

 **Metro** | *Agenda*

MEETING: METRO COUNCIL WORK SESSION
DATE: April 27, 2010
DAY: Tuesday
TIME: 2:00 PM
PLACE: Metro Council Chamber

CALL TO ORDER AND ROLL CALL

- 2:00 PM** 1. **DISCUSSION OF AGENDA FOR COUNCIL REGULAR MEETING,
[April 29, 2010]/ADMINISTRATIVE/CHIEF OPERATING OFFICER
COMMUNICATIONS**
- 2:15 PM** 2. **METRO FLEET UPDATE** Lydia Neill
- 2:25 PM** 3. **MGP: ANALYSIS OF AREAS INSIDE UGB** Malu Wilkinson/Ted Reid
- 3:10PM** 4. **BREAK**
- 3:15PM** 5. **MGP: 2035 REGIONAL TRANSPORTATION PLAN** Kim Ellis
- 3:50PM** 6. **PROPOSED HUD GRANT WORK SCOPE: INFORMATION ITEM**
Andy Cotugno
- 4:20 PM** 7. **COUNCIL BRIEFINGS/COMMUNICATION**

ADJOURN

Agenda Item Number 2.0

METRO FLEET UPDATE
PRESENTED BY LYDIA NEILL

Metro Council Work Session
Tuesday, April 27, 2010
Metro Council Chamber

METRO COUNCIL

Work Session Worksheet

Presentation Date: 4/27/10 Time: _____ Length: 15 min

Presentation Title: Fleet Modernization Project Briefing

Service, Office, or Center: Parks and Environmental Services

Presenters (include phone number/extension and alternative contact information):

Lydia Neill x1830

ISSUE & BACKGROUND

In response to the audit of fleet services conducted in 2009 we have terminated our contract with Multnomah County effective June 30, 2010. The agreement is being terminated to allow more internal control of these assets and to reduce overall costs. Negotiations are ongoing with the County to complete the separation from their services and provide a smooth transition to in-house management of the fleet. Contracts are being put into place to standardize maintenance procedures, provide green standards for procurement and consistent policies for the appropriate use and check out of vehicles. A software tracking system will be purchased to facilitate these changes. As part of greening the fleet outdated vehicles and equipment will be surplus, the size of the fleet will be reduced and replacement equipment will meet green standards.

OPTIONS AVAILABLE

Renewal and replacement and operations funding will be used to replace equipment at Blue Lake Park to meet EPA emission standards, replace several rental cars with hybrids, and add electric cars and additional bikes to the fleet.

IMPLICATIONS AND SUGGESTIONS

Funding for replacement of these vehicles and equipment is proposed to come from renewal and replacement dollars that are held at Multnomah County under the terms of the current contract. Solid waste funding will be used for two vehicles that are dedicated to that department's use.

QUESTION(S) PRESENTED FOR CONSIDERATION

Are these proposed actions consistent with Council goals and responsive to audit recommendations?

LEGISLATION WOULD BE REQUIRED FOR COUNCIL ACTION ___Yes No
DRAFT IS ATTACHED ___Yes ___No

**METRO**

DATE: April 21, 2010
TO: Council President Bragdon
FROM: Michael Jordan , chief operating officer
RE: Metro fleet project update

Background:

In response to the Metro Auditor's 2009 review of fleet operations, the Parks and Environmental Services department has taken steps to terminate our contract with Multnomah County for vehicle/equipment purchase and maintenance. Per our agreement with Multnomah County this termination will take effect on July 1, 2010. At issue is the return of renewal and replacement funding from the County and an agreement on the ownership of all assets. The value of this contract to Multnomah County and the balance in the renewal fund is likely to have a significant budget impact to the County. This change will give Metro the ability to more effectively manage our fleet vehicles.

Preliminary work has been completed to assess and inventory Metro's fleet of vehicles and equipment the project by project manager Lydia Neill. The objectives of the project are to develop policies and standardized procedures for vehicle procurement, maintenance, usage and fueling, resulting in an efficient system for check-out, use and tracking of fleet vehicles and equipment. Over the next several months staff complete a budget amendment to allow the capital lease of several new vehicles that meet agency sustainability standards and purchase a software tracking system to manage the fleet internally. We will continue to update the Council on the progress of this project.

What is next?

- Purchase a fleet management software program to track all fleet assets and automate vehicle check-out
- Re-align parking and storage areas to maximize the use of vehicles between and within departments
- Upgrade old fuel-inefficient vehicles to electrics and hybrids
- Develop green fleet standards for all new purchases
- Complete negotiations with Multnomah County
- Explore adding electric and cargo bikes and bicycle courier options
- Complete feasibility work for electric charging stations
- Develop a car share option for employee use and the fleet

Agenda Item Number 3.0

MGP: ANALYSIS OF AREAS INSIDE UGB
PRESENTED BY MALU WILKINSON AND TED
REID

Metro Council Work Session
Tuesday, April 27, 2010
Metro Council Chamber

METRO COUNCIL

Work Session Worksheet

Presentation Date: 4/27/2010 Time: _____ Length: 90 minutes

Presentation Title: Making the Greatest Place: capacity ordinance and RTP updates

Service, Office, or Center:
Planning and Development Services

Presenters (include phone number/extension and alternative contact information):
Robin McArthur x1714, Malu Wilkinson x1680, Sherry Oeser x1721, Tim O'Brien x1840, Kim Ellis x1617

ISSUE & BACKGROUND

An element of the integrated investment strategy that the Council will be considering this year is to determine the best approach for addressing the region's 20-year population and employment forecast growth while supporting the six outcomes.

The urban growth report (UGR), endorsed by MPAC and accepted by the Metro Council in December 2009, identified the capacity of the region's urban growth boundary (UGB) to accommodate the next 20 years of expected population and employment growth. The 2009 UGR was intended foster the development of an outcomes-based approach to growth management decision-making. The UGR identified a gap between the forecast demand and the amount of zoned capacity that is likely to be developed in the next 20 years for residential and large-lot industrial parcels that support the traded-sector.

The region can fill the identified capacity gap through actions that promote more efficient use of zoned capacity inside the current UGB, or by expanding the UGB, or a combination of both. Throughout 2010, Metro will be working with local governments individually and through MTAC and MPAC to identify and adopt local and regional actions that will achieve greater efficiencies within the existing UGB and minimize the need for UGB expansion at the end of the year. At the March 16, 2010 work session the Metro Council heard an overview of the analytical approach and performance assessment framework that will inform the draft Capacity Ordinance to be released in summer 2010.

