RTP:
 - a. Provide reasonably direct pedestrian connections between transit stops and building entrances and between building entrances and streets adjoining transit stops;
 - b. Provide safe, direct and logical pedestrian crossings at all transit stops and make intersection and mid-block traffic management improvements as needed to enable marked crossings at major transit stops;
 - c. At major transit stops, require the following:
 - i. Locate buildings within 20 feet of the transit stop, a transit street or an intersecting

street, or a pedestrian plaza at the stop or a street intersection;

- ii. Transit passenger landing pads accessible to disabled persons to transit agency standards;
- iii. An easement or dedication for a passenger shelter and an underground utility connection to a major transit stop if requested by the public transit provider; and
- iv. Lighting to transit agency standards at the major transit stop.

C. Providers of public transit service shall consider the needs of youth, seniors, people with disabilities and environmental justice populations, including minorities and low-income families, when planning levels of service, transit facilities and hours of operation.

3.08.130 Pedestrian System Design

A. City and county TSPs shall include a pedestrian plan, with implementing land use regulations, for an interconnected network of pedestrian routes within and through the city or county. The plan shall include:

- 1. An inventory of existing facilities that identifies gaps and deficiencies in the pedestrian system;
- 2. An evaluation of needs for pedestrian access to transit and essential destinations for all mobility levels, including direct, comfortable and safe pedestrian routes.
- 3. A list of improvements to the pedestrian system that will help the city or county achieve the regional non-SOV modal targets in Table 3.08-1 and other targets established pursuant to section 3.08.230;
- 4. Provision for sidewalks along arterials, collectors and most local streets, except that sidewalks are not required along controlled roadways, such as freeways; and
- 5. Provision for safe crossings of streets and controlled pedestrian crossings on major arterials.

B. To support transit, a city or county may implement the provisions of section 3.08.120B(2) by establishment of a

pedestrian district in its comprehensive plan or land use regulations with the following elements:

1. A connected street and pedestrian network for the district;
 2. An inventory of existing facilities, gaps and deficiencies in the network of pedestrian routes;
 3. Interconnection of pedestrian, transit and bicycle systems;
 4. Parking management strategies;
 5. Access management strategies;
 6. Sidewalk and accessway location and width;
 7. Landscaped or paved pedestrian buffer strip location and width;
 8. Street tree location and spacing;
 9. Pedestrian street crossing and intersection design;
 10. Street lighting and furniture for pedestrians; and
 11. A mix of types and densities of land uses that will support a high level of pedestrian activity.
- C. City and county land use regulations shall ensure that new development provides on-site streets and accessways that offer reasonably direct routes for pedestrian travel.

3.08.140 Bicycle System Design

- A. City and county TSPs shall include a bicycle plan, with implementing land use regulations, for an interconnected network of bicycle routes within and through the city or county. The plan shall include:
1. An inventory of existing facilities that identifies gaps and deficiencies in the bicycle system;
 2. An evaluation of needs for bicycle access to transit and essential destinations, including direct, comfortable and safe bicycle routes and secure bicycle

parking, considering *TriMet Bicycle Parking Guidelines*.

3. A list of improvements to the bicycle system that will help the city or county achieve the regional non-SOV modal targets in Table 3.08-1 and other targets established pursuant to section 3.08.230;
4. Provision for bikeways along arterials, major collectors and nearby parallel routes, and bicycle parking in centers, at major transit stops shown in Figure 2.15 in the RTP, park-and-ride lots and associated with institutional uses; and
5. Provision for safe crossing of streets and controlled bicycle crossings on major arterials.

3.08.150 Freight System Design

- A. City and county TSPs shall include a freight plan, with implementing land use regulations, for an interconnected system of freight networks within and through the city or county. The plan shall include:
 1. An inventory of existing facilities that identifies gaps and deficiencies in the freight system;
 2. An evaluation of freight access to freight intermodal facilities, employment and industrial areas and commercial districts; and
 3. A list of improvements to the freight system that will help the city or county increase reliability of freight movement, reduce freight delay and achieve the targets established pursuant to section 3.08.230.

3.08.160 Transportation System Management and Operations

- A. City and county TSPs shall include transportation system management and operations (TSMO) plans to improve the performance of existing transportation infrastructure within or through the city or county. A TSMO plan shall include:
 1. An inventory and evaluation of existing local and regional TSMO infrastructure, strategies and programs that identifies gaps and opportunities to expand infrastructure, strategies and programs;

2. A list of projects and strategies, consistent with the Regional TSMO Plan, based upon consideration of the following functional areas:
 - a. Multimodal traffic management investments, such as signal timing, access management, arterial performance monitoring and active traffic management;
 - b. Traveler information investments, such as forecasted traffic conditions and carpool matching;
 - c. Traffic incident management investments, such as incident response programs; and
 - d. Transportation demand management investments, such as individualized marketing programs, rideshare programs and employer transportation programs.

TITLE 2: DEVELOPMENT AND UPDATE OF TRANSPORTATION SYSTEM PLANS

3.08.210 Transportation Needs

- A. Each city and county shall update its TSP to incorporate regional and state transportation needs identified in the 2035 RTP and its own transportation needs. The determination of local transportation needs shall be based upon:
 1. System gaps and deficiencies identified in the inventories and analysis of transportation systems pursuant to Title 1;
 2. Identification of facilities that exceed the Deficiency Thresholds and Operating Standards in Table 3.08-2 or the alternative thresholds and standards established pursuant to section 3.08.230;
 3. Consideration of the needs of youth, seniors, people with disabilities and environmental justice populations within the city or county, including minorities and low-income families.
- B. A city or county determination of transportation needs must be consistent with the following elements of the RTP:

1. The population and employment forecast, except that a city or county may use an alternative forecast for the city or county, coordinated with Metro, to account for changes to comprehensive plan or land use regulations adopted after adoption of the RTP;
2. Regional needs identified in the mobility corridor strategies in Chapter 4 of the RTP;
3. System maps and functional classifications for street design, motor vehicles, transit, bicycles, pedestrians and freight in Chapter 2 of the RTP; and
4. Regional non-SOV modal targets in Table 3.08-1 and the Deficiency Thresholds and Operating Standards in Table 3.08-2.

3.08.220 Transportation Solutions

- A. Each city and county shall consider the following strategies, in the order listed, to meet the transportation needs determined pursuant to section 3.08.210 and performance targets and standards pursuant to section 3.08.230. The city or county shall explain its choice of one or more of the strategies:
1. TSMO investments that refine or implement regional strategies in the RTP;
 2. Transit, bicycle and pedestrian system improvements;
 3. Traffic-calming designs and devices;
 4. Land use strategies in OAR 660-012-0035(2) to help achieve the thresholds and standards in Tables 3.08-1 and 3.08-2 or alternative thresholds and standards established pursuant to section 3.08.230;
 5. Improvements to parallel arterials, collectors or local streets, including pedestrian and bicycle facilities, consistent with the connectivity standards in section 3.08.110, in order to provide alternative routes or encourage use of modes other than SOV; and
 6. Motor vehicle capacity improvements, consistent with the RTP Arterial and Throughway Network Concept, only

upon a demonstration that other strategies in this subsection are not appropriate or cannot adequately address identified transportation needs.

- B. A city or county shall coordinate its consideration of the strategies in subsection A with the owner of the transportation facility affected by the strategy. Facility design is subject to the approval of the facility owner.
- C. If analysis under subsection 3.08.210A indicates an unmet regional or state need that has not been addressed in the RTP, the city or county shall propose one of the following actions:
 - 1. Propose a project at the time of Metro review of the RTP to be incorporated into the RTP during the next RTP update; or
 - 2. Propose an amendment to the RTP for needs and projects if the amendment is necessary prior to the next RTP update.
- D. Upon its conclusion that the strategies in subsection A would not be feasible to address identified needs, a city or county shall, in coordination with Metro, pursue one or more of the following strategies:
 - 1. Amend the comprehensive plan or land use regulations for an area to reduce trips generated by allowed uses;
 - 2. Take an exception to the relevant RTFP requirement pursuant to section 3.08.630;
 - 3. Change the RTP functional classification of a facility for any mode in Chapter 2 of the RTP; or
 - 4. Amend the policy in the RTP which the relevant RTFP requirement implements.

3.08.230 Performance Targets and Standards

- A. Each city and county shall demonstrate that solutions adopted pursuant to section 3.08.220 will achieve progress toward the targets and standards in Tables 3.08-1 and 3.08-2 or toward alternative targets and standards adopted by the city or county pursuant to subsections B, C and D. The

city or county shall include the regional targets and standards or its alternatives in its TSP.

- B. A city or county may adopt alternative targets or standards in place of regional targets and standards prescribed in subsection A upon a demonstration that the alternatives:
 - 1. Are no lower than those in Table 3.08-1 and Table 3.08-2;
 - 2. Will not result in a need for motor vehicle capacity improvements that go beyond the planned arterial and throughway network defined in Figure 2.12 of the RTP and that are not recommended in, or are inconsistent with, the RTP; and
 - 3. Will not increase SOV travel to a degree inconsistent with the non-SOV modal targets in Table 3.08-1.
- C. If the city or county adopts mobility standards for state highways different from those in Table 3.08-2, it shall demonstrate that the standards have been approved by the Oregon Transportation Commission.
- D. Each city and county shall also include performance measures for safety, vehicle miles traveled per capita, freight reliability, congestion, and walking, bicycling and transit mode shares to evaluate and monitor performance of the TSP.
- E. To demonstrate progress toward achievement of performance targets in Tables 3.08-1 and 3.08-2 and to maintain performance of state highways within its jurisdiction as much as feasible and avoid their further degradation, the city or county shall adopt the following:
 - 1. Parking minimum and maximum ratios in Centers and Station Communities consistent with subsection 3.08.410A;
 - 2. Designs for street, transit, bicycle, freight and pedestrian systems consistent with Title 1;
 - 3. TSMO projects and strategies consistent with section 3.08.160; and
 - 4. Land use actions pursuant to OAR 660-012-0035(2).

TITLE 3: TRANSPORTATION PROJECT DEVELOPMENT

3.08.310 Defining Projects in Transportation System Plans

- A. Each city or county developing or amending a TSP shall specify the general locations and facility parameters, such as minimum and maximum ROW dimensions and the number and size of traffic lanes, of planned regional transportation facilities and improvements identified on the appropriate RTP map. The locations shall be within the general location depicted in the appropriate RTP map. Except as otherwise provided in the TSP, the general location is as follows:
1. For new facilities, a corridor within 200 feet of the location depicted on the appropriate RTP map;
 2. For interchanges, the general location of the crossing roadways, without specifying the general location of connecting ramps;
 3. For existing facilities planned for improvements, a corridor within 50 feet of the existing right-of-way; and
 4. For realignments of existing facilities, a corridor within 200 feet of the segment to be realigned as measured from the existing right-of-way depicted on the appropriate RTP map.
- B. A city or county may refine or revise the general location of a planned regional facility as it prepares or revises its TSP. Such revisions may be appropriate to reduce the impacts of the facility or to comply with comprehensive plan or statewide planning goals. If, in developing or amending its TSP, a city or county determines that the general location of a planned regional facility or improvement is inconsistent with its comprehensive plan or a statewide planning goal requirement, it shall:
1. Propose a revision to the general location of the planned facility or improvement to achieve consistency and, if the revised location lies outside the general

location depicted in the appropriate RTP map, seek an amendment to the RTP; or

2. Propose a revision to its comprehensive plan to authorize the planned facility or improvement at the revised location.

TITLE 4: REGIONAL PARKING MANAGEMENT

3.08.410 Parking Management

- A. Cities and county parking regulations shall set minimums and maximums as set forth in this section, consistent with the following:
 1. No minimum ratios higher than those shown on Table 3.08-3.
 2. No maximums ratios higher than those shown on Table 3.08-3 and illustrated in the Parking Maximum Map. If 20-minute peak hour transit service has become available to an area within a one-quarter mile walking distance for bus transit or one-half mile walking distance for light rail transit, that area shall be added to Zone A. If 20-minute peak hour transit service is no longer available to an area within a one-quarter mile walking distance for bus transit or one-half mile walking distance for light rail transit, that area shall be removed from Zone A. Cities and counties should designate Zone A parking ratios in areas with good pedestrian access to commercial or employment areas (within one-third mile walk) from adjacent residential areas.
- B. Cities and counties may establish a process for variances from minimum and maximum parking ratios that includes criteria for a variance.
- C. Free surface parking shall be subject to the regional parking maximums for Zones A and B in Table 3.08-3. Cities and counties may exempt parking structures; fleet parking; vehicle parking for sale, lease, or rent; employee car pool parking; dedicated valet parking; user-paid parking; market rate parking; and other high-efficiency parking management alternatives from maximum parking standards. Reductions associated with redevelopment may be done in phases. Where

mixed-use development is proposed, cities and counties shall provide for blended parking rates. Cities and counties may count adjacent on-street parking spaces, nearby public parking and shared parking toward required parking minimum standards.

- D. Cities and counties may use categories or standards other than those in Table 3.08-3 upon demonstration that the effect will be substantially the same as the application of the ratios in the table.
- E. Cities and counties shall provide for the designation of residential parking districts in local comprehensive plans or implementing ordinances.
- F. Cities and counties shall require that parking lots more than three acres in size provide street-like features along major driveways, including curbs, sidewalks and street trees or planting strips. Major driveways in new residential and mixed-use areas shall meet the connectivity standards for full street connections in section 3.08.110, and should line up with surrounding streets except where prevented by topography, rail lines, freeways, pre-existing development or leases, easements or covenants that existed prior to May 1, 1995, or the requirements of Titles 3 and 13 of the UGMFP.
- G. To support local freight delivery activities, cities and counties shall require on-street freight loading and unloading areas at appropriate locations in centers.
- H. To encourage the use of bicycles and ensure adequate bicycle parking for different land uses, cities and counties shall establish short-term and long-term bicycle parking minimums for:
 - 1. New multi-family residential developments of four units or more;
 - 2. New retail, office and institutional developments;
 - 3. Transit centers, high capacity transit stations, inter-city bus and rail passenger terminals; and
 - 4. Bicycle facilities at transit stops and park-and-ride lots.

- I. Cities and counties shall adopt parking policies, management plans and regulations for Centers and Station Communities. The policies, plans and regulations shall be consistent with subsections A through H. Plans may be adopted in TSPs or other adopted policy documents and may focus on sub-areas of Centers. Plans shall include an inventory of parking supply and usage, an evaluation of bicycle parking needs with consideration of *TriMet Bicycle Parking Guidelines*. Policies shall be adopted in the TSP. Policies, plans and regulations must consider and may include the following range of strategies:
 1. By-right exemptions from minimum parking requirements;
 2. Parking districts;
 3. Shared parking;
 4. Structured parking;
 5. Bicycle parking;
 6. Timed parking;
 7. Differentiation between employee parking and parking for customers, visitors and patients;
 8. Real-time parking information;
 9. Priced parking;
 10. Parking enforcement.

TITLE 5: AMENDMENT OF COMPREHENSIVE PLANS

3.08.510 Amendments of City and County Comprehensive and Transportation System Plans

- A. When a city or county proposes to amend its comprehensive plan or its components, it shall consider the strategies in subsection 3.08.220A as part of the analysis required by OAR 660-012-0060.
- B. If a city or county adopts the actions set forth in section _____ of Title 6 of the UGMFP, it shall be eligible for an

automatic reduction of 30 percent below the vehicular trip generation rates recommended by the Institute of Transportation Engineers when analyzing the traffic impacts, pursuant to OAR 660-012-0060, of a plan amendment in a Center, Corridor or Station Community.

- D. If a city or county proposes a transportation project that is not included in the RTP and will result in a significant increase in SOV capacity or exceeds the planned function or capacity of a facility designated in the RTP, it shall demonstrate consideration of the following as part of its project analysis:
 - 1. The strategies set forth subsection 3.08.220A;
 - 2. Complete street designs adopted pursuant to subsection 3.08.110A and as set forth in *Creating Livable Streets: Street Design Guidelines for 2040* (2nd Edition, 2002) or similar resources consistent with regional street design policies; and
 - 3. Green street designs adopted pursuant to subsection 3.08.110A and as set forth in *Green Streets: Innovative Solutions for Stormwater and Street Crossings* (2002) and *Trees for Green Streets: An Illustrated Guide* (2002) or similar resources consistent with federal regulations for stream protection.
- E. If the city or county decides not to build a project identified in the RTP, it shall identify alternative projects or strategies to address the identified transportation need and inform Metro so that Metro can amend the RTP.
- F. This section does not apply to city or county transportation projects that are financed locally and would be undertaken on local facilities.

TITLE 6: COMPLIANCE PROCEDURES

3.08.610 Metro Review of Amendments to Transportation System Plans

- A. Cities and counties shall update or amend their TSPs to comply with the RTFP, or an amendment to it, within two years after acknowledgement of the RTFP, or an amendment to

it, or by a later date specified in the ordinance that amends the RTFP. The COO shall notify cities and counties of the dates by which their TSPs must comply.

- B. Cities and counties that update or amend their TSPs after acknowledgment of the RTFP or an amendment to it, but before two years following its acknowledgment, shall make the amendments in compliance with the RTFP or the amendment. The COO shall notify cities and counties of the date of acknowledgment of the RTFP or an amendment to it.
- C. One year following acknowledgment of the RTFP or an amendment to it, cities and counties whose TSPs do not yet comply with the RTFP or the amendment shall make land use decisions consistent with the RTFP or the amendment. The COO, at least 120 days before the specified date, shall notify cities and counties of the date upon which RTFP requirements become applicable to land use decisions. The notice shall specify which requirements become applicable to land use decisions in each city and county.
- D. An amendment to a city or county TSP shall be deemed to comply with the RTFP if no appeal to the Land Use Board of Appeals is made within the 21-day period set forth in ORS 197.830(9), or if an appeal is made and the amendment is affirmed by the final decision on appeal. Once the amendment is deemed to comply with the RTFP, the RTFP shall no longer apply directly to city or county land use decisions.
- E. An amendment to a city or county TSP shall be deemed to comply with the RTFP as provided in subsection D only if the city or county provided notice to the COO as required by subsection F.
- F. At least 45 days prior to the first public hearing on a proposed amendment to a TSP, the city or county shall submit the proposed amendment to the COO. The COO may request, and if so the city or county shall submit, an analysis of compliance of the amendment with the RTFP. Within four weeks after receipt of the notice, the COO shall submit to the city or county a written analysis of compliance of the proposed amendment with the RTFP, including recommendations, if any, that would bring the amendment into compliance with the RTFP. The COO shall send a copy of its analysis to those persons who have requested a copy.

- G. If the COO concludes that the proposed amendment does not comply with RTFP, the COO shall advise the city or county that it may:
 - 1. Revise the proposed amendment as recommended in the COO's analysis;
 - 2. Seek an extension of time, pursuant to section 3.08.620, to bring the proposed amendment into compliance;
 - 3. Seek an exception to the requirement, pursuant to section 3.08.630; or
 - 4. Seek review of the noncompliance by JPACT and the Metro Council, pursuant to subsections H and I of this section.

- H. The city or county may postpone further consideration of the proposed amendment and seek JPACT review of the COO's analysis under subsection F within 21 days from the date it received the COO's analysis. JPACT shall schedule the matter for presentations by the city or county and the COO at the earliest available time. At the conclusion of the presentations, JPACT, by a majority of a quorum, shall decide whether it agrees or disagrees with the COO's analysis and shall provide a brief written explanation as soon as practicable.

- I. The city or county may seek review of JPACT's decision by the Metro Council within 10 days from the date of JPACT's written explanation. The Council shall schedule the matter for presentations by the city or county and the COO at the earliest available time. At the conclusion of the presentations, the Council shall decide whether it agrees or disagrees with JPACT's decision and shall provide a brief written explanation as soon as practicable.

- J. A city or county that adopts an amendment to its TSP shall send a printed or electronic copy of the ordinance making the amendment to the COO within 14 days after its adoption.

3.08.620 Extension of Compliance Deadline

- A. A city or county may seek an extension of time for compliance with the RTFP by filing an application on a form

provided by the COO. Upon receipt of an application, the Council President shall set the matter for a public hearing before the Metro Council and shall notify the city or county, JPACT, the Department of Land Conservation and Development (DLCD) and those persons who request notification of applications for extensions.

- B. The Council shall hold a public hearing to consider the application. Any person may testify at the hearing. The Council may grant an extension if it finds that:
 - 1. The city or county is making progress toward compliance with the RTFP; or
 - 2. There is good cause for failure to meet the compliance deadline.
- C. The Council may establish terms and conditions for an extension in order to ensure that compliance is achieved in a timely and orderly fashion and that land use decisions made by the city or county during the extension do not undermine the ability of the city or county to achieve the purposes of the RTFP requirement. A term or condition must relate to the requirement of the RTFP for which the Council grants the extension. The Council shall not grant more than two extensions of time, nor grant an extension of time for more than one year.
- D. The Council shall issue an order with its conclusion and analysis and send a copy to the city or county, JPACT, the DLCD and any person who participated in the proceeding. The city or county or a person who participated in the proceeding may seek review of the Council's order as a land use decision described in ORS 197.015(10)(a)(A).

3.08.630 Exception from Compliance

- A. A city or county may seek an exception from compliance with a requirement of the RTFP by filing an application on a form provided by the COO. Upon receipt of an application, the Council President shall set the matter for a public hearing before the Metro Council and shall notify JPACT, the DLCD and those persons who request notification of requests for exceptions.
- B. Following the public hearing on the application, the Metro Council may grant an exception if it finds:

1. It is not possible to achieve the requirement due to topographic or other physical constraints or an existing development pattern;
 2. This exception and likely similar exceptions will not render the objective of the requirement unachievable region-wide;
 3. The exception will not reduce the ability of another city or county to comply with the requirement; and
 4. The city or county has adopted other measures more appropriate for the city or county to achieve the intended result of the requirement.
- C. The Council may establish terms and conditions for the exception in order to ensure that it does not undermine the ability of the region to achieve the policies of the RTP. A term or condition must relate to the requirement of the RTFP to which the Council grants the exception.
- D. The Council shall issue an order with its conclusion and analysis and send a copy to the city or county, JPACT, the DLCD and those persons who have requested a copy of the order. The city or county or a person who participated in the proceeding may seek review of the Council's order as a land use decision described in ORS 197.015(10) (a) (A).

TITLE 7: DEFINITIONS

3.08.710 Definitions

For the purpose of this functional plan, the following definitions shall apply:

- A. "Accessibility" means the ease of access and the amount of time required to reach a given location or service by any mode of travel.
- B. "Accessway" means right-of-way or easement designed for public access by bicycles and pedestrians, and may include emergency vehicle passage.
- C. "Alternative modes" means alternative methods of travel to the automobile, including public transportation (light

- rail, bus and other forms of public transportation), bicycles and walking.
- D. "At a major transit stop" 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 major transit stop.
 - E. "Bikeway" means separated bike paths, striped bike lanes, or wide outside lanes that accommodate bicycles and motor vehicles.
 - F. "Boulevard design" means a design concept that emphasizes pedestrian travel, bicycling and the use of public transportation, and accommodates motor vehicle travel.
 - G. "Capacity expansion" means constructed or operational improvements to the regional motor vehicle system that increase the capacity of the system.
 - H. "Chicane" means is a permanent barrier used to prevent cars from driving across a pedestrian or bicycle accessway.
 - I. "Connectivity" means the degree to which the local and regional street, pedestrian, bicycle, transit and freight systems in a given area are interconnected.
 - J. "Complete Streets" means streets that are designed to serve all modes of travel, including bicycles, freight delivery vehicles, transit vehicles and pedestrians of all ages and abilities.
 - K. "COO" means Metro's Chief Operating Officer or the COO's designee.
 - L. "DLCD" means the Oregon state agency under the direction of the Land Conservation and Development Commission.
 - M. "Deficiency" means a capacity, design or operations constraint that limits, but does not prohibit the ability to travel by a given mode or meet standards and targets in Tables 3.08-1 and 3.08-2. Examples of deficiencies include throughway portions with less than six through lanes of capacity; arterial portions with less than four through lanes of capacity; arterial streets with substandard design features; at-grade rail crossings; height restrictions; bicycle and pedestrian connections that contain obstacles

(e.g., missing curb ramps); distances greater than 330 feet between pedestrian crossings; absence of pedestrian refuges; sidewalks occluded by utility infrastructure; high traffic volumes; complex traffic environments; transit overcrowding or schedule unreliability; and high crash locations.

- N. "Design type" means the conceptual areas depicted on the Metro 2040 Growth Concept Map and described in the RFP including Central City, Regional Center, Town Center, Station Community, Corridor, Main Street, Inner Neighborhood, Outer Neighborhood, Regionally Significant Industrial Area, Industrial Area and Employment Area.
- O. "Essential destinations" means hospitals, medical centers, pharmacies, shopping centers, grocery stores, colleges, universities, middle schools and high schools, parks and open spaces, social service centers with more than 200 monthly LIFT pick-ups, employers with more than 1,500 employees, sports and entertainment venues and major government offices.
- P. "Full street connection" means right-of-way designed for public access by motor vehicles, pedestrians and bicycles.
- Q. "Gap" means a missing link or barrier in the "typical" urban transportation system for any mode that functionally prohibits travel where a connection might be expected to occur in accordance with the system concepts and networks in Chapter 2 of the RTP. There is a gap when a connection does not exist. But a gap also exists if a physical barrier, such as a throughway, natural feature, weight limits on a bridge or existing development, interrupts a system connection.
- R. "Growth Concept Map" means the conceptual map depicting the 2040 Growth Concept design types described in the RFP.
- S. "Improved pedestrian crossing" means a marked pedestrian crossing and may include signage, signalization, curb extensions and a pedestrian refuge such as a landscaped median.
- T. "Institutional uses" means colleges and universities, hospitals and major government offices.

