

# Metro | Agenda

Meeting: Transportation Policy Alternatives Committee (TPAC)  
Date: Friday, May 28, 2010  
Time: 9:30 a.m. to noon  
Place: Council Chambers

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- |          |       |  |                              |
|----------|-------|--|------------------------------|
| 9:30 AM  | 1.    | <b>Call to Order and Declaration of a Quorum</b>   | <b>Robin McArthur, Chair</b> |
| 9:30 AM  | 2.    | <b>Comments from the Chair and Committee Members</b>   | <b>Robin McArthur, Chair</b> |
| 9:35 AM  | 3.    | <b>Citizen Communications to TPAC on Non-Agenda</b>  |                              |
| 9:40 AM  | 4. *  | Approval of the TPAC Minutes for April 30, 2010  |                              |
|          | 5.    | <b><u>ACTION ITEMS</u></b>   |                              |
| 9:45 AM  | 5.1 * | Resolution No. 10-4150A, "For the Purpose of Approving the Air Quality Conformity Determination for the 2035 Regional Transportation Plan and the 2010-2013 Metropolitan Transportation Improvement Program" - <u>RECOMMENDATION TO JPACT REQUESTED</u> <ul style="list-style-type: none"><li>• <i>Purpose</i>: Final recommendation on air quality conformity.</li><li>• <i>Outcome</i>: Recommendation to JPACT.</li></ul>   | <b>Kim Ellis</b>             |
| 9:55 AM  | 5.2 * | 2035 Regional Transportation Plan Adoption - Ordinance No. 10-1241A, "For the Purpose of Amending the 2035 Regional Transportation Plan (Federal Component) and the 2004 Regional Transportation Plan to Comply with Federal and State Law; To Add the Regional Transportation Systems Management and Operations Action Plan, the Regional Freight Plan and the High Capacity Transit System Plan; To Amend the Regional Transportation Functional Plan and Add it to the Metro Code; To Amend the Regional Framework Plan; And to Amend the Urban Growth Management Functional Plan" - <u>RECOMMENDATION TO JPACT REQUESTED</u> <ul style="list-style-type: none"><li>• <i>Purpose</i>: Final recommendation on 2035 RTP and components.</li><li>• <i>Outcome</i>: Recommendation to JPACT.</li></ul> | <b>Kim Ellis</b>             |
|          | 6.    | <b><u>INFORMATION / DISCUSSION ITEMS</u></b>   |                              |
| 10:40 AM | 6.1 * | HUD Sustainability Planning Grant - <u>INFORMATION</u> <ul style="list-style-type: none"><li>• <i>Purpose</i>: To provide TPAC with an overview of the proposed grant we are seeking from HUD.</li><li>• <i>Outcome</i>: Receive TPAC comments and feedback.</li></ul>   | <b>Andy Cotugno</b>          |

Continued on back

- 10:55 AM**    **6.2**    #    2012-15 STIP Process and Calendar – INFORMATION                      **Rian Windsheimer, ODOT**  
**Jeff Flowers, ODOT**
- Purpose: Brief TPAC members on upcoming 2012-15 STIP process.
  - Outcome: TPAC members informed of process.
- 11:10 AM**    **6.3**    #    2012-15 Metropolitan Transportation Improvement Program (MTIP) Regional Flexible Fund Policy – INFORMATION                      **Ted Leybold**  
**Amy Rose**
- Purpose: Update TPAC members on JPACT policy decision making process.
  - Outcome: TPAC members informed about next steps in adopting the MTIP policy report.
- 11:25 AM**    **6.4**    \*    House Bills 2001 and 2186 – INFORMATION / DISCUSSION                      **Mike Hoglund**  
**Kim Ellis**
- State Mandates
  - Greenhouse Gas Scenarios
  - Purpose: To brief TPAC on the HB 2001 legislative requirements for Metro area greenhouse gas scenario planning and key elements of a proposed work program to address those requirements.
  - Outcome: Ensure TPAC understanding of key requirements, a general approach, key components, major deliverables, issues, and schedule for the upcoming Regional Greenhouse Gas Scenario Planning Project.
- 12 PM**            **7.**            ADJOURN    **Robin McArthur, Chair**

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

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

**Upcoming JPACT action items:**

- 2012-15 MTIP Policy Update (**June 10**)
- Final 2035 Regional Transportation Plan Adoption and Air Quality Conformity Determination (**June 10**)
- House Bill 2001 Climate Change Work Program (**July 8**)

**Future TPAC discussion items:**

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



TRANSPORTATION POLICY ALTERNATIVES COMMITTEE  
**MINUTES**  
April 30, 2010  
Metro Regional Center, Council Chambers

MEMBERS PRESENT

Robin McArthur, Chair  
Sorin Garber  
Elissa Gertler  
Mara Gross  
Keith Liden  
Scott King  
Nancy Kraushaar  
Alan Lehto  
Mike McKillip  
John Reinhold  
Satvinder Sandhu  
Tracy Ann Whalen  
Rian Windsheimer

AFFILIATION

Metro  
Citizen  
Clackamas County  
Citizen  
Citizen  
Port of Portland  
City of Oregon City, representing Cities of Clackamas County  
TriMet  
City of Tualatin, representing Cities of Washington County  
Citizen  
Federal Highway Administration  
Citizen  
Oregon Department of Transportation, Region 1

MEMBERS EXCUSED

Brent Curtis  
John Hoefs  
Dean Lookingbill  
Katherine Kelly  
Dave Nordberg  
Karen Schilling  
Paul Smith  
Jenny Weinstein  
Sharon Zimmerman

AFFILIATION

Washington County  
C-TRAN  
Southwest Washington Regional Transportation Commission  
City of Gresham, representing Cities of Multnomah County  
Oregon Department of Environmental Quality  
Multnomah County  
City of Portland  
Citizen  
Washington State Department of Transportation

ALTERNATES PRESENT

Andy Back  
Nancy Cardwell  
Courtney Duke  
Jane McFarland  
Ron Papsdorf

AFFILIATION

Washington County  
Oregon Department of Environmental Quality  
City of Portland  
Multnomah County  
City of Gresham, representing Cities of Multnomah County

STAFF PRESENT: Kim Ellis, Ted Leybold, Tom Matney, Josh Naramore, Kelsey Newell, Amy Rose, Caleb Winter, Deborah Redman, Deena Platman.

**1. CALL TO ORDER AND DECLARATION OF A QUORUM**

Chair Robin McArthur called the meeting to order and declared a quorum at 9:34 a.m.

**2. COMMENTS FROM THE CHAIR AND COMMITTEE MEMBERS**

Mr. Alan Lehto of TriMet announced that Neil McFarland will be the General Manager of TriMet beginning July 1.

**3. CITIZEN COMMUNICATIONS TO TPAC ON NON-AGENDA ITEMS**

There was none.

**4. CONSENT AGENDA**

- **Approval of the TPAC Minutes for March 26, 2010**
- **Resolution No. 10-4139, For the Purpose of Approving the Regional Travel Options Program Work Plan and Funding Sub-Allocations for Fiscal Year 2010-2011**
- **Resolution No. 10-4144, For the Purpose of Amending the 2008-11 Metropolitan Transportation Improvement Program (MTIP) to Update Programming of the Intelligent Transportation System (ITS) Allocation**

MOTION: Mr. Lehto moved, Mr. Mike McKillip seconded, to approve the consent agenda.

*Discussion*: Mr. Lehto requested the text in item 6.1 be amended to read: “Mr. Lehto of Trimet underscored that changes to ozone requirements are expected, and the region will be close to - and may well exceed - maximum levels if no action is taken.” This was accepted as a friendly amendment.

ACTION TAKEN: With all in favor, the motion passed.

**5. ACTION ITEMS**

**5.1 Resolution No. 10-4141, For the Purpose of Amending the 2008-11 Metropolitan Transportation Improvement Program (MTIP) To Delete Funding for the I-5/99W Tualatin - Sherwood Connector Project and Add Funding to Six Arterial Projects**

Mr. Ted Leybold of Metro briefed the committee on Resolution No. 10-4141. The “I-5/99W Connector Project” was originally envisioned to be a new limited access road from Hwy 99W near Sherwood to Interstate 5 near the Tualatin/Wilsonville area. Following a comprehensive analysis of seven alternatives for addressing mobility in the region, the Policy Steering Committee (PSC) – made up of representatives from Metro, Washington and Clackamas Counties, local cities and ODOT – determined that a system of local arterials, along with improvements to Hwy 99W and Interstate 5, was the preferred alternative.

Mr. Rian Windsheimer of ODOT further briefed the committee on the background of Resolution No. 10-4141, specifically reviewing the decision-making process and components of each individual project.