A key element of the MGP effort is the Regional Transportation Plan (RTP). The region is in the final adoption phase for the 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.

The attached memorandum provides a summary of proposed amendments that respond to comments received to date and next steps for finalizing the RTP for adoption in June. The Transportation Policy Alternatives Committee (TPAC) and the Metro Technical Advisory Committee (MTAC) reviewed the public review draft transportation functional plan on March 26 and April 5, respectively. In addition, members submitted additional comments subsequent to the advisory committee discussions. Staff prepared amendments

to respond to comments received. TPAC and MTAC will discuss the proposed amendments at their upcoming meetings. Preliminary recommendations from TPAC and MTAC will be forwarded to the Joint Policy Advisory Committee on Transportation (JPACT) and the Metro Policy Advisory Committee (MPAC) for discussion and direction in May.

At the April 27, 2010 work session the Metro Council will have an opportunity to:

- review the performance information that will be available to inform growth management choices,
- discuss issues related to concept planning for future UGB expansions (Title 11 of the Urban Growth Management Functional Plan),
- consider the analytical approach for potential expansion areas to be considered as part of a growth management decision in 2010, and
- hear an update on comments to the RTP and RTFP.

OPTIONS AVAILABLE

The state requires that Metro identify at least 50% (up to 100%) of the capacity needed to fill the identified gap by the end of 2010, and the remainder (which must be outside the current UGB) by 2011.

IMPLICATIONS AND SUGGESTIONS

QUESTION(S) PRESENTED FOR CONSIDERATION

- As you consider growth management choices this year, is there any other performance information that you would like to see available?
- Are the process and implications for annexations related to future UGB expansions clear? Do you need any additional information?
- Will the analytical approach of candidate expansion areas provide the information you need to make a growth management decision this year?
- Do Council members support the overall approach and staff recommendations for proposed amendments to the RTP and RTFP as presented?
- What direction would Council like to provide to Metro Council representatives on JPACT and MPAC?

LEGISLATION WOULD BE REQUIRED FOR COUNCIL ACTION __Yes **X**__No
DRAFT IS ATTACHED __Yes __No

Community Investment Strategy: 2010 Capacity Ordinance

In 2010 the region is tasked with identifying a set of policies and investments that address the gap between the forecast demand and the amount of zoned capacity that is likely to be developed in the next 20 years (as shown in the table below). A growth management decision should support the region’s ability to meet forecast growth while moving towards the six outcomes that define a successful region, as endorsed by MPAC and the Metro Council in 2008:

- People live and work in vibrant communities where they can choose to walk for pleasure and to meet their everyday needs.
- Current and future residents benefit from the region’s sustained economic competitiveness and prosperity.
- People have safe and reliable transportation choices that enhance their quality of life.
- The region is a leader in minimizing contributions to global warming.
- Current and future generations enjoy clean air, clean water and healthy ecosystems.
- The benefits and burdens of growth and change are distributed equitably.

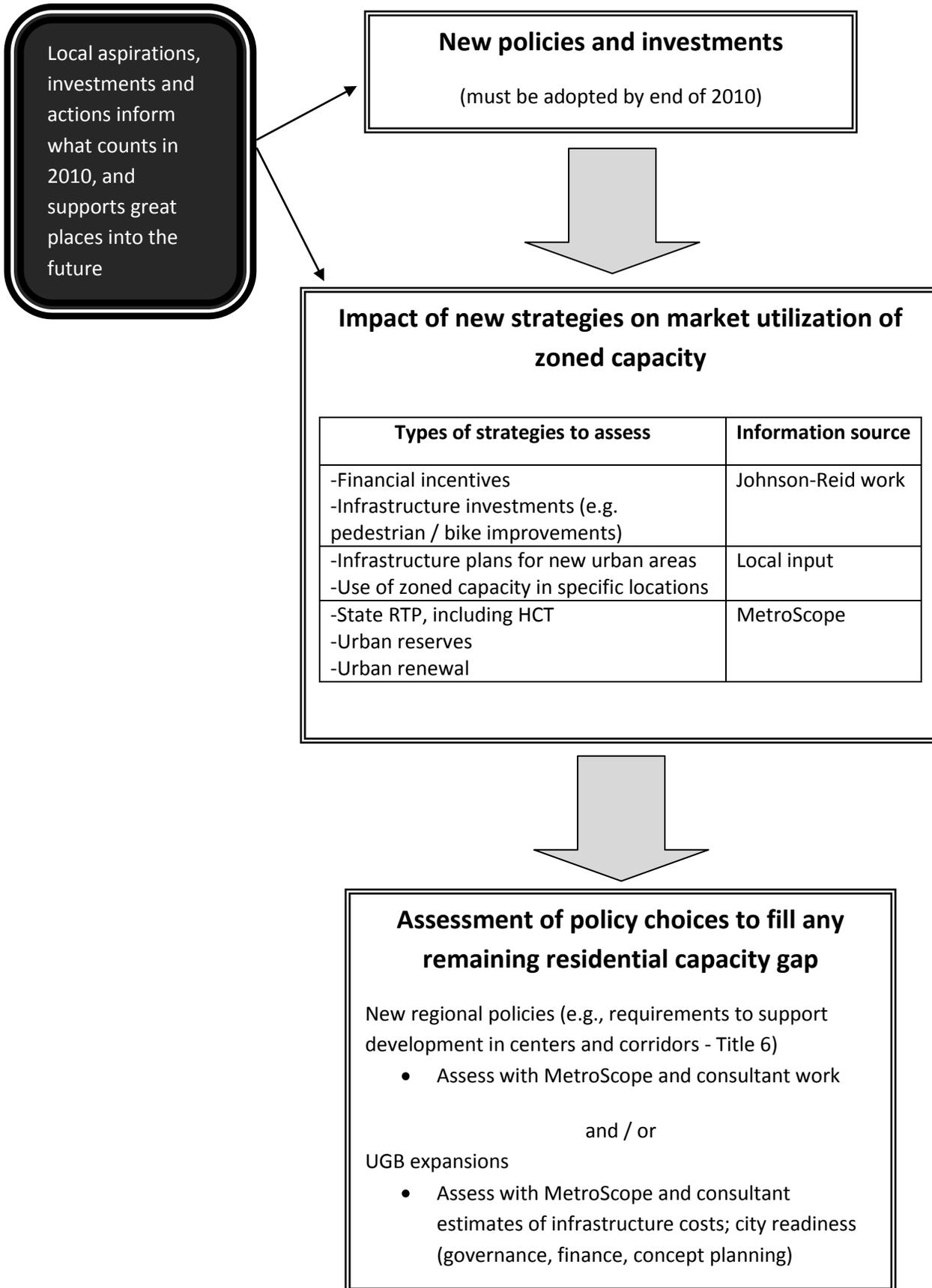
Summary of 2009 Urban Growth Report (UGR)