- U. "JPACT" means the Joint Policy Advisory Committee on Transportation, composed of elected officials and agency representatives involved, that makes recommendations to the Metro Council on transportation planning and projects.
- V. "Landscape strip" means the portion of public right-of-way located between the sidewalk and curb.
- W. "Land use decision" shall have the meaning of that term set forth in ORS 197.015(10).
- X. "Land use regulation" means any local government zoning ordinance, land division ordinance adopted under ORS 92.044 or 92.046 or similar general ordinance establishing standards for implementing a comprehensive plan, as defined in ORS 197.015.
- Y. "Level-of-service (LOS)" means the ratio of the volume of motor vehicle demand to the capacity of the motor vehicle system during a specific increment of time.
- Z. "Local trips" means trips that are five miles or shorter in length.
- AA. "Low-income families" means households with incomes at or below the Oregon Department of Health and Human Services poverty guidelines.
- BB. "Low-income populations" means any readily identifiable group of low-income persons who live in geographic proximity and, if circumstances warrant, geographically dispersed or transient persons (such as migrant workers or Native Americans) who would be similarly affected by a TSP.
- CC. "Major driveway" means a driveway that:
 - 1. Intersects with a public street that is controlled, or is to be controlled in the planning period, by a traffic signal;
 - 2. Intersects with an existing or planned arterial or collector street; or
 - 3. Would be an extension of an existing or planned local street, or of another major driveway.
- DD. "Major transit stop" means transit centers, high capacity transit stations, major bus stops, inter-city bus passenger terminals, inter-city rail passenger terminals and bike-

transit facilities, all as shown on Figure 2.15 of the Regional Transportation Plan.

- EE. "Median" means the center portion of public right-of-way, located between opposing directions of motor vehicle travel lanes. A median is usually raised and may be landscaped, and usually incorporates left turn lanes for motor vehicles at intersections and major access points.
- FF. "Metro" means the regional government of the metropolitan area, the elected Metro Council as the policy-setting body of the government.
- GG. "Metro boundary" means the jurisdictional boundary of Metro, the elected regional government of the metropolitan area.
- HH. "Minority" means a person who is:
1. Black (having origins in any of the black racial groups of Africa);
 2. Hispanic (of Mexican, Puerto Rican, Cuban, Central or South American or other Spanish culture or origin, regardless of race);
 3. Asian American (having origins in any of the original peoples of the Far East, Southeast Asia, the Indian subcontinent or the Pacific Islands);
 4. American Indian and Alaska Native (having origins in any of the original peoples of North American and who maintain cultural identification through tribal affiliation or community recognition); or
 5. Native Hawaiian or Other Pacific Islander (having origins in any of the original peoples of Hawaii, Guam, Samoa or other Pacific Islands).
- II. "Minority population" means any readily identifiable group of minority persons who live in geographic proximity and, if circumstances warrant, geographically dispersed or transient persons (such as migrant workers or Native Americans) who would be similarly affected by a TSP.
- JJ. "Mixed-use development" includes areas of a mix of at least two of the following land uses and includes multiple

tenants or ownerships: residential, retail and office. This definition excludes large, single-use land uses such as colleges, hospitals, and business campuses. Minor incidental land uses that are accessory to the primary land use should not result in a development being designated as "mixed-use development." The size and definition of minor incidental, accessory land uses allowed within large, single-use developments should be determined by cities and counties through their comprehensive plans and implementing ordinances.

- KK. "Mobility" means the speed at which a given mode of travel operates in a specific location.
- LL. "Mode-split target" means the individual percentage of public transportation, pedestrian, bicycle and shared-ride trips expressed as a share of total person-trips.
- MM. "Motor vehicle" means automobiles, vans, public and private buses, trucks and semi-trucks, motorcycles and mopeds.
- NN. "Motor vehicle level-of-service" means a measurement of congestion as a share of designed motor vehicle capacity of a road.
- OO. "Multi-modal" means transportation facilities or programs designed to serve many or all methods of travel, including all forms of motor vehicles, public transportation, bicycles and walking.
- PP. "Narrow street design" means streets with less than 46 feet of total right-of-way and no more than 28 feet of pavement width between curbs.
- QQ. "Near a major transit stop" means a parcel or ownership that is within 300 feet of a major transit stop.
- RR. "Non-SOV modal target" means a target for the percentage of total trips made in a defined area by means other than a private passenger vehicles carrying one occupant.
- SS. "Performance measure" means a measurement derived from technical analysis aimed at determining whether a planning policy is achieving the expected outcome or intent associated with the policy.

- TT. "Person-trips" means the total number of discrete trips by individuals using any mode of travel.
- UU. "Refinement plan" means an amendment to a transportation system plan which determines at a systems level the function, mode or general location of a transportation facility, service or improvement, deferred during system planning because detailed information needed to make the determination could not be reasonably obtained at that time.
- VV. "Regional vehicle trips" are trips that are greater than five miles in length.
- WW. "Residential Parking District" is a designation intended to protect residential areas from spillover parking generated by adjacent commercial, employment or mixed use areas, or other uses that generate a high demand for parking.
- XX. "RFP" means Metro's Regional Framework Plan adopted pursuant to ORS chapter 268.
- YY. "Routine repair and maintenance" means activities directed at preserving an existing allowed use or facility, without expanding the development footprint or site use.
- ZZ. "RTFP" means this Regional Transportation Functional Plan.
- AAA. "Shared-ride" means private passenger vehicles carrying more than one occupant.
- BBB. "Significant increase in Single Occupancy Vehicle (SOV) capacity for multi-modal arterials" means an increase in SOV capacity created by the construction of additional general purpose lanes totaling 1/2 lane miles or more in length. General purpose lanes are defined as through travel lanes or multiple turn lanes. This also includes the construction of a new general purpose arterial facility on a new location. Lane tapers are not included as part of the general purpose lane. An increase in SOV capacity associated with a safety project is considered significant only if the safety deficiency is totally related to traffic congestion. Significant increases in SOV capacity should be assessed for individual facilities rather than for the planning area.

- CCC. "Significant increase in Single Occupancy Vehicle (SOV) capacity for regional through-route freeways" means an increase in SOV capacity created by the construction of additional general purpose lanes other than that resulting from a safety project or a project solely intended to eliminate a bottleneck. An increase in SOV capacity associated with the elimination of a bottleneck is considered significant only if such an increase provides a highway section SOV capacity greater than ten percent over that provided immediately upstream of the bottleneck. An increase in SOV capacity associated with a safety project is considered significant only if the safety deficiency is totally related to traffic congestion. Construction of a new general purpose highway facility on a new location also constitutes a significant increase in SOV capacity. Significant increase in SOV capacity should be assessed for individual facilities rather than for the planning area.
- DDD. "SOV" means a private passenger vehicle carrying one occupant (single-occupancy vehicle).
- EEE. "Substantial compliance" means city and county comprehensive plans and implementing ordinances, on the whole, conform with the purposes of the performance standards in the functional plan and any failure to meet individual performance standard requirements is technical or minor in nature.
- FFF. "Throughway" means limited-access facilities that serve longer-distance motor vehicle and freight trips and provide interstate, intrastate and cross-regional travel.
- GGG. "TPR" means the administrative rule entitles Transportation Planning Rule adopted by the Land Conservation and Development to implement statewide planning Goal 12, Transportation.
- HHH. "Traffic calming" means street design or operational features intended to maintain a given motor vehicle travel speed.
- III. "Transportation system management and operations" (TSMO) means programs and strategies that will allow the region to more effectively and efficiently manage existing and new multi-modal transportation facilities and services to preserve capacity and improve safety, security and reliability. TSMO has two components: (1) transportation

system management, which focuses on making facilities better serve users by improving efficiency, safety and capacity; and (2) transportation demand management, which seeks to modify travel behavior in order to make more efficient use of facilities and services and enable users to take advantage of everything the transportation system offers.

JJJ. "TriMet" means the regional service district that provide public mass transit to the region.

KKK. "TSP" means a transportation system plan adopted by a city or county.

LLL. "UGB" means an urban growth boundary adopted pursuant to ORS 268.390(3).

MMM. "Update" means TSP amendments that change the planning horizon and apply broadly to a city or county and typically entails changes that need to be considered in the context of the entire TSP, or a substantial geographic area.

NNN. "Woonerf" means a street or group of streets on which pedestrians and bicyclists have legal priority over motor vehicles.

**Table 3.08-1
Regional Non-SOV Modal Targets (share of average weekday trips for the year 2035)**

2040 Design Type	Non-drive alone modal target
Portland central city	60-70%
Regional centers Town centers Main streets Station communities Corridors Passenger intermodal facilities	45-55%
Industrial areas Freight intermodal facilities Employment areas Inner neighborhoods Outer neighborhoods	40-45%

Table 3.08-2
Interim Regional Mobility Policy
 Deficiency Thresholds and Operating Standards

Location	Standard	Standard ^A	
		PM 2-Hour Peak	
	Mid-Day One-Hour Peak	1st Hour	2nd Hour
Central City Regional Centers Town Centers Main Streets Station Communities	.99	1.1	.99
Corridors ^B Industrial Areas Intermodal Facilities Employment Areas Inner Neighborhoods Outer Neighborhoods	.90	.99	.99
Banfield Freeway ^C (from I-5 to I-205)	.99	1.1	.99
I-5 North ^C (from Marquam Bridge to Interstate Bridge)	.99	1.1	.99
OR 99E ^C (from Lincoln Street to OR 224 interchange)	.99	1.1	.99
Sunset Highway ^C (from I-405 to Sylvan interchange)	.99	1.1	.99
Stadium Freeway ^C (I-5 South to I-5 North)	.99	1.1	.99
Other Principal Arterial Routes I-205 I-84 (east of I-205) I-5 (Marquam Bridge to Wilsonville) OR 217 US 26 (west of Sylvan) US 30 OR 8 (Murray Boulevard to Brookwood Avenue) OR 212 OR 224 OR 47 OR 213	.90	.99	.99

A. The volume-to-capacity ratios in the table are for the highest two consecutive hours of weekday traffic volumes. The 2nd hour is defined as the four highest 15-minute intervals immediately before and after the 1st hour.

B. Corridors that are also state highways are OR 99W, Sandy Boulevard, Powell Boulevard, 82nd Avenue, North Portland Road, North Denver Street, Lombard Street, Hall Boulevard, Farmington Road, Canyon Road, Beaverton-Hillsdale Highway, Tualatin Valley Highway (from Hall Boulevard to Murray Boulevard), OR 8 (from Brookwood Avenue to E Street in Forest Grove), Scholls Ferry Road, OR 99E (from OR 224 to Oregon City) and OR 43.

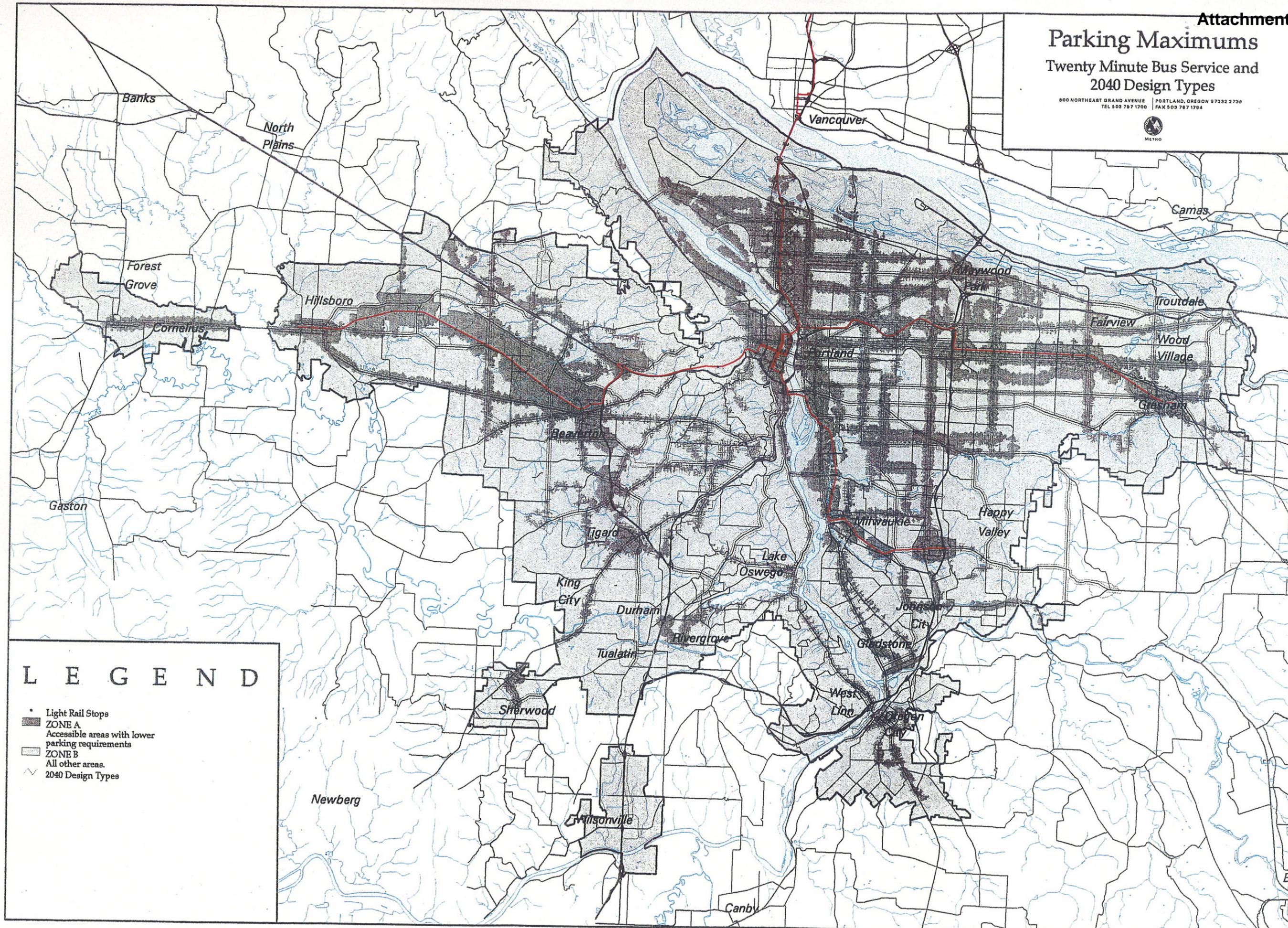
C. Thresholds shown are for interim purposes only; a mobility corridor strategy and/or a corridor refinement plan for these corridors are required in Chapter 6 of the RTP, and will include a recommended mobility policy for each corridor.

Table 3.08-3 - Regional Parking Ratios			
(parking ratios are based on spaces per 1,000 sq. ft of gross leasable area unless otherwise stated)			
Land Use	Minimum Parking Requirements (See Central City Transportation Management Plan for downtown Portland stds)	Maximum Permitted Parking - Zone A:	Maximum Permitted Parking Ratios - Zone B:
	Requirements May Not Exceed	Transit and Pedestrian Accessible Areas ¹	Rest of Region
General Office (includes Office Park, "Flex-Space", Government Office & misc. Services) (gsf)	2.7	3.4	4.1
Light Industrial Industrial Park Manufacturing (gsf)	1.6	None	None
Warehouse (gross square feet; parking ratios apply to warehouses 150,000 gsf or greater)	0.3	0.4	0.5
Schools: College/ University & High School (spaces/# of students and staff)	0.2	0.3	0.3
Tennis Racquetball Court	1.0	1.3	1.5
Sports Club/Recreation Facilities	4.3	5.4	6.5
Retail/Commercial, including shopping centers	4.1	5.1	6.2
Bank with Drive-In	4.3	5.4	6.5
Movie Theater (spaces/number of seats)	0.3	0.4	0.5
Fast Food with Drive Thru	9.9	12.4	14.9
Other Restaurants	15.3	19.1	23
Place of Worship (spaces/seats)	0.5	0.6	0.8
Medical/Dental Clinic	3.9	4.9	5.9
Residential Uses			
Hotel/Motel	1	none	none
Single Family Detached	1	none	none
Residential unit, less than 500 square feet per unit, one bedroom	1	none	none
Multi-family, townhouse, one bedroom	1.25	none	none
Multi-family, townhouse, two bedroom	1.5	none	none
Multi-family, townhouse, three bedroom	1.75	none	none

¹ Ratios for uses not included in this table would be determined by cities and counties. In the event that a local government proposes a different measure, for example, spaces per seating area for a restaurant instead of gross leasable area, Metro may grant approval upon a demonstration by the local government that the parking space requirement is substantially similar to the regional standard.

Parking Maximums Twenty Minute Bus Service and 2040 Design Types

800 NORTHEAST GRAND AVENUE | PORTLAND, OREGON 97232 2700
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CHAPTER 3.08

PUBLIC REVIEW DRAFT REGIONAL TRANSPORTATION FUNCTIONAL PLAN
Version 2.0 (with proposed amendments shown in strikethrough
and underscore format)
~~3/22/10~~4/4/16/10

NOTE: This draft document codifies current regional transportation functional plan language and additional functional plan provisions to direct how city and county plans will implement new RTP policies and implementation actions.

SECTIONS	TITLE
3.08.010	Purpose of Regional Transportation Functional Plan
TITLE 1: TRANSPORTATION SYSTEM DESIGN	
3.08.110	Street System Design
3.08.120	Transit System Design
3.08.130	Pedestrian System Design
3.08.140	Bicycle System Design
3.08.150	Freight System Design
3.08.160	Transportation System Management and Operations
TITLE 2: DEVELOPMENT AND UPDATE OF TRANSPORTATION SYSTEM PLANS	
3.08.210	Transportation Needs
3.08.220	Transportation Solutions
3.08.230	Performance Targets and Standards
TITLE 3: TRANSPORTATION PROJECT DEVELOPMENT	
3.08.310	Defining Projects in Transportation System Plans
TITLE 4: REGIONAL PARKING MANAGEMENT	
3.08.410	Parking Management
TITLE 5: AMENDMENT OF COMPREHENSIVE PLANS	
3.08.510	Amendments of City and County Comprehensive and Transportation System Plans
TITLE 6: COMPLIANCE PROCEDURES	
3.08.610	Metro Review of Amendments to Transportation System Plans
3.08.620	Extension of Compliance Deadline
3.08.630	Exception from Compliance
TITLE 7: DEFINITIONS	
3.08.710	Definitions

CHAPTER 3.08

REGIONAL TRANSPORTATION FUNCTIONAL PLAN

SECTIONS TITLE

3.08.010 Purpose of Regional Transportation Functional Plan

- A. The Regional Transportation Functional Plan (RTFP) implements those policies of the Regional Transportation Plan (RTP) and its constituent freight, high-capacity transit and transportation system management and operations plans which cities and counties of the region will carry out in their comprehensive plans, transportation system plans (TSPs), other land use regulations and transportation project development. The principal objectives of the RTP are improved safety for all; attraction of jobs and housing to downtowns, main streets, corridors and employment areas; maximizing use of the existing transportation system; completion of the transportation system for all modes of travel; increasing use of the transit, pedestrian and bicycle systems; improving freight reliability; and reducing vehicle miles traveled and resulting emissions.
- B. The RTFP is intended to be consistent with federal law that applies to Metro in its role as a metropolitan planning organization, the Oregon Transportation Plan, and Statewide Planning Goal 12 (Transportation) and its Transportation Planning Rule (TPR). If a TSP is consistent with this RTFP, Metro shall deem it consistent with the RTP.

TITLE 1: TRANSPORTATION SYSTEM DESIGN3.08.110 Street System Design

- A. To ensure that new street construction and re-construction projects are designed to improve safety, support adjacent land use and balance the needs of all users, including bicyclists, transit vehicles, motorists, freight delivery vehicles and pedestrians of all ages and abilities, city and county street design regulations shall allow implementation of:
1. Complete street designs as set forth in *Creating Livable Streets: Street Design Guidelines for 2040*

(2nd Edition, 2002), or similar resources consistent with regional street design policies;

2. Green street designs as set forth in *Green Streets: Innovative Solutions for Stormwater and Street Crossings* (2002) and *Trees for Green Streets: An Illustrated Guide* (2002) or similar resources consistent with federal regulations for stream protection; and

3. Transit-supportive street designs that facilitate existing and planned transit service pursuant subsection 3.08.120B.

B. City and county local street design regulations shall allow implementation of:

1. Pavement widths of less than 28 feet from curb-face to curb-face;

2. Sidewalk widths that include at least five feet of pedestrian through zones;

3. Landscaped pedestrian buffer strips, or paved furnishing zones of at least five feet, that include street trees;

4. Traffic calming devices, such as speed bumps and cushions, woonerfs and chicanes, to discourage traffic infiltration and excessive speeds;

5. Short and direct right-of-way routes and shared-use paths to connect residences with commercial services, parks, schools, hospitals, institutions, transit corridors, regional trails and other neighborhood activity centers; and

6. Opportunities to extend streets in an incremental fashion, including posted notification on streets to be extended.

C. To provide a well-connected network of streets for local circulation and preserve the capacity of the region's principal arterials for through trips, each city and county shall amend its TSP, if necessary, to comply with the mapping requirements ~~and street design standards~~ set forth in subsections ~~B-D~~ through ~~F-G~~ of this section.

G.D. To improve connectivity of the region's arterial system and support walking, bicycling and access to transit, each city and county shall incorporate into its TSP, to the extent practicable, a network of four-lane major arterial streets at one-mile spacing and two-lane minor arterial streets or collector streets at half-mile spacing ~~to the extent practicable~~ considering the following:

1. Existing topography;
2. Rail lines;
3. Freeways;
4. Pre-existing development;
5. Leases, easements or covenants in place prior to May 1, 1995; and
6. The requirements of Titles 3 and 13 of the Urban Growth Management Functional Plan (UGMFP).

EE. To improve local access and circulation, and preserve capacity on the region's arterial system, each city and county shall incorporate into its TSP a conceptual map of new streets for all contiguous areas of vacant and re-developable lots and parcels of five or more acres that are zoned to allow residential or mixed-use development. The map ~~should~~shall identify street connections to adjacent areas ~~in a manner that promotes~~ to promote a logical, direct and connected system of streets and should demonstrate opportunities to extend and connect new streets to existing streets, provide direct public right-of-way routes and limit closed-end street designs ~~as set forth in~~ consistent with subsection DF.

DF. If proposed residential or mixed-use development involves construction of a new street, the city ~~or~~ and county ~~TSP and other land use regulations~~ shall require the applicant to provide a site plan that:

1. Is consistent with the conceptual new streets map required by subsection EE;
2. Provides full street connections with spacing of no more than 530 feet between connections, except if prevented by barriers such as topography, rail lines,

freeways, pre-existing development, ~~or~~ leases, easements or covenants that existed prior to May 1, 1995, or by requirements of Titles 3 and 13 of the UGMFP;

3. If streets must cross water features identified protected pursuant to Title 3 UGMFP, provides a crossing every 800 to 1,200 feet unless habitat quality or the length of the crossing prevents a full street connection;
4. If full street connection is prevented, provides bicycle and pedestrian accessways on public easements or rights-of-way spaced such that accessways are not more than 330 feet apart, unless not possible for the reasons set forth in paragraph 3;
5. Provides for bike and pedestrian accessways that cross water features identified pursuant to Title 3 of the UGMFP at an average of 530 feet between accessways unless habitat quality or the length of the crossing prevents a connection;
6. If full street connection over water features identified pursuant to Title 3 of the UGMFP cannot be constructed in centers as defined in Title 6 of the UGMFP or Main Streets shown on the 2040 Growth Concept Map, or if spacing of full street connections exceeds 1,200 feet, provides bike and pedestrian crossings at an average of 530 feet between accessways unless habitat quality or the length of the crossing prevents a connection;
7. Limits cul-de-sac designs or other closed-end street designs to circumstances in which barriers prevent full street extensions and limits the length of such streets to 200 feet and the number of dwellings along the street to no more than 25; and
8. Provides street cross-sections showing dimensions of right-of-way improvements and posted or expected speed limits.

E.G. For redevelopment of contiguous existing land uses lots and parcels less than five acres in size that require construction of new streets, cities and counties shall develop establish local approaches their own standards to

~~encourage adequate for local street connectivity, consistent with subsection F.~~

~~F. City and county street design regulations shall allow:~~

- ~~1. Local streets of no more than 50 feet of total right-of-way, including:~~
- ~~2. Pavement widths of no more than 28 feet from curb face to curb face;~~
- ~~3. Sidewalk widths that include at least five feet of pedestrian through zones; and~~
- ~~4. Landscaped pedestrian buffer strips, or paved furnishing zones of at least five feet, that include street trees;~~
- ~~5. Traffic calming devices, such as speed bumps and cushions, woonerfs and chicanes, to discourage traffic infiltration and excessive speeds on local streets;~~
- ~~6. Short and direct right-of-way routes and shared-use paths to connect residences with commercial services, parks, schools, hospitals, institutions, transit corridors, regional trails and other neighborhood activity centers;~~
- ~~7. Opportunities to extend streets in an incremental fashion, including posted notification on streets to be extended;~~
- ~~8. Implementation of green street designs such as bio-swales, street trees, and other techniques to manage stormwater within the public right of way as set forth in *Green Streets: Innovative Solutions for Stormwater and Street Crossings* (2002) and *Trees for Green Streets: An Illustrated Guide* (2002) or similar resources consistent with federal regulations for stream protection;~~
- ~~9. Implementation of complete street designs as set forth in *Creating Livable Streets: Street Design Guidelines for 2040* (2nd Edition, 2002), or similar resources consistent with regional street design policies; and~~

~~10. Street designs that facilitate existing and planned transit service pursuant subsection 3.08.120B.~~

3.08.120 Transit System Design

- A. ~~City and county TSPs and or other land use appropriate regulations shall include projects investments, policies, standards and strategies regulations criteria to improve provide pedestrian and bicycle connections to all all transit stops where regional transit service exists at the time of TSP development or update and , passenger environments within one half mile of all transit stops, bicycle environments within three miles of all transit stops, waiting environments at all transit stops and transit service speed and reliability for all existing or planned Station Communities. high capacity transit station areas, on-street bus rapid transit and frequent service bus corridors, and regional bus corridors where service exists at the time of TSP development or updates.~~
- B. City and county TSPs ~~and other land use regulations~~ shall include a transit plan, and implementing land use regulations, with the following elements to leverage the region's investment in transit ~~by and improving improve access to the transit system design and performance:~~
1. A transit system map consistent with the transit functional classifications shown in Figure 2.15 of the RTP that shows the locations of major transit stops, transit centers, high capacity transit stations, regional bicycle transit facilities, and inter-city bus and rail passenger terminals designated in the RTP, transit-priority treatments such as signals, regional bicycle transit facilities, park-and-ride facilities, and bicycle and pedestrian routes, consistent with sections 3.08.130 and 3.08.140, providing access between essential destinations and transit stops, ~~consistent with sections 3.08.130 and 3.08.140.~~
 2. The following site design standards for new retail, office, multi-family and institutional buildings located near or at major transit stops ~~or on transit routes designated shown in Figure 2.15 in the RTP:~~

- e-a. Provide reasonably direct pedestrian connections between transit stops and building entrances and between building entrances and streets adjoining transit stops;
 - b. Provide safe, direct and logical pedestrian crossings at all transit stops and make intersection and mid-block traffic management improvements as needed to enable marked crossings at major transit stops;
 - c. At major transit stops, require the following:

 - i. Locate buildings within 20 feet of the transit stop, a transit street or an intersecting street, or a pedestrian plaza at the stop or a street intersection;
 - ii. Transit passenger landing pads accessible to disabled persons to transit agency standards;
 - iii. An easement or dedication for a passenger shelter and an underground utility connection to a major transit stop if requested by the public transit provider; and
 - iv. Lighting to transit agency standards at the major transit stop.
- C. Providers of public transit service shall consider the needs of youth, seniors, people with disabilities and environmental justice populations, including minorities and low-income families, when planning levels of service, transit facilities and hours of operation.