MOTION: Mr. Windsheimer moved, Ms. Nancy Kraushaar seconded, to recommend to JPACT approval of Resolution No. 10-4141.

*Discussion*: The committee advised Washington County and the Oregon Department of Transportation to prepare a letter for JPACT that summarizes the purpose of Resolution No. 10-4141 and outlines the proposed projects. Since Highway 99W remains a regional corridor, the committee agreed that the letter should be discussed with Clackamas County prior to forwarding to JPACT for approval. In addition to the letter, the committee recommended revising Resolution No. 10-4141 and the related staff report to accurately describe the decision-making process that led to the selection of the arterial projects.

ACTION TAKEN: With all in favor, one opposed (Reinhold), the motion passed.

## **6. INFORMATION / DISCUSSION ITEMS**

### **6.1 Regional Flexible Fund Policy**

Mr. Leybold briefed the committee on the 2014-15 Regional Flexible Fund Allocation process. At its April 2 retreat, JPACT requested the creation of funding program options that maximize the regional impact of funds remaining after allocation to existing regional programs. Mr. Leybold asked TPAC to provide input on the policy options for JPACT's consideration.

The committee discussed the following topics:

- Public comment on funding projects;
- Integrate more analysis of Title 6 of the Civil Rights Act of 1964 on funding programs;
- Review of existing regional programs;
- Principles of funding program; and
- Funding program category options, including freight mobility, green economy initiative, active transportation program, and new funding preparedness.

TPAC provided recommendations on how to present policy materials to JPACT for their consideration at the May 13 meeting, where JPACT will deliberate the proposed framework. JPACT will take action on the 2014-15 RFFA policy report at the June 10 meeting.

### **6.2 Proposed Amendments to New Local Governments (Regional Transportation Functional Plan)**

Ms. Kim Ellis of Metro briefed the committee on the timeline for the Regional Transportation Plan process and overviewed the proposed amendments to the RTP Functional Plan. The RTP Functional Plan 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 committee discussed a series of technical amendments related to transportation solutions, interim regional mobility policy, demonstration of progress toward achievement of RTP targets and standards, maintaining state highway performance as much as feasible and to avoid further degradation, parking management plans in centers and station communities, and compliance with Title 6 and performance targets.

TPAC is scheduled to make a final recommendation to JPACT on the RTP at their May 28 meeting.

### **6.3 House Bills 2001 and 2186**

Due to time constraints, this agenda item was postponed until the May 28 TPAC meeting.

### **7. ADJOURN**

Chair McArthur adjourned the meeting at 12:11 p.m.

Respectfully submitted,

A handwritten signature in cursive script that reads "Tom Matney".

Tom Matney  
Recording Secretary

ATTACHMENTS TO THE PUBLIC RECORD FOR APRIL 30, 2010

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

<b>ITEM</b>	<b>DOCUMENT TYPE</b>	<b>DOC DATE</b>	<b>DOCUMENT DESCRIPTION</b>	<b>DOCUMENT No.</b>
	Schedule	04/30/10	ODOT High-Speed Rail Open House	043010j-01
	Pamphlet	04/30/10	Bike There! Map	043010j-01
<b>6.1</b>	Memo	04/30/10	JPACT exercise to provide direction on the 2014-15 Regional Flexible Fund Allocation	043010j-04
<b>6.2</b>	Handout	04/28/10	2035 Regional Transportation Plan (RTP) Summary of Comments Received and Recommendations	043010j-03

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF APPROVING THE AIR	)	RESOLUTION NO. 10- 4150A
QUALITY CONFORMITY DETERMINATION	)	
FOR THE 2035 REGIONAL TRANSPORTATION	)	Introduced by Chief Operating Officer
PLAN AND THE 2010-2013 METROPOLITAN	)	Michael Jordan with the Concurrence of
TRANSPORTATION IMPROVEMENT	)	Council President David Bragdon
PROGRAM.	)	

WHEREAS, clean air contributes to the health of Metro residents and their quality of life; and

WHEREAS, the federal Clean Air Act and other federal laws, including CFR 93.100 through CFR 93.128 contain air quality standards designed to ensure that federally supported activities meet air quality standards, and these federal standards apply to on-road transportation plans, programs and activities in the Metro area; and

WHEREAS, Chapter 340, Division 252, Transportation Conformity, of Oregon Administrative Rules was adopted to implement section 176(c) of the federal Clean Air Act, as amended, and these rules also apply to Metro area on-road transportation plans, programs and activities; and

WHEREAS, these federal and state regulations require an air quality conformity determination whenever the Regional Transportation Plan (RTP) is updated and require that the transportation improvement program conform to the air quality regulations consistent with the 2035 RTP; and

WHEREAS, in December, 2009, the Metro Council approved, subject to air quality conformity determination, the update of the 2035 RTP, as stated in Resolution No. 09-4099, For the Purpose of Accepting the Draft 2035 Regional Transportation Plan, with the Following Elements for Final Review and Analysis for Air Quality Conformance: the Transportation Systems Management and Operations Action Plan; the Regional Freight Plan; the High Capacity Transit System Plan and the Regional Transportation Functional Plan; and

WHEREAS, in August, 2007, the 2008 - 2011 Metropolitan Transportation Improvement Program (MTIP) was approved by the Metro Council by Resolution No. 07-3824, For the Purpose of Approving an Air Quality Conformity Determination For the 2008-2011 Metropolitan Transportation Improvement, assuming the 2004 Regional Transportation Plan Financially-Constrained System; and

WHEREAS, the Air Quality Conformity Determination dated March 22, 2010, included in Exhibit A and attached hereto, demonstrates that the financially-constrained system of the 2035 RTP and the timing and design of the projects included in the 2010-2013 MTIP can be built and the resulting total air quality emissions, to the year 2035, are forecast to be substantially less than the motor vehicle emission budgets, or maximum transportation source emission levels; now, therefore,

BE IT RESOLVED that the Metro Council hereby:

1. Approves the air quality conformity determination attached to this resolution as Exhibit A.



2. Directs the Chief Operating Officer to forward the Air Quality Conformity Determination dated May 14, 2010, to the Federal Highway Administration and Federal Transit Administration for approval.

ADOPTED by the Metro Council this 10th day of June, 2010.

Approved as to form:

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David Bragdon, Council President

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Daniel B. Cooper, Metro Attorney

CLICK HERE FOR FULL REPORT



## Exhibit A to Resolution 10-4150A

Air Quality Conformity Determination  
May 14, 2010

2035

REGIONAL TRANSPORTATION PLAN

and

2010–13

METROPOLITAN TRANSPORTATION  
IMPROVEMENT PROGRAM



Metro | *People places. Open spaces.*

## STAFF REPORT

IN CONSIDERATION OF RESOLUTION NO. 10-4150A, FOR THE PURPOSE OF APPROVING THE AIR QUALITY CONFORMITY DETERMINATION FOR THE 2035 REGIONAL TRANSPORTATION PLAN AND THE 2010-2013 METROPOLITAN TRANSPORTATION IMPROVEMENT PROGRAM.

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Date: May 18, 2010

Prepared by: Mark Turpel

## BACKGROUND

### Overview

Federal regulations require that at least every four years the transportation plan be updated with a new time horizon, updated jobs and housing forecasts and updated information about available funds, including federal funds, for the new time period. The updated transportation plan, (known as the Regional Transportation Plan, or RTP, in the Metro area) with these new factors taken into consideration, must then be evaluated to determine if it meets the federal Clean Air Act and state air quality regulations. In addition, the transportation improvement program (called the Metropolitan Transportation Improvement Program or MTIP in the Metro area) must be re-conformed, or re-evaluated, against the air quality standards within six months of the adoption of the new transportation plan. These air quality analyses – known as air quality conformity determinations - must demonstrate compliance with all federal and state determined air pollutants for the area so that the region, the Oregon Department of Transportation and local jurisdictions can continue to be eligible to receive federal funds for transportation projects within the region.

The Metro area is in compliance with the standards for all air pollutants regulated by federal and state regulations. However, the current status of air quality in the Metro region is that it is a “maintenance” area for Carbon Monoxide. That is, while the region has greatly reduced Carbon Monoxide levels and has not exceeded maximum levels since 1989, it still must monitor Carbon Monoxide levels and complete air quality conformity determinations for Carbon Monoxide emissions from on-road transportation sources. The way that this analysis is done is that the region’s projected growth to the transportation plan horizon year (2035) and the transportation investments included in the financially constrained RTP (of which the MTIP is a subset) are estimated in Metro’s travel forecast model. These travel results are then used with the Environmental Protection Agency’s approved MOBILE 6.2 air quality model to determine air pollutant levels from on-road sources. These emission levels are then compared with the motor vehicle emission budgets, or maximum air pollution levels of Carbon Monoxide from on-road transportation sources, as determined by the Oregon Environmental Quality Commission based on the analysis and recommendations of the Oregon Department of Environmental Quality.