Type of capacity	Capacity gap range in UGR		Middle third capacity gap range	
	Low	High	Low	High
Residential (dwelling units)	27,400	104,900	44,100	62,100
General industrial (acres)	0	0	0	0
Non-industrial (acres)	0	1,168	0	104
Large-lot industrial (acres)	200	1,500	200*	1,500*

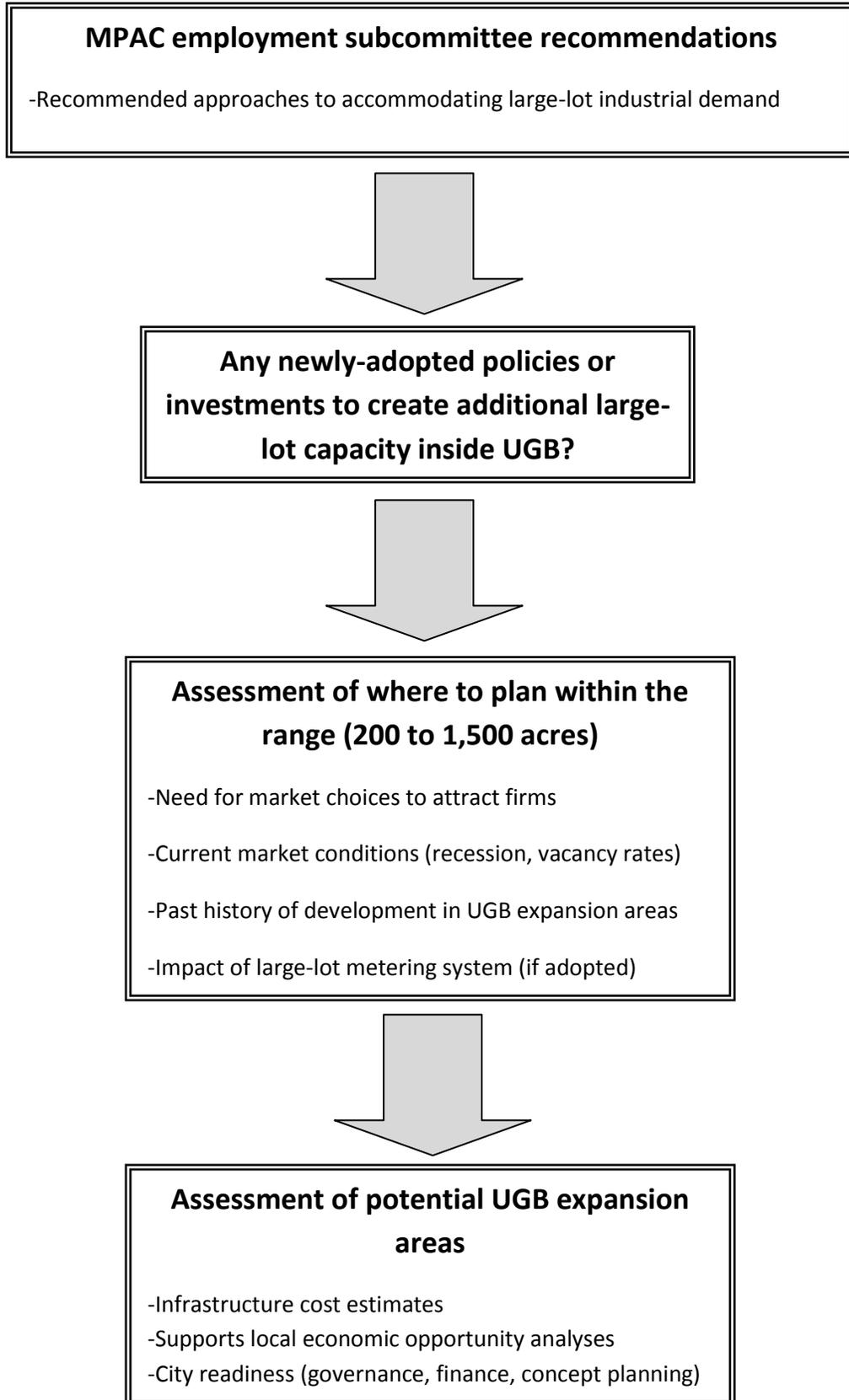
*This is the range recommended by MPAC and included in the UGR.

The region can fill the identified capacity gap through actions that promote more efficient use of zoned capacity inside the current UGB, or by expanding the UGB, or a combination of both. Throughout 2010, Metro will be working with local governments individually and through MTAC and MPAC to identify and adopt local and regional actions that will achieve greater efficiencies within the existing UGB and minimize the need for UGB expansion at the end of the year. The following pieces explain Metro’s approach for addressing the residential and large-lot employment analyses and describe an approach for assessing the performance of growth management choices.

Approach for addressing the residential capacity gap



Approach for addressing the large-lot industrial capacity gap



Performance assessment framework

Types of performance information that will be available to support decision making

Metro’s approach of outcomes-oriented, performance-based decision making calls for information that supports decision-makers’ ability to understand the implications of how growth management choices may impact the region’s progress towards the six desired outcomes. Several sources of information can be used to depict outcomes and performance of different options to accommodate growth. Some sources will report historic information while others will report forecast information.