3.08.130 Pedestrian System Design

- A. City and county TSPs ~~or other land use regulations~~ shall include a pedestrian plan, with implementing land use regulations, for an interconnected network of pedestrian routes within and through the city or county. The plan shall include:
- 1. An inventory of existing facilities that identifies gaps and deficiencies in the pedestrian system;
 - 2. An evaluation of needs for pedestrian access to transit and essential destinations for all mobility levels, including direct, comfortable and safe pedestrian routes.

3. A list of improvements to the pedestrian system that will help the city or county achieve the regional Non-SOV modal targets in Table 3.08-1 and other targets established pursuant to ~~in~~ subsection 3.08.230A;
 4. Provision for sidewalks along arterials, collectors and most local streets, except that sidewalks are not required along ~~limited access controlled~~ roadways, such as freeways; and
 5. Provision for safe crossings of streets and controlled pedestrian crossings on major arterials.
- B. To support transit, Aa city or county may implement the provisions of section 3.08.120B (2) by establishment of a pedestrian districts in its comprehensive plan or land use regulations. ~~The regulations shall include~~ with the following elements:
1. A connected street and pedestrian network for the district;
 2. An inventory of existing facilities, gaps and deficiencies in the network of pedestrian routes;
 3. Interconnection ~~among of~~ pedestrian, transit and bicycle systems;
 4. Parking management strategies;
 5. Access management strategies;
 6. Sidewalk and accessway location and width;
 7. Landscaped or paved pedestrian buffer strip location and width;
 8. Street tree location and spacing;
 9. Pedestrian street crossing and intersection design;
 10. Street lighting and furniture for pedestrians; and

11. Designation A mix of types and densities of land uses ~~adequate to that will~~ support ~~transit~~ a high level of pedestrian activity.

C. City and county land use regulations shall ensure that new development provides on-site streets and accessways that offer reasonably direct routes for pedestrian travel.

3.08.140 Bicycle System Design

A. City and county TSPs ~~and other land use regulations~~ shall include a bicycle plan, with implementing land use regulations, for an interconnected network of bicycle routes within and through the city or county. The plan shall include:

1. An inventory of existing facilities that identifies gaps and deficiencies in the bicycle system;
2. An evaluation of needs for bicycle access to transit and essential destinations, including direct, comfortable and safe bicycle routes and secure bicycle parking, considering *TriMet Bicycle Parking Guidelines*.
3. A list of improvements to the bicycle system that will help the city or county achieve the regional Non-SOV modal targets in Table 3.08-1 and other targets established pursuant to ~~subsection~~ 3.08.230A;
4. Provision for bikeways along arterials ~~and~~, major collectors and nearby parallel routes, and bicycle parking in centers, at major transit stops designated shown in Figure 2.15 in the RTP, park-and-ride lots and associated with institutional uses; and
5. Provision for safe crossing of streets and controlled bicycle crossings on major arterials.

3.08.150 Freight System Design

A. City and county TSPs ~~or other land use regulations~~ shall include a freight plan, with implementing land use regulations, for an interconnected system ~~network~~ of freight networks within and through the city or county. The plan shall include:

1. An inventory of existing facilities that identifies gaps and deficiencies in the freight system;

2. An evaluation of freight access to freight intermodal facilities, employment and industrial areas, and commercial districts; and
3. A list of improvements to the freight system that will help the city or county increase reliability of freight movement, reduce freight delay and achieve the targets established pursuant to section 3.08.230A.

3.08.160 Transportation System Management and Operations

- A. City and county TSPs shall include transportation system management and operations (TSMO) plans to improve the performance of existing transportation infrastructure within or through the city or county. A TSMO plan shall include:
 1. An inventory and evaluation of existing local and regional TSMO infrastructure, strategies and programs that identifies gaps and opportunities to expand infrastructure, strategies and programs;
 2. A list of projects and strategies, consistent with the Regional TSMO Plan, based upon consideration of the following functional areas:
 - a. Multimodal traffic management investments, such as signal timing, access management, arterial performance monitoring and active traffic management;
 - b. Traveler information investments, such as forecasted traffic conditions and carpool matching;
 - c. Traffic incident management investments, such as incident response programs; and
 - d. Transportation demand management investments, such as individualized marketing programs, rideshare programs and employer transportation programs.

TITLE 2: DEVELOPMENT AND UPDATE OF TRANSPORTATION SYSTEM PLANS

3.08.210 Transportation Needs

A. Each city and county shall update its TSP to incorporate regional and state transportation needs identified in the 2035 RTP and determine its-its own transportation needs. ~~for consistency with and support of regional and state transportation needs in the 2035 RTP and to complete the transportation system plans developed under Title 1.~~ The determination of local transportation needs shall be based upon:

1. System gaps and deficiencies identified in the inventories and analysis of transportation systems pursuant to Title 1;
2. Identification of facilities that exceed the Deficiency Thresholds and Operating Standards in Table 3.08-2 or the alternative thresholds and standards established pursuant to section 3.08.230;
3. Consideration of the needs of youth, seniors, people with disabilities and environmental justice populations within the city or county, including minorities and low-income families.

B. A city or county determination of transportation needs must be consistent with the following elements of the RTP:

1. The population and employment forecast, except that a city or county may use an alternative forecast for the city or county, coordinated with Metro, to account for changes to comprehensive plan or land use regulations adopted after adoption of the RTP;
2. Regional needs identified in the mobility corridor strategies in Chapter 4 of the RTP;
3. System maps and functional classifications for street design, motor vehicles, transit, bicycles, pedestrians and freight in Chapter 2 of the RTP; and
4. Regional non-SOV modal targets in Table 3.08-1 and the Deficiency Thresholds and Operating Standards in Table 3.08-2.

~~A.If a city or county identifies transportation needs in an urban reserve, it shall ensure planned improvements in the reserve are contingent upon addition of the reserve to the UGB and link to transportation facilities within the UGB.~~

3.08.220 Transportation Solutions

- A. ~~Each~~ Each city and county shall ~~consideration of~~ the following strategies, ~~listed in the order listed of priority,~~ to meet the transportation needs determined pursuant to section 3.08.210 and performance targets and standards pursuant to section 3.08.230. The city or county shall explain its choice ~~of a lower priority strategy over a higher priority strategy~~ of one or more of the following strategies:
1. TSMO investments that refine or implement regional strategies in the RTP;
 2. Transit, bicycle and pedestrian system improvements;
 3. Traffic-calming designs and devices;
 4. Land use strategies ~~pursuant to in OAR 660-012-0035(2)~~ to help achieve the thresholds and standards in Tables 3.08-1 and 3.08-2 or alternative thresholds and standards established pursuant to section 3.08.230;
 5. Improvements to parallel arterials, collectors or local streets, including pedestrian and bicycle facilities, consistent with the connectivity standards in section 3.08.110, in order to provide alternative routes or encourage use of modes other than SOV; and
 6. Motor vehicle capacity improvements, consistent with the RTP Arterial and Throughway Network Concept, only upon a demonstration that other strategies in this subsection ~~are not appropriate or~~ cannot adequately address identified transportation needs.
- B. A city or county shall coordinate its consideration of the strategies in subsection A with the owner of the transportation facility affected by the strategy. Facility design is subject to the approval of the facility owner.

- C. If analysis under subsection 3.08.210A indicates an unmet regional or state need that has not been ~~addresses~~ addressed in the RTP, the city or ~~county~~ county shall propose one of the following actions:
1. Propose a project at the time of Metro review of the RTP to be ~~incorporated~~ into the RTP during the next RTP update; or
 2. Propose an amendment to the RTP for needs and projects if the amendment is necessary prior to the next RTP update.
- D. Upon its conclusion that the strategies in subsection A would not be feasible to address identified needs, a city or county shall, in coordination with Metro, pursue one or more of ~~the~~ following strategies:
1. Amend the comprehensive plan or land use regulations for an area to reduce trips generated by allowed uses;
 2. Take an exception to the relevant RTFP requirement pursuant to section 3.08.630;
 3. Change the RTP functional classification of a facility for any mode in Chapter 2 of the RTP; and or
 4. Amend the policy in the RTP which the relevant RTFP requirement implements. +

~~1. Designate the area an Area of Special Concern under Table 3.08-2.~~

3.08.230 Performance Targets and Standards

~~A. Each city and county shall demonstrate that solutions developed under section 3.08.220 to meet transportation needs determined under section 3.08.210 will improve the performance of state highways within its jurisdiction as much as feasible and avoid their further degradation.~~

A. Each city and county shall demonstrate that solutions adopted pursuant to section 3.08.220 will achieve progress toward the standards and targets and standards in Tables 3.08-1 ~~and~~, and 3.08-2, or toward alternative targets and standards established adopted by the city or county

pursuant to subsections B, ~~A city or county may adopt alternative targets pursuant to subsections~~ C and D. The city or county shall include the regional targets and standards or its alternatives targets in its TSP.

B. A city or county may adopt alternative targets or standards in place of regional targets and standards prescribed in subsection A upon a demonstration that the alternatives targets or standards:

1. Are no lower than those in Table 3.08-1 and Table 3.08-2;

~~1. Will not result in motor vehicle capacity improvements that shift unacceptable levels of congestion into neighboring jurisdictions along shared regional facilities;~~

~~3.2.~~ Will not result in a need for motor vehicle capacity improvements that go beyond the planned arterial and throughway ~~system network~~ defined in Figure 2.12 of the RTP and that are not recommended in, or are inconsistent with, the RTP; and

~~4.3.~~ Will not increase SOV travel to a measurable degree ~~that affects local consistency inconsistent~~ with the ~~non~~ non-SOV modal targets in Table 3.08-1.

C. If the city or county adopts mobility standards for state highways different from those in Table 3.08-2, it shall demonstrate that the standards have been approved by the Oregon Transportation Commission.

D. Each city and county shall also include performance ~~targets measures~~ for safety, vehicle miles traveled per capita, freight reliability, congestion, ~~accessibility~~ and walking, bicycling and transit mode shares to evaluate and monitor performance of the TSP.

E. To demonstrate progress toward achievement of performance targets in Tables 3.08-1 and 3.08-2 and to maintain performance of state highways within its jurisdiction as much as feasible and avoid their further degradation, the city or county shall ~~consider adopt~~ the following actions:

~~C.1. Parking development and management plans that reduce the parking minimum and maximum ratios in Centers and~~

~~Station Communities as required by consistent with subsection 3.08.410A;~~

~~D-2. Designs for streets, transit, bicycles, freight and pedestrians systems consistent with Title 1 Street design standards in section 3.08.110; and~~

~~3-3. TSMO projects and strategies consistent within section 3.08.220A160; and~~

~~4. Land use actions adopted pursuant to OAR 660-012-0035(2). Title 6 of the UGMFP~~

TITLE 3: TRANSPORTATION PROJECT DEVELOPMENT

3.08.310 Defining Projects in Transportation System Plans

- A. Each city or county developing or amending a TSP shall specify the general locations and facility parameters, such as minimum and maximum ROW dimensions and the number and size of traffic lanes, of planned regional transportation facilities and improvements identified on the appropriate RTP map. The locations shall be within the general location depicted in the appropriate RTP map. Except as otherwise provided in the TSP, the general location is as follows:
1. For new facilities, a corridor within 200 feet of the location depicted on the appropriate RTP map;
 2. For interchanges, the general location of the crossing roadways, without specifying the general location of connecting ramps;
 3. For existing facilities planned for improvements, a corridor within 50 feet of the existing right-of-way; and
 4. For realignments of existing facilities, a corridor within 200 feet of the segment to be realigned as measured from the existing right-of-way depicted on the appropriate RTP map.
- B. A city or county may refine or revise the general location of a planned regional facility as it prepares or revises its TSP. Such revisions may be appropriate to reduce the impacts of the facility or to comply with comprehensive

plan or statewide planning goals. If, in developing or amending its TSP, a city or county determines that the general location of a planned regional facility or improvement is inconsistent with its comprehensive plan or a statewide planning goal requirement, it shall:

1. Propose a revision to the general location of the planned facility or improvement to achieve consistency and, if the revised location lies outside the general location depicted in the appropriate RTP map, seek an amendment to the RTP; or
2. Propose a revision to its comprehensive plan to authorize the planned facility or improvement at the revised location.

TITLE 4: REGIONAL PARKING MANAGEMENT

3.08.410 Parking Management

- A. Cities and county parking regulations shall ~~meet or set lower~~ minimums and maximums ~~than the following as set forth in this section,~~ consistent with the following:
1. No minimum ratios higher than those shown on Table 3.08-3.
 2. No maximums ratios higher than those shown on Table 3.08-3 and illustrated in the Parking Maximum Map. If 20-minute peak hour transit service has become available to an area within a one-quarter mile walking distance for bus transit or one-half mile walking distance for light rail transit, that area shall be added to Zone A. If 20-minute peak hour transit service is no longer available to an area within a one-quarter mile walking distance for bus transit or one-half mile walking distance for light rail transit, that area shall be removed from Zone A. Cities and counties should designate Zone A parking ratios in areas with good pedestrian access to commercial or employment areas (within ~~1/3~~ one-third mile walk) from adjacent residential areas.
- B. Cities and counties may establish a process ~~to consider for~~ variances from minimum and maximum parking ratios that includes criteria for a variance. ~~-If a city or county~~

~~establishes a variance process, it must submit a written report on variances granted during the years by December 31 of each year.~~

- C. Free surface parking shall be subject to the regional parking maximums for Zones A and B ~~from in~~ Table 3.08-3. Cities and counties may exempt parking structures; fleet parking; vehicle parking for sale, lease, or rent; employee car pool parking; dedicated valet parking; user-paid parking; market rate parking; and other high-efficiency parking management alternatives from maximum parking standards. Reductions associated with redevelopment may be done in phases. Where mixed-use development is proposed, cities and counties shall provide for blended parking rates. Cities and counties ~~should~~ may count adjacent on-street parking spaces, nearby public parking and shared parking toward required parking minimum standards.
- D. Cities and counties may use categories or standards other than those in ~~the~~ Table 3.08-3 ~~of this title~~ upon demonstration that the effect will be substantially the same as the application of the ratios in the table.
- E. Cities and counties shall provide for the designation of residential parking districts in local comprehensive plans or implementing ordinances.
- F. Cities and counties shall require that parking lots more than three acres in size provide street-like features along major driveways, including curbs, sidewalks and street trees or planting strips. Major driveways in new residential and mixed-use areas shall meet the connectivity standards for full street connections in section ~~3.08.31~~ 3.08.110, and should line up with surrounding streets except where prevented by topography, rail lines, freeways, pre-existing development or leases, easements or covenants that existed prior to May 1, 1995, ~~and~~ or the requirements of Titles 3 and 13 of the UGMFP.
- G. To support local freight delivery activities, ~~C~~ cities and counties shall require on-street freight loading and unloading areas at appropriate locations in centers.
- H. To encourage the use of bicycles and ensure adequate bicycle parking for different land uses, ~~C~~ cities and

counties shall establish short-term and long-term bicycle parking minimums for:

1. New multi-family residential developments of four units or more_{7i}
- ~~G-2. New retail, office and institutional developments_{7i}~~
- ~~G-3. Transit centers, high capacity transit stations, inter-city bus and rail passenger terminals_{7i} and~~
- ~~G-4. Bicycle facilities at transit stops and park-and-ride lots at, or above five percent of off street motor vehicle parking provided.~~

I. Cities and counties shall adopt parking policies, management plans and regulations for eCenters and sStation eCommunities as defined in Title 6 of the UGMP and high-capacity transit corridors, designated in the RTP. The policies, plans and regulations shall be consistent with subsection A through H. Plans may be adopted in TSPs or other adopted policy documents and may focus on sub-areas of Centers. Plans shall include an inventory of parking supply and usage, a range of strategies for managing parking supply and demand and an evaluation of bicycle parking needs with consideration of *TriMet Bicycle Parking Guidelines*. Policies shall be adopted in the TSP. Policies, Pplans and regulations must consider and may include the following range of strategies:

1. By-right exemptions from minimum parking requirements;
- ~~1.2.~~ Parking districts;
- ~~2.3.~~ Shared parking;
4. Structured parking;
5. Bicycle parking;
- ~~3.6.~~ Timed parking;
- ~~4.7.~~ Differentiation between employee parking and parking for customers, visitors and patients;
- ~~5.8.~~ Real-time parking information;
- ~~6.9.~~ Priced parking;

~~7.10.~~ Parking enforcement.

TITLE 5: AMENDMENT OF COMPREHENSIVE PLANS

3.08.510 Amendments of City and County Comprehensive and Transportation System Plans

A. When a city or county proposes to amend its comprehensive plan or its components, it shall consider the strategies in subsection 3.08.220A as part of the analysis required by OAR 660-012-0060.

~~A.If amendments to comprehensive plans or land use regulations would significantly affect the function or capacity of a road, the city or county shall take one of the actions set forth in subsection 3.08.22A to maintain consistency between planned land uses and existing or planned transportation facilities.~~

~~C.B.~~ If a city or county adopts the actions set forth in ~~subsection E and the land use actions set forth in~~ section _____ of Title 6 of the UGMFP, it shall be eligible for an automatic reduction of 30 percent below the vehicular trip generation rates recommended by the Institute of ~~Traffic~~ Transportation Engineers when analyzing the traffic impacts, pursuant to OAR 660-012-0060, of a plan amendment in a ~~center Center, Corridor or Station Community~~as defined by Title 6 of the UGMFP, a corridor, a main street or other mixed use area, pursuant to OAR 660-012-0060.

D. If a city or county proposes a transportation project that is not included in the RTP and will result in a significant increase in SOV capacity or exceeds the planned function or capacity of a facility designated in the RTP, it shall demonstrate consideration of the following as part of its project analysis:

1. The strategies set forth subsection 3.08.220A;
2. ~~Complete S~~street designs ~~guidelines~~ adopted pursuant to ~~Title 1~~subsection 3.08.110A and ~~the implementing guidelines~~as set forth in *Creating Livable Streets: Street Design Guidelines for 2040* (2nd Edition, 2002), or similar resources consistent with regional street design policies; and

3. ~~The environmental~~ Green street designs guidelines contained-adopted pursuant to subsection 3.08.110A and as set forth in *Green Streets: Innovative Solutions for Stormwater and Street Crossings* (2002) and *Trees for Green Streets: An Illustrated Guide* (2002) or similar resources consistent with federal regulations for stream protection.
- E. If the city or county decides not to build a project identified in the RTP, it shall identify alternative projects or strategies to address the identified transportation need and inform Metro so that Metro can amend the RTP.
- F. This section does not apply to city or county transportation projects that are financed locally and would be undertaken on local facilities.

TITLE 6: COMPLIANCE PROCEDURES

3.08.610 Metro Review of Amendments to Transportation System Plans

- A. Cities and counties shall update or amend their TSPs to comply with the RTFP, or an amendment to it, within two years after ~~its~~ acknowledgement of the RTFP, or an amendment to it, or after such by a later date specified in the ordinance that amends the RTFP. The COO shall notify cities and counties of the compliance dates by which their TSPs must comply.
- B. Cities and counties that update or amend their TSPs after acknowledgment of the RTFP or an amendment to it, but before two years following its acknowledgment, shall make the amendments in compliance with the RTFP or the amendment. The COO shall notify cities and counties of the date of acknowledgment of the RTFP or an amendment to it.
- C. One year following acknowledgment of the RTFP or an amendment to it, cities and counties whose TSPs do not yet comply with the RTFP or the amendment shall make land use decisions consistent with the RTFP or the amendment. The COO, at least 120 days before the specified date, shall notify cities and counties of the date upon which RTFP requirements become applicable to land use decisions. The

notice shall specify which requirements become applicable to land use decisions in each city and county.

- D. An amendment to a city or county TSP shall be deemed to comply with the RTFP if no appeal to the Land Use Board of Appeals is made within the 21-day period set forth in ORS 197.830(9), or if an appeal is made and the amendment is affirmed by the final decision on appeal. Once the amendment is deemed to comply with the RTFP, the RTFP shall no longer apply directly to city or county land use decisions.
- E. An amendment to a city or county TSP shall be deemed to comply with the RTFP as provided in subsection D only if the city or county provided notice to the COO as required by subsection F.
- F. At least 45 days prior to the first public hearing on a proposed amendment to a TSP, the city or county shall submit the proposed amendment to the COO. The COO may request, and if so the city or county shall submit, an analysis of compliance of the amendment with the RTFP. Within four weeks after receipt of the notice, the COO shall submit to the city or county a written analysis of compliance of the proposed amendment with the RTFP, including recommendations, if any, that would bring the amendment into compliance with the RTFP. The COO shall send a copy of its analysis to those persons who have requested a copy.
- G. If the COO concludes that the proposed amendment does not comply with RTFP, the COO shall advise the city or county that it may:
 - 1. Revise the proposed amendment as recommended in the COO's analysis;
 - 2. Seek an extension of time, pursuant to section 3.08.620, to bring the proposed amendment into compliance;
 - 3. Seek an exception to the requirement, pursuant to section 3.08.630; or
 - 4. Seek review of the noncompliance by JPACT and the Metro Council, pursuant to subsections H and I of this section.

- H. The city or county may postpone further consideration of the proposed amendment and seek JPACT review of the COO's analysis under subsection F ~~of this section by JPACT~~ within 21 days from the date it received the COO's analysis. JPACT shall schedule the matter for presentations by the city or county and the COO at the earliest available time. At the conclusion of the presentations, JPACT, by a majority of a quorum, shall decide whether it agrees or disagrees with the COO's analysis and shall provide a brief written explanation as soon as practicable.
- I. The city or county may seek review of JPACT's decision by the Metro Council within 10 days from the date of JPACT's written explanation. The Council shall schedule the matter for presentations by the city or county and the COO at the earliest available time. At the conclusion of the presentations, the Council, ~~by a majority of a quorum,~~ shall decide whether it agrees or disagrees with JPACT's decision and shall provide a brief written explanation as soon as practicable.
- J. A city or county that adopts an amendment to its TSP shall send a printed or electronic copy of the ordinance making the amendment to the COO within 14 days after its adoption.

3.08.620 Extension of Compliance Deadline

- A. A city or county may seek an extension of time for compliance with the RTFP by filing an application on a form provided ~~for that purpose~~ by the COO. Upon receipt of an application, the Council President shall set the matter for a public hearing before the Metro Council and shall notify the city or county, JPACT, the Department of Land Conservation and Development (DLCD) and those persons who request notification of applications for extensions.
- B. The Council shall hold a public hearing to consider the application. Any person may testify at the hearing. The Council may grant an extension if it finds that:
 - 1. The city or county is making progress toward compliance with the RTFP; or

2. There is good cause for failure to meet the compliance deadline.
- C. The Council may establish terms and conditions for an extension in order to ensure that compliance is achieved in a timely and orderly fashion and that land use decisions made by the city or county during the extension do not undermine the ability of the city or county to achieve the purposes of the RTFP requirement. A term or condition must relate to the requirement of the RTFP for which the Council grants the extension. The Council shall not grant more than two extensions of time, nor grant an extension of time for more than one year.
- D. The Council shall issue an order with its conclusion and analysis and send a copy to the city or county, JPACT, the DLCD and any person who participated in the proceeding. The city or county or a person who participated in the proceeding may seek review of the Council's order as a land use decision described in ORS 197.015(10) (a) (A).

3.08.630 Exception from Compliance

- A. A city or county may seek an exception from compliance with a requirement of the RTFP by filing an application on a form provided ~~for that purpose~~ by the COO. Upon receipt of an application, the Council President shall set the matter for a public hearing before the Metro Council and shall notify JPACT, the DLCD and those persons who request notification of requests for exceptions.
- B. Following the public hearing on the application, the Metro Council may grant an exception if it finds:
 1. It is not possible to achieve the requirement due to topographic or other physical constraints or an existing development pattern;
 2. This exception and likely similar exceptions will not render the objective of the requirement unachievable region-wide;
 3. The exception will not reduce the ability of another city or county to comply with the requirement; and

4. The city or county has adopted other measures more appropriate for the city or county to achieve the intended result of the requirement.
- C. The Council may establish terms and conditions for the exception in order to ensure that it does not undermine the ability of the region to achieve the policies of the RTP. A term or condition must relate to the requirement of the RTFP to which the Council grants the exception.
- D. The Council shall issue an order with its conclusion and analysis and send a copy to the city or county, JPACT, the DLCDC and those persons who have requested a copy of the order. The city or county or a person who participated in the proceeding may seek review of the Council's order as a land use decision described in ORS 197.015(10) (a) (A).