### Carbon Monoxide Conformity Determination

Exhibit A to Resolution No. 10- 4150A, “For the Purpose of Approving the Air Quality Conformity Determination for the 2035 Regional Transportation Plan and the 2010-2013 Metropolitan Transportation Improvement Program,” is the Air Quality Conformity Determination that includes a Carbon Monoxide emission analysis of on-road transportation sources from the region based on the 2035 RTP and 2008-2011 MTIP.

The analysis shows that federal and state air quality standards for Carbon Monoxide can easily be met now and in the future in the Metro region considering the combined emissions generated from on-road

vehicles using: 1) the existing transportation system, and, 2) the projects included in the 2010-13 Metropolitan Transportation Improvement Program; and, 3) all of the other improvements included in the financially constrained system of the 2035 Regional Transportation Plan; and 4) all other local transportation projects that are considered regionally significant.

Accordingly, approval of the air quality conformity determination can be considered.

If approved, the conformity determination must be forwarded to the Federal Highways Administration and Federal Transit Administration, who, after conferring with the Environmental Protection Agency, may approve the conformity determination.

#### Summary of Comments Received and Responses/Recommendation Actions

During the period of March 22, 2010 through May 6, 2010 (45 days), a public and technical comment period was provided for the Air Quality Conformity Determination. No public comments were received, but comments were received from a number of public agencies including EPA, Federal Highway Administration, Federal Transit Administration, Oregon Department of Environmental Quality, Oregon Department of Transportation, TriMet and SW Washington Clean Air Agency. Attachment 1 to this summarizes the comments received and provides responses and recommended actions that have been incorporated into Exhibit A to this resolution.

#### Compliance with SAFETEA-LU

In December 2009, with the Metro Council adoption of Resolution No. 09-4099, "For the Purpose of Accepting the Draft 2035 Regional Transportation Plan, with the Following Elements for Final Review and Analysis for Air Quality Conformance: the Transportation Systems Management and Operations Action Plan; the Regional Freight Plan; the High Capacity Transit System Plan and the Regional Transportation Functional Plan," the region took action, in part, based on following the requirements of the federal transportation act. The lone outstanding gap is the air quality conformity determination.

Now that the air quality conformity analysis has been completed by the region, final action on the 2035 RTP and 2010-2013 MTIP may be considered consistent with all federal transportation regulations.

### **ANALYSIS/INFORMATION**

1. **Known Opposition** None.

#### **2. Legal Antecedents**

Federal regulations include:

- Clean Air Act, as amended [42 U.S. C. 7401 and 23 U.S.C. 109(j)], as amended].
- US EPA transportation conformity rules (40 CFR, parts 51 and 93).

State regulations include:

- Oregon Administrative Rules for Transportation Conformity, (OAR Chapter 340, Division 252).
- 2006 State Implementation Plan (SIP).
- 2006 Portland Area Carbon Monoxide Maintenance Plan and 2007 Portland Area Ozone Maintenance Plan.

Metro legislation includes:

- Resolution No. 03-3381A, “For the Purpose of Adopting the 2004-2007 Metropolitan Transportation Improvement Program for the Portland Metropolitan Area” adopted by the Metro Council on December 11, 2003.
- Resolution No. 03-3382A-02, “For the Purpose of Adopting the Portland Area Air Quality Conformity Determination for the 2004 Regional Transportation Plan and 2004-2007 Metropolitan Transportation Improvement Program” adopted by the Metro Council on January 15, 2004.
- Resolution No. 05-3529A, “For the Purpose of Allocating \$62.2 Million of Transportation Priorities Funding for the Years 2008 and 2009, Pending Air Quality Conformity Determination” adopted by the Metro Council on March 24, 2005.
- Resolution No. 05-3589A, “For the Purpose of Amending the Regional Transportation Plan to Move the I-205 Northbound Onramp/Airport Way Interchange Improvement From the Illustrative List to the Financially Constrained List” adopted by the Metro Council on June 9, 2005.
- Resolution No. 07-3824, “For the Purpose of Approving An Air Quality conformity Determination for the 2008-2011 Metropolitan Transportation Improvement Program” adopted by the Metro Council on August 16, 2007.
- Resolution 07-3831B, “For the Purpose of Approving The Federal Component of the 2035 Regional Transportation Plan (RTP) Update, Pending Air Quality Conformity Analysis” adopted by the Metro Council on December 13, 2007.
- Resolution No. 09-4099 “For the Purpose of Accepting the Draft 2035 Regional Transportation Plan, With the Following Elements, For Final Review and Analysis For Air Quality Conformance: The Transportation System Management and Operations Plan; The Regional Freight Plan; The High Capacity Transit System Plan; and The Regional Transportation Functional Plan” adopted by the Metro Council on December 17, 2009.

3. **Anticipated Effects:** Approval of this resolution allows for funding of proposed transportation projects in the 2010-2013 MTIP and advancing the goals of the 2035 Regional Transportation Plan. With approval, staff will submit the Air Quality Conformity Determination and findings to the U.S. Department of Transportation for approval.
4. **Budget Impacts:** None directly by this action. Upon approval of this action, some of the projects included in the 2010-2013 Metropolitan Transportation Improvement Program would provide partial funding support for some of the region’s transportation planning activities that might otherwise have a reduced scope, be delayed or not be undertaken.

**RECOMMENDED ACTION**

Staff recommends approval of Resolution No. 10- 4150A.

# Attachment 1 to the Staff Report for Resolution No. 10-4150A

## Summary of Comments on Air Quality Conformity Determination

A 45-day public comment period was held from March 22 through May 6, 2010 on the Air Quality Conformity Determination for the 2035 Regional Transportation Plan (RTP) and 2010-2013 Metropolitan Transportation Improvement Program (MTIP). Comments were received from representatives of the Environmental Protection Agency, Federal Highway Administration, Federal Transit Administration, Oregon Department of Environmental Quality, Oregon Department of Transportation, TriMet and the SW Washington Clean Air Agency.

This attachment summarizes all comments received and recommended actions. Unless otherwise noted, all responses and recommended actions are incorporated in the final conformity determination (May 14, 2010).

### Environmental Protection Agency (Claudia Vaupel)

Comment	Response/Recommended Action
Page 1, paragraph 2, sentence 1: “analyses” should be “analyzes”	Amend as requested.
Page 3, paragraph 4, sentence 1: consider changing “...seven air pollutants for which standards are established...” to “...six air pollutants for which seven standards are established...”	Amend as requested.
Page 7, paragraph 5, sentence 2: consider changing “...for development the...” to “...for developing the...”	Amend as requested.
Page 10, paragraph 5, sentence 2: consider changing “... models to estimate of the ...” to “... models to estimate the...”	Amend as requested.
Page 10, paragraph 5, sentence 3: consider changing “... an public discussion ...” to “... a public discussion...”	Amend as requested.
Page 11, paragraph 2: consider explaining in this paragraph that there is a 2-year grace period before MOVES 2010 is required to be used in new regional emissions analyses for transportation conformity determinations. Although your forecasts are well below your current MVEB, we encourage you to test MOVES 2010 against your current MVEB to determine whether you will need a SIP revision before the end of the grace period.	Amend as requested. Metro discussions are underway about how best to initiate the agency’s MOVES transition.

### Federal Highway Administration (Jazmin Casas)

Comment	Response/Recommended Action
Page 2 – Regulatory and Process Background section – Why not add a flow chart of the process? Good opportunity for visualization and most importantly easier read for the public.	Amend as requested.
Both MAPS – In general, hard to read. Unless the pollutants cover the metro area, what if identified the Ozone and CO <b>specific</b> areas on the map?	Pollutants are regional average – no further geographic breakdown. Map for Carbon Monoxide made larger, but also will look to see about a better base map

## Attachment 1 to the Staff Report for Resolution No. 10-4150A

Comment	Response/Recommended Action
	that is more readable for future documents.
Latest Planning Assumptions – See 93.110 (c) – The conformity determination for each transportation plan and TIP must discuss how transit operating policies (including fares and service levels) and assumed transit ridership have changed since the previous conformity determination. See 93.110 (d) The conformity determination must include reasonable assumptions about transit service and increase in transit fare and road and bridge tolls over time. <i>Missing fare information.</i>	Additional information provided in this section. Transportation model makes assumptions based on TriMet information about future transit fares and service.
Latest Planning Assumptions – Document process used to update planning assumptions? How often? (this information might be documented in “modeling” type of documentation but would also be appropriate here).	Documentation of adoption of planning assumptions is included in this section. Added reference in modeling section to this section.
Latest Planning Assumptions – Are there different planning assumptions for CO and Ozone? Are these differences explained and documented?	Same model and assumptions used for all reported pollutants. Added a note to this effect
Great job documenting the public involvement process.	No change needed.
Consultation via e-mail seems efficient and productive.	No change needed.