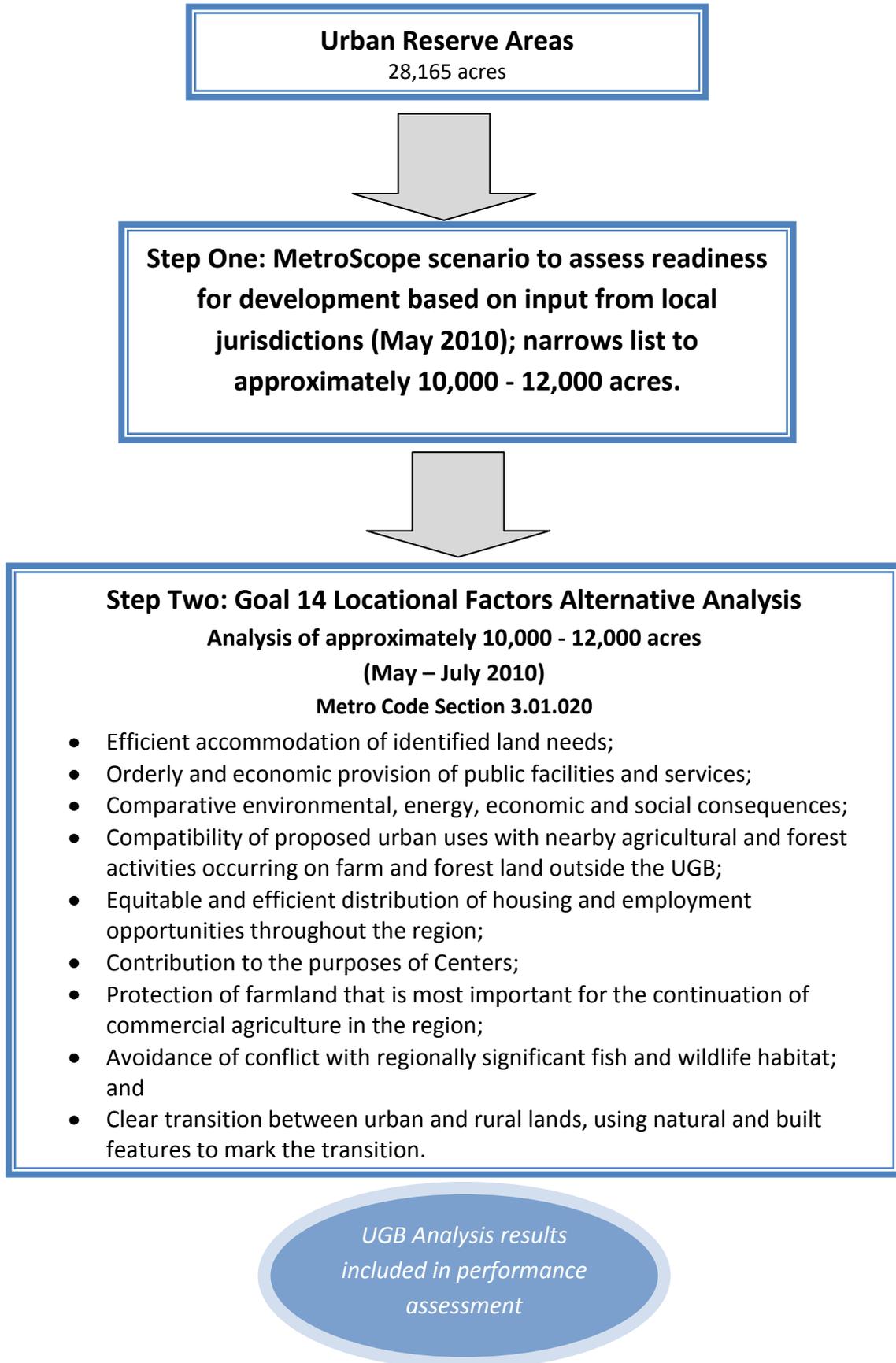
Staff will produce a Performance Assessment of growth management choices that clearly describes the implications of options available to fill the 20-year capacity gap for residential and large-lot employment in 2010.

Performance information and sources

Performance information	Six desired outcomes						Information sources
	Vibrant communities	Economic prosperity	Transportation choices	Minimize global warming	Healthy environment	Equity	
Market response to capacity	√	√			√	√	Johnson-Reid analysis MetroScope Neighborhood Design and Infrastructure Analysis Historic information for specific locations Intertwine: parks and trails assessment
Travel behavior	√	√	√	√		√	MetroScope Transportation model
Infrastructure costs	√	√	√			√	Consultant (TBD) research on candidate UGB areas MetroScope
Cost burdens (housing and transportation costs)		√	√			√	MetroScope
Greenhouse gas emissions (residential emission analysis)				√	√		MetroScope Transportation model (MOVES model)
Existing community conditions	√	√	√			√	Context Tool Neighborhood Design and Infrastructure Analysis State of the Centers report City economic opportunity analyses
Governance, finance	√					√	Pre-UGB-expansion concept plans (may not be available for 2010 decisions)

2010 Capacity Ordinance

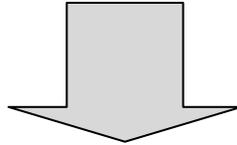
Process for evaluating urban reserve areas for inclusion in the urban growth boundary



Performance Assessment

MetroScope analysis of efficiency measures combined with potential UGB additions (June 2010), including impacts on:

- Region's six desired outcomes
- Cost burdened households
- Impact to existing Centers, Corridors and Employment Areas



Inform COO Recommendation on Capacity Ordinance (August 2010)

Required residential neighborhood impact report

26-29 Report on effect of proposed UGB amendment on existing residential neighborhoods (November 2010)

Metro Code Section 3.01.015

- Traffic patterns and any resulting increase in traffic congestion, commute times and air quality;
- Whether parks and open space protection in the area to be added will benefit existing residents of the district as well as future residents of the added territory; and
- The cost of impacts on existing residents of providing needed public facilities and services, police and fire services, public schools, emergency services and parks and open spaces.

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF ADOPTING URBAN) Ordinance No. 10-1238
RESERVES AND CONFORMING AMENDMENTS)
TO THE REGIONAL FRAMEWORK PLAN AND) Introduced by Chief Operating Officer
THE URBAN GROWTH MANAGEMENT) Michael Jordan with the Concurrence of
FUNCTIONAL PLAN) Council President David Bragdon

WHEREAS, Metro and Multnomah, Washington and Clackamas Counties (“the four governments”) have declared their mutual interest in long-term planning for three-county area for which they share land use planning authority in order to ensure the development of great communities within the urban growth boundary surrounded by prosperous farms, ranches, woodlots, forests, and natural resources and landscapes; and

WHEREAS, the 2007 Oregon Legislature enacted Senate Bill 1011, codified at ORS 195.137 to 195.145 (“the statute”), at the request of the four governments and many other local governments and organizations in the region and state agencies, to establish a new method to accomplish the goals of the four governments through long-term planning; and

WHEREAS, the statute authorizes the four local governments to designate Urban Reserves and Rural Reserves to accomplish the purposes of the statute, which are consistent with the goals of the four governments; and

WHEREAS, the Land Conservation and Development Commission (“LCDC”) adopted rules to implement the statute on January 25, 2008, as directed by the statute; and