TITLE 7: DEFINITIONS

3.08.710 Definitions

For the purpose of this functional plan, the following definitions shall apply:

- A. "Accessibility" means the ease of access and the amount of time required to reach a given location or service by any mode of travel.
- B. "Accessway" means right-of-way or easement designed for public access by bicycles and pedestrians, and may include emergency vehicle passage.
- C. "Alternative modes" means alternative methods of travel to the automobile, including public transportation (light rail, bus and other forms of public transportation), bicycles and walking.
- D. "At a major transit stop" 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 major transit stop.
- E. "Bikeway" means separated bike paths, striped bike lanes, or wide outside lanes that accommodate bicycles and motor vehicles.

- F. "Boulevard design" means a design concept that emphasizes pedestrian travel, bicycling and the use of public transportation, and accommodates motor vehicle travel.
- G. "Capacity expansion" means constructed or operational improvements to the regional motor vehicle system that increase the capacity of the system.
- H. "Chicane" means is a permanent barrier used to prevent cars from driving across a pedestrian or bicycle accessway.
- I. "Connectivity" means the degree to which the local and regional street, pedestrian, bicycle, transit and freight systems in a given area are interconnected.
- J. "Complete Streets" means streets that are designed to serve all modes of travel, including bicycles, freight delivery vehicles, transit vehicles and pedestrians of all ages and abilities.
- K. "COO" means Metro's Chief Operating Officer or the COO's designee.
- L. "DLCD" means the Oregon state agency under the direction of the Land Conservation and Development Commission.
- M. "Deficiency" means a capacity, ~~or~~ design or operations constraint that limits, but does not prohibit the ability to travel by a given mode or meet standards and targets in Tables 3.08-1 and 3.08-2. Examples of deficiencies include throughway portions with less than six through lanes of capacity; arterial portions with less than four through lanes of capacity; arterial streets with substandard design features; at-grade rail crossings; height restrictions; bicycle and pedestrian connections that contain obstacles (e.g., missing curb ramps); distances greater than 330 feet between pedestrian crossings; absence of pedestrian refuges; sidewalks occluded by utility infrastructure; high traffic volumes; complex traffic environments; transit overcrowding or schedule unreliability; and high crash locations.
- N. "Design type" means the conceptual areas depicted on the Metro 2040 Growth Concept Map and described in the RFP including Central City, Regional Center, Town Center, Station Community, Corridor, Main Street, Inner

Neighborhood, Outer Neighborhood, Regionally Significant Industrial Area, Industrial Area and Employment Area.

- O. "Essential destinations" means hospitals, medical centers, pharmacies, shopping centers, grocery stores, colleges, universities, middle schools and high schools, parks and open spaces, social service centers with more than 200 monthly LIFT pick-ups, employers with more than 1,500 employees, sports and entertainment venues and major government offices.
- P. "Full street connection" means right-of-way designed for public access by motor vehicles, pedestrians and bicycles.
- Q. "Gap" means a missing link or barrier in the "typical" urban transportation system for any mode that functionally prohibits travel where a connection might be expected to occur in accordance with the system concepts and networks in Chapter 2 of the RTP. There is a gap when a connection does not exist. But a gap also exists if a physical barrier, such as a throughway, natural feature, weight limits on a bridge or existing development, interrupts a system connection.
- R. "Growth Concept Map" means the conceptual map depicting the 2040 Growth Concept design types described in the RFP.
- S. "Improved pedestrian crossing" means a marked pedestrian crossing and may include signage, signalization, curb extensions and a pedestrian refuge such as a landscaped median.
- T. "Institutional uses" means colleges and universities, hospitals and major government offices.
- U. "JPACT" means the Joint Policy Advisory Committee on Transportation, composed of elected officials and agency representatives involved, that makes recommendations to the Metro Council on transportation planning and projects.
- V. "Landscape strip" means the portion of public right-of-way located between the sidewalk and curb.
- W. "Land use decision" shall have the meaning of that term set forth in ORS 197.015(10).

- X. "Land use regulation" means any local government zoning ordinance, land division ordinance adopted under ORS 92.044 or 92.046 or similar general ordinance establishing standards for implementing a comprehensive plan, as defined in ORS 197.015.
- Y. "Level-of-service (LOS)" means the ratio of the volume of motor vehicle demand to the capacity of the motor vehicle system during a specific increment of time.
- Z. "Local trips" means trips that are five miles or shorter in length.
- AA. "Low-income families" means households with incomes at or below the Oregon Department of Health and Human Services poverty guidelines.
- BB. "Low-income populations" means any readily identifiable group of low-income persons who live in geographic proximity and, if circumstances warrant, geographically dispersed or transient persons (such as migrant workers or Native Americans) who would be similarly affected by a TSP.
- CC. "Major driveway" means a driveway that:
1. Intersects with a public street that is controlled, or is to be controlled in the planning period, by a traffic signal;
 2. Intersects with an existing or planned arterial or collector street; or
 3. Would be an extension of an existing or planned local street, or of another major driveway.
- DD. "Major transit stop" means transit centers, high capacity transit stations, major bus stops, inter-city bus passenger terminals, inter-city rail passenger terminals and bike-transit facility as defined in Figure 2.15 of the Regional Transportation Plan.
- ~~DD-EE.~~ "Median" means the center portion of public right-of-way, located between opposing directions of motor vehicle travel lanes. A median is usually raised and may be landscaped, and usually incorporates left turn lanes for motor vehicles at intersections and major access points.

~~EE.FF.~~ "Metro" means the regional government of the metropolitan area, the elected Metro Council as the policy-setting body of the government.

~~FF.GG.~~ "Metro boundary" means the jurisdictional boundary of Metro, the elected regional government of the metropolitan area.

~~GG.HH.~~ "Minority" means a person who is:

~~B.1.~~ Black (having origins in any of the black racial groups of Africa);

~~C.2.~~ Hispanic (of Mexican, Puerto Rican, Cuban, Central or South American or other Spanish culture or origin, regardless of race);

~~D.3.~~ Asian American (having origins in any of the original peoples of the Far East, Southeast Asia, the Indian subcontinent or the Pacific Islands);

4. American Indian and Alaska Native (having origins in any of the original peoples of North American and who maintain cultural identification through tribal affiliation or community recognition); or

5. Native Hawaiian or Other Pacifica Islander (having origins in any of the original peoples of Hawaii, Guam, Samoa or other Pacific Islands).

~~HH.II.~~ "Minority population" means any readily identifiable group of minority persons who live in geographic proximity and, if circumstances warrant, geographically dispersed or transient persons (such as migrant workers or Native Americans) who would be similarly affected by a TSP.

~~II.JJ.~~ "Mixed-use development" includes areas of a mix of at least two of the following land uses and includes multiple tenants or ownerships: residential, retail and office. This definition excludes large, single-use land uses such as colleges, hospitals, and business campuses. Minor incidental land uses that are accessory to the primary land use should not result in a development being designated as "mixed-use development." The size and definition of minor incidental, accessory land uses allowed within large, single-use developments should be

determined by cities and counties through their comprehensive plans and implementing ordinances.

JJ-KK. "Mobility" means the speed at which a given mode of travel operates in a specific location.

KK-LL. "Mode-split target" means the individual percentage of public transportation, pedestrian, bicycle and shared-ride trips expressed as a share of total person-trips.

LL-MM. "Motor vehicle" means automobiles, vans, public and private buses, trucks and semi-trucks, motorcycles and mopeds.

MM-NN. "Motor vehicle level-of-service" means a measurement of congestion as a share of designed motor vehicle capacity of a road.

NN-OO. "Multi-modal" means transportation facilities or programs designed to serve many or all methods of travel, including all forms of motor vehicles, public transportation, bicycles and walking.

PP. "Narrow street design" means streets with less than 46 feet of total right-of-way and no more than 28 feet of pavement width between curbs.

QQ. "Near a major transit stop" means a parcel or ownership that is within 300 feet of a major transit stop.

QQ-RR. "Non-SOV modal target" means a target for the percentage of total trips made in a defined area by means other than a private passenger vehicles carrying one occupant.

RR-SS. "Performance measure" means a measurement derived from technical analysis aimed at determining whether a planning policy is achieving the expected outcome or intent associated with the policy.

SS-TT. "Person-trips" means the total number of discrete trips by individuals using any mode of travel.

TT-UU. "Refinement plan" means an amendment to a transportation system plan which determines at a systems level the function, mode or general location of a transportation facility, service or improvement, deferred

during system planning because detailed information needed to make the determination could not be reasonably obtained at that time.

~~VV.~~ VV. "Regional vehicle trips" are trips that are greater than five miles in length.

WW. "Residential Parking District" is a designation intended to protect residential areas from spillover parking generated by adjacent commercial, employment or mixed use areas, or other uses that generate a high demand for parking.

XX. "RFP" means Metro's Regional Framework Plan adopted pursuant to ORS chapter 268.

YY. "Routine repair and maintenance" means activities directed at preserving an existing allowed use or facility, without expanding the development footprint or site use.

ZZ. "RTFP" means this Regional Transportation Functional Plan.

AAA. "Shared-ride" means private passenger vehicles carrying more than one occupant.

~~CCC.~~ BBB. "Significant increase in Single Occupancy Vehicle (SOV) capacity for multi-modal arterials" ~~means~~ an increase in SOV capacity created by the construction of additional general purpose lanes totaling 1/2 lane miles or more in length. General purpose lanes are defined as through travel lanes or multiple turn lanes. ~~This also includes the construction of a new general purpose~~ highway arterial facility on a new location. Lane tapers are not included as part of the general purpose lane. An increase in SOV capacity associated with a safety project is considered significant only if the safety deficiency is totally related to traffic congestion. Significant increases in SOV capacity should be assessed for individual facilities rather than for the planning area.

~~DDD.~~ CCC. "Significant increase in Single Occupancy Vehicle (SOV) capacity for regional through-route freeways" ~~means~~ an increase in SOV capacity created by the construction of additional general purpose lanes other than that resulting from a safety project or a project solely intended to eliminate a bottleneck. An increase in SOV capacity associated with the elimination of a bottleneck is

considered significant only if such an increase provides a highway section SOV capacity greater than ten percent over that provided immediately upstream of the bottleneck. An increase in SOV capacity associated with a safety project is considered significant only if the safety deficiency is totally related to traffic congestion. Construction of a new general purpose highway facility on a new location also constitutes a significant increase in SOV capacity. Significant increase in SOV capacity should be assessed for individual facilities rather than for the planning area.

EEE-DDD. "SOV" means a private passenger vehicle carrying one occupant (single-occupancy vehicle).

FFF-EEE. "Substantial compliance" means city and county comprehensive plans and implementing ordinances, on the whole, conform with the purposes of the performance standards in the functional plan and any failure to meet individual performance standard requirements is technical or minor in nature.

GGG-FFF. "Throughway" means limited-access facilities that serve longer-distance motor vehicle and freight trips and provide interstate, intrastate and cross-regional travel.

HHH-GGG. "TPR" means the administrative rule entitles Transportation Planning Rule adopted by the Land Conservation and Development to implement statewide planning Goal 12, Transportation.

III-HHH. "Traffic calming" means street design or operational features intended to maintain a given motor vehicle travel speed.

JJJ-III. "Transportation system management and operations" (TSMO) means a ~~"toolkit"~~ of programs and strategies that will allow the region to more effectively and efficiently manage existing and new multi-modal transportation facilities and services to preserve capacity and improve safety, security and reliability. TSMO has two components: (1) transportation system management, which focuses on making facilities better serve users by improving efficiency, safety and capacity; and (2) transportation demand management, which seeks to modify travel behavior in order to make more efficient use of

facilities and services and enable users to take advantage of everything the transportation system offers.

~~KKK-JJJ.~~ "TriMet" means the regional service district that provides public mass transit to the region.

~~LLL-KKK.~~ "TSP" means a transportation system plan adopted by a city or county.

~~MMM-LLL.~~ "UGB" means an urban growth boundary adopted pursuant to ORS 268.390(3).

~~NNN-MMM.~~ "Update" means TSP amendments that change the planning horizon and apply broadly to a city or county and typically entails changes that need to be considered in the context of the entire TSP, or a substantial geographic area.

~~OOO-NNN.~~ "Woonerf" means a street or group of streets on which pedestrians and bicyclists have legal priority over motor vehicles.

Table 3.08-1

Regional Non-SOV Modal Targets (share of average weekday trips for the year 2035)

2040 Design Type	Non-drive alone modal target
Portland central city	60-70%
Regional centers	45-55%
Town centers	
Main streets	
Station communities	
Corridors	
Passenger intermodal facilities	40-45%
Industrial areas	
Freight intermodal facilities	
Employment areas	
Inner neighborhoods	
Outer neighborhoods	

Table 3.08-2
Interim Regional Mobility Policy
 Deficiency Thresholds and Operating Standards⁴

Location	Mid-Day One-Hour Peak			A.M./P.M. Two-Hour Peak					
	Preferred Operating Standard	Tolerable Operating Standard	Exceeds Deficiency Threshold	Preferred Operating Standard		Tolerable Operating Standard		Exceeds Deficiency Threshold	
				1st Hour	2nd Hour	1st Hour	2nd Hour	1st Hour	2nd Hour
Central City Regional Centers Town Centers Main Streets Station Communities	G	E	F	E	E	F	E	F	F
Corridors Industrial Areas Intermodal Facilities Employment Areas Inner Neighborhoods Outer Neighborhoods	G	D	E	E	D	E	E	F	E
Banfield Freeway [†] <i>(from I-5 to I-205)</i>	G	E	F	E	E	F	E	F	F
I-5 North* <i>(from Marquam Bridge to Interstate Bridge)</i>	G	E	F	E	E	F	E	F	F
Highway 99E [†] <i>(from the Central City to Highway 224 interchange)</i>	G	E	F	E	E	F	E	F	F
Sunset Highway [†] <i>(from I-405 to Sylvan interchange)</i>	G	E	F	E	E	F	E	F	F
Stadium Freeway [†] <i>(I-5 South to I-5 North)</i>	G	E	F	E	E	F	E	F	F
Other Principal Arterial Routes	G	D	E	E	D	E	E	F	E

Areas with this designation are planned for mixed-used development, but are also characterized by physical, environmental or other constraints that limit the range of acceptable transportation solutions for addressing a level of service need, but where alternative routes for regional through traffic are provided. Figures 2.2—2.6 in Chapter 2 of the RTP define areas where this designation applies. In these areas, substitute performance measures are allowed by OAR.660.012.0060 (1)(d). Provisions for determining the alternative performance measures will be included in the Regional Transportation Functional Plan. Adopted performance measures for these areas are detailed in Appendix 2.

Level of service is determined by using either the latest edition of the Highway Capacity Manual (Transportation Research Board) or through volume to capacity ratio equivalencies as follows: LOS C = .8 or better; LOS D = .8 to .9; LOS E = .9 to 1.0; and LOS F = 1.0 to 1.1.

[†] Thresholds shown are for interim purposes only; a mobility corridor strategy and/or a corridor refinement plan for these corridors are required in Chapter 5 of the RTP, and will include a recommended mobility policy for each corridor.

Source: Metro

Table 3.08-2
Interim Regional Mobility Policy
Deficiency Thresholds and Operating Standards

<u>Location</u>	<u>Standard</u>	<u>Standard ^A</u>	
		<u>PM 2-Hour Peak</u>	
	<u>Mid-Day One-Hour Peak</u>	<u>1st Hour</u>	<u>2nd Hour</u>
<u>Central City</u>			
<u>Regional Centers</u>	<u>.99</u>	<u>1.1</u>	<u>.99</u>
<u>Town Centers</u>			
<u>Main Streets</u>			
<u>Station Communities</u>			
<u>Corridors ^B</u>			
<u>Industrial Areas</u>	<u>.90</u>	<u>.99</u>	<u>.99</u>
<u>Intermodal Facilities</u>			
<u>Employment Areas</u>			
<u>Inner Neighborhoods</u>			
<u>Outer Neighborhoods</u>			
<u>Banfield Freeway ^C (from I-5 to I-205)</u>	<u>.99</u>	<u>1.1</u>	<u>.99</u>
<u>I-5 North ^C (from Marquam Bridge to Interstate Bridge)</u>	<u>.99</u>	<u>1.1</u>	<u>.99</u>
<u>OR 99E ^C (from Lincoln Street to OR 224 interchange)</u>	<u>.99</u>	<u>1.1</u>	<u>.99</u>
<u>Sunset Highway ^C (from I-405 to Sylvan interchange)</u>	<u>.99</u>	<u>1.1</u>	<u>.99</u>
<u>Stadium Freeway ^C (I-5 South to I-5 North)</u>	<u>.99</u>	<u>1.1</u>	<u>.99</u>
<u>Other Principal Arterial Routes</u>	<u>.90</u>	<u>.99</u>	<u>.99</u>
<u>I-205</u>			
<u>I-84 (east of I-205)</u>			
<u>I-5 (Marquam Bridge to Wilsonville)</u>			
<u>OR 217</u>			
<u>US 26 (west of Sylvan)</u>			
<u>US 30</u>			
<u>OR 8 (Murray Boulevard to Brookwood Avenue)</u>			
<u>OR 212</u>			
<u>OR 224</u>			
<u>OR 47</u>			
<u>OR 213</u>			

A. The volume-to-capacity ratios in the table are for the highest two consecutive hours of weekday traffic volumes. The 2nd hour is defined as the four highest 15-minute intervals immediately before and after the 1st hour.

B. Corridors that are also state highways are OR 99W, Sandy Boulevard, Powell Boulevard, 82nd Avenue, North Portland Road, North Denver Street, Lombard Street, Hall Boulevard, Farmington Road, Canyon Road, Beaverton-Hillsdale Highway, Tualatin Valley Highway (from Hall Boulevard to Murray Boulevard), OR 8 (from Brookwood Avenue to E Street in Forest Grove), Scholls Ferry Road, OR 99E (from OR 224 to Oregon City) and OR 43.

C. Thresholds shown are for interim purposes only; a mobility corridor strategy and/or a corridor refinement plan for these corridors are required in Chapter 6 of the RTP, and will include a recommended mobility policy for each corridor.

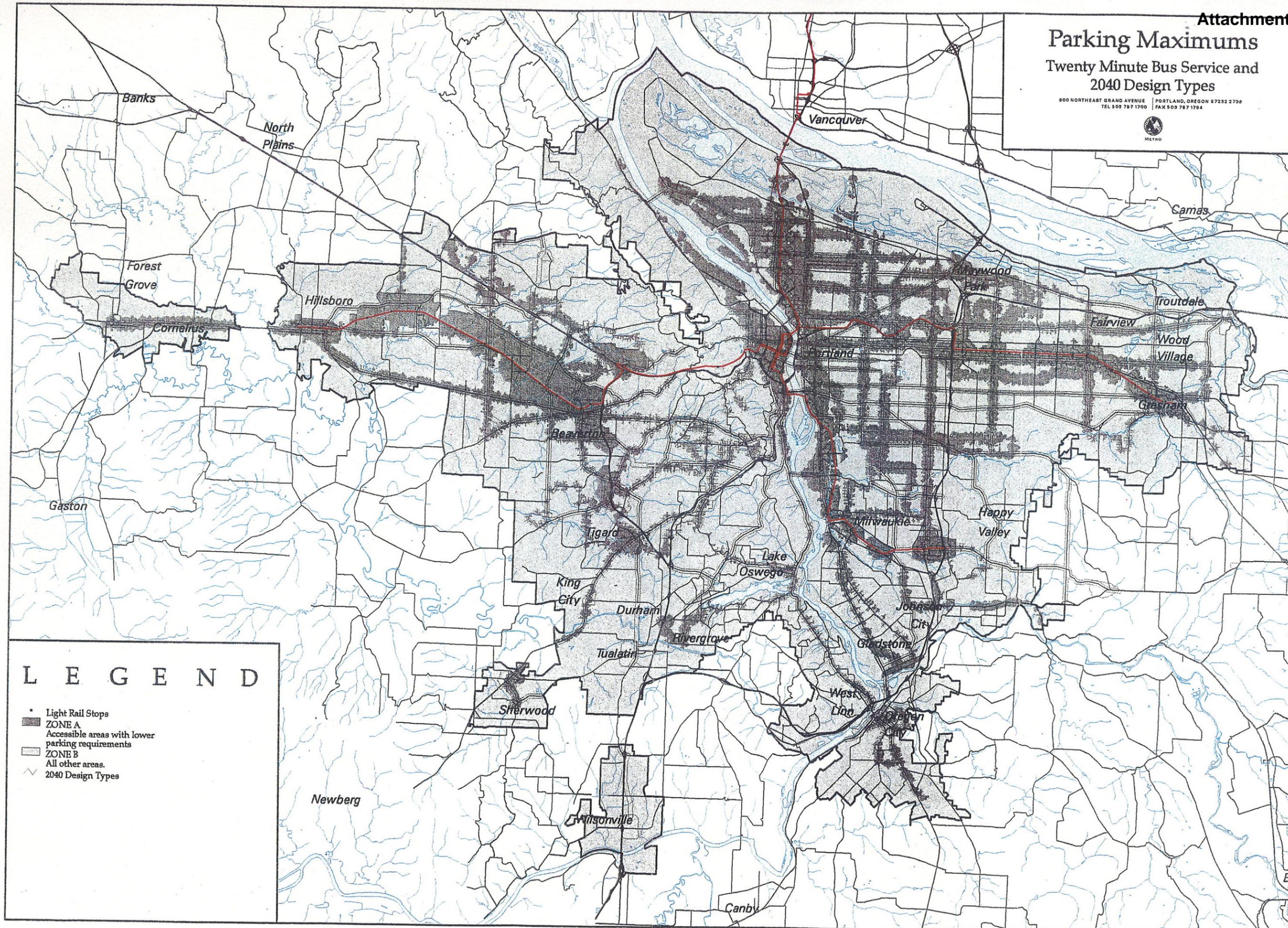
Table 3.08-3 - Regional Parking Ratios			
(parking ratios are based on spaces per 1,000 sq. ft of gross leasable area unless otherwise stated)			
Land Use	Minimum Parking Requirements (See Central City Transportation Management Plan for downtown Portland stds)	Maximum Permitted Parking - Zone A:	Maximum Permitted Parking Ratios - Zone B:
	Requirements May Not Exceed	Transit and Pedestrian Accessible Areas ¹	Rest of Region
General Office (includes Office Park, "Flex-Space", Government Office & misc. Services) (gsf)	2.7	3.4	4.1
Light Industrial Industrial Park Manufacturing (gsf)	1.6	None	None
Warehouse (gross square feet; parking ratios apply to warehouses 150,000 gsf or greater)	0.3	0.4	0.5
Schools: College/ University & High School (spaces/# of students and staff)	0.2	0.3	0.3
Tennis Racquetball Court	1.0	1.3	1.5
Sports Club/Recreation Facilities	4.3	5.4	6.5
Retail/Commercial, including shopping centers	4.1	5.1	6.2
Bank with Drive-In	4.3	5.4	6.5
Movie Theater (spaces/number of seats)	0.3	0.4	0.5
Fast Food with Drive Thru	9.9	12.4	14.9
Other Restaurants	15.3	19.1	23
Place of Worship (spaces/seats)	0.5	0.6	0.8
Medical/Dental Clinic	3.9	4.9	5.9
Residential Uses			
Hotel/Motel	1	none	none
Single Family Detached	1	none	none
Residential unit, less than 500 square feet per unit, one bedroom	1	none	none
Multi-family, townhouse, one bedroom	1.25	none	none
Multi-family, townhouse, two bedroom	1.5	none	none
Multi-family, townhouse, three bedroom	1.75	none	none

¹ Ratios for uses not included in this table would be determined by cities and counties. In the event that a local government proposes a different measure, for example, spaces per seating area for a restaurant instead of gross leasable area, Metro may grant approval upon a demonstration by the local government that the parking space requirement is substantially similar to the regional standard.

Parking Maximums

Twenty Minute Bus Service and 2040 Design Types

800 NORTHEAST GRAND AVENUE | PORTLAND, OREGON 97232 2700
TEL 503 787 1700 | FAX 503 787 1794



LEGEND

- Light Rail Stops
- ZONE A
Accessible areas with lower parking requirements
- ZONE B
All other areas.
- ~ 2040 Design Types

2035 Regional Transportation Plan (RTP)

Summary of Comments Received and Recommendations - Regional Transportation Functional Plan

(comments received March 22 through April 16, 2010)

The 2035 Regional Transportation Plan (RTP) Final Public Review Draft and regional plans for freight, transportation system management and operations and high capacity transit were released for final public review from March 22 through May 6, 2010. TPAC and MTAC reviewed the draft functional plan on March 26 and April 5, respectively. In addition, members submitted additional comments subsequent to the advisory committee discussions. This document summarizes recommended changes to respond to comments received.

ITEMS FOR CONSIDERATION

#	Category	Comment	Source(s)	Date	Recommendation
1	RTFP Title 1: Street System Design	Section 3.08.110: add a description of intent of this section.	TPAC	3/26/10	Amend as requested.
2	RTFP Title 1: Street System Design	Add the following language to Section 3.08.110, "To improve the walking environment along the region's arterial system, each city and county shall incorporate into its TSP a sidewalk network that includes a minimum 5ft sidewalk with a minimum 3ft planted buffer or furnishings zone between the sidewalk and the curb."	TriMet	4/9/10	Amend to add a new section to 3.08.110A to direct local codes to allow for implementation of the regional street design guidelines for all streets (e.g., local, collector, arterial) as follows, " <u>To ensure that new street construction and re-construction projects are designed to improve safety, support adjacent land use and balance the needs of all users, including bicyclists, transit vehicles, motorists, freight delivery vehicles and pedestrians of all ages and abilities, city and county street design regulations shall allow implementation of:</u> 1. Complete street designs as set forth in <u>Creating Livable Streets: Street Design Guidelines for 2040 (2nd Edition, 2002), or similar resources consistent with regional street design policies;</u> 2. Green street designs such as bio-swales, street trees, and other techniques to manage stormwater within the public right of-way as set forth in <u>Green Streets: Innovative Solutions for Stormwater and Street Crossings (2002) and Trees for Green Streets: An Illustrated Guide (2002) or similar resources consistent with federal regulations for stream protection; and</u> 3. Transit-supportive street designs that facilitate existing and planned transit service pursuant subsection 3.08.120B."
3	RTFP Title 1: Street System Design	Section 3.08.110 - the arterial and collector spacing provisions are too rigid; many areas of the region will not be able to meet them due to the constraints listed in this section.	City of Tigard	4/11/10	Amend as follows, "each city and county shall incorporate into its TSP, <u>to the extent practicable</u> , a network of four-lane major arterial street..." The intent of this provision is to have local governments attempt to meet the spacing, recognizing it will not be possible in many areas.