### **Federal Transit Administration** (Ned Conroy)

Comment	Response/Recommended Action
Based on my review, the report provides excellent documentation of the AQ conformity determination for both the 2035 RTP and the 2010-13 TIP.	No change needed.

### **Department of Environmental Quality (DEQ) Transportation Coordinator** (Dave Nordberg)

Comment	Response/Recommended Action
Inside cover; and pg. 2, paragraph 4: JPACT’s role in transportation planning is described as making recommendations to the Metro Council. It would be more accurate to say JPACT operates as the area’s Metropolitan Planning Organization subject to the ratification or rejection of Metro Council.	No change needed. This wording is the same as that for the RTP
Pg. 5, paragraph 1: “As of January 2008” may be better expressed as “2010.”	Amend as requested.
Pg. 9, table entry 1: The size of the Columbia River Crossing project is cited as “10,000 vehicles per hour each direction...” It would be helpful to know how many lanes of traffic this volume represents.	Highway capacity manual cites freeway lane capacity as about 2,000 vehicle per hour but this can vary greatly depending on a number of factors.
Pg. 11, paragraph 3, line 3: The first Ozone Maintenance Plan is no longer in effect. It may be best to remove that reference.	Amend as requested.

## Attachment 1 to the Staff Report for Resolution No. 10-4150A

Comment	Response/Recommended Action
<p>Appendix H: DEQ appreciates Metro's effort to estimate the future emissions of transportation pollutants that are not mandated by conformity rules. These estimates include ozone, air toxics and greenhouse gases and are likely to be useful in assessing future trends. To minimize possible doubt, it would be good to itemize the regulatory conditions that are assumed in these projections. That is, do they include the effects of:</p> <ul style="list-style-type: none"> <li>• California's vehicle emissions standard (Oregon LEV or Pavley),</li> <li>• EPA's Mobile Source Air Toxics rules</li> <li>• Ultra-Low-Sulfur Diesel</li> <li>• Oregon's Renewable Fuel Standard, and</li> <li>• DEQ's Vehicle Inspection (emissions testing) program.</li> </ul>	<p>The model uses the fleet mix as provided by DEQ.</p>

### Oregon Dept of Transportation (Carole Newvine)

Comment	Response/Recommended Action
<p>Good job on organizing the supporting material in the appendices. I have no other comments.</p>	<p>No change needed.</p>

### TriMet (Alan Lehto)

Comment	Response/Recommended Action
<p>I was under the impression that the TCMs were only required if we slipped from attainment. Is that not true?</p>	<p>There are TCMs that are required (those included on pages 12 through 20 of the Conformity Determination) and conditional TCMs that are addressed in Appendix I – concerning vehicle miles traveled per capita.</p>
<p>Add a reference to potential changes to required levels that could create more requirements, especially for ozone.</p>	<p>Amend as requested.</p>
<p>Update transit service hours to reflect "achievable capacity" as shown in "Bus Equiv Hrs (91011).xlsx" The determination service hours assume bus capacity are full buses, rather than achievable capacity (which is an estimate of how full transit vehicles can be over the course of the peak hour and is a better estimate of long-term carrying capacity in regular service – the calculation is based on an industry standard that basically says the achievable capacity is about 80% of stuffing the vehicles absolutely full every trip). In addition, the data used old projected numbers for some of 2008 and 2009 that have been updated to reflect actual hours.</p> <ul style="list-style-type: none"> <li>• Some of the base numbers were slightly different: They were not adjusted for the fact that some MAX trains are single-car. The numbers have been updated to account for that.</li> <li>• The Streetcar hours were estimates. The numbers are now updated with the best available data.</li> </ul>	<p>Amend as requested.</p>



Attachment 1 to the Staff Report for Resolution No. 10-4150A

Comment	Response/Recommended Action
<p>Also "AQ TCM 2010-05-07.xls" has the new calculation. It goes back to 1991 now for future consistency. Feel free to excerpt whichever years you want to use. Note that the new numbers do change the annual average change – now just under 2% instead of 2.61%. This is unfortunate, but should hold up over time because the big change was the cars per train, which has been adjusted for all the years.</p>	<p>Revised table added to conformity determination.</p>

**SW Washington Clean Air Agency** (Laurie Hulse-Moyer)

Comment	Response/Recommended Action
<p>EPA noticed it is proposing to approve the SIP and is asking for written comments on our portion of the Plan. See Federal Register/ Vol. 75, No. 86, dated Wednesday May 5, 2010, Proposed Rules.</p>	<p>No change needed. The May 6, 2010 Federal Register, page 24844 through 24848 provides notice of EPA intent to approve the Portland ozone plan.</p>
<p>I briefly reviewed this plan looking for consistency between your plan and the Vancouver Maintenance Plans for ozone and CO. In the paragraph below, you note that EPA has <u>approved</u> the Portland Ozone Maintenance Plan. It is my understanding that both ozone plans were still at EPA offices waiting for approval. EPA plans to approve the plans together because the airshed is the same for ozone purposes.</p>	<p>Amend as requested.</p>



Date: May 20, 2010  
To: TPAC and interested parties  
From: Kim Ellis, Principal Transportation Planner  
Re: RTP Adoption Package - Ordinance No. 10-1241A – RECOMMENDATION REQUESTED

---

## BACKGROUND

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 ended on May 6, 2010. On May 19, MTAC recommended MPAC approval of the RTP adoption package by a vote of 16-0. The Oregon Department of Transportation, Department of Land Conservation and Development, the City of Sherwood and 1000 Friends of Oregon abstained from the vote. The Joint Policy Advisory Committee on Transportation (JPACT) will be asked to make a recommendation to the Metro Council on June 10, 2010.

## ACTION REQUESTED

- Recommend JPACT approval of Ordinance No. 10-1241A.

## FINAL MTAC COMMENTS ON ORDINANCE NO. 10-1241A

- **It is time to move the RTP forward and initiate implementation to achieve the region's desired outcomes.** The RTP establishes a new outcomes-based framework and includes new policies, tools and actions to guide future planning and investment decisions. The RTP State System includes a number of investments that will strongly influence the shape of our region. Absent those investments and other transportation and land use actions needed to accommodate a majority of future growth in areas served by transit, the region may be forced to expand the urban growth boundary in ways that do not support a reduction in GHG emissions and other desired outcomes.  
  
Work is already underway to translate the new RTP policies and performance targets into project selection criteria as part of the Regional Flexible Fund process. Local plan updates, corridor refinement plans and the regional climate scenarios effort will also build on this foundation.
- **The region needs to continue working to change state policies and develop alternative mobility policies to support implementation of this new outcomes-based approach and the 2040 Growth Concept.** Existing volume-to-capacity-focused mobility policies and measures have limited applicability and flexibility under the new outcomes-based RTP, particularly when addressing the Transportation Planning Rule provisions for future plan amendments. Allowing a 30 percent trip reduction credit in specific areas and use of the RTP State System as the baseline for future plan amendments is an important first step, but it is not adequate.
- **The region needs to expand data collection and performance monitoring efforts.** New tools are needed to evaluate and diagnose our transportation system. The region must remain committed to further development of these tools and maintaining the data needed to monitor performance in the future.

- **Local plan updates are phased appropriately to support local desires for completing plan updates in a timely manner, in coordination with other planning efforts and to take advantage of state funding opportunities.** The City of Forest Grove requested a 2013 compliance date at the MTAC meeting. This is reflected in Table 3.08-4 in Exhibit E (Regional Transportation Functional Plan). All of the actions included in the functional plan will help improve mobility in the region and support other desired outcomes.
- **The proposed amendment to remove the Tualatin Road project from the RTP (Project #10731) may warrant further discussion.** See the recommended action for comment #92 in Exhibit H.