WHEREAS, the statute and rules require the four governments to work together in their joint effort to designate reserves and to enter into formal agreements among them to designate reserves in a coordinated and concurrent process prior to adoption of ordinances adopting reserves; and

WHEREAS, the statute and the rules set forth certain factors to be considered in the designation of reserves, and elements to be included in ordinances adopting reserves; and

WHEREAS, the Metro Council has entered into an intergovernmental agreement with each of the Boards of Commissioners of Clackamas, Multnomah and Washington Counties to designate certain lands in each of the counties as Urban Reserves and other lands as Rural Reserves; and

WHEREAS, Metro conducted workshops and hearings across the region and sought the advice of the Metro Policy Advisory Committee (“MPAC”) prior to entering into intergovernmental agreements with the three counties; and

WHEREAS, MPAC recommended adoption by the Metro Council of the Urban Reserves; and

WHEREAS, Metro held a public hearing on the Urban Reserves and Rural Reserves recommended in the intergovernmental agreements on May 20, 2010; now, therefore,

THE METRO COUNCIL ORDAINS AS FOLLOWS:

1. The areas shown as “Urban Reserves” on Map Exhibit A, attached and incorporated into this ordinance, are hereby designated Urban Reserves under ORS 195.141 and OAR 660 Division 27.
2. The areas shown as “Rural Reserves” on Exhibit A are the Rural Reserves adopted by Clackamas, Multnomah and Washington Counties and are hereby made subject to the policies added to the Regional Framework Plan by Exhibit B of this ordinance.
3. The Regional Framework Plan is hereby amended, as indicated in Exhibit B, attached and incorporated into this ordinance, to adopt policies to implement Urban Reserves and Rural Reserves pursuant to the intergovernmental agreements between Metro and Clackamas, Multnomah and Washington Counties and ORS 195.141 to 195.143.
4. Title 5 (Neighbor Cities and Rural Reserves) of the Urban Growth Management Functional Plan (UGMFP) is hereby repealed as indicated in Exhibit C, attached to this ordinance.
5. Title 11 (Planning for New Urban Areas) of the UGMFP is hereby amended, as indicated in Exhibit D, attached and incorporated into this ordinance, to implement provisions of the intergovernmental agreements between Metro and Clackamas, Multnomah and Washington Counties and ORS 195.141 to 195.143.
6. The Findings of Fact and Conclusions of Law in Exhibit E, attached and incorporated into this ordinance, explain how the actions taken by the Council in this ordinance comply with the Regional Framework Plan and state law.

ADOPTED by the Metro Council this 3rd day of June, 2010.

David Bragdon, Council President

Attest:

Approved as to form:

_____, Recording Secretary

Daniel B. Cooper, Metro Attorney

DRAFT

3/24/10

Exhibit B to Ordinance No. 10-1238

REGIONAL FRAMEWORK PLAN

Policy 1.7 Urban and Rural Reserves

It is the policy of the Metro Council to:

- 1.7.1 Establish a system of urban reserves, sufficient to accommodate long-term growth, that identifies land outside the UGB suitable for urbanization in a manner consistent with this Regional Framework Plan.
- 1.7.2 Collaborate with Multnomah, Clackamas and Washington Counties and Neighbor Cities to establish a system of rural reserves to protect agricultural land, forest land and natural landscape features that help define appropriate natural boundaries to urbanization, and to keep a separation from Neighbor Cities to protect their identities and aspirations.
- 1.7.3 Designate as urban reserves, with a supply of land to accommodate population and employment growth to the year 2060, those lands identified as urban reserves on the Urban and Rural Reserves Map in Title 14 of the Urban Growth Management Functional Plan.
- 1.7.4 Protect those lands designated as rural reserves on the Urban and Rural Reserves Map in Title 14 of the Urban Growth Management Functional Plan from addition to the UGB and from re-designation as urban reserves at least until the year 2060.
- 1.7.5 In conjunction with the appropriate county, cities and service districts, develop concept plans for urban reserves prior to their addition to the UGB to:
 - a. Help achieve livable communities.
 - b. Identify the city or cities that will likely annex the area after it is added to the UGB.
 - c. Identify the city or cities or the service districts that will likely provide services to the area after it is added to the UGB.
 - d. Determine the general urban land uses and prospective components of the regional system of parks, natural areas, open spaces, fish and wildlife habitats, trails and greenways.
- 1.7.6 Twenty years after the initial designation of the reserves, in conjunction with Clackamas, Multnomah and Washington Counties, review the designated urban and rural reserves for effectiveness, sufficiency and appropriateness.

Policy 1.9 Urban Growth Boundary

It is the policy of the Metro Council to:

- 1.9.1 Establish and maintain an urban growth boundary to limit urbanization of rural land and facilitate the development of a compact urban form.
- 1.9.2 Consider expansion of the UGB only after having taken all reasonable measures to use land within the UGB efficiently.
- 1.9.3 Expand the UGB, when necessary, from land designated Urban Reserves unless they cannot reasonably accommodate the demonstrated need to expand.
- 1.9.4 Not to expand the UGB onto lands designated Rural Reserves at least until the year 2060.
- 1.9.5 Consult appropriate Neighbor Cities prior to addition of land to the UGB in their vicinity.
- 1.9.6 Add land to the UGB only after concept planning has been completed for the land by the responsible local governments in collaboration with Metro unless participants cannot agree on the plan.
- 1.9.7 Provide the following procedures for expansion of the UGB:
 - a. A process for minor revisions
 - b. A complete and comprehensive process associated with the analysis of the capacity of the UGB required periodically of Metro by state planning laws
 - c. A process available for expansion to accommodate non-residential needs between the state-required capacity analyses
 - d. An accelerated process for addition of land to accommodate an immediate need for industrial capacity.
- 1.9.8 Use natural or built features, whenever practical, to ensure a clear transition from rural to urban land use.
- 1.9.9 Ensure that expansion of the UGB enhances the roles of Centers, Corridors and Main Streets.
- 1.9.10 Determine whether the types, mix and wages of existing and potential jobs within subareas justifies an expansion in a particular area.
- 1.9.11 Conduct an inventory of significant fish and wildlife habitat that would be affected by addition of land, and consider the effects of urbanization of the land on the habitat and measures to reduce adverse effects, prior to a decision on the proposed addition.

1.9.12 Use the choice of land to include within the UGB as an opportunity to seek agreement with landowners to devote a portion of residential capacity to needed workforce housing as determined by the Urban Growth Report adopted as part of the UGB expansion process.