ITEMS FOR CONSIDERATION

#	Category	Comment	Source(s)	Date	Recommendation
4	RTFP Title 1: Street System Design	Section 3.08.110D(3) - Provide an additional exception from the road spacing standards for streams that support species listed in the Endangered Species Act (ESA).	City of West Linn	4/9/10	No change recommended. The functional plan requires locals to complete a street connectivity plan in their TSPs that implements street connections across stream corridors at 800 to 1,200 foot spacing unless habitat quality or the length of the crossing width prevents a connection. Title 3 of the Urban Growth Management Functional Plan maps high quality habitat areas and regulations, and includes ESA listed stream corridors. The current language provides flexibility for local governments to assess the appropriateness of increasing connectivity on a site-by-site and project-by-project basis, pending completion of a number of efforts that are underway in this region.
5	RTFP Title 1: Street System Design	3.08.110 D.5 and 6- define what is meant by "pursuant to Title 3 of the UGMFP." Water way crossings every 530 feet seems like a lot, but the caveat for when "the length of the crossing prevents a connection" is also vague.	City of Tigard	4/11/10	Amend as follows, "3. If streets must cross water features identified-protected pursuant to Title 3 UGMFP, provides a crossing every 800 to 1,200 feet unless habitat quality or the length of the crossing prevents a full street connection;" No other changes are recommended at this time pending completion of the following efforts: (1) development of a wildlife corridors map for the region; (2) development of a Regional Conservation Framework for biodiversity; (3) completion of updates to the Livable Streets and Green Streets Best Practices in Transportation Design handbooks and (4) completion of the Lower Columbia Salmon Recovery Plan. The current language provides flexibility for local governments to assess the appropriateness of increasing connectivity on a site-by-site and project-by-project basis, pending completion of a number of efforts that are underway in this region.
6	RTFP Title 1: Street System Design	Section 3.08.110E - This section discusses "redevelopment of existing land uses" where locals are to "encourage" adequate connectivity. But in C above, it requires conceptual street maps (which implies a connectivity requirement) for all redevelopable parcels over five acres. Clarify whether this provision applies to parcels under five acres.	ODOT, City of Tigard	4/9/2010, 4/11/10	Amend as requested. This provision is intended to apply to parcels less than five acres in size.
7	RTFP Title 1: Street System Design	Section 3.08.110F: Add language to clarify the following: (1) the intent of this provision is for local codes to allow for narrow street designs as described in 1-10, and (2) greater total right-of-way dimensions should be allowed for green street designs.	TPAC, Washington County, City of Sherwood	3/26/10, 4/9/2010 and 4/9/10	Amend as requested, deleting the provision "1. Local streets of no more than 50 feet of total right-of-way, including;" because the individual design elements are addressed through subsequent provisions. The intent of this section was to require local codes to allow for implementation of narrower street designs, not to limit the maximum width of street designs and elements.

ITEMS FOR CONSIDERATION

#	Category	Comment	Source(s)	Date	Recommendation
8	RTFP Title 1: Street System Design	3.08.110F(2)The maximum 28' curb to curb width is too restricting. For example, if a local street is a bike boulevard with on-street parking. 6' parking (two-sided) plus two 10' travel lanes should be allowable, at least (32').	City of Milwaukee	4/9/10	No change recommended. The intent of this section was to require local codes to allow for implementation of narrower street designs, not to limit the maximum width of street designs and elements.
9	RTFP Title 1: Transit Design	3.08.120A - Change references to passenger "environment," bicycle "environment" and waiting "environments" to "facilities" to be more specific about what the provisions apply to.	TPAC	3/26/10	Amend to simplify this section to read as follows, "City and county TSPs and or other land use appropriate regulations shall include projects investments, policies, standards and strategies regulations criteria to improve provide pedestrian and bicycle connections to all transit stops where regional transit service exists at the time of TSP development or update and , passenger environments within one-half mile of all transit stops, bicycle environments within three miles of all transit stops, waiting environments at all transit stops and transit service speed and reliability for all existing or planned Station Communities. high capacity transit station areas, on-street bus rapid transit and frequent service bus corridors, and regional bus corridors where service exists at the time of TSP development or updates." The use of the term "environment" and specific distances unnecessarily narrowed the focus of where these kinds of investments and regulations should apply.
10	RTFP Title 1: Transit Design	3.08.120 A - clarify sentence to better describe intent, including improve the "speed and reliability" of station areas	City of Milwaukee	4/9/10	Amend to remove references to improving the speed and reliability of station areas. This is already addressed through transportation system management and operations strategies in Title 1.
11	RTFP Title 1: Transit Design	3.08.120 B1e - Revise to read as follows "crossing at <u>OR NEAR</u> all transit stops..." It is not feasible to ensure crossings at all transit stops.	City of Milwaukee	4/9/10	No change recommended. "At" as defined in the Transportation Planning Rule and Title 7 of the RTFP is within 200 feet. If it is not feasible to provide a crossing within that spacing, it may not be appropriate to have a transit stop in that particular location.
12	RTFP Title 1: Transit Design	3.08.120 B(1)a - Expanding this requirement from only Major Transit Stops to include "or on transit routes designated in the RTP" could be subject to challenges.	Washington County, City of Sherwood	4/9/10	Amend to remove reference to "along transit routes" to be consistent with the Transportation Planning Rule provision.
13	RTFP Title 1: Transit Design	3.08.120B(1)b - In some cases (i.e. MAX stops along freeways) it is not appropriate to locate buildings within 20 feet of transit stops or provide a pedestrian plaza at transit stops.	ODOT	4/9/10	Amend section to clarify this provision applies to major transit stops, which by definition (in the Title 7 and the Transportation Planning Rule) could be located within 200 feet.

ITEMS FOR CONSIDERATION

#	Category	Comment	Source(s)	Date	Recommendation
14	RTFP Title 1: Transit Design	For providing lighting at transit stops, consider additional/ more stringent standards for HCT stations versus bus stops. Look at the draft HCT SEP Guidance, specifically the "urban form measures" which includes building orientation, building frontage, average block size, sidewalk coverage, and bicycle facility coverage. Earlier versions also included measures for pedestrian network connectivity (intersection density, safe access to stations, mitigation of topographic challenges and physical barriers) and bicycle network connectivity (miles of bike facilities within 2 miles of station areas) .	ODOT	4/9/10	No change recommended. This language is consistent with the Transportation Planning Rule. TriMet can provide additional guidance to local governments on this issue.
15	RTFP Title 1: Pedestrian System Design	3.08.130B 4 - Parking Management does not belong in this section. Parking does impact pedestrian conditions. Parking management should be covered well enough in Title 6.	City of Tigard	4/11/10	Amend introduction to clarify these these actions and strategies are intended to support transit within designated pedestrian districts. Parking management is an important strategy to accomplish this.
16	RTFP Title 1: Pedestrian System Design	What is "interconnection" and how does one provide it?	ODOT	4/9/10	No change recommended. As defined by Webster's dictionary, this term means "to connect with one another," and is intended to mean providing sidewalks and bike facility connections to transit stops or stations.
17	RTFP Title 1: Bicycle Design	3.08.140 A(4) - Revise to read, "...along arterials and major collectors <u>and/or along nearby parallel routes.</u> "	City of Milwaukie	4/9/10	Amend as follows, "...along arterials and major collectors <u>and nearby parallel routes.</u> "
18	RTFP Title 2: Transportation Needs	3.08.210 A - This suggests that local governments need to reconfirm state and regional needs are adequately supported and to take remedial action if they are not.	TPAC, Washington County	4/9/10	Amend to clarify that local TSPs should incorporate regional needs as identified in the RTP, as follows, " Each city and county shall update its TSP to incorporate regional and state <u>transportation needs identified in the 2035 RTP, and determine its own transportation needs for consistency with and support of regional and state transportation needs in the 2035 RTP and to complete the transportation system plans developed under Title 4.</u> The determination of <u>local transportation needs</u> shall be based upon..." Local TSPs are not required to reassess regional needs, but may identify unaddressed regional needs in the more detailed analysis of the local system. If that occurs, this provision provides a process for forwarding the regional need to Metro for amendment into the RTP, reflecting the iterative nature of the regional and local TSP process.
19	RTFP Title 2: Transportation Needs	3.08.210C - Currently, state rules that require us to take an exception for most improvements outside the UGB. The state is in a rulemaking process to address how to providing services in urban reserves. Allow the state process continue with the understanding that counties, which work directly with state rules now, will adjust to modifications that may come out.	Washington County	4/9/10	Amend section to delete this provision.

ITEMS FOR CONSIDERATION

#	Category	Comment	Source(s)	Date	Recommendation
20	RTFP Title 2: Transportation Solutions	3.08.220A - Specify what it means for a city or county "to consider" the strategies listed.	TPAC	3/26/10	No change is recommended. The intent is for the city or county to document this provision in writing in the TSP document and in their "findings of fact" adopted as part of the TSP ordinance.
21	RTFP Title 2: Transportation Solutions	3.08.220 - This specifies that the City shall consider specific strategies in priority order to meet the transportation needs. It is still unclear as to why the strategies must be evaluated in this particular priority order. Hypothetically, it may be that strategy 2 and 5 work well together but 3 does little or is impractical. Rather, strategies 1-5 in combination should be considered fully, with discussion on why certain strategies were not deemed the most appropriate.	MTAC, City of Sherwood	4/5/10, 4/9/2010	Amend to better describe the intent of this section, "Each city and county shall consider of the following strategies, listed in the order listed of priority, to meet the transportation needs determined pursuant to section 3.08.210 <u>and performance targets and standards pursuant to section 3.08.230.</u> The city or county shall explain its choice of a lower priority strategy over a higher priority strategy of one or more of the following strategies:.. A city or county may consider combinations of the strategies listed as part of this analysis. This approach is consistent with the federally-required Congestion Management Process (CMP) steps and the Oregon Highway Plan Major Improvement Policy 1G which requires actions to maintain performance and improve safety through system efficiency and management before adding capacity.
22	RTFP Title 2: Transportation Solutions	Revise 3.08.220A to add a reference to the targets and standards in Table 3.08-1 and Table 3.08-2 in the first sentence; the strategies also serve as a basis for achieving the performance targets and standards in these tables.	TPAC	3/26/10	Amend as requested.
23	RTFP Title 2: Transportation Solutions	Revise 3.08.220A(6) as follows, "Motor vehicle capacity improvements...only upon a demonstration that other strategies in this subsection <u>are not appropriate or</u> cannot adequately address identified transportation needs."	TPAC	3/26/10	Amend as requested.
24	RTFP Title 2: Transportation Solutions	3.08.220B - Add the following language, " <u>Facility design is subject to the approval of the facility owner.</u> "	ODOT	4/9/10	Amend as requested.
25	RTFP Title 2: Performance Targets and Standards	3.08.220D - Corridor refinement plans or local TSPs may result in alternative mobility standards for entire corridors or segments. The Areas of Special Concern designation is no longer needed and can be managed either under the "no further degradation" standard or through an alternative mobility standard.	ODOT	4/9/10	Amend as requested to eliminate the areas of special concern designation. In addition, convert the mobility standard letter grades to volume/capacity ratios that match the Oregon Highway Plan Table 7 ratios to more clearly define the standard.

ITEMS FOR CONSIDERATION

#	Category	Comment	Source(s)	Date	Recommendation
26	RTFP Title 2: Performance Targets and Standards	3.08.230A - This section suggests the only purpose of the performance targets and standards is to improve performance of state highways as much as feasible. This is one desired outcome. In addition, Locals should not need to make findings of meeting state system performance standards separately as suggested by this provision. The RTP findings need to make this demonstration. Revise this subsection to include state highway performance in Subsection F to link to other performance targets and desired outcomes.	TPAC, Washington County	3/26/10	Amend to move the highway performance provision to subsection E as follows, "To demonstrate progress toward achievement of performance targets in Tables 3.08-1 and 3.08-2 and to maintain performance of state highways within <u>its jurisdiction as much as feasible and avoid their further degradation</u> , the city or county shall <u>adopt</u> the following actions..." By adopting the actions, a local government can demonstrate through findings they are making progress toward the targets and maintaining state highway performance as much as feasible.
27	RTFP Title 2: Performance Targets and Standards	3.08.230C(1) - Add reference to Table 3.08-2 (Motor vehicle performance standard).	TPAC	3/26/10	Amend as requested.
28	RTFP Title 2: Performance Targets and Standards	3.08.230 - It is unclear how a local government can assess whether a capacity improvement would shift unacceptable levels of congestion into neighboring jurisdictions along shared regional facilities.	ODOT	4/7/10	Amend to delete the following provision, " Will not result in motor vehicle capacity improvements that shift unacceptable levels of congestion into neighboring jurisdictions along shared regional facilities;... " The regional mobility corridor strategies in Chapter 4 of the RTP provide a framework for making this determination through amendments and updates to the RTP.
29	RTFP Title 2: Performance Targets and Standards	3.08.230D - This reads as though local governments need to pre-authorize alternative mobility standards with the Oregon Transportation Commission.	TPAC, Washington County	3/26/10 4/9/2010	Amend as follows, "If the city or county adopts mobility standards <u>for state highways</u> different from those in Table 3.08-2..." to clarify that this provision only applies to state-owned facilities.
30	RTFP Title 2: Performance Targets and Standards	3.08.230E - Concern with having to evaluate accessibility and safety at the TSP level; these are more appropriate for regional level analysis like Metro conducts for air quality and greenhouse gas emissions.	TPAC, City of Tigard	3/26/2010, 4/11/10	Amend to direct TSPs to include a broader set of performance measures for evaluating and monitoring TSP performance, and to eliminate the accessibility measure.
31	RTFP Title 2: Performance Targets and Standards	3.08.230E - Clarify what this is intended to say" that reduce parking ratios <u>as</u> required by 3.08.410" or below what is required.	ODOT	4/9/10	Amend as follows, " Parking development and management plans that reduce the parking minimum and maximum ratios <u>in Centers and Station Communities as required by-</u> consistent with subsection 3.08.410A;
32	RTFP Title 2: Performance Targets and Standards	3.08.230F - It is important to have parking development and management plans and street design standards, but not necessarily as part of a TSP. This language suggests they must be included in the TSP.	City of Tigard	4/11/10	Amend to allow parking management plans to be adopted as a separate policy document and not necessarily as part of the TSP.
33	RTFP Title 2: Performance Targets and Standards	3.08.230F(2) - Revise to include reference to all of the Transportation System Design provisions in Title 1, Section 3.08-110 to Section 3.08.160.	TPAC	3/26/10	Amend as follows, " <u>Designs for street, transit, bicycle, freight and pedestrian systems consistent with Title 1.</u> Street design standards in section 3.08.110"

ITEMS FOR CONSIDERATION

#	Category	Comment	Source(s)	Date	Recommendation
34	RTFP Title 4: Parking Management	3.08.410H – this seems overly prescriptive and does not respect that one size does not fit all. Bicycle parking demand in a center with close proximity to transit and higher density is going to be vastly different than areas further out and will also vary by use. Suggestions for making this more applicable region-wide would be to apply the 5% bicycle parking minimum to commercial zones or uses only, with specific allowances that if the use does not cater to the public or is typically a car oriented use (drive-through restaurant or auto repair for example) the bicycle parking minimum could be reduced further. Alternatively, consider adding something similar to 3.08.410.B for this section.	City of Sherwood	4/9/10	Amend as follows to provide more flexibility for different land use types, " <u>To encourage the use of bicycles and ensure adequate bicycle parking for different land uses</u> , cities and counties shall establish <u>short-term and long-term bicycle parking minimums at, or above five percent of off-street motor vehicle parking provided for...</u> " and to add OAR 660-012-0045(3)(a) provisions.
35	RTFP Title 4: Parking Management	3.08.410I - Parking Overall - Allow a broader array of potential solutions so a jurisdiction can decide which areas warrant the more detailed study as follows, " <u>Cities and counties shall adopt parking policies, plans, or regulations for Centers and existing HCT corridors. Such actions shall be designed to constrain surface off-street auto parking supply, and manage use of this limited supply to support active places. Parking management plans may focus on sub-areas of Centers, and shall include an inventory of parking supply and usage, a range of strategies for managing supply and demand, and an evaluation of bicycle parking needs. Policies and regulations should include by-right exemptions from minimum parking requirements, or policies to encourage shared and structured parking.</u> "	City of Milwaukie	4/9/10	Amend as follows, " Cities and counties shall adopt parking policies, management plans and regulations for cCenters and Station Communities as defined in Title 6 of the UGMFP and high-capacity transit corridors, and designated in the RTP. The policies, plans and regulations shall be consistent with subsection A through H. Plans may be adopted in TSPs or other adopted policy documents and may focus on sub-areas of Centers. Plans shall include an inventory of parking supply and usage, a range of strategies for managing parking supply and demand and an evaluation of bicycle parking needs with consideration of TriMet Bicycle Parking Guidelines. Policies shall be adopted in the TSP. Policies, plans and regulations must consider and may include the following range of strategies..." This change directs TSPs to include a range of parking policies to manage parking demand and supply, and allows parking management plans to be adopted as a separate policy document and for subareas of centers.
36	RTFP Title 4: Parking Management	3.08.410A, Revise to read, "Cities and county parking regulations shall meet or set lower minimums and maximums as per the following:"	City of Milwaukie	4/9/10	Amend as requested.
37	RTFP Title 4: Parking Management	3.08.410B - Revise to state local governments "should" establish a process for various and clarify to whom parking variances should be reported. The reporting requirement seems overly burdensome.	City of Milwaukie, City of Tigard	4/9/2010, 4/11/10	Amend as follows to remove the reporting requirement, " Cities and counties may establish a process to consider for variances from minimum and maximum parking ratios that includes criteria for variances."
38	RTFP Title 4: Parking Management	3.08.410C - Revise last sentence to use the word "may" instead of "should" to allow for consideration of a broader set of parking practices.	City of Milwaukie, City of Tigard	4/9/10, 4/11/10	Amend as requested.

ITEMS FOR CONSIDERATION

#	Category	Comment	Source(s)	Date	Recommendation
39	RTFP Title 5: Amendment of Comprehensive Plans	3.08.510C - The TPR -0060(8) considers the 2040 Central City, Regional Centers, Town Centers and Main Streets as "mixed use, pedestrian -friendly centers or neighborhoods" that may take a 10% trip reduction – not corridors. The Title 6 UGMFP discussion is still ongoing, but should determine which design concept areas may qualify for a 30% trip reduction credit.	ODOT	4/9/10	No change recommended. There are places or locations along a 2040 corridor can be mixed-use, and should be eligible for the trip reduction credit if the actions identified in 3.08.230E and in Title 6 of the UGMFP are adopted.
40	RTFP Title 5: Amendment of Comprehensive Plans	3.08.510C - Why does the 30% apply only in centers? If these practices/actions are effective for reducing vehicle trip generation, then the credit should apply to areas that have implemented them. I'm thinking the Tigard Triangle, but there could be many examples.	City of Tigard	4/11/10	No change recommended. This provision provides a "safe harbor" for Centers, Corridors and Station Communities if the actions identified in Title 6 of the UGMFP are adopted. OAR 660-012-0060 allows for a local government to make a case for a trip reduction credit in other mixed-use areas.
41	RTFP Title 5: Amendment of Comprehensive Plans	Section 3.08.510C - Revise as follows, "If a city or county adopts the actions set forth in subsection E <u>3.08-230E</u> and the land use actions..."	TPAC	3/26/10	Amend as follows, "If a city or county adopts the actions set forth in subsection E and the land use actions set forth in section _____ of Title 6 of the UGMFP, it shall be eligible for an automatic reduction of 30 percent below the vehicular trip generation rates..." This amendment links back to the land use actions proposed in Title 6 to the Urban Growth Management Functional Plan. The Title 6 section reference will be added upon adoption of Title 6 in December 2010.
42	RTFP Title 6: Compliance procedures	An amendment to a TSP is not the same as an Update. An amendment does not change the forecast year for the plan. It would be good to clarify.	City of Tigard	4/11/10	No change recommended. An update is an amendment of a TSP. However, a definition of "update" has been added to Title 7 (Definitions) to better define an "update" amendment. Most TSPs in the region will need to be "updated" to a 2035 planning horizon.
43	RTFP Title 6: Compliance procedures	Section 3.08.610F - Revise to require a city or county to submit an analysis of compliance of the amendment with the RTFP.	ODOT	4/9/10	No change recommended. This provision applies to notification of the first hearing on a proposed amendment. The staff report provided by local governments oftentimes includes documentation of how the proposed amendment is consistent with the RTFP. If insufficient information is provided to assist Metro staff review, the COO will request additional information. The compliance of the amendment will be documented in the Findings of Fact that will be adopted as part of the local TSP ordinance. Local governments are required to submit the adopted ordinance to Metro within 14 days of final adoption per 3.08.610J.
44	RTFP Title 6: Compliance procedures	Section 3.08.610H - It does not seem appropriate for local governments to appeal to JPACT as part of the enforcement for local compliance with the RTP.	ODOT	4/9/10	No change recommended. All transportation-related actions (including federal MPO actions) are recommended by JPACT to the Metro Council. The Metro Council can approve the recommendations or refer them back to JPACT with a specific concern for reconsideration. Final approval of each item, therefore, requires the concurrence of both bodies.

ITEMS FOR CONSIDERATION

#	Category	Comment	Source(s)	Date	Recommendation
45	RTFP Title 6: Compliance procedures	3.08.610A - Two years seems unrealistic for completing TSP update. It could easily take 2 years to get funding if it's through TGM. TGM may not have enough funding for needed updates along with corridor refinement planning work that has been defined in the RTP.	City of Tigard	4/11/10	No change recommended. Metro staff has begun working with local governments to develop a compliance schedule that will take into account local aspirations for completing TSP updates. Section 3.08.620 also provides a process for requesting an extension to the compliance deadline. Th TSP schedule may be adopted as part of the RTP ordinance.
46	RTFP Title 7 Definitions	Add the following definitions - "Major transit stop," "Major driveway," "At" a major transit stop, and "near" a major transit stop	City of Sherwood	4/9/10	Amend as requested.
47	RTFP Title 7 Definitions	Definition of Significant increase in Single Occupancy Vehicle (SOV) capacity for multi-modal arterials - This defines general purpose lanes as through travel lanes or multiple turn lanes. Generally turn lanes are not considered general purpose lanes. They may have the side effect of adding capacity, but they have important safety benefits.	ODOT	4/9/10	Amend the definition as follows, "...General purpose lanes are defined as through travel lanes or multiple turn lanes. This also includes the construction of a new general purpose highway arterial-facility on a new location...An increase in SOV capacity associated with a safety project is considered significant only if the safety deficiency is totally related to traffic congestion..." This mirrors the definition for "significant increase in SOV capacity for regional through-routes freeways."
48	Table 3.08-1	Table 3.08 - 1 Clarify whether the Regional Non-SOV modal targets apply to peak hour or 24-hour period	ODOT, City of Tigard	4/9/2010, 4/11/10	Amend as requested to clarify the targets are for the average weekday 24-hour period for the year 2035.
49	Throughout RTFP	Clarify what provisions apply to TSP and/or land use regulations.	TPAC	3/26/10	Amend as requested.