## OVERVIEW OF ORDINANCE NO. 10-1241A

- **ORDINANCE AND STAFF REPORT (Attachment 1** includes a full public comment report that documents all comments received during the public comment period)
- **EXHIBITS A through D (Draft 2035 Regional Transportation Plan and Appendices (project list), and related modal plans)** - These exhibits include the draft 2035 Regional Transportation Plan (RTP) and project list, Regional Transportation System Management and Operations Plan (TSMO), Regional Freight Plan, and High Capacity Transit Plan Summary Report. Amendments to the RTP document and appendices are documented in Exhibit H, but have not been incorporated in Exhibit A.
- **EXHIBIT E (Draft Regional Transportation Functional Plan)** – This exhibit codifies existing and new requirements that local plans must comply with to be consistent with the RTP. The exhibit has been the focus of public comments, and includes amendments recommended in Exhibit H. Table 3.08-4 includes a work plan for local plan updates that will be triggered by adoption of the RTP. This work plan was developed in coordination with each city and county.
- **EXHIBIT F (Repeal of Regional Parking Policy)** – This exhibit repeals Title 2 of the Urban Growth Management Functional Plan. Regional parking policies are now included in Title 4 of the Regional Transportation Functional Plan.
- **EXHIBIT G (Amendments to Chapter 2 of the Regional Framework Plan)** – This exhibit amends the existing Chapter 2 of the Regional Framework Plan with the new goals and objectives included in Chapter 2 of the 2035 Regional Transportation Plan.
- **EXHIBIT H (Summary of Comments and Recommended Action)** – This exhibit documents substantive comments and recommended amendments to Exhibit A and Exhibit E. No public comments were received on Exhibits B, C, D, F or G.
- **EXHIBIT I (Findings of Fact and Conclusions of Law)** – This exhibit includes legal findings that demonstrate consistency of the RTP with federal, state and regional requirements. This exhibit is under development.

**NEXT STEPS**

A summary of upcoming milestones and advisory committee final actions is provided for reference.

May 26, 2010	MPAC final recommendation on 2035 RTP
May 28, 2010	TPAC final recommendation on air quality conformity and 2035 RTP
June 10, 2010	JPACT and the Metro Council final action on air quality conformity and 2035 RTP
July 28, 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

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF AMENDING THE 2035 REGIONAL TRANSPORTATION PLAN (FEDERAL COMPONENT) AND THE 2004 REGIONAL TRANSPORTATION PLAN TO COMPLY WITH FEDERAL AND STATE LAW; TO ADD THE REGIONAL TRANSPORTATION SYSTEMS MANAGEMENT AND OPERATIONS ACTION PLAN, THE REGIONAL FREIGHT PLAN AND THE HIGH CAPACITY TRANSIT SYSTEM PLAN; TO AMEND THE REGIONAL TRANSPORTATION FUNCTIONAL PLAN AND ADD IT TO THE METRO CODE; TO AMEND THE REGIONAL FRAMEWORK PLAN; AND TO AMEND THE URBAN GROWTH MANAGEMENT FUNCTIONAL PLAN ) Ordinance No. 10-1241A ) Introduced by Chief Operating Officer Michael Jordan with the Concurrence of Council President David Bragdon

WHEREAS, federal and state law require Metro to adopt a transportation plan for the region and to revise it at least every four years to keep it up to date; and

WHEREAS, Phase 1 of the Regional Transportation Plan (RTP) update focused on development of the federally-recognized metropolitan plan (“Federal Component”) for the Portland metropolitan region that serves as the threshold for all federal transportation funding in the region; and

WHEREAS, the Metro Council adopted the federal component of the 2035 RTP by Resolution No. 07-3831B (For the Purpose of Approving the Federal Component of the 2035 Regional Transportation Plan Update, Pending Air Quality Conformity Analysis) on December 13, 2007, deferring adoption of the state component (required by state law) in order to address outstanding issues identified during development of the federal component; and

WHEREAS, the U.S. Department of Transportation approved the federal component of the 2035 RTP on March 5, 2008; and

WHEREAS, Phase 2 of the RTP focused on development of the state component of the 2035 RTP; and

WHEREAS, OAR 660-012-0016 directs coordination of the federally-required regional transportation plan with regional transportation system plans such that the state component of the 2035 RTP must be adopted within one year of the federal component or within a timeline and work program approved by the Land Conservation and Development Commission (“LCDC”); and

WHEREAS, on May 1, 2008, the LCDC accepted the RTP into the periodic review process and approved the work program and timeline for the state component of the RTP, which called for completing the RTP by December 2009, pending final review and analysis for air quality conformance; and

WHEREAS, the RTP is a central tool for implementing the 2040 Growth Concept and is part of, and must be consistent with, Metro’s Regional Framework Plan; and

WHEREAS, the state component of the 2035 RTP is intended to serve as the regional transportation system plan under statewide planning Goal 12 and the state Transportation Planning Rule, and must be consistent with those laws; and

WHEREAS, the RTP must be consistent with other statewide planning goals and the state transportation system plan as contained in the Oregon Transportation Plan and its several components; and

WHEREAS, central to the 2035 RTP is an overall emphasis on outcomes, system completeness and measurable performance to hold the region accountable for making progress toward the region's desired outcomes and state goals for reductions in vehicle miles traveled and corresponding greenhouse gas emissions; and

WHEREAS, the Metro Council accepted elements of the Regional High Capacity Transit System Plan by Resolution No. 09-4052 (For the Purpose of Accepting the Regional High Capacity Transit System Tiers and Corridors, System Expansion Policy Framework and Policy Amendments) on July 9, 2009, for addition to the 2035 Regional Transportation Plan; and

WHEREAS, the Metro Council accepted the 2035 Regional Transportation Plan ("RTP") and related elements by Resolution No. 09-4099 (For the Purpose of Accepting the Draft 2035 Regional Transportation Plan, With the Following Elements, For Final Review and Analysis For Air Quality Conformance: The Transportation System Management and Operations Plan; The Regional Freight Plan; The High Capacity Transit System Plan; and The Regional Transportation Functional Plan) on December 17, 2009; and

WHEREAS, a third and final 45-day public comment period on the 2035 RTP was provided from March 22 to May 6, 2010; and

WHEREAS, the Metro Council, the Joint Policy Advisory Committee on Transportation ("JPACT"), the Metro Policy Advisory Committee ("MPAC"), the Metro Technical Advisory Committee ("MTAC"), the Transportation Policy Advisory Committee ("TPAC"), the Regional Travel Options ("RTO") subcommittee of TPAC, the Intelligent Transportation Systems ("ITS") Subcommittee of TPAC, the Regional Freight and Goods Movement Technical Advisory Committee, the Bi-State Coordination Committee, the Regional Freight and Goods Movement Task Force, the Regional Transportation Coordinating Council ("RTCC"), the Federal Highway Administration and the Federal Transit Administration, and other elected officials, representatives of business, environmental and transportation organizations from the Portland-Vancouver metropolitan area assisted in the development of the federal and state components of the 2035 RTP and provided comment on the RTP throughout the planning process; and

WHEREAS, JPACT and MPAC have recommended approval of ~~the state component of~~ the 2035 RTP by the Council; and

WHEREAS, the Metro Council held public hearings on the 2035 RTP and its components identified in Exhibit A, Exhibit B, Exhibit C, Exhibit D, Exhibit E, Exhibit F, Exhibit G, and H on May 6 and June 10, 2010; now, therefore,

THE METRO COUNCIL ORDAINS AS FOLLOWS:

1. The 2004 Regional Transportation Plan is hereby amended to become the 2035 Regional Transportation Plan (RTP), as indicated in Exhibit A and Appendices, attached and incorporated into this ordinance.

2. The Regional Transportation Systems Management and Operations Action Plan in Exhibit B, attached and incorporated into this ordinance, is hereby adopted as a component of the 2035 Regional Transportation Plan.
3. The Regional Freight Plan in Exhibit C, attached and incorporated into this ordinance, is hereby adopted as a component of the 2035 RTP.
4. The High Capacity Transit System Plan in Exhibit D, attached and incorporated into this ordinance, is hereby adopted as a component of the 2035 RTP.
5. The Regional Transportation Function Plan (“RTFP”), contained in section 6.4 of the 2004 RTP, is hereby amended as indicated in Exhibit E, attached and incorporated into this ordinance, and added to the Metro Code as Chapter 3.08.
6. Title 2 (Regional Parking Policy) of the Urban Growth Management Functional Plan is hereby repealed as indicated in Exhibit F, attached, and is incorporated into the RTFP, as indicated in Exhibit E.
7. Chapter 2 (Transportation) of Metro’s Regional Framework Plan is hereby amended, as indicated in Exhibit G, attached and incorporated into this ordinance, to reflect the new transportation policies in the 2035 RTP in Exhibit A.
8. The “Summary of Comments Received and Recommended Actions,” attached as Exhibit H, is incorporated by reference and hereby amends Exhibit A and Exhibit E.
- ~~8.9.~~ The Findings of Fact and Conclusions of Law in Exhibit ~~H~~I, attached and incorporated into this ordinance, explain how these amendments comply with the Regional Framework Plan, statewide planning laws and the Oregon Transportation Plan and its applicable components.
- ~~9.10.~~ Staff is directed to submit this ordinance and exhibits to the Land Conservation and Development Commission (LCDC) in the manner of periodic review.
11. The 2035 RTP and its components are hereby adopted as the federally-recognized metropolitan transportation plan and shall be transmitted to the U.S. Department of Transportation.