1.9.13 Prepare a report on the effect of the proposed amendment on existing residential neighborhoods prior to approving any amendment or amendments of the urban growth boundary in excess of 100 acres and send the report to all households within one mile of the proposed UGB amendment area and to all cities and counties within the district. The report shall address:

- a. Traffic patterns and any resulting increase in traffic congestion, commute times and air quality.
- b. Whether parks and open space protection in the area to be added will benefit existing residents of the district as well as future residents of the added territory.
- c. The cost impacts on existing residents of providing needed public services and public infrastructure to the area to be added.

Policy 1.11 Neighbor Cities

It is the policy of the Metro Council to:

1.11.1 Coordinate concept planning of Urban Reserves with Neighbor Cities Sandy, Canby, Estacada, Barlow, North Plains and Banks to minimize the generation of new automobile trips between Neighbor Cities and the Metro UGB by seeking appropriate ratios of dwelling units and jobs within the Metro UGB and in Neighbor Cities.

1.11.2 Pursue agreements with Neighbor Cities, Clackamas and Washington Counties and the Oregon Department of Transportation to establish “green corridors” along state highways that link Neighbor Cities with cities inside the Metro UGB in order to maintain a rural separation between cities, to protect the civic identities of Neighbor Cities, and to protect the capacity of those highways to move people and freight between the cities.

Policy 1.12 Protection of Agriculture and Forest Resource Lands

Repeal

Exhibit C to Ordinance No. 10-1238

TITLE 5: NEIGHBOR CITIES is repealed.

~~3.07.510 Intent~~

~~The intent of this title is to clearly define Metro policy with regard to areas outside the Metro Urban Growth Boundary. **NO PORTION OF THIS TITLE CAN REQUIRE ANY ACTIONS BY NEIGHBORING CITIES.** Metro, if neighboring cities jointly agree, will adopt or sign rural reserve agreements for those areas designated rural reserve in the Metro 2040 Growth Concept with Multnomah, Clackamas, and Washington County, and Neighbor City Agreements with Sandy, Canby, and North Plains. Metro would welcome discussion about agreements with other cities if they request such agreements.~~

~~In addition, counties and cities within the Metro boundary are hereby required to amend their comprehensive plans and implementing ordinances within twenty-four months to reflect the rural reserves and green corridors policies described in the Metro 2040 Growth Concept.~~

~~3.07.520 Rural Reserves and Green Corridors~~

~~Metro shall attempt to designate and protect common rural reserves between Metro's Urban Growth Boundary and designated urban reserve areas and each neighbor city's urban growth boundary and designated urban reserves, and designate and protect common locations for green corridors along transportation corridors connecting the Metro region and each neighboring city. For areas within the Metro boundary, counties are hereby required to amend their comprehensive plans and implementing ordinances to identify and protect the rural reserves and green corridors described in the adopted 2040 Growth Concept and shown on the adopted 2040 Growth Concept Map. These rural lands shall maintain the rural character of the landscape and our agricultural economy. New rural commercial or industrial development shall be restricted to the extent allowed by law. Zoning shall be for resource protection on farm and forestry land, and very low density residential (no greater~~

~~average density than one unit for five acres) for exception land.~~

~~For areas outside the Metro boundary, Metro shall encourage intergovernmental agreements with the cities of Sandy, Canby and North Plains.~~

~~3.07.530 Invitations for Intergovernmental Agreements~~

~~Metro shall invite the cities and counties outside the Metro boundary and named in Section 3.07.510 of this title to sign an Intergovernmental Agreement, similar to the draft agreements attached hereto[±].~~

~~3.07.540 Metro Intent with Regard to Green Corridors~~

~~Metro shall attempt to negotiate a Green Corridor Intergovernmental Agreement with Oregon Department of Transportation (ODOT) and the three counties (Clackamas, Multnomah and Washington) to designate and protect areas along transportation corridors connecting Metro and neighboring cities.~~

~~[±] On file in the Metro Council office.~~

DRAFT 11

April 21, 2010

Exhibit D to Ordinance No. 10-1238

TITLE 11: PLANNING FOR NEW URBAN AREAS

3.07.1105 Purpose and Intent

The Regional Framework Plan calls for long-range planning to ensure that areas brought into the UGB are urbanized efficiently and become or contribute to mixed-use, walkable, transit-friendly communities. It is the purpose of Title 11 to guide such long-range planning for urban reserves and areas added to the UGB. It is also the purpose of Title 11 to provide interim protection for areas added to the UGB until city or county amendments to land use regulations to allow urbanization become applicable to the areas.

3.07.1110 Planning for Areas Designated Urban Reserve

A. The county responsible for land use planning for an urban reserve and any city likely to provide governance or an urban service for the area, shall, in conjunction with Metro and appropriate service districts, develop a concept plan for the urban reserve prior to its addition to the UGB pursuant to Metro Code 3.01.015 and 3.01.020. The date for completion of a concept plan and the area of urban reserves to be planned will be jointly determined by Metro and the county and city or cities.

B. A concept plan shall achieve, or contribute to the achievement of, the following outcomes:

1. If the plan proposes a mix of residential and employment uses:
 - a. A mix and intensity of uses that will make efficient use of the public systems and facilities described in subsection C;
 - b. A development pattern that supports pedestrian and bicycle travel to retail, professional and civic services;
 - c. Opportunities for a range of needed housing types;

- d. Sufficient employment opportunities to support a healthy economy, including, for proposed employment areas, lands with characteristics, such as proximity to transportation facilities, needed by employers;
 - e. Well-connected systems of streets, bikeways, parks and other public open spaces, natural areas, recreation trails and public transit;
 - f. Protection of natural ecological systems and important natural landscape features;
 - g. Avoidance or minimization of adverse effects on farm and forest practices and important natural landscape features on nearby rural lands; or
2. If the plan involves fewer than 100 acres or proposes to accommodate only residential or employment needs, depending on the need to be accommodated:
- a. Opportunities for a range of needed housing types;
 - b. Sufficient employment opportunities to support a healthy economy, including, for proposed employment areas, lands with characteristics, such as proximity to transportation facilities, needed by employers;
 - c. Well-connected systems of streets, bikeways, pedestrian ways, parks, natural areas, recreation trails;
 - d. Protection of natural ecological systems and important natural landscape features;
 - e. Avoidance or minimization of adverse effects on farm and forest practices and important natural landscape features on nearby rural lands.