SUMMARY OF CHANGES TO EXISTING TRANSPORTATION FUNCTIONAL PLAN REQUIREMENTS

Section	Title	Relevant 2004 RTP citation(s)	Summary of change(s) to Existing Functional Plan Requirements in 2004 RTP
TITLE 1: TRANSPORTATION SYSTEM DESIGN			
3.08.110	Street System Design	Section 6.4.5	<ul style="list-style-type: none"> Added arterial connectivity to Subsection B Revisions to right-of-way dimensions (Subsection F #1, 3, 4, 7 and 10)
3.08.120	Transit System Design	Section 6.4.10	<ul style="list-style-type: none"> Clarified Subsection A to specify needed transit access connections within certain proximity to bus stops and HCT stations
3.08.130	Pedestrian System Design	Section 6.4.10 related to pedestrian districts	<ul style="list-style-type: none"> New section to specify pedestrian plan elements and needs analysis Added gaps and deficiencies to inventory (Subsections A1 and B2) and consideration of pedestrian access to transit and other essential destinations as part of needs analysis (Subsection A2)
3.08.140	Bicycle System Design	N/A	New section to specify bicycle plan elements and needs analysis
3.08.150	Freight System Design	N/A	<ul style="list-style-type: none"> New section to specify freight plan elements and needs analysis
3.08.160	Transportation System Management and Operations	N/A	<ul style="list-style-type: none"> New section to specify TSMO plan elements and needs analysis
TITLE 2: DEVELOPMENT AND UPDATE OF TRANSPORTATION SYSTEM PLANS			
3.08.210	Transportation Needs	Section 6.4.1 Section 6.4.2 Section 6.4.9	<ul style="list-style-type: none"> Defines new needs analysis elements to be consistent with RTP: <ul style="list-style-type: none"> Gaps and deficiencies identified in Title 1 inventories and evaluations (Subsection A1) Consideration of the needs of disadvantaged populations (Subsection A3) Regional needs identified in Mobility Corridor strategies in Chapter 4 of RTP (Subsection B2)
3.08.220	Transportation Solutions	Section 6.4.2 Section 6.4.4	<ul style="list-style-type: none"> Revised title name from "Congestion management" to "Transportation Solutions" Expanded to distinguish between needs and solutions and broaden focus beyond congestion management Establishes order of priority for system-level consideration of multi-modal strategies to address identified needs, consistent with the federally-required Congestion Management Process (CMP) and OHP Major Improvements Policy 1G. This also expands CMP process and OHP Policy 1G to TSP development and update, not just project development, local plan amendments or studies that would amend RTP (Subsection A) Specifies coordination with transportation facility owners when identifying solutions (Subsection B)

Section	Title	Relevant 2004 RTP citation(s)	Summary of change(s) to Existing Functional Plan Requirements in 2004 RTP
3.08.230	Performance Targets and Standards	Section 6.4.6 Section 6.4.7	<ul style="list-style-type: none"> Revises title from “Non-SOV Modal Targets” to “Performance Targets and Standards” Removes allowance for local governments to adopt “lower” volume to capacity thresholds than RTP (e.g., Table 3.08.2 establishes the minimum thresholds) (Subsection C1) Clarifies the Oregon Transportation Commission must approve alternative mobility standards for state facilities (Subsection D) Directs inclusion of a broader set of performance targets that local governments are able to analyze at the TSP level; some RTP targets not included (e.g., greenhouse gas emissions, air quality, housing/transportation affordability because they are best analyzed at regional TSP level) (Subsection E) Expands actions to be adopted to demonstrate progress toward TSP performance targets in lieu of modeling progress toward Non-SOV modal targets in local TSPs (Subsection F)
TITLE 3: TRANSPORTATION PROJECT DEVELOPMENT			
3.08.310	Defining projects in TSPs	Section 6.2.4	<ul style="list-style-type: none"> No change
TITLE 4: REGIONAL PARKING MANAGEMENT			
3.08.410	Parking Management	Title 2 of UGMFP	<ul style="list-style-type: none"> New Subsections “G,” “H” and “I” to include provisions for freight loading/unloading areas in centers, bicycle parking minimums and parking management plans in centers and HCT corridors
TITLE 5: AMENDMENT OF COMPREHENSIVE PLANS			
3.08.510	Amendments of City and County Comprehensive Plans and TSPs	Section 6.4.4	<ul style="list-style-type: none"> Specifies consideration of range of multimodal strategies as part of the traffic analysis required by OAR 660-012-0060 (Subsections A and B) Allows for an automatic 30 percent trip reduction credit in mixed-use areas if actions in 3.08.230F and TBD Section of Title 6 of the Urban Growth Management Functional Plan (UGMFP) are adopted (Subsection C)
TITLE 6: COMPLIANCE PROCEDURES			
3.08.610	Metro review of amendments to TSPs	Section 6.4.3	<ul style="list-style-type: none"> No change
3.08.620	Extension of compliance deadline	None	<ul style="list-style-type: none"> No change (same as Title 8 of the UGMFP)
3.08.630	Exception from compliance	None	<ul style="list-style-type: none"> No change (same as Title 8 of the UGMFP)
TITLE 7: DEFINITIONS			
3.08.710	Definitions	Glossary	<ul style="list-style-type: none"> New definitions



Metro | Memo

Date: April 21, 2010

To: TPAC and interested parties
Mike Hogle, Research Director

From: Kim Ellis, Principal Transportation Planner

Re: Regional Greenhouse Gas Scenario Planning Project

Purpose

At the April TPAC meeting Metro staff will provide an update on regional greenhouse gas (GHG) scenario planning activities related to requirements of HB 2001. A detailed work program for the Regional Greenhouse Gas Scenario Planning Project is being collaboratively developed between Metro and the state departments of transportation (ODOT), land conservation and development (DLCD), environmental quality (DEQ), and energy (ODOE). The work program is scheduled for Metro Council, JPACT, and MPAC review and action in July.

Legislative Context/Project Activities

In 2007, the Oregon Legislature established statewide goals for greenhouse gas emissions (GHGs) – calling for stopping increases in emissions by 2010; achieving a 10 percent reduction below 1990 levels by 2020 and a 75 percent reduction below 1990 levels by 2050. The goals apply to all emission sectors, including energy production, buildings, solid waste and transportation.

In 2009, the Legislature passed House Bill 2001, directing Metro to “develop two or more alternative land use and transportation scenarios” by January 2012 that are designed to reduce greenhouse gas emissions from light-duty vehicles. Sections 37 and 38 of House Bill 2001 are intended to ensure statewide goals for GHG emissions are being addressed in metropolitan transportation plans and regional and local land use plans.

House Bill 2001 also calls for LCDC rulemaking in 2011 to establish a specific Metro-area target for the transportation-related emissions sector. The target will be for the year 2035 and may be consistent or possibly vary from the 2007 goals, dependent upon relevant findings presented to LCDC. The region will use an interim target for planning purposes pending the establishment of the specific target. The project will gear up this summer and focus on research, model and analytical tool development and initial communications and public outreach activities. Calendar year 2011 will focus on developing and evaluating up to four GHG/transportation/land use related scenarios. A full report on the Metro-region scenarios will be presented to the Oregon Legislature by February 2012.

Between 2012 and 2014, House Bill 2001 requires Metro to adopt one scenario that meets the state targets after public review and comment through the next update to the Regional Transportation Plan. Finally, HB 2001 requires local governments to adopt comprehensive plan and land use regulations consistent with the adopted scenario.¹

¹ For more information on House Bill 2001, go to http://www.oregon.gov/ODOT/JTA_overview.shtml.

Attached for your review are:

- The Regional Greenhouse Gas Scenario Planning Project DRAFT Work Plan Summary. The summary lists project goals and objectives and identifies five key phases of work between January of this year through June 2014.
- A chart identifying key GHG-related components and milestones as required by either HB 2001 or its companion bill, HB 2186, both adopted by the 2009 Oregon Legislature.

Metro staff will provide an overview of both these items at the meeting.

Evaluation context

As noted previously, in order to meet state goals and the region's broader set of desired Making the Greatest Place outcomes, Metro's greenhouse gas scenario planning work will be guided by the following principles:

- **Regional collaboration and partnerships.** Addressing the climate change challenge will take a regional approach and partnerships. Any effort to meet the State greenhouse gas emissions goals and targets will require extensive outreach and discussion with elected leaders, stakeholders and the public. It is only by working together than we can hope to make real progress and be successful.
- **Climate prosperity and equity.** Scenarios will be developed to meet State targets and achieve the six desired outcomes adopted through the Making the Greatest Place initiative to ensure a sustainable and prosperous region.
- **Leadership on the integration of land use and transportation.** National studies continue to show that a compact urban form coupled with expanded travel choices as key to reducing greenhouse gas emissions. Land-use and transportation policy-makers must work together to provide leadership and commit to strategies that will enhance this integration at the local, regional and state levels.
- **Build on past successes and innovation.** The scenarios analysis will build on the innovative policy and technical work from the Making the Greatest Place initiative, the Regional Transportation Plan update and local efforts to implement the 2040 Growth Concept. Scenarios will be based on agreed-upon assumptions for land use and development patterns, transportation, user fees and technological advancements related to vehicle fleets and fuels.
- **Enhanced tools for complex decisions.** Appropriate baseline data and enhanced analysis tools will be developed to better understand which strategies are most effective and the benefits and impacts of different strategies on reducing carbon emissions and achieving other desired outcomes.

Regional Greenhouse Gas Scenario Planning Project

DRAFT Work Plan Summary

April 16, 2010

PROJECT GOALS

- Convene a collaborative, regional process to achieve the state greenhouse gas (GHG) emissions reduction targets for cars and light trucks in the Portland metropolitan region.
- Advance local aspirations, the region's six desired outcomes and *Making the Greatest Place* recommendations with the recommended scenario.
- Apply an outcomes-based evaluation approach and use visualization tools to assess the benefits and impacts of scenarios tested.
- Actively engage and inform the region's decision-makers, businesses, institutions, community groups, advocacy groups, public agencies, traditionally-under-represented populations and the general public on land use and transportation-related actions needed to prepare for and address climate change.

PROJECT OBJECTIVES

- Improve community awareness and understanding of climate change and emissions reduction contributions from land use and transportation choices.
- Use sketch-level scenario tools to estimate emissions reductions that can be achieved through changes to land use and transportation, and frame scenarios and policy inputs to be tested.
- Establish appropriate baseline data and enhanced analysis tools to evaluate the costs, benefits and impacts of land use and transportation choices.
- Use regional models to develop and evaluate a baseline and at least two land use and transportation scenarios that are designed to meet state targets.
- Identify strategies, policy changes and tools recommended to achieve state targets and advance the region's desired outcomes, public priorities and local efforts to implement the 2040 Growth Concept.
- Coordinate scenario planning with other state, regional and local planning efforts.

KEY TASKS

Phase 1: Scoping <i>January – July 2010</i>	Phase 2: Research and Scenario Framing <i>July - December 2010</i>	Phase 3: Scenario Development and Evaluation <i>January 2011 – January 2012</i>	Phase 4: Scenario Selection and Implementation <i>February 2012 – June 2012</i>	Phase 5: Scenario Implementation <i>July 2012 – June 2014</i>
<ul style="list-style-type: none"> ▪ Identify project team and management structure ▪ Establish project website ▪ Develop scope of work and budget ▪ Develop stakeholder engagement strategy and public participation plan ▪ Seek partnerships and grant funding ▪ Develop IGA with ODOT ▪ Approve work program 	<ul style="list-style-type: none"> ▪ Develop tools and enhance regional models ▪ Finalize baseline regional GHG inventory and analysis procedures ▪ Work with state agencies to develop transportation-related GHG emissions reduction target for the Metro region ▪ Research and publish white papers to establish basis for policy options to test ▪ Identify evaluation criteria ▪ Develop and evaluate baseline scenario ▪ Frame scenario choices and policy options with sketch-level scenario tools ▪ Conduct focus groups, public opinion research and stakeholder outreach on scenarios and policies to be tested ▪ Approve policy options to be tested 	<ul style="list-style-type: none"> ▪ Work with state agencies to develop transportation-related GHG emissions reduction target for the Metro region (<i>LCDC adoption in June 2011</i>) ▪ Refine evaluation criteria and tools, as needed ▪ Develop and evaluate three scenarios ▪ Prepare preliminary findings and recommendations report for approval ▪ Conduct stakeholder outreach and public review of results and recommendations ▪ Approve findings and recommendations report for consideration by the 2012 Legislature 	<ul style="list-style-type: none"> ▪ Present report findings and recommendations to 2012 Legislature ▪ Develop and analyze preferred scenario ▪ Identify local and regional strategies, policies and tools needed to implement preferred scenario ▪ Prepare preferred scenario findings and recommendations report for adoption ▪ Conduct stakeholder outreach and public review of recommended scenario ▪ Approve recommended strategies and preferred scenario and forward to Regional Transportation Plan 	<ul style="list-style-type: none"> ▪ Update regional and local plans to implement preferred scenario <ul style="list-style-type: none"> ○ Regional Framework Plan and 2040 Growth Concept ○ Regional Transportation Plan ○ Urban Growth Management Functional Plan ○ Regional Transportation Functional Plan ○ Local transportation system plans, comprehensive plans and land use regulations

Products and Key Milestones Under Development

Land Use and Transportation Scenario Planning for GHG Reduction

HB 2186

Scope: All 6 MPOs
Outcome: Report & recommendation to Legislature with draft legislation

HB 2001 – Jobs & Transportation Act

Scope: Applies only to Portland Metro (advisory to Eugene/Springfield MPO)
Outcome: LCDC adopts rules to set targets for GHG emission reductions, planning standards and schedule for adoption and implementation of land use and transportation scenarios; Progress reports to Legislature

<u>2009</u> Jul-Dec <i>Section 10(2)</i>	<u>2010</u> Jan 1 <i>Section 10(9)</i>	<u>2011</u> March 1 <i>Section 37 (7)</i>	June 1 <i>Section 37(6)</i>	<u>2012</u> Jan 1 <i>Section 37 (2)(a)</i>	Feb 1 <i>Section 38 (1)</i>	<u>2013</u> Jan 1 <i>Section 37(8)</i>	July 1 <i>Section 38a</i>	<u>2014</u> Feb 1 <i>Section 38 (3) Section 38a (7)</i>
16-member MPOGHG Task Force appointed by Governor, Speaker, President Task Force to: <ul style="list-style-type: none"> • study and evaluate development of alternative land use and transportation scenarios • evaluate fiscal and other resource needs • evaluate impediments • recommend legislation establishing a process and schedule for adoption and implementation of plans, with funding estimate 	MPOGHG Task Force Report and Recommendation submitted to Legislative Committees on environment and natural resources; including draft legislation	ODOT/DEQ/ODOE provide GHG information and projections to LCDC including: Estimate of 2035 VMT for Metro that is consistent with meeting state GHG reduction targets	LCDC adopts rules setting GHG targets for 2035 for Metro	Metro “develops” two or more land use and transportation scenarios that meet GHG targets in LCDC rules	ODOT/DLCD progress report to legislature including: <ul style="list-style-type: none"> • Metro scenarios • adopted rules 	LCDC adopts rules to guide development and implementation of land use and transportation scenarios including: <ul style="list-style-type: none"> • process for “cooperative selection” of scenarios • minimum planning standards • planning assumptions and approaches • cycle for local plan adoption and updates 	Before July 1 Eugene-Springfield MPO develops modeling/other capabilities for scenarios after July 1 Eugene-Springfield MPO prepares scenarios subject to statutory criteria (not LCDC rules)	ODOT/DLCD progress report to legislature on: <ul style="list-style-type: none"> • adopted rules • completed planning & work remaining • recommendations on extending planning requirements to other MPOs and cities in commuter sheds Eugene Spfld MPO progress report to legislature on: <ul style="list-style-type: none"> • cooperative rulemaking • implications of scenarios to local plans

¹ Task Force is staffed by ODOT and DLCD. Funding for staff and work of the Task Force to be provided by ODOT from flexible federal funds. (Section 10(10))

Materials following this page were distributed at the meeting.



Date: April 30, 2010
To: TPAC
From: Ted Leybold and Amy Rose
Subject: JPACT exercise to provide direction on the 2014-15 Regional Flexible Fund Allocation

Funding Program Options for “Step 2” allocation:

Purpose: Develop policy options for JPACT direction on programmatic themes for allocation of regional flexible funds to local agencies.

Background:

Based on the input received at the April 2nd JPACT retreat to create programmatic themes for the allocation of regional flexible funds to local agencies, the Funding Category options on page 4 of this memo have been drafted to solicit final JPACT direction.

Principles of a Funding Category:

Based on JPACT input, existing RFFA policies, and proposed staff direction, the following principles are identified for how a funding program would be structured and administered.

- Utilizes existing staff resources, planning work, and stakeholder group resources (no new funding resources used for allocation process).
- Collaborative process to identify priority project options with community stakeholders, local agencies and decision bodies.
- Final project scope, budget and lead agency identified through Coordinating Committee nomination and agreement with Metro and JPACT.
- Program is defined to have a regional scale impact.
- Defines projects and activities that realistically balance the regional purpose & scope with the size of the funding source.

Funding Category objectives (based on existing MTIP policies)

1. Retain and attract housing and jobs by addressing system gaps or deficiencies to improve multi-modal access in primary 2040 target areas (central city, regional centers, industrial areas and passenger and freight inter-modal facilities) as the highest priority, secondary areas (employment areas, town centers, main streets, station communities and corridors) as next highest priority, and other areas (inner and outer neighborhoods) as the lowest priority (see table 1 below).

Table 1. 2040 Target Areas and Hierarchy of Design Types

2040 Target Areas		
Primary land-uses	Secondary land-uses	Other urban land-uses
<ul style="list-style-type: none"> • Central city • Regional centers • Industrial areas • Freight and Passenger Intermodal facilities 	<ul style="list-style-type: none"> • Employment areas • Town centers • Station Communities • Corridors • Main Streets 	<ul style="list-style-type: none"> • Inner neighborhoods • Outer neighborhoods

2. Address gaps and deficiencies within or between 2040 target areas (Primary areas are highest priority, Secondary areas are next highest priority, other areas are lowest priority) to support:

- the reliable movement of freight and goods on the RTP regional freight system, and
- transit, pedestrian, bicycle access and inter-modal connections to labor markets and trade areas.

3. Provide access to transportation options for underserved populations (low income populations and elderly and people with disabilities).

4. Address recurring safety issues, including gaps in the bike and pedestrian system.

5. Minimize noise, impervious surfaces, storm-water run-off and other pollution impacts.

6. Reduce and minimize energy consumption, carbon emissions and other air pollution impacts.

7. The project mode or program service type has no other or limited sources of transportation-related funding dedicated to or available for its use.

8. Nominates projects that efficiently and cost-effectively make use of federal funds.

9. Recognizes the difference in transportation infrastructure investment needs relative to an areas stage of development (developed, developing, undeveloped) consistent with RTP Table 2.2.

10. Allows use of funds for project development and local match of large-scale projects (greater than \$10 million) that compete well in addressing program objectives when there is a strong potential to leverage other sources of discretionary funding.

Description of JPACT Policy Exercise:

The matrix on page 5 of this memo, “Funding Program options” will be presented to JPACT for discussion at their May 13th meeting. After a review and discussion of the options, JPACT members will be requested to submit comments by May 20th on the Funding Categories, the suggested modes and activities that would constitute the Funding Categories, and a proportional funding target for each Funding Category option.

Questions for TPAC consideration:

1. Are the proposed Funding Category options a reasonable set of options for JPACT consideration given JPACT input at the April 2nd retreat?
2. Do the Suggested Modes and Activities for each Funding Category option provide the right project/activity options to address the objectives listed above or should options be added or eliminated?
3. Is requesting JPACT member response to the exercise a meaningful method of obtaining their direction for the draft policy report?

Funding Category options:

Following are options based on recent historical allocations, recent planning activity findings, and JPACT member feedback at the retreat.

Freight Mobility: This program would support the regional economy by investing in freight mobility at a scale appropriate to available funding.

RTP Performance Outcomes Directly Impacted: Reduce vehicle hours of delay of truck trips

Program Modal Options: Diesel emission reduction programs, system management & operations projects, project development of priority regional construction projects.

Green Economy Initiative: This would be a funding program to support the development of the region's economy through investment in green infrastructure or transportation programs. Key objectives would support or leverage private sector investments in the green sector of the region's economy and/or to enhance the region's reputation of actively supporting the development of green initiatives that attract businesses investing in this sector of the economy.

RTP Performance Outcomes Directly Impacted: Ensure low exposure to air pollution, Reduce vehicle hours of delay (depending on modal elements allowed)

Program Modal Options: Expansion of existing initiatives such as diesel emission reduction programs and system management & operations to new initiatives such as support for transition to electric vehicles.

Active Transportation Program: This program would take a holistic approach from a user perspective to prioritize infrastructure support for non-auto trips.

RTP Performance Outcomes Directly Impacted: Reduce vehicle miles traveled, Triple walk/bike/transit mode share, Reduce vehicle hours of delay.

Program Modal Options: From a historical RFFA process perspective, this would be a combination of all or some elements of allocations to Pedestrian, On-street bicycle, Trail, Boulevard/Main Street, and On-street Transit project elements.

Funding Opportunity Preparedness: Compete for large discretionary revenues from federal and state resources that will otherwise go elsewhere. Dedicate funding to develop regional consensus and prepare applications that will enhance the region's chance of securing funds. This could be a sub-component of other Funding Program Categories depending on the programs and options selected.

RTP Performance Outcomes Directly Impacted: Depends on Modal Options selected.

Program Modal Options:

- Metropolitan Mobility (potential new competitive federal fund category – house bill identifies \$50 billion over 6 years direct to metropolitan areas)
- Freight (potential new federal fund program through DOT's – no fund amount identified yet)
- Active Transportation (potential new competitive federal fund category – up to \$75 million per metropolitan area in house bill)
- High Speed Rail (competitive federal program funds available - \$8 billion already awarded, \$5 to \$50 billion potentially available for 10 corridors nationally)

Name: _____

JPACT Draft Exercise

Affiliation: _____

Funding Category Options	Directly Related RTP Performance Outcomes	Suggested Modes & Activities	Comments on Modes & Activities	How would you spend \$100???
Freight Mobility	<ul style="list-style-type: none"> • Reduce Vehicle Hours of Delay 	Industrial Land Support: *TSMO to connect industrial areas to freight network * Area needs analyses		
		Freight System needs analyses		
		Strategies for preserving capacity for high value freight trips		
Green Economy Initiative	<ul style="list-style-type: none"> • Ensure low exposure to air pollution 	Diesel Emission Reduction		
		Electric Vehicle Support		
		Green Freight: *TSMO on freight facilities *Pollutant reduction strategies for freight (truck/rail diesel retrofit or conversion, idle reduction, etc) *Alternative fuels		
Active Transportation and Complete Streets	<ul style="list-style-type: none"> •Improve Safety •Triple Walk/Bike/Transit mode share •Reduce Vehicle Miles Traveled •Increase access to essential destinations 	Main Street Retrofits		
		Transit Access		
		Bike Lanes & Boulevards		
		Trails		
		Sidewalks & pedestrian crossings		
Funding Opportunity Preparedness	<ul style="list-style-type: none"> •Depends on modes selected 	Metropolitan Mobility		
		Freight		
		Active Transportation		
		High Speed Rail		

**2035 Regional Transportation Plan (RTP)
Summary of Comments Received and Recommendations**

(comments received March 22 through April 28, 2010)

The 2035 Regional Transportation Plan (RTP) Final Public Review Draft and regional plans for freight, transportation system management and operations and high capacity transit were released for final public review from March 22 through May 6, 2010. TPAC and MTAC reviewed the draft regional transportation functional plan on March 26 and April 5, respectively. In addition, members submitted additional comments subsequent to the advisory committee discussions. This document summarizes recommended changes to respond to comments received to date. Additional comments and recommendations may be added to respond to comments received between April 29 and May 6, 2010. New wording is shown in **bold**; deleted words are *crossed out in italics*.

ITEMS FOR CONSIDERATION

#	Category	Comment	Source(s)	Date	Recommendation
1	RTFP Title 1: Street System Design	Section 3.08.110: add a description of intent of this section.	TPAC	3/26/10	Amend as requested.
2	RTFP Title 1: Street System Design	Add the following language to Section 3.08.110, "To improve the walking environment along the region's arterial system, each city and county shall incorporate into its TSP a sidewalk network that includes a minimum 5ft sidewalk with a minimum 3ft planted buffer or furnishings zone between the sidewalk and the curb."	TriMet	4/9/10	Amend to add a new section to 3.08.110A to direct local codes to allow for implementation of the regional street design guidelines for all streets (e.g., local, collector, arterial) as follows, " <u>To ensure that new street construction and re-construction projects are designed to improve safety, support adjacent land use and balance the needs of all users, including bicyclists, transit vehicles, motorists, freight delivery vehicles and pedestrians of all ages and abilities, city and county street design regulations shall allow implementation of:</u> <u>1. Complete street designs as set forth in Creating Livable Streets: Street Design Guidelines for 2040 (2nd Edition, 2002), or similar resources consistent with regional street design policies;</u> <u>2. Green street designs such as bio-swales, street trees, and other techniques to manage stormwater within the public right-of-way as set forth in Green Streets: Innovative Solutions for Stormwater and Street Crossings (2002) and Trees for Green Streets: An Illustrated Guide (2002) or similar resources consistent with federal regulations for stream protection; and</u> <u>3. Transit-supportive street designs that facilitate existing and planned transit service pursuant subsection 3.08.120B."</u>
3	RTFP Title 1: Street System Design	Section 3.08.110 - the arterial and collector spacing provisions are too rigid; many areas of the region will not be able to meet them due to the constraints listed in this section.	City of Tigard	4/11/10	Amend as follows, "each city and county shall incorporate into its TSP, to the extent practicable , a network of four-lane major arterial street..." The intent of this provision is to have local governments attempt to meet the spacing, recognizing it will not be possible in many areas.

ITEMS FOR CONSIDERATION

#	Category	Comment	Source(s)	Date	Recommendation
4	RTFP Title 1: Street System Design	Section 3.08.110D(3) - Provide an additional exception from the road spacing standards for streams that support species listed in the Endangered Species Act (ESA).	City of West Linn	4/9/10	Amend 3.08110D as follows, " <u>7. Best practices and designs as set forth in Green Streets: Innovative Solutions for Stormwater, Street Crossings (2002) and Trees for Green Streets: An Illustrated Guide (2002), Creating Livable Streets: Street Design Guidelines for 2040 (2nd Edition, 2002), and state or locally-adopted plans and best practices for protecting natural resources and natural areas.</u> " The functional plan requires locals to complete a street connectivity plan in their TSPs that implements street connections across stream corridors at 800 to 1,200 foot spacing unless habitat quality or the length of the crossing width prevents a connection. Title 3 of the Urban Growth Management Functional Plan maps high quality habitat areas and regulations, and includes ESA listed stream corridors. No other changes are recommended at this time pending completion of the following efforts: (1) development of a wildlife corridors map for the region; (2) development of a Regional Conservation Framework for biodiversity; (3) completion of updates to the Livable Streets and Green Streets Best Practices in Transportation Design handbooks and (4) completion of the Lower Columbia River Salmon and Steelhead Conservation and Recovery Plan. The current language provides flexibility for local governments to assess the appropriateness of increasing connectivity on a site-by-site and project-by-project basis, pending completion of a number of efforts that are underway in this region.
5	RTFP Title 1: Street System Design	3.08.110 D.5 and 6- define what is meant by "pursuant to Title 3 of the UGMFP." Water way crossings every 530 feet seems like a lot, but the caveat for when "the length of the crossing prevents a connection" is also vague.	City of Tigard	4/11/10	Amend as follows, "3. If streets must cross water features <u>identified-protected</u> pursuant to Title 3 UGMFP, provides a crossing every 800 to 1,200 feet unless habitat quality or the length of the crossing prevents a full street connection;" No other changes are recommended at this time pending completion of the following efforts: (1) development of a wildlife corridors map for the region; (2) development of a Regional Conservation Framework for biodiversity; (3) completion of updates to the Livable Streets and Green Streets Best Practices in Transportation Design handbooks and (4) completion of the Lower Columbia River Salmon and Steelhead Conservation and Recovery Plan. The current language provides flexibility for local governments to assess the appropriateness of increasing connectivity on a site-by-site and project-by-project basis, pending completion of a number of efforts that are underway in this region.