ADOPTED by the Metro Council this 10th day of June, 2010.

---

David Bragdon, Council President

Attest:

Approved as to form:

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Anthony Andersen, Recording Secretary

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Daniel B. Cooper, Metro Attorney

CLICK HERE FOR FULL REPORT

March 2010  
Final draft plan



**Exhibit A to Ordinance No. 10-1241A**

**2035**

**REGIONAL TRANSPORTATION PLAN**

**Final draft plan**

**March 2010**



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March 2010  
Final draft plan



Exhibit A to Ordinance No. 10-1241A

**TECHNICAL APPENDIX**

**2035**

REGIONAL TRANSPORTATION PLAN

Final draft plan

March 2010

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March 2010  
Final draft plan



**Exhibit B to Ordinance No. 10-1241A**

REGIONAL TRANSPORTATION  
SYSTEM MANAGEMENT AND OPERATIONS

2010 – 2020

Final draft plan

March 2010

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March 2010  
Final draft plan



**Exhibit C to Ordinance No. 1241A**

REGIONAL FREIGHT PLAN

2035

**Final draft plan**

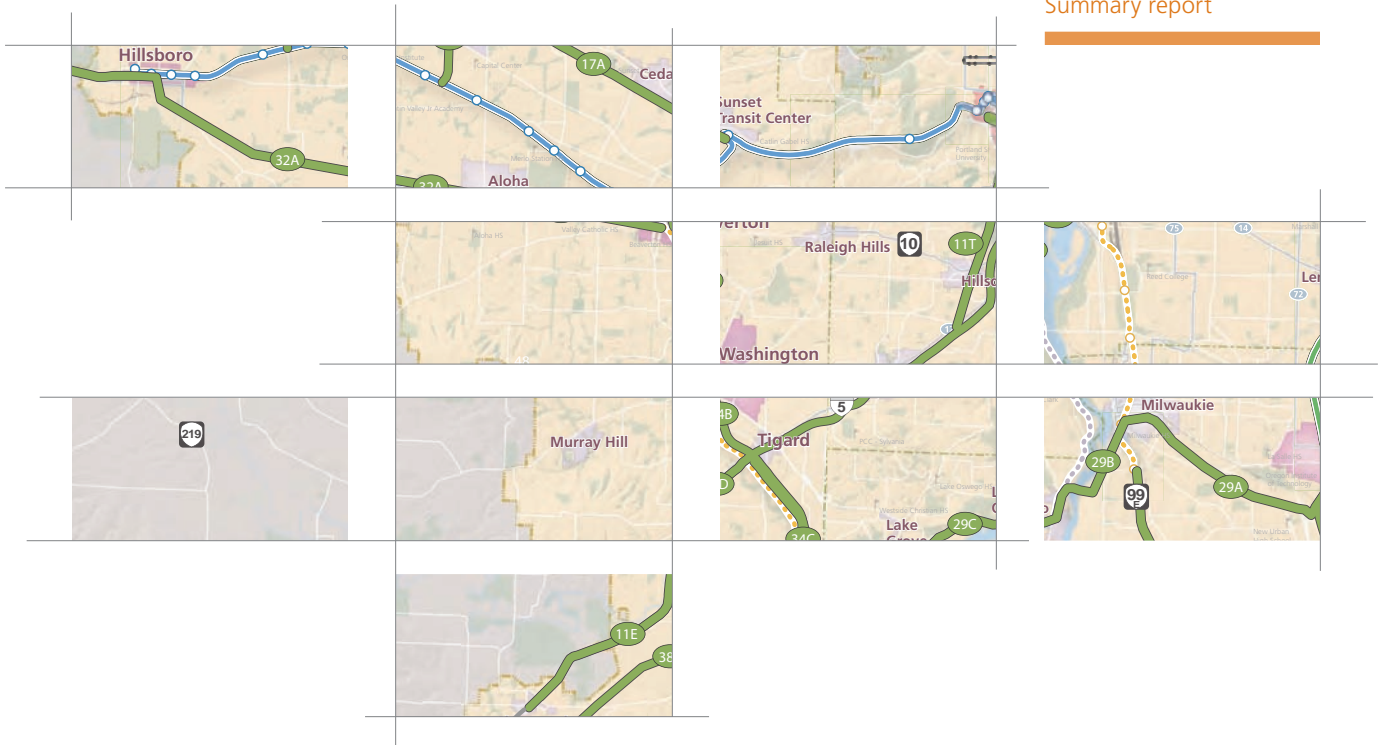
March 2010



Metro | *Joint Policy Advisory Committee on Transportation*

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March 22, 2010  
Summary report



**Exhibit D to Ordinance No. 10-1241A**

REGIONAL HIGH CAPACITY TRANSIT SYSTEM PLAN

2035

Summary report

March 22, 2010



Metro | *Joint Policy Advisory Committee on Transportation*

Exhibit E to Ordinance No. 10-1241A

CHAPTER 3.08

**REGIONAL TRANSPORTATION FUNCTIONAL PLAN Version 34.0(with  
proposed amendments ~~incorporated~~shown in strikethrough and  
underscore)  
4/28 5/14/10**

SECTIONS	TITLE
3.08.010	Purpose of Regional Transportation Functional Plan
<b>TITLE 1:</b>	<b>TRANSPORTATION SYSTEM DESIGN</b>
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
<b>TITLE 2:</b>	<b>DEVELOPMENT AND UPDATE OF TRANSPORTATION SYSTEM PLANS</b>
3.08.210	Transportation Needs
3.08.220	Transportation Solutions
3.08.230	Performance Targets and Standards
<b>TITLE 3:</b>	<b>TRANSPORTATION PROJECT DEVELOPMENT</b>
3.08.310	Defining Projects in Transportation System Plans
<b>TITLE 4:</b>	<b>REGIONAL PARKING MANAGEMENT</b>
3.08.410	Parking Management
<b>TITLE 5:</b>	<b>AMENDMENT OF COMPREHENSIVE PLANS</b>
3.08.510	Amendments of City and County Comprehensive and Transportation System Plans
<b>TITLE 6:</b>	<b>COMPLIANCE PROCEDURES</b>
3.08.610	Metro Review of Amendments to Transportation System Plans
3.08.620	Extension of Compliance Deadline
3.08.630	Exception from Compliance
<b>TITLE 7:</b>	<b>DEFINITIONS</b>
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 Regional Transportation Plan establishes an outcomes-based framework that is performance-driven and includes policies, objectives and actions that direct future planning and investment decisions to consider economic, equity and environmental objectives. —The principal performance objectives of the RTP are improved public health, safety and security for all; attraction of jobs and housing to downtowns, main streets, corridors and employment areas; creating vibrant, livable communities, sustaining the region’s economic competitiveness and prosperity; efficient management to maximize use of the existing transportation system; completion of the transportation system for all modes of travel to expand transportation choices; increasing use of the transit, pedestrian and bicycle systems; ensuring equity and affordable transportation choices; improving freight reliability; reducing vehicle miles traveled and resulting emissions; and promoting environmental and fiscal stewardship and accountability. Metro and its regional partners will continue to develop a regional data collection and performance monitoring system to better understand the benefits and impacts of actions required by this functional plan relative to the RTP performance objectives. Local plan updates and amendments should rely on Metro data and tools or other locally-developed data and tools, when practical. Through performance evaluation and monitoring the region can be a responsible steward of public funds and be more accountable and transparent about local and regional planning and investment choices.~~
- B. ~~B. —The Regional Transportation Functional Plan (RTFP) implements~~ the Goals and Objectives in section 2.3 of the

Regional Transportation Plan (RTP) and the 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. Local implementation of the RTP will result in a more comprehensive approach for implementing the 2040 Growth Concept, help communities achieve their aspirations for growth and support current and future efforts to achieve the principal objectives of the RTP and address climate change.

- C. 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 DESIGN**

### 3.08.110 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* (2<sup>nd</sup> 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.~~

DC. 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).
7. Arterial design concepts in ~~Chapter 2~~Table 2.6 and Figure 2.11 of the RTP.

7.8. Best practices and designs as set forth in Green Streets: Innovative Solutions for Stormwater, Street Crossings (2002) and Trees for Green Streets: An Illustrated Guide (2002), Creating Livable Streets: Street Design Guidelines for 2040 (2nd Edition, 2002), and state or locally-adopted plans and best practices for protecting natural resources and natural areas.

ED. 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 FE.