C. A concept plan shall:

- 1. Show the general locations of any residential, commercial, industrial, institutional and public uses proposed for the area with sufficient detail to allow estimates of the cost of the public systems and facilities described in paragraph 2;
- 2. For proposed sewer, water and storm-water systems and transportation facilities, provide the following:
 - a. The general locations of proposed sewer, water and storm-water systems;

- b. The mode, function and general location of any proposed state transportation facilities, arterial facilities, regional transit facilities and freight intermodal facilities;
- c. The proposed connections of these systems and facilities, if any, to existing systems within the UGB and to nearby urban reserves;
- d. Preliminary estimates of the costs of the systems and facilities in sufficient detail to determine feasibility and allow cost comparisons with other areas;
- e. Proposed methods to finance the systems and facilities; and
- f. Consideration for protection of the capacity, function and safe operation of state highway interchanges, including existing and planned interchanges and planned improvements to interchanges.

3. If the area subject to the concept plan calls for designation of land for industrial use, include an assessment of opportunities to create and protect parcels 50 acres or larger and to cluster uses that benefit from proximity to one another;

4. Show water quality resource areas, flood management areas and habitat conservation areas that will be subject to performance standards under Titles 3 and 13 of the Urban Growth Management Functional Plan;

5. Be coordinated with the comprehensive plans and land use regulations that apply to nearby lands already within the UGB;

6. Include an agreement between or among the county and the city or cities and service districts that preliminarily identifies which city, cities or districts will likely be the providers of urban services, as defined at ORS 195.065(4), when the area is urbanized;

7. Include an agreement between or among the county and the city or cities that preliminarily identifies the local government responsible for comprehensive planning of the area, and the city or cities that will have authority to annex the area, or portions of it, following addition to the UGB;

8. Provide that an area added to the UGB must be annexed to a city prior to, or simultaneously with, application of city land

use regulations to the area intended to comply with subsection C of section 3.07.1120; and

9. Be coordinated with schools districts.

D. Concept plans shall guide, but not bind:

1. The designation of 2040 Growth Concept design types by the Metro Council;
2. Conditions in the Metro ordinance that adds the area to the UGB; or
3. Amendments to city or county comprehensive plans or land use regulations following addition of the area to the UGB.

E. If the local governments responsible for completion of a concept plan under this section fail to reach agreement on a concept plan by the date set under subsection A, then Metro shall complete the concept plan in consultation with the local governments if necessary to fulfill its responsibility under ORS 197.299 to ensure the UGB has sufficient capacity to accommodate forecasted growth. Failure of the Metro concept plan to comply fully with subsection C does not preclude addition of the area to the UGB by the Metro Council.

3.07.1120 Planning for Areas Added to the UGB

A. The county or city responsible for comprehensive planning of an area, as specified by the intergovernmental agreement adopted pursuant to 3.07.1110C(7) or the ordinance that added the area to the UGB, shall adopt comprehensive plan provisions and land use regulations for the area to address the requirements of subsection C by the date specified by the ordinance or by Metro Code 3.01.040(b)(4).

B. If the concept plan developed for the area pursuant to Section 3.07.1110 assigns planning responsibility to more than one city or county, the responsible local governments shall provide for concurrent consideration and adoption of proposed comprehensive plan provisions unless the ordinance adding the area to the UGB provides otherwise.

C. Comprehensive plan provisions for the area shall include:

1. Specific plan designation boundaries derived from and generally consistent with the boundaries of design type designations assigned by the Metro Council in the ordinance adding the area to the UGB;

2. Provision for annexation to a city and to any necessary service districts prior to, or simultaneously with, application of city land use regulations intended to comply with this subsection;
3. Provisions that ensure zoned capacity for the number and types of housing units, if any, specified by the Metro Council pursuant to Metro Code 3.01.040(b)(2);
4. Provision for affordable housing consistent with Title 7 of the Urban Growth Management Functional Plan if the comprehensive plan authorizes housing in any part of the area;
5. Provision for the amount of land and improvements needed, if any, for public school facilities sufficient to serve the area added to the UGB in coordination with affected school districts;
6. A conceptual street plan that identifies internal street connections and connections to adjacent urban areas to improve local access and improve the integrity of the regional street system. For areas that allow residential or mixed-use development, the plan shall meet the standards for street connections in the Regional Transportation Functional Plan; and
7. Provision for the financing of local and state public facilities and services.
8. A strategy for protection of the capacity and function of state highway interchanges, including existing and planned interchanges and planned improvements to interchanges.

D. The county or city responsible for comprehensive planning of an area shall submit a determination of the residential capacity of any area zoned to allow dwelling units, using the method in Section 3.07.120, to Metro within 30 days after adoption of new land use regulations for the area.

3.07.1130 Interim Protection of Areas Added to the UGB

Until land use regulations that comply with section 3.07.1120 become applicable to the area, the city or county responsible for planning the area added to the UGB shall not adopt or approve:

- A. A land use regulation or zoning map amendment that allows higher residential density in the area than allowed by

regulations in effect at the time of addition of the area to the UGB;

- B. A land use regulation or zoning map amendment that allows commercial or industrial uses not allowed under regulations in effect at the time of addition of the area to the UGB;
- C. A land division or partition that would result in creation of a lot or parcel less than 20 acres in size, except for public facilities and services as defined in Metro Code section 3.01.010, or for a new public school;
- D. In an area designated by the Metro Council in the ordinance adding the area to the UGB as Regionally Significant Industrial Area:
 - 1. A commercial use that is not accessory to industrial uses in the area; and
 - 2. A school, a church, a park or any other institutional or community service use intended to serve people who do not work or reside in the area.

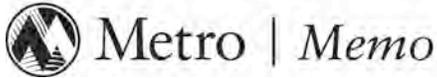
3.07.1140 Applicability

Section 3.07.1110 becomes applicable on March 31, 2011.

Agenda Item Number 5.0

MGP: 2035 REGIONAL TRANSPORTATION PLAN
PRESENTED BY KIM ELLIS

Metro Council Work Session
Tuesday, April 27, 2010
Metro Council Chamber



Date: April 16, 2010
To: Metro Council
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 that respond to comments received to date and next steps for finalizing the RTP for adoption in June.

The Transportation Policy Alternatives Committee (TPAC) and the Metro Technical Advisory Committee (MTAC) reviewed the public review draft transportation functional plan on March 26 and April 5, respectively. In addition, members submitted additional comments subsequent to the advisory committee discussions.

Staff prepared amendments to respond to comments received. TPAC and MTAC will discuss the proposed amendments at their upcoming meetings. Preliminary recommendations from TPAC and MTAC will be forwarded to the Joint Policy Advisory Committee on Transportation (JPACT) and the Metro Policy Advisory Committee (MPAC) for discussion and direction in May.