ITEMS FOR CONSIDERATION

#	Category	Comment	Source(s)	Date	Recommendation
6	RTFP Title 1: Street System Design	Section 3.08.110E - This section discusses "redevelopment of existing land uses" where locals are to "encourage" adequate connectivity. But in C above, it requires conceptual street maps (which implies a connectivity requirement) for all redevelopable parcels over five acres. Clarify whether this provision applies to parcels under five acres.	ODOT, City of Tigard	4/9/2010, 4/11/10	Amend as requested. This provision is intended to apply to parcels less than five acres in size.
7	RTFP Title 1: Street System Design	Section 3.08.110F: Add language to clarify the following: (1) the intent of this provision is for local codes to allow for narrow street designs as described in 1-10, and (2) greater total right-of-way dimensions should be allowed for green street designs.	TPAC, Washington County, City of Sherwood	3/26/10, 4/9/2010 and 4/9/10	Amend as requested, deleting the provision " 1. Local streets of no more than 50 feet of total right-of-way, including: " because the individual design elements are addressed through subsequent provisions. The intent of this section was to require local codes to allow for implementation of narrower street designs, not to limit the maximum width of street designs and elements.
8	RTFP Title 1: Street System Design	3.08.110F(2) The maximum 28' curb to curb width is too restricting. For example, if a local street is a bike boulevard with on-street parking. 6' parking (two-sided) plus two 10' travel lanes should be allowable, at least (32').	City of Milwaukie	4/9/10	No change recommended. The intent of this section was to require local codes to allow for implementation of narrower street designs, not to limit the maximum width of street designs and elements.
9	RTFP Title 1: Transit Design	3.08.120A - Change references to passenger "environment," bicycle "environment" and waiting "environments" to "facilities" to be more specific about what the provisions apply to.	TPAC	3/26/10	Amend to simplify this section to read as follows, "City and county TSPs and or other land use appropriate regulations shall include projects investments , policies, standards and strategies regulations - criteria to improve provide pedestrian and bicycle connections to all transit stops where regional transit service exists at the time of TSP development or update and , passenger environments within one-half mile of all transit stops, bicycle environments within three miles of all transit stops, waiting environments at all transit stops and transit service speed and reliability for all existing or planned Station Communities. high capacity transit station areas, on-street bus rapid transit and frequent service bus corridors, and regional bus corridors where service exists at the time of TSP development or updates." The use of the term "environment" and specific distances unnecessarily narrowed the focus of where these kinds of investments and regulations should apply.
10	RTFP Title 1: Transit Design	3.08.120 A - clarify sentence to better describe intent, including improve the "speed and reliability" of station areas	City of Milwaukie	4/9/10	Amend to remove references to improving the speed and reliability of station areas. This is already addressed through transportation system management and operations strategies in Title 1.
11	RTFP Title 1: Transit Design	3.08.120 B1e - Revise to read as follows "crossing at <u>OR</u> <u>NEAR</u> all transit stops..." It is not feasible to ensure crossings at all transit stops.	City of Milwaukie	4/9/10	No change recommended. "At" as defined in the Transportation Planning Rule and Title 7 of the RTFP as being within 200 feet. If it is not feasible to provide a crossing within that spacing, it may not be appropriate to have a transit stop in that particular location.

ITEMS FOR CONSIDERATION

#	Category	Comment	Source(s)	Date	Recommendation
12	RTFP Title 1: Transit Design	3.08.120 B(1)a - Expanding this requirement from only Major Transit Stops to include "or on transit routes designated in the RTP" could be subject to challenges.	Washington County, City of Sherwood	4/9/10	Amend to remove reference to "along transit routes" to be consistent with the Transportation Planning Rule provision.
13	RTFP Title 1: Transit Design	3.08.120B(1)b - In some cases (i.e. MAX stops along freeways) it is not appropriate to locate buildings within 20 feet of transit stops or provide a pedestrian plaza at transit stops.	ODOT	4/9/10	Amend section to clarify this provision applies to major transit stops, which by definition (in the Title 7 and the Transportation Planning Rule) could be located within 200 feet.
14	RTFP Title 1: Transit Design	For providing lighting at transit stops, consider additional/ more stringent standards for HCT stations versus bus stops. Look at the draft HCT SEP Guidance, specifically the "urban form measures" which includes building orientation, building frontage, average block size, sidewalk coverage, and bicycle facility coverage. Earlier versions also included measures for pedestrian network connectivity (intersection density, safe access to stations, mitigation of topographic challenges and physical barriers) and bicycle network connectivity (miles of bike facilities within 2 miles of station areas) .	ODOT	4/9/10	No change recommended. This language is consistent with the Transportation Planning Rule. TriMet can provide additional guidance to local governments on this issue.
15	RTFP Title 1: Pedestrian System Design	3.08.130B 4 - Parking Management does not belong in this section. Parking does impact pedestrian conditions. Parking management should be covered well enough in Title 6.	City of Tigard	4/11/10	Amend introduction to clarify these these actions and strategies are intended to support transit within designated pedestrian districts. Parking management is an important strategy to accomplish this.
16	RTFP Title 1: Pedestrian System Design	What is "interconnection" and how does one provide it?	ODOT	4/9/10	No change recommended. As defined by Webster's dictionary, this term means "to connect with one another," and is intended to mean providing sidewalks and bike facility connections to transit stops or stations.
17	RTFP Title 1: Bicycle Design	3.08.140 A(4) - Revise to read, "...along arterials and major collectors and/or along nearby parallel routes."	City of Milwaukie	4/9/10	Amend as follows, "...along arterials and major collectors and nearby parallel routes. "
18	RTFP Title 2: Transportation Needs	3.08.210 A - This suggests that local governments need to reconfirm state and regional needs are adequately supported and to take remedial action if they are not.	TPAC, Washington County	4/9/10	Amend to clarify that local TSPs should incorporate regional needs as identified in the RTP, as follows, " Each city and county shall update its TSP to incorporate regional and state transportation needs identified in the 2035 RTP, and determine its own transportation needs for consistency with and support of regional and state transportation needs in the 2035 RTP and to complete the transportation system plans developed under Title 1. The determination of local transportation needs shall be based upon..." Local TSPs are not required to reassess regional needs, but may identify unaddressed regional needs in the more detailed analysis of the local system. If that occurs, this provision provides a process for forwarding the regional need to Metro for amendment into the RTP, reflecting the iterative nature of the regional and local TSP process.

ITEMS FOR CONSIDERATION

#	Category	Comment	Source(s)	Date	Recommendation
19	RTFP Title 2: Transportation Needs	3.08.210C - Currently, state rules that require us to take an exception for most improvements outside the UGB. The state is in a rulemaking process to address how to providing services in urban reserves. Allow the state process continue with the understanding that counties, which work directly with state rules now, will adjust to modifications that may come out.	Washington County	4/9/10	Amend section to delete this provision. Existing state law already directs that local governments must request an exception for transportation facilities located outside of the urban growth boundary. OAR 660-012-0070 provides criteria and standards for requesting an exception. In addition, Title 11 of the Urban Growth Management Functional Plan (see Section 3.07.1110) directs concept planning in urban reserve areas.
20	RTFP Title 2: Transportation Solutions	3.08.220A - Specify what it means for a city or county "to consider" the strategies listed.	TPAC	3/26/10	No change is recommended The intent is for the city or county to document this provision in writing in the TSP document and in their "findings of fact" adopted as part of the TSP ordinance.
21	RTFP Title 2: Transportation Solutions	3.08.220 - This specifies that the City shall consider specific strategies in priority order to meet the transportation needs. It is still unclear as to why the strategies must be evaluated in this particular priority order. Hypothetically, it may be that strategy 2 and 5 work well together but 3 does little or is impractical. Rather, strategies 1-5 in combination should be considered fully, with discussion on why certain strategies were not deemed the most appropriate.	MTAC, City of Sherwood	4/5/10, 4/9/2010	Amend to better describe the intent of this section, "Each city and county shall consideration of the following strategies, listed in the order listed of priority , to meet the transportation needs determined pursuant to section 3.08.210 and performance targets and standards pursuant to section 3.08.230. The city or county shall explain its choice of a lower priority strategy over a higher priority strategy of one or more of the following strategies:.." A city or county may consider combinations of the strategies listed as part of this analysis. This approach is consistent with the federally-required Congestion Management Process (CMP) steps and the Oregon Highway Plan Major Improvement Policy 1G which requires actions to maintain performance and improve safety through system efficiency and management before adding capacity.
22	RTFP Title 2: Transportation Solutions	Revise 3.08.220A to add a reference to the targets and standards in Table 3.08-1 and Table 3.08-2 in the first sentence; the strategies also serve as a basis for achieving the performance targets and standards in these tables.	TPAC	3/26/10	Amend as requested.
23	RTFP Title 2: Transportation Solutions	Revise 3.08.220A(6) as follows, "Motor vehicle capacity improvements...only upon a demonstration that other strategies in this subsection <u>are not appropriate or cannot adequately address identified transportation needs.</u> "	TPAC	3/26/10	Amend as requested.
24	RTFP Title 2: Transportation Solutions	3.08.220B - Add the following language, " <u>Facility design is subject to the approval of the facility owner.</u> "	ODOT	4/9/10	Amend as requested.
25	RTFP Title 2: Performance Targets and Standards	3.08.220D - Corridor refinement plans or local TSPs may result in alternative mobility standards for entire corridors or segments. The Areas of Special Concern designation is no longer needed and can be managed either under the "no further degradation" standard or through an alternative mobility standard.	ODOT	4/9/10	Amend as requested to eliminate the areas of special concern designation. In addition, convert the mobility standard letter grades to volume/capacity ratios that match the Oregon Highway Plan Table 7 ratios to more clearly define the standard.

ITEMS FOR CONSIDERATION

#	Category	Comment	Source(s)	Date	Recommendation
26	RTFP Title 2: Performance Targets and Standards	3.08.230A - This section suggests the only purpose of the performance targets and standards is to improve performance of state highways as much as feasible. This is one desired outcome. In addition, Locals should not need to make findings of meeting state system performance standards separately as suggested by this provision. The RTP findings need to make this demonstration. Revise this subsection to include state highway performance in Subsection F to link to other performance targets and desired outcomes.	TPAC, Washington County	3/26/10	Amend to move the highway performance provision to subsection E as follows, "To demonstrate progress toward achievement of performance targets in Tables 3.08-1 and 3.08-2 and to maintain performance of state highways within its jurisdiction as much as feasible and avoid their further degradation , the city or county shall adopt the following actions..." By adopting the actions, a local government can demonstrate through findings they are making progress toward the targets and maintaining state highway performance as much as feasible.
27	RTFP Title 2: Performance Targets and Standards	3.08.230C(1) - Add reference to Table 3.08-2 (Motor vehicle performance standard).	TPAC	3/26/10	Amend as requested.
28	RTFP Title 2: Performance Targets and Standards	3.08.230 - It is unclear how a local government can assess whether a capacity improvement would shift unacceptable levels of congestion into neighboring jurisdictions along shared regional facilities.	ODOT	4/7/10	Amend to delete the following provision, " Will not result in motor vehicle capacity improvements that shift unacceptable levels of congestion into neighboring jurisdictions along shared regional facilities; ..." The regional mobility corridor strategies in Chapter 4 of the RTP provide a framework for making this determination through amendments and updates to the RTP.
29	RTFP Title 2: Performance Targets and Standards	3.08.230D - This reads as though local governments need to pre-authorize alternative mobility standards with the Oregon Transportation Commission.	TPAC, Washington County	3/26/10 4/9/2010	Amend as follows, "If the city or county adopts mobility standards for state highways different from those in Table 3.08-2..." to clarify that this provision only applies to state-owned facilities.
30	RTFP Title 2: Performance Targets and Standards	3.08.230E - Concern with having to evaluate accessibility and safety at the TSP level; these are more appropriate for regional level analysis like Metro conducts for air quality and greenhouse gas emissions.	TPAC, City of Tigard	3/26/2010, 4/11/10	Amend to direct TSPs to include a broader set of performance measures for evaluating and monitoring TSP performance, and to eliminate the accessibility measure.
31	RTFP Title 2: Performance Targets and Standards	3.08.230E - Clarify what this is intended to say" that reduce parking ratios <u>as</u> required by 3.08.410" or below what is required.	ODOT	4/9/10	Amend as follows, " Parking development and management plans that reduce the parking minimum and maximum ratios in Centers and Station Communities as required by consistent with subsection 3.08.410A;
32	RTFP Title 2: Performance Targets and Standards	3.08.230F - It is important to have parking development and management plans and street design standards, but not necessarily as part of a TSP. This language suggests they must be included in the TSP.	City of Tigard	4/11/10	Amend to allow parking management plans to be adopted as a separate policy document and not necessarily as part of the TSP.
33	RTFP Title 2: Performance Targets and Standards	3.08.230F(2) - Revise to include reference to all of the Transportation System Design provisions in Title 1, Section 3.08-110 to Section 3.08.160.	TPAC	3/26/10	Amend as follows, " Designs for street, transit, bicycle, freight and pedestrian systems consistent with Title 1. Street design standards in section 3.08.110'

ITEMS FOR CONSIDERATION

#	Category	Comment	Source(s)	Date	Recommendation
34	RTFP Title 4: Parking Management	3.08.410H – this seems overly prescriptive and does not respect that one size does not fit all. Bicycle parking demand in a center with close proximity to transit and higher density is going to be vastly different than areas further out and will also vary by use. Suggestions for making this more applicable region-wide would be to apply the 5% bicycle parking minimum to commercial zones or uses only, with specific allowances that if the use does not cater to the public or is typically a car oriented use (drive-through restaurant or auto repair for example) the bicycle parking minimum could be reduced further. Alternatively, consider <u>adding something similar to 3.08.410.B for this section.</u>	City of Sherwood	4/9/10	Amend as follows to provide more flexibility for different land use types, " <u>To encourage the use of bicycles and ensure adequate bicycle parking for different land uses,</u> cities and counties shall establish <u>short-term and long-term</u> bicycle parking minimums at, or above five percent of off-street motor vehicle parking provided for: ..." and to add OAR 660-012-0045(3)(a) provisions.
35	RTFP Title 4: Parking Management	3.08.410I - Parking Overall - Allow a broader array of potential solutions so a jurisdiction can decide which areas warrant the more detailed study as follows, " <u>Cities and counties shall adopt parking policies, plans, or regulations for Centers and existing HCT corridors. Such actions shall be designed to constrain surface off-street auto parking supply, and manage use of this limited supply to support active places. Parking management plans may focus on sub-areas of Centers, and shall include an inventory of parking supply and usage, a range of strategies for managing supply and demand, and an evaluation of bicycle parking needs. Policies and regulations should include by-right exemptions from minimum parking requirements, or policies to encourage shared and structured parking.</u> "	City of Milwaukie	4/9/10	Amend as follows, " Cities and counties shall adopt parking <u>policies, management plans and regulations</u> for Centers and Station Communities as defined in Title 6 of the UGMFP and high-capacity transit corridors, and designated in the RTP. The policies, plans and regulations shall be consistent with subsection A through H. <u>Plans may be adopted in TSPs or other adopted policy documents and may focus on sub-areas of Centers.</u> Plans shall include an inventory of parking <u>supply</u> and usage, a range of strategies for managing parking supply and demand and an evaluation of bicycle parking needs with consideration of TriMet Bicycle Parking Guidelines. <u>Policies shall be adopted in the TSP. Policies, plans and regulations</u> must consider and may include the following range of strategies:.." This change directs TSPs to include a range of parking policies to manage parking demand and supply, and allows parking management plans to be adopted as a separate policy document and for subareas of centers.
36	RTFP Title 4: Parking Management	3.08.410A, Revise to read, "Cities and county parking regulations shall meet or set lower minimums and maximums as per the following:"	City of Milwaukie	4/9/10	Amend as requested.
37	RTFP Title 4: Parking Management	3.08.410B - Revise to state local governments "should" establish a process for various and clarify to whom parking variances should be reported. The reporting requirement seems overly burdensome.	City of Milwaukie, City of Tigard	4/9/2010, 4/11/10	Amend as follows to remove the reporting requirement, " Cities and counties may establish a process to consider for variances from minimum and maximum parking ratios <u>that includes criteria for variances.</u> "
38	RTFP Title 4: Parking Management	3.08.410C - Revise last sentence to use the word "may" instead of "should" to allow for consideration of a broader set of parking practices.	City of Milwaukie, City of Tigard	4/9/10, 4/11/10	Amend as requested.

ITEMS FOR CONSIDERATION

#	Category	Comment	Source(s)	Date	Recommendation
39	RTFP Title 5: Amendment of Comprehensive Plans	3.08.510C - The TPR -0060(8) considers the 2040 Central City, Regional Centers, Town Centers and Main Streets as "mixed use, pedestrian -friendly centers or neighborhoods" that may take a 10% trip reduction – not corridors. The Title 6 UGMFP discussion is still ongoing, but should determine which design concept areas may qualify for a 30% trip reduction credit. The draft UGMFP Title 6 does not so far include specific standards for levels of densities and intensities appropriate to support HCT and other levels of transit. ODOT supports the incentive versus regulation approach, but not with offering the 30% trip reduction and the lower mobility standards incentives for Station Communities without higher density targets for these areas. ODOT supports transit-supportive mixed use and higher densities in Corridors, but justification for a 30% reduction in vehicle trips is just not there because of the significantly lower density, mix and design expectations and the lack of parking management requirements in 2040 Corridorst. ODOT supports jurisdictions taking a 30% vehicular trip reduction credit if they have met all of the system design and TSMO requirements of Title 1 of the RTFP, plus the parking management plans of section 3.08.410.I, plus the land use requirements of Title 6 of the UGMFP (provided Title 6 itself is acceptable, which must include language prohibiting new auto-dependent uses and setting adequate density targets).Section 3.08.510.B: the reference to section 3.08.230.E should be added back in, as well as the requirement to do a parking management plan per section 3.08.410.I (not just the parking ratios per section 3.08.410A). In other words: to get the 30% trip reduction "credit" jurisdictions have to meet specific RTFP as well as UGMFP requirements. In the RTFP, Cities and Counties are required to adopt Parking Management Plans for Centers and Station Communities but not for Corridors. In the current UGMFP Title 1, the "prescribed" density in Corridors is only 25 persons per acre (compared to 45 ppa in Station Communities, 40 in Town Centers, and 39 in Main Streets).	ODOT	4/9/2010, 4/22/10	No change recommended. The 2040 Corridors and Station Communities are defined as mixed-use areas in the 2040 Growth Concept. In most cases they are currently served by regional transit service, and the 2040 Growth Concept calls for all corridors to have high quality transit service to support mixed-use growth. In addition, the RTP analysis for these areas assumes a mix of housing and jobs consistent with local comprehensive plan designations. The analysis is based on a level of mixed-use that is consistent with the Transportation Planning Rule (TPR). OAR 660-012-0060(8)(b) does not distinguish between different kinds of mixed-use areas, but does provide a list of characteristics that could be present in a station community or along a 2040 corridor. If these characteristics exist, the area should be considered mixed-use, and should be eligible for the trip reduction credit if the actions identified in 3.08.230E and in Title 6 of the UGMFP are adopted, and the area meets the other mixed-use characteristics identified in the TPR. Title 6 of the UGMFP references back to the provisions with the RTFP that must be adopted for local governments to be eligible for the lower mobility standards and 30 percent trip reduction credit to ensure consistency between the UGMFP and RTFP.
40	RTFP Title 5: Amendment of Comprehensive Plans	3.08.510C - Why does the 30% apply only in centers? If these practices/actions are effective for reducing vehicle trip generation, then the credit should apply to areas that have implemented them. I'm thinking the Tigard Triangle, but there could be many examples.	City of Tigard	4/11/10	No change recommended. This provision provides a "safe harbor" for Centers, Corridors and Station Communities if the actions identified in Title 6 of the UGMFP are adopted. OAR 660-012-0060 allows for a local government to make a case for a trip reduction credit in other mixed-use areas.

ITEMS FOR CONSIDERATION

#	Category	Comment	Source(s)	Date	Recommendation
41	RTFP Title 5: Amendment of Comprehensive Plans	Section 3.08.510C - Revise as follows, "If a city or county adopts the actions set forth in subsection E <u>3.08-230E</u> and the land use actions..."	TPAC	3/26/10	Amend as follows, "If a city or county adopts the actions set forth in <i>subsection E and the land use actions set forth in</i> section ____ of Title 6 of the UGMFP, it shall be eligible for an automatic reduction of 30 percent below the vehicular trip generation rates..." This amendment links back to the land use actions proposed in Title 6 to the Urban Growth Management Functional Plan. The Title 6 section reference will be added upon adoption of Title 6 in December 2010.
42	RTFP Title 6: Compliance procedures	An amendment to a TSP is not the same as an Update. An amendment does not change the forecast year for the plan. It would be good to clarify.	City of Tigard	4/11/10	No change recommended. An update is an amendment of a TSP. However, a definition of "update" has been added to Title 7 (Definitions) to better define an "update" amendment. Most TSPs in the region will need to be "updated" to a 2035 planning horizon.
43	RTFP Title 6: Compliance procedures	Section 3.08.610F - Revise to require a city or county to submit an analysis of compliance of the amendment with the RTFP.	ODOT	4/9/10	No change recommended. This provision applies to notification of the first hearing on a proposed amendment. The staff report provided by local governments oftentimes includes documentation of how the proposed amendment is consistent with the RTFP. If insufficient information is provided to assist Metro staff review, the COO will request additional information. The compliance of the amendment will be documented in the Findings of Fact that will be adopted as part of the local TSP ordinance. Local governments are required to submit the adopted ordinance to Metro within 14 days of final adoption per 3.08.610J.
44	RTFP Title 6: Compliance procedures	Section 3.08.610H - It does not seem appropriate for local governments to appeal to JPACT as part of the enforcement for local compliance with the RTP.	ODOT	4/9/10	No change recommended. All transportation-related actions (including federal MPO actions) are recommended by JPACT to the Metro Council. The Metro Council can approve the recommendations or refer them back to JPACT with a specific concern for reconsideration. Final approval of each item, therefore, requires the concurrence of both bodies.
45	RTFP Title 6: Compliance procedures	3.08.610A - Two years seems unrealistic for completing TSP update. It could easily take 2 years to get funding if it's through TGM. TGM may not have enough funding for needed updates along with corridor refinement planning work that has been defined in the RTP.	City of Tigard	4/11/10	No change recommended. Metro staff has begun working with local governments to develop a compliance schedule that will take into account local aspirations for completing TSP updates. Section 3.08.620 also provides a process for requesting an extension to the compliance deadline. The TSP schedule may be adopted as part of the RTP ordinance.
46	RTFP Title 7: Definitions	Add the following definitions - "Major transit stop," "Major driveway," "At" a major transit stop, and "near" a major transit stop	City of Sherwood	4/9/10	Amend as requested.

ITEMS FOR CONSIDERATION

#	Category	Comment	Source(s)	Date	Recommendation
47	RTP Title 7 Definitions	Definition of Significant increase in Single Occupancy Vehicle (SOV) capacity for multi-modal arterials - This defines general purpose lanes as through travel lanes or multiple turn lanes. Generally turn lanes are not considered general purpose lanes. They may have the side effect of adding capacity, but they have important safety benefits.	ODOT	4/9/10	Amend the definition as follows, "...General purpose lanes are defined as through travel lanes or multiple turn lanes. This also includes the construction of a new general purpose <i>highway arterial</i> -facility on a new location... An increase in SOV capacity associated with a safety project is considered significant only if the safety deficiency is totally related to traffic congestion... " This mirrors the definition for "significant increase in SOV capacity for regional through-routes freeways."
48	Table 3.08-1	Table 3.08 - 1 Clarify whether the Regional Non-SOV modal targets apply to peak hour or 24-hour period	ODOT, City of Tigard	4/9/2010, 4/11/10	Amend as requested to clarify the targets are for the average weekday 24-hour period for the year 2035.
49	Throughout RTP	Clarify what provisions apply to TSP and/or land use regulations.	TPAC	3/26/10	Amend as requested.
50	RTP Bicycle & Pedestrian System Maps	Show proposed regional trail along Sunrise Highway corridor (I-205 to Rock Creek Junction); this is a proposed project in the RTP.	Clackamas County	4/10/10	Amend as requested.
51	RTP Project List Map	Based on the draft TSP work for the City of Damascus, the alignment and modeling assumptions for RTP Project #10076 SE Sunnyside Rd. Extension have changed. Please update the project list map to reflect the changes based on the TSP work.	City of Damascus	4/22/10	Amend as requested.
52	RTP Chapter 2: System Maps	Amend the Regional Bike and Regional Pedestrian Network maps to show the Morrison bridge bike/ped path as solid instead of dashed on the bike/ped system maps. This project was recently completed.	Metro staff	4/28/10	Amend as requested.
53	RTP Chapter 2: System Maps	There is a discrepancy between the vehicular functional classification and the street design classification that we have on Tualatin Valley Highway and OR 212 - Principal Arterial is not supposed to go with Regional Street (plus, the street design classification just ends in the middle of Damascus...). Either revise the designations to be Principal Arterial and Highway in the RTP, based on the OHP Statewide/NHS designation, or let the Tualatin Valley Highway TGM study and the OR 212 Corridor Plan/Damascus TSP make recommendations for changing the designations.	ODOT	4/28/10	No change recommended. The Tualatin Valley Highway TGM study and the OR 212 Corridor Plan/Damascus TSP will make recommendations for changing the designations based on the analysis conducted through those efforts.
54	RTP Chapter 2	Amend Table 2.6 of the RTP to title the last column "number of <u>typical</u> planned travel lanes."	ODOT	4/26/10	Amend as requested.