FE. If proposed residential or mixed-use development of five or more acres 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 ED;
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-protected~~ 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-protected~~ 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.

F. 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~~E.

- G. To protect the capacity, function and safe operation of existing and planned state highway interchanges, or planned improvements to interchanges, cities and counties shall, to the extent feasible, restrict driveway and street access in the vicinity of interchange ramp terminals, consistent with Oregon Highway Plan Access Management Standards, and accommodate local circulation on the local system to improve safety and minimize congestion and conflicts in the interchange area. Public street connections, consistent with regional street design and spacing standards in ~~Section 3.08.110~~ in this section, shall be encouraged and shall supercede this access restriction, though such access may be limited to right-in/right-out or other appropriate configuration in the vicinity of interchange ramp terminals. Multimodal street design features including pedestrian crossings and on-street parking shall be allowed where appropriate.

### 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 existing transit stops ~~where regional transit service exists at the time of TSP development or update and all existing or planned Station Communities and major transit stops designated in Figure 2.15 of the RTP.~~
- 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 aswhere practicable 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.
    - v. Intersection and mid-block traffic management improvements as needed and practicable to enable marked crossings at major transit stops.
- C. Providers of public transit service shall consider and document the needs of youth, seniors, people with disabilities and environmental justice populations, including minorities and low-income families, when planning levels of service, transit facilities and hours of operation.

### 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~~As an alternative to implementing section 3.08.120B2, a city or county may ~~implement the provisions of section 3.08.120B (2) by establishment of a~~ pedestrian districts in its comprehensive plan or land use regulations 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 require~~ new development ~~to provide~~s 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~~ local streets, 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 and documentation of the needs of youth, seniors, people with disabilities and environmental justice populations within the city or county, including minorities and low-income families.
- 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 and planning period of the RTP, 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;
  - ~~1. Regional needs identified in the mobility corridor strategies in Chapter 4 of the RTP;~~
  - 3-2. System maps and functional classifications for street design, motor vehicles, transit, bicycles, pedestrians and freight in Chapter 2 of the RTP; and
  - 4-3. Regional non-SOV modal targets in Table 3.08-1 and the Deficiency Thresholds and Operating Standards in Table 3.08-2.
- C. When determining its transportation needs under this section, a city or county shall consider the regional needs



identified in the mobility corridor strategies in Chapter 4 of the RTP.

### 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 and why other strategies were not chosen:
1. TSMO ~~investments that refine or implement regional strategies in the RTP, including localized TDM, safety, operational and access management improvements~~;
  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. Connectivity ~~improvements to provide~~ parallel arterials, collectors or local streets, ~~including that include~~ pedestrian and bicycle facilities, consistent with the connectivity standards in section 3.08.110 and design classifications in Section 2.5.1 Table 2.6 of the RTP, in order to provide alternative routes ~~or~~ and encourage use of modes other than SOV walking, biking and access to transit; and
  6. Motor vehicle capacity improvements, consistent with the RTP Arterial and Throughway Design and Network Concepts in Table 2.6 and Section 2.5.2 of the RTP, 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~~ new regional or state need that has not been ~~addressed~~ identified in the RTP, the city or ~~county shall~~ may 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.

~~C. 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:~~

~~0. Amend the comprehensive plan or land use regulations for an area to reduce trips generated by allowed uses;~~

~~0. Take an exception to the relevant RTP requirement pursuant to section 3.08.630;~~

~~0. Change the RTP functional classification of a facility for any mode in Chapter 2 of the RTP; or~~

~~0. Amend the policy in the RTP which the relevant RTP 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 and measures in subsection D, or toward alternative targets and standards adopted by the city or county pursuant to subsections B and, C. 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 the regional targets and standards prescribed in subsection A upon a demonstration that the alternative targets or standards:

1. Are no lower than ~~these~~ the modal targets in Table 3.08-1 and no lower than the ratios in 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~~ improve 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; and
  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~~width 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 establish set minimums and maximums as set forth in this section parking ratios, 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 from a high capacity transit station, that area shall be added to Zone A. If 20-minute peak hour transit service is no longer available to an area within a one-quarter mile walking distance for bus transit or one-half mile walking distance from a high capacity transit station, 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. Cities and counties shall require that Ffree surface parking shall be subject to the isbe consistent with the regional parking maximums for Zones A and B in Table 3.08-3. Following an adopted exemption process and criteria, 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 (stays of less than four hours) and long-term (stays of more than four hours and all-day/monthly) 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 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, 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 subsection 3.08.230E and 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, Main Street, Corridor or Station Community.

- C. 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~~consistency with the following ~~as part of~~in its project analysis:
1. The strategies set forth in subsection 3.08.220A 1 through 5;
  2. Complete street designs adopted pursuant to subsection 3.08.110A and as set forth in *Creating Livable Streets: Street Design Guidelines for 2040* (2<sup>nd</sup> 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.
- D. 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.
- E. 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~~ upon the expiration of the appropriate appeal period specified in ORS 197.830 or 197.650 or, if an appeal is made, upon 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.~~

~~G. 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.~~

H. A city or county may postpone further consideration of the proposed amendment and seek review of the COO's analysis by the Metro Council. If a city or county seeks such review, the Council shall schedule the review at the earliest convenient time. At the conclusion of the review, the Council shall decide whether it agrees or disagrees with the COO's analysis and provide a written explanation as soon as practicable.

~~H. 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-I. 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 DLCDC and those persons who request notification of requests for exceptions.

C. 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 RTP to which the Council grants the exception.

D. The Council shall issue an order with its conclusion and analysis and send a copy to the city or county, ~~JPACT~~, the DLCDC and those persons who have requested a copy of the order. The city or county or a person who participated in the proceeding may seek review of the Council's order as a land use decision described in ORS 197.015(10) (a) (A).

## **TITLE 7: DEFINITIONS**

### 3.08.710 Definitions

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

- A. "Accessibility" means the ease of access and the amount of time required to reach a given location or service by any mode of travel.

B. "Accessway" means right-of-way or easement designed for public access by bicycles and pedestrians, and may include emergency vehicle passage.

~~B. "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.C.~~ "At a major transit stop" means a parcel or ownership ~~which~~ that 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.D.~~ "Bikeway" means separated bike paths, striped bike lanes, or wide outside lanes that accommodate bicycles and motor vehicles.

~~F.E.~~ "Boulevard design" means a design concept that emphasizes pedestrian travel, bicycling and the use of public transportation, and accommodates motor vehicle travel.

~~G.F.~~ "Capacity expansion" means constructed or operational improvements to the regional motor vehicle system that increase the capacity of the system.

~~H.G.~~ "Chicane" means a movable or permanent barrier used to create extra turns in a roadway to reduce motor vehicle speeds or to prevent cars from driving across a pedestrian or bicycle accessway.

~~I.H.~~ "Connectivity" means the degree to which the local and regional street, pedestrian, bicycle, transit and freight systems in a given area are interconnected.

~~J.I.~~ "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.J.~~ "COO" means Metro's Chief Operating Officer or the COO's designee.

~~L.K.~~ "DLCD" means the Oregon state agency under the direction of the Land Conservation and Development Commission.

M-L. "Deficiency" means a performance capacity, design or operations operational 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 may include unsafe designs, bicycle and pedestrian connections that contain obstacles (e.g., missing ADA-compliant curb ramps, distances greater than 330 feet between pedestrian crossings), transit overcrowding or inadequate frequency; and throughways ~~portions~~ with less than six through lanes of capacity; arterials ~~portions~~ with less than four through lanes ~~of capacity~~ that do not meet the standards in Table 3.08-2. ~~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-M. "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-N. "Essential destinations" ~~means~~ includes such places as hospitals, medical centers, ~~pharmacies, shopping centers, grocery stores, colleges, universities, middle schools and high schools, parks and open spaces,~~ and 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-O. "Full street connection" means right-of-way designed for public access by motor vehicles, pedestrians and bicycles.

Q-P. "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.Q. "Growth Concept Map" means the conceptual map depicting the 2040 Growth Concept design types described in the RFP.

S.R. "High capacity transit" means the ability to bypass traffic and avoid delay by operating in exclusive or semi-exclusive rights of way, faster overall travel speeds due to wide station spacing, frequent service, transit priority street and signal treatments, and premium station and passenger amenities. Speed and schedule reliability are preserved using transit signal priority at at-grade crossings and/or intersections. High levels of passenger infrastructure are provided at transit stations and station communities, including real-time schedule information, ticket machines, special lighting, benches, shelters, bicycle parking, and commercial services. The transit modes most commonly associated with high capacity transit include:

- light rail transit, light rail trains operating in exclusive or semi-exclusive right of way<sup>1</sup>
- bus rapid transit, regular or advanced bus vehicles operating primarily in exclusive or semi-exclusive right of way
- rapid streetcar, streetcar trains operating primarily in exclusive or semi-exclusive right of way
- commuter rail, heavy rail passenger trains operating on exclusive, semi-exclusive or nonexclusive (with freight) railroad tracks

T.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.