- **Attachment 1** includes the Version 2.0 public review draft RTFP with proposed amendments incorporated.
- **Attachment 2** summarizes comments on the public review draft RTFP and recommended amendments. The recommendations in this attachment are reflected in Attachment 1.
- **Attachment 3** summarizes changes to existing RTFP requirements to implement the RTP and meet state and federal planning requirements for reference (section references reflect the public review draft released on March 22, 2010).

Attachment 1 and 2 will be updated to reflect additional comments received during the comment period.

QUESTIONS POSED FOR COUNCIL CONSIDERATION

- Do Council members support the overall approach and staff recommendations for proposed amendments as presented?
- What direction would Council like to provide to Metro Council representatives on JPACT and MPAC?

NEXT STEPS

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
July – December 2010	MPAC and the Metro Council discuss the proposed Land Use Capacity Ordinance and related Urban Growth Management Functional Plan revisions
December 2010	Metro Council action on Land Use Capacity Ordinance and related Urban Growth Management Functional Plan revisions
July 2010 – July 2012	Regional Climate Change Scenario planning effort Local transportation system plan (TSP) updates Southwest Corridor and East Metro Corridor refinement planning efforts
July 2012 – June 2014	Next RTP update to incorporate recommendations from Climate Change Scenarios, TSP updates, corridor refinement planning and new population/employment forecast

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.

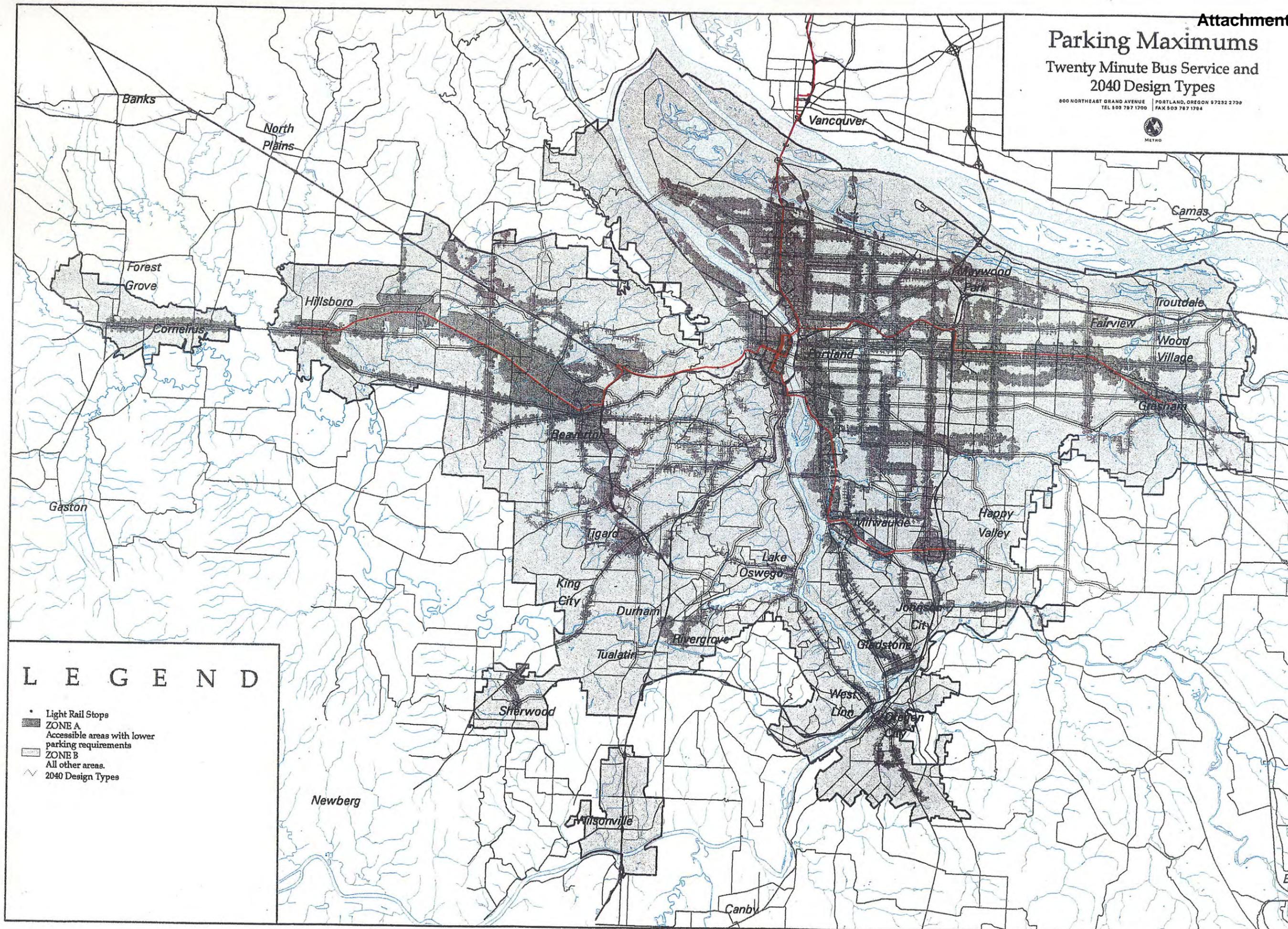
Table 3.08-3 - Regional Parking Ratios			
(parking ratios are based on spaces per 1,000 sq. ft of gross leasable area unless otherwise stated)			
Land Use	Minimum Parking Requirements (See Central City Transportation Management Plan for downtown Portland stds)	Maximum Permitted Parking - Zone A:	Maximum 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
TEL 503 797 1700 | FAX 503 797 1794



LEGEND

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

This page intentionally left blank.

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 <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 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. Street design standards in section 3.08.110"</u>

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 <u>subsection E 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 <u>subsection E</u> and the land use actions set forth in <u>section _____</u> 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. 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.
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.

This page intentionally left blank.

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

Agenda Item Number 6.0

**PROPOSED HUD GRANT WORK SCOPE: INFORMATION
ITEM
PRESENTED BY ANDY COTUGNO**

Metro Council Work Session
Tuesday, April 27, 2010
Metro Council Chamber

MATERIALS FOR THIS ITEM WILL BE DISTRIBUTED UNDER SEPARATE COVER AT THE WORK SESSION. THANK YOU FOR YOUR FLEXIBILITY.