ITEMS FOR CONSIDERATION

#	Category	Comment	Source(s)	Date	Recommendation
55	RTP Chapter 4 - Mobility Corridor Strategies	The name of this mobility corridor is Tigard to Sherwood & Sherwood to Newburg, but the corridor analysis falls drastically short of providing any analysis of Highway 99W through Sherwood, and ignores completely the section between Sherwood and Newburg.	City of Sherwood	4/26/10	No change recommended. The 2035 RTP does not conduct an intersection level of analysis. The corridor analysis area for Mobility Corridor #20 as shown on page 4-145 of the 2035 RTP includes OR 99W through Sherwood to the Newburg city limits. Intersection level analysis through the City of Sherwood could be examined as part of the City's TSP update, if desired by the City.
56	RTP Chapter 4 - Mobility Corridor Strategies	Sherwood has four major roadways which intersect with Highway 99W: Roy Rogers Road/Tualatin-Sherwood Road, Edy Road, Meinecke Road, and Kruger-Elwert/Sunset Road. Of these intersections only Roy Rogers/Tualatin-Sherwood Road was provided a basic analysis. The other roads mentioned act as by-pass routes for traffic trying to avoid travelling along Highway 99W. These intersections should also be included in the corridor analysis as they are directly impacted by Highway 99W traffic flows.	City of Sherwood	4/26/10	No change recommended. The needs assessment conducted for each mobility corridor strategy focused on facilities identified on the regional system maps included in Chapter 2 of the RTP. Roy Rogers Road and Tualatin-Sherwood Road are on the regional roadway system map. The roads mentioned are not on the regional roadway system map; analysis of those facilities should be examined as part of the City's TSP update.
57	RTP Chapter 4 - Mobility Corridor Strategies	Under the Safety Deficiencies (page 4-149), Highway 99W is rated as Category 4 and 5 based on the ODOT SPIS listing. Does this rating stop before Sherwood or does it continue on through Sherwood to Newburg? This analysis does not specify the limits where the rating of 4 and 5 occur. A discussion of the limits of the SPIS listing needs to be provided for the extent of Corridor #20 through to Newburg.	City of Sherwood	4/26/10	Amend as requested to clarify the extent of the SPIS information for OR 99W from Tigard through Sherwood to Newburg.
58	RTP Chapter 4 - Mobility Corridor Strategies	The emphasis of HCT for the near term solution to the traffic problems along Highway 99W through Sherwood, and from Sherwood to Newburg does not provide an adequate solution of the issues surrounding the intersections listed above. The HCT goal should be placed secondary to correcting the more immediate needs, issues and problems faced by traffic along Highway 99W at the intersections listed above.	City of Sherwood	4/26/10	No change recommended. Appropriateness of HCT will be examined through the Southwest Corridor Refinement Plan. Other traffic issues identified in the comment should be examined as part of the City's TSP update. This will also allow for development of solutions to address more immediate needs.
59	RTP Chapter 4 - Mobility Corridor Strategies	Based on review of the mobility corridor strategies for corridors, #19, #21, and #22, we have provided comments and recommended information for strategies to address needs.	City of Beaverton	3/29/10	Amend as requested.
60	RTFP Title 2: Transportation Needs	Add back in the following provision 3.08.210C - A. If a city or county identifies transportation needs in an urban reserve, it shall ensure planned improvements in the reserve are contingent upon addition of the reserve to the UGB and link to transportation facilities within the UGB.	Coalition for a Livable Future	4/27/10	No change recommended. This is adequately addressed in Title 11 of the Urban Growth Management Functional Plan (see Section 3.07.1110), which directs concept planning in urban reserve areas. In addition, existing state law already directs local governments to request an exception for certain types of transportation facilities if they are located outside of the urban growth boundary. OAR 660-012-0070 provides criteria and standards for requesting the exception.

ITEMS FOR CONSIDERATION

#	Category	Comment	Source(s)	Date	Recommendation
61	RTPF Purpose: 3.08.010	The objectives of the RTP listed in this section do not match the vision for the RTP, or the RTP goals or objectives, listed in Chapter 2. The objectives listed also do not mention addressing the transportation needs of underserved communities. <u>Recommendation:</u> Change outcomes to reflect the approved RTP goals and objectives	Coalition for a Livable Future	4/27/10	Amend as requested to reference the full set of goals included in the RTP.
62	RTPF Title 2: Transportation Needs	Timeframe for TSPs is not spelled out. Statute may require that TSPs encompass the same time horizon as the RTP, but it would be clearer if it were spell out in the RTPF.	Coalition for a Livable Future	4/27/10	Amend Title 2, 3.08.210B(1) as follows, "The population and employment forecast and planning period... " to clarify the TSP must be consistent with the RTP planning horizon.
63	RTPF Title 1: Transportation System Design	Revise 3.08.110D to include additional language needed to inform the local agency of the unique opportunities or considerations to protect or enhance a particular site or resource. Green streets and other guides are referenced in 3.08.110A, but the language does not clearly make them part of the consideration when deciding the appropriateness of a road network. Further, current language does not consider best practices for protecting natural resources and natural areas. <u>Recommendation:</u> Add conformity with the guides listed in 3.08.110A; add conformity with locally adopted watershed plans; add "best practices for protecting natural resources and natural areas, which would include consultation with surface water management agencies and local watershed councils" as additional considerations for creation of a network of streets.	Coalition for a Livable Future	4/27/10	Amend 3.08.110D as follows, " <u>7. Best practices and designs as set forth in Green Streets: Innovative Solutions for Stormwater, Street Crossings (2002) and Trees for Green Streets: An Illustrated Guide (2002), Creating Livable Streets: Street Design Guidelines for 2040 (2nd Edition, 2002), and state or locally-adopted plans and best practices for protecting natural resources and natural areas.</u> " The functional plan requires locals to complete a street connectivity plan in their TSPs that implements street connections across stream corridors at 800 to 1,200 foot spacing unless habitat quality or the length of the crossing width prevents a connection. Title 3 of the Urban Growth Management Functional Plan maps high quality habitat areas and regulations, and includes ESA listed stream corridors. No other changes are recommended at this time pending completion of the following efforts: (1) development of a wildlife corridors map for the region; (2) development of a Regional Conservation Framework for biodiversity; (3) completion of updates to the Livable Streets and Green Streets Best Practices in Transportation Design handbooks and (4) completion of the Lower Columbia River Salmon and Steelhead Conservation and Recovery Plan. The current language provides flexibility for local governments to assess the appropriateness of increasing connectivity on a site-by-site and project-by-project basis, pending completion of a number of efforts that are underway
64	RTPF Title 1: Transit System Design	Revise 3.08.120C to require jurisdictions to report how they have considered the needs of youth, seniors, people with disabilities and environmental justice populations within the city or county, including minorities and low-income families.	Coalition for a Livable Future	4/27/10	Amend 3.08.120C as follows, "C. Providers of public transit service shall consider and document the needs of youth, seniors, people with disabilities and environmental justice populations, including minorities and low-income families, when planning levels of service, transit facilities and hours of operation."

ITEMS FOR CONSIDERATION

#	Category	Comment	Source(s)	Date	Recommendation
65	RTFP Title 2: Transportaiothn Needs	Revise 3.08.210A(3) to require jurisdictions to report how they have considered the needs of youth, seniors, people with disabilities and environmental justice populations within the city or county, including minorities and low-income families.	Coalition for a Livable Future	4/27/10	Amend 3.08.210A as follows, "3. Consideration and documentation of the needs of youth, seniors, people with disabilities and environmental justice populations within the city or county, including minorities and low-income families."
66	RTFP Title 2: Transportation Solutions	The language change in the 4/16 draft regarding consideration of multiple strategies should not apply to situations when jurisdictions determine that a capacity increase is necessary. Jurisdictions should still need to explain more specifically why strategies other than a capacity increase are not appropriate or would not address the issue. Recommendation: "...The city or county shall explain its choice of one or more of strategies below, <u>including its decision to increase capacity over use of a higher priority strategy.</u> "	Coalition for a Livable Future	4/27/10	No change recommended. The provision as written already directs a local government to explain its choice of one or more of strategies below, including its decision to increase capacity over use of a higher priority strategy.
67	RTFP Title 2: Performance Targets and Standards	As written in Subsection A, performance targets in Subsection D are one of the alternatives to conformance with Tables 3.08-1 and 3.08-2 even though language in Subsection D indicates that the performance measures are additional requirements. Recommendation: Limit alternative standards to Subsections B and C, and clarify that Subsection D is an additional requirement and that jurisdictions must show that their solutions achieve progress toward these solutions as well.	Coalition for a Livable Future	4/27/10	Amend 3.08.230A to read as follows, "A. Each city and county shall demonstrate that solutions adopted pursuant to section 3.08.220 will achieve progress toward the targets and standards in Tables 3.08-1 and 3.08-2 and performance measures in subsection D or toward alternative targets and standards adopted by the city or county pursuant to subsections B, C and D . The city or county shall include the regional targets and standards or its alternatives in its TSP."
68	RTFP Title 2: Performance Targets and Standards	Subsection A refers to targets and standards, but does not mention performance measures, which is the term used in Subsection D. Recommendation: Correct language in either Subsection A or D to make the language consistent. (Chapter 2 of the RTP refers to the elements of Subsection D as targets.)	Coalition for a Livable Future	4/27/10	Amend 3.08.230A to read as follows, "A. Each city and county shall demonstrate that solutions adopted pursuant to section 3.08.220 will achieve progress toward the targets and standards in Tables 3.08-1 and 3.08-2 and performance measures in subsection D or toward alternative targets and standards adopted by the city or county pursuant to subsections B and C and D . The city or county shall include the regional targets and standards or its alternatives in its TSP."

ITEMS FOR CONSIDERATION

#	Category	Comment	Source(s)	Date	Recommendation
69	RTP Title 2: Performance Targets and Standards	<p>In the present draft, TSPs do not need to include performance measures/targets for all of the performance targets in the RTP.</p> <p>The targets missing are for climate change, clean air, affordability, and access to daily needs. They are all categorized under environment and equity, and the current draft includes no measures/ targets that address equity considerations. This omission goes against the current direction of the RTP and of Metro's six elements of a successful region. The region needs to start addressing issues of equity, access for all populations, air quality, and climate change, and many of the decisions on these issues happen at the local level.</p> <p><u>Recommendation:</u> Require TSPs to include all of the regional performance targets, but to analyze only the ones presently included. For the other targets, jurisdictions can utilize Metro's data.</p>	Coalition for a Livable Future	4/27/10	No change recommended. The regional performance targets were intended to apply to the Regional Transportation Plan, with the expectation that if local governments adopted specific actions in the RTP and Urban Growth Management Functional Plan, this would be sufficient to demonstrate progress toward the RTP targets. Each local government has a role in helping the region achieve the RTP targets, but it is unreasonable to expect all local governments to equally achieve the RTP targets due to differences in land use capacity. In lieu of requiring local governments to adopt the RTP targets, the RTP requires TSPs to include performance measures for safety, VMT per capita, freight reliability, congestion and walking, biking and transit mode shares to evaluate and monitor TSP performance. This can be revisited as part of the next RTP update as methodologies and tools for analysis of equity, access to daily needs, greenhouse gas emissions, and affordability are further developed. Prior to the next RTP update, Metro staff will research and recommend improved evaluation tools and criteria for policy-making and priority-setting in order to better understand how low-income, minority, disabled and elderly populations are being served by transportation policies and investment decisions.
70	RTP Title 4: Parking Management	<p>As the region considers developing BRT lines, parking ratios referencing transit should clarify that BRT be treated like LRT rather than like other buses. <u>Recommendation:</u> Language should read "one half-mile from an HCT station" rather than light rail (two instances), and language on buses should be clarified to exclude BRT.</p>	Coalition for a Livable Future	4/27/10	Amend 3.08.410A(2) as follows, "...a one-quarter mile walking distance for bus transit or one-half mile walking distance for light rail high capacity transit station , that area shall be added to Zone A. If 20-minute peak hour transit service is no longer available to an area within a one-quarter mile walking distance for bus transit or one-half mile walking distance for from a high capacity light rail transit station ,
71	RTP Title 4: Parking Management	<p>Zone A parking ratios are mandatory ("shall") in some parts of the paragraph, but are weaker in other parts. To be clear and consistent about requirements, language regarding pedestrian accessible areas should be mandatory. <u>Recommendation:</u> Change language to "Cities and counties shall designate Zone A Parking Area Ratios in areas with good pedestrian access..."</p>	Coalition for a Livable Future	4/27/10	No change recommended. A more detailed review and analysis of the regional parking management requirements will be conducted prior to the next RTP update to provide a stronger technical basis for strengthening the existing parking management requirements beyond what has been identified to date.

ITEMS FOR CONSIDERATION

#	Category	Comment	Source(s)	Date	Recommendation
72	RTFP Title 4: Parking Management	This language provides a very big loophole that could potentially blow out Parking Area Ratios. <u>Recommendation:</u> Provide more specific regional guidelines for exempting parking facilities from the parking standards.	Coalition for a Livable Future	4/27/10	Revise 3.08.410C as follows, "Free surface parking shall be subject to the regional parking maximums for Zones A and B from in Table 3.08-3. Following an adopted exemption process and criteria, Cities and counties may exempt parking structures; fleet parking..." Metro staff would the process and criteria for their adequacy as part of the local adoption process. More work is needed to determine what parking management strategies should be implemented in this region and where they could be applied. This effort could define how to tailor the application of these strategies to recognize different levels of development, transit service provision and freight parking needs. This work could include updating and expanding the existing inventory of parking practices in the Metro region, and developing a parking model code and a parking "best practices" handbook to guide local implementation in the region. Functional plan amendments may also be developed as part of this effort.
73	RTFP Title 7: Definitions	The definition of chicane is incomplete and does not reflect its use as a design to slow down traffic.	Coalition for a Livable Future	4/27/10	Amend as follows, "H. "Chicane" means a movable or permanent barrier used to create extra turns in a roadway to reduce motor vehicle speeds or to prevent cars from driving across a pedestrian or bicycle accessway."
74	RTFP Title 7: Definitions	The definition of deficiency is overly broad. As used in the RTFP, whether a deficiency exists depends on how a facility functions, including whether it meets operating standards in Table 3.08-2. Yet the definition of "deficiency" unnecessarily includes any time a throughway or arterial has fewer lanes than indicated in the system concept. ("Examples include throughway portions with less than six through lanes of capacity; arterial portions with less than four through lanes of capacity....") <u>Recommendation:</u> Change definition so deficiency is based on performance, not road capacity. Change examples and/or order of examples to de-emphasize capacity increase as the primary way to address deficiencies.	Coalition for a Livable Future	4/27/10	No change recommended. Deficiencies should be based on both performance and whether the facility meets the "typical planned number of lanes" shown in Table 2.6 of the RTP. It is not intended that road capacity must be added if the facility falls below the standards in Table 3.08-2 or planned system in Table 2.6. Other provisions in the RTFP will guide whether that is the appropriate solution to address identified deficiencies.
75	RTFP Title 7: Definitions	Include a definition of High Capacity Transit.	Coalition for a Livable Future	4/27/10	Amend as requested.
76	RTFP Title 7: Definitions	The definition of low-income families is ambiguous. Oregon DHS uses the Federal Poverty Line (FPL) as its base and has different standards depending on the program. The FPL itself is a very high threshold to be considered low-income, as it requires significantly lower income than the eligibility requirements for a number of programs. For example, Oregon WIC requires an income below 185% of FPL; CHIP is 200% of FPL.	Coalition for a Livable Future	4/27/10	Amend as follows, "Low-income families" means households <i>with incomes at or below the Oregon Department of Health and Human Services poverty guidelines, who earned between 0 and 1.99 times the federal Poverty Level in 1999.</i> This definition is consistent with the U.S. census definition used to identify low-income populations in the RTP background report, "Environmental Justice in Metro's Transportation Planning Process."

ITEMS FOR CONSIDERATION

#	Category	Comment	Source(s)	Date	Recommendation
77	RTFP Title 7: Definitions	Projects defined as safety projects should come under the definition when the capacity increase is due to traffic congestion in whole or in part (definition now requires that safety deficiency be totally related to traffic congestion). Possibilities: use >10% increase test, or >50% due to congestion.	Coalition for a Livable Future	4/27/10	This comment is under consideration, pending further direction from Federal Highway staff.
78	RTFP Title 7: Definitions	The definition of Significant increase in SOV capacity on throughway - A greater than 10% increase in capacity to alleviate a bottleneck should not be excluded from the definition because the increase is due to auxiliary lanes (definition is now limited to general purpose lanes).	Coalition for a Livable Future	4/27/10	This comment is under consideration, pending further direction from Federal Highway staff.
79	RTFP Title 7: Definitions	Definition for bottlenecks should include downstream effects as well as upstream.	Coalition for a Livable Future	4/27/10	This comment is under consideration, pending further direction from Federal Highway staff.
80	RTFP Title 7: Definitions	Definition of Significant increase in SOV capacity on multimodal arterial - Projects defined as safety projects should come under the definition when the capacity increase is partly due to traffic congestion (definition now requires that safety deficiency be totally related to traffic congestion). Could use >10% increase test as with a bottleneck.	Coalition for a Livable Future	4/27/10	This comment is under consideration, pending further direction from Federal Highway staff.
81	RTFP Title 7: Definitions	Definition of SOV is broad enough to encompass bicycles, wheelchairs, etc. <u>Recommendation</u> : limit to motorized vehicles to be used in roadway.	Coalition for a Livable Future	4/27/10	Amend as requested.
82	RTFP Title 1: Transit System Design	Check the formatting of section 3.08.120B.2 - everything there applies to <i>major</i> transit stops, so the sub-sections should be labeled a through f rather than a through c with sub-sections c. i through iv.	ODOT	4/22/10	No change recommended. As written, subsection 3.08120B2(a) and (b) apply to all transit stops and (c) applies to major transit stops.
83	RTFP Title 2: Performance Targets and Standards	Section 3.08.230E: changing the land use reference from Title 6 of the UGMFP to section 0035(2) of the TPR, which is much more general, may be OK for purposes of "demonstrating progress" (or "doing the best they can"), but it is not sufficient to be eligible for the 30% trip reduction and lower V/C ratios.	ODOT	4/22/10	No change recommended.
84	RTFP Table 3.08-2: Deficiency Thresholds and Operating Standards	Table 3.08.-2 - footnote C: has not been amended since the 2004 RTP (except for changing the chapter reference). In this (2010) RTP, mobility corridor refinement plans are no longer anticipated for the specific facilities listed in the Table, with the exception of I-405 ("Stadium Freeway"). Footnote C should be removed from the Banfield (I-84), I-5 North, OR 99E, and the Sunset Hwy (US 26). Corridor Refinement Plans are still expected to consider alternative mobility corridor standards for a different set of mobility corridors.	ODOT	4/26/10	Amend as requested to delete reference to footnote C for I-5 North, OR 99E and Sunset Highway). The footnote C then would only apply to I-405 loop, I-5 (Marquam Bridge to Wilsonville), OR 8, and I-205. The mobility corridor concept is evolving and future RTP updates will reorganize Table 3.08-2 to more closely reflect the multi-modal concept established in this RTP, and recommended mobility policy for each corridor.

ITEMS FOR CONSIDERATION

#	Category	Comment	Source(s)	Date	Recommendation
85	RTFP Table 3.08-2: Deficiency Thresholds and Operating Standards	Table 3.08-2 - portions of some of the highways listed in footnote B are no longer State highways. This is true for Sandy Boulevard (we still own the segment east of I-205 within the Portland City limits), Farmington Road (we still own a small segment outside the City of Beaverton), and BH Hwy (we still own the segment in Washington County). We no longer own any segment of Hall Blvd in Beaverton, but we do own Hall Blvd in Tigard, which then changes name to Durham Rd and Boones Ferry Rd. These could be listed as "Urban Arterials that are in full or in part state highways....." since jurisdictional boundaries may change again, and some are difficult or lengthy to describe exactly (ODOT uses milepoints, not the names of intersecting streets).	ODOT	4/26/10	Amend as requested to delete footnote B – it is not needed because the mobility standard for corridors is the same whether it is an ODOT facility or a local facility.
86	RTFP Table 3.08-2: Deficiency Thresholds and Operating Standards	Table 3.08-2 - Footnote A - Revise the 2nd hour definition to be consistent with current practice, the single 60 minute period either before or after the peak 60 minute period, whichever is highest.	ODOT	4/26/10	Amend as requested.
87	RTFP Table 3.08-2: Deficiency Thresholds and Operating Standards	Table 3.08-2 - Define mid-day peak hour, such as noon-1pm or the highest 60 minute period between the hours of 10 am and 2pm.	ODOT	4/26/10	Amend as requested to define the mid-day peak hour as the highest 60-minute period between the hours of 9 am and 3pm as this is the time of day that is important to monitor to protect freight reliability. This is the evaluation period local governments are required to analysis pursuant to Title 4 of the Urban Growth Management Functional Plan.
88	RTFP Table 3.08-2: Deficiency Thresholds and Operating Standards	Table 3.08-2 - Revise state highway references to consistently refer to route numbers and/or common names.	ODOT	4/26/10	Amend as requested to consistently refer to state route numbers.
89	RTFP Table 3.08-2: Deficiency Thresholds and Operating Standards	Table 3.08-2 - Add a table note to refer to the OHP Action 1F1, which includes language about V/C standards for interchanges - basically .85 or .90. The ODOT Mobility Standards Guidelines affirms that these interchange standards apply in the Metro area, and that Table 7 applies to the mainlines.	ODOT	4/26/10	No change recommended. As a comprehensive system plan, the RTP level of analysis is at a broad system-level, and does not attempt to address localized congestion at intersections or interchanges and ramps, and as a result does not include standards for this level of analysis. In addition, the region requests the Oregon Transportation Commission and Land Conservation and Development Commission to work with Metro and other stakeholders to conduct a comprehensive and coordinated review and update to the Transportation Planning Rule, Oregon Highway Plan and mobility standards, and state procedures manuals and guidelines to more fully integrate the Oregon Transportation Plan policies and state greenhouse gas goals.

ITEMS FOR CONSIDERATION

#	Category	Comment	Source(s)	Date	Recommendation
90	RTFP Title 2: Transportation Needs	RTFP section 3.08.210A(2): add some language in here that clarifies that "identification of facilities that exceed the deficiency thresholds" requires an operational level of analysis. the regional model on which the RTP is based does not identify intersection level deficiencies and solutions such as turn lanes and signal improvements, which are part of TSMO strategies and which are often implemented as plan amendments and development occur through SDCs. Solutions for needs identified through the intersection-level operational analysis should be included in TSPs and on lists of improvements eligible to be funded through SDCs etc, and eventually in the RTP project list. Last year's memo to the OTC about alternative mobility strategies included the principle that ODOT should still be able to require identification and implementation of such localized needs and solutions through development review.	ODOT	4/26/10	No change recommended. The TPR already defines the proportionality of the analysis required for a local and regional transportation system plans versus plan amendments. As a comprehensive system plan, the RTP level of analysis is at a broad system-level, and does not attempt to address localized congestion at intersections or interchanges. The TPR places a higher burden of proof on plan amendments to demonstrate through an operational level of analysis that the effect of the amendment will not result in further degradation from the baseline. Therefore, local governments use the RTP model as a base for an operational level of analysis to simulate the impact of the proposed land use change on the transportation system to determine the effect of the plan amendment. A local government may choose to conduct an intersection level of operational analysis as part of their TSP update to identify needs and solutions.
91	RTFP Title 1: Street System Design	Amend section 3.08.110 in RTFP to add the following, " <u>To protect the capacity, function and safe operation of existing and planned state highway interchanges, or planned improvements to interchanges, cities and counties shall, to the extent feasible, restrict driveway and street access in the vicinity of interchange ramp terminals consistent with Oregon Highway Plan Access Management Standards and accommodate local circulation on the local system to improve safety and minimize congestion and conflicts in the interchange area.</u> "	ODOT	4/28/10	Amend as requested with the following additional language in double underscore, " <u>To protect the capacity, function and safe operation of existing and planned state highway interchanges, or planned improvements to interchanges, cities and counties shall, to the extent feasible, restrict driveway and street access in the vicinity of interchange ramp terminals consistent with Oregon Highway Plan Access Management Standards and accommodate local circulation on the local system to improve safety and minimize congestion and conflicts in the interchange area. Public street connections, consistent with regional street design and spacing standards in Section 3.08.110, shall be encouraged and shall supercede this access restriction, though such access may be limited to right-in/right-out or other appropriate configuration in the vicinity of interchange ramp terminals. Multimodal street design features including pedestrian crossings and on-street parking shall be allowed where appropriate.</u> " The Oregon Highway Plan does not clearly define how to balance connectivity and access management objectives; the additional language provides additional guidance to ensure consistency with regional connectivity and street design policies that are being implemented through the RTFP, Section 3.08.110.



ODOT High-Speed Rail Open House

Oregon Department of Transportation, Rail Division

The Oregon Department of Transportation is hosting a series of open house meetings on Oregon's DRAFT goals for high-speed rail between Eugene and Portland. Meetings will include a short presentation and allow citizens to share feedback.

Schedule

May 13, 2010 4:30-6:30 p.m.
ODOT Transportation Building
Conference Room 122
355 Capitol St NE,
Salem, OR

May 18, 2010 4:30-6:30 p.m.
Campbell Center
155 High Street
Eugene, OR

May 19, 2010 4:30-6:30 p.m.
ODOT Region 1 Office
Conference Room A & B
123 NW Flanders
Portland, OR

May 20, 2010 4:30-6:30 p.m.
Wilsonville City Hall
City Council Chambers
29799 SW Town Center Loop
Wilsonville, OR

May 25, 2010 4:30-6:30 p.m.
Albany City Hall
333 Broadalbin Street SW
Albany, OR

May 26, 2010 4:30-6:30 p.m.
Oregon City City Hall
Commission Chambers
625 Center Street
Oregon City, OR

June 2, 2010 4:30-6:30 p.m.
Woodburn City Hall
270 Montgomery Street
Woodburn, OR

June 3, 2010 4:30-6:30 p.m.
Lake Oswego City Hall
Council Chambers
380 A Ave.
Lake Oswego, OR

June 9, 2010 4:30-6:30 p.m.
Junction City City Hall
680 Greenwood Street
Junction City, OR

Visit the ODOT Rail Division website to find more information on Oregon's passenger rail goals and to sign up for email updates.

Project Background: The State of Oregon has sponsored the Amtrak *Cascades* between Eugene and Portland since 1994. This service is paid with fees generated from the sale of custom license plates. Current service includes two round trips per day, a two hour and 35 minute trip each way. The Federal government has recently made unprecedented levels of funding available for capital investments to improve service to "high-speed" meaning speeds of at least 110 miles per hour. Before Oregon can qualify for the federal funding, several criteria must be met including completing environmental analyses and determining service improvement goals. Oregon's DRAFT service improvement goals include reducing one-way travel time to under two hours, increasing round trips to six per day and increasing on-time performance to 95%.

Contact Kathy Holmes with questions at Kathy.c.holmes@odot.state.or.us or 503.986.4321.

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