U.T. "Institutional uses" means colleges and universities, hospitals and major government offices.

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<sup>1</sup> Exclusive right of way, as defined by Transportation Research Board TCRP report 17, includes fully grade - separated right of way. Semi-exclusive right of way includes separate and shared rights of way as well light rail and pedestrian malls adjacent to a parallel roadway. Nonexclusive right of way includes operations in mixed traffic, transit mall and a light rail/pedestrian mall.

~~T. "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.~~

~~W-U.~~ "Landscape strip" means the portion of public right-of-way located between the sidewalk and curb.

~~X-V.~~ "Land use decision" shall have the meaning of that term set forth in ORS 197.015(10).

~~Y-W.~~ "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.

~~Z-X.~~ "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.

~~AA-Y.~~ "Local trips" means trips that are five miles or shorter in length.

~~BB-Z.~~ "Low-income families" means a household who earned between 0 and 1.99 times the federal Poverty level ~~in 199as defined in the most recently available U.S. Census.~~

~~CC-AA.~~ "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.

~~BB.~~ "Major Bus Stops" include most Frequent Service bus stops, most transfer locations between bus lines (especially when at least one of the bus lines is a frequent service line), stops at major ridership generators (e.g., schools, hospitals, concentrations of shopping, or high density employment or employment), and other high ridership bus stops. These stops may include shelters, lighting, seating, bicycle parking, or other passenger amenities and are intended to be highly accessible to adjacent buildings while providing for quick and efficient bus service. Major bus stop locations are designated in Figure 2.15 of the RTP.



DD-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.

EE-DD. "Major transit stop" means transit centers, high capacity transit stations, major bus stops, inter-city bus passenger terminals, inter-city rail passenger terminals and bike-transit facility as defined in Figure 2.15 of the Regional Transportation Plan.

FF-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.

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

HH-GG. "Metro boundary" means the jurisdictional boundary of Metro, the elected regional government of the metropolitan area.

II-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 Pacifica Islander (having origins in any of the original peoples of Hawaii, Guam, Samoa or other Pacific Islands).

JJ-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.

KK-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.

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

MM-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.

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

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

PP-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.

QQ-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.

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

SS-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.

TT-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.

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

UU. "Principal arterial" means limited-access roads that serve longer-distance motor vehicle and freight trips and provide interstate, intrastate and cross-regional travel. See definition of Throughway.

VV. "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.

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

XX. "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.

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

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

- AAA. "RTFP" means this Regional Transportation Functional Plan.
- BBB. "Shared-ride" means private passenger vehicles carrying more than one occupant.
- CCC. "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.
- DDD. "Significant increase in Single Occupancy Vehicle (SOV) capacity for regional through-route freeways" means an increase in SOV capacity created by the construction of additional general purpose lanes other than that resulting from a safety project or a project solely intended to eliminate a bottleneck. An increase in SOV capacity associated with the elimination of a bottleneck is considered significant only if such an increase provides a highway section SOV capacity greater than ten percent over that provided immediately upstream of the bottleneck. An increase in SOV capacity associated with a safety project is considered significant only if the safety deficiency is totally related to traffic congestion. Construction of a new general purpose highway facility on a new location also constitutes a significant increase in SOV capacity. Significant increase in SOV capacity should be assessed for individual facilities rather than for the planning area.
- EEE. "SOV" means a private motorized passenger vehicle carrying one occupant (single-occupancy vehicle).
- FFF. "Substantial compliance" means city and county comprehensive plans and implementing ordinances, on the whole, conform with the purposes of the performance standards in the functional plan and any failure to meet

individual performance standard requirements is technical or minor in nature.

GGG. "Throughway" means limited-access ~~facilities~~~~roads~~ that serve longer-distance motor vehicle and freight trips and provide interstate, intrastate and cross-regional travel. See definition for principal arterial.

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

III. "Traffic calming" means street design or operational features intended to maintain ~~a given low~~ motor vehicle travel speed to enhance safety for pedestrians, other non-motorized modes and adjacent land uses.

JJJ. "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.

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

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

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

NNN. "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.

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

- A. The ~~volumedemand~~-to-capacity ratios in the table are for the highest two consecutive hours of weekday traffic volumes. The mid-day peak hour as the highest 60-minute period between the hours of 9 a.m. and 3 p.m. The 2<sup>nd</sup> hour is defined as the single 60-minute period either before or after the peak 60-minute period, whichever is highest.
- B. ~~Thresholds shown are for interim purposes only; a~~ corridor refinement plan ~~for these corridors~~ is required in Chapter 6 of the RTP, and will include a recommended mobility policy for each corridor.

<b>Table 3.08-3 - Regional Parking Ratios</b>			
(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 <sup>1</sup>	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
<b>Residential Uses</b>			
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

<sup>1</sup> 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.



Table 3.08-4

**Work Plan for Updates to Local Transportation System Plans**

<u>Jurisdiction</u>	<u>Adoption year of last TSP update</u>	<u>RTFP COMPLIANCE DEADLINE</u> <sup>A</sup>		
		<u>2011</u>	<u>2012</u>	<u>2013</u>
<u>Beaverton</u> <sup>B</sup>	<u>2003</u>	<u>•</u>		
<u>Clackamas County</u>	<u>2001</u>		<u>•</u>	
<u>Cornelius</u>	<u>2005</u>			<u>•</u>
<u>Damascus</u>	<u>n/a</u>	<u>•</u>		
<u>Durham</u> <sup>C</sup>	<u>2004</u>			<u>•</u>
<u>Fairview</u>	<u>2000</u>		<u>•</u>	
<u>Forest Grove</u> <sup>B</sup>	<u>1999</u>			<u>•</u>
<u>Gladstone</u>	<u>1995</u>			<u>•</u>
<u>Gresham</u>	<u>2002</u>		<u>•</u>	
<u>Happy Valley</u>	<u>2009</u>		<u>•</u>	
<u>Hillsboro</u>	<u>2004</u>			<u>•</u>
<u>Johnson City</u> <sup>C</sup>	<u>unknown</u>			<u>•</u>
<u>King City</u>	<u>unknown</u>	<u>Metro supports an exemption from TSP requirements</u>		
<u>Lake Oswego</u> <sup>D</sup>	<u>1997</u>		<u>•</u>	
<u>Maywood Park</u>	<u>n/a</u>	<u>Metro supports an exemption from TSP requirements</u>		
<u>Milwaukie</u>	<u>2007</u>		<u>•</u>	
<u>Multnomah County</u>	<u>2006</u>	<u>•</u>		
<u>Oregon City</u> <sup>D</sup>	<u>2001</u>		<u>•</u>	
<u>Portland</u>	<u>2007</u>			<u>•</u>
<u>Rivergrove</u> <sup>C</sup>	<u>unknown</u>			<u>•</u>
<u>Sherwood</u>	<u>2005</u>		<u>•</u>	
<u>Tigard</u> <sup>B</sup>	<u>2002</u>	<u>•</u>		
<u>Troutdale</u>	<u>2005</u>	<u>•</u>		
<u>Tualatin</u>	<u>2001</u>		<u>•</u>	
<u>West Linn</u>	<u>2008</u>		<u>•</u>	
<u>Wilsonville</u> <sup>D</sup>	<u>2003</u>		<u>•</u>	
<u>Washington County</u>	<u>2002</u>		<u>•</u>	
<u>Wood Village</u>	<u>1999</u>	<u>•</u>		

Table Notes:

- A – The compliance deadline is December 31 for the year indicated. The deadline has been developed in consultation with individual jurisdictions and phased to take advantage of funding opportunities and the availability of local and Metro staff resources. A city or county need not update its TSP according to this schedule if it finds, pursuant to OAR 660-012-0016(2)(a), that its current TSP is consistent with the 2035 RTP.
- B – Local adoption of an updated TSP is expected in summer 2010. The compliance deadline is for updates to local implementing regulations, as necessary, to comply with the RTFP.
- C – Compliance is established with adoption of implementing regulations that comply with the RTFP.
- D – The deadline assumes the jurisdiction is awarded state Transportation-Growth Management (TGM) funding for the 2010-11 biennium. If the jurisdiction is not awarded funding, the compliance deadline is December 31, 2013.
- E – The next update to the Regional Transportation Plan is scheduled to occur from June 2012 to June 2014.

## Exhibit F to Ordinance No. 10-1241A

### Exhibit F to Ordinance No. 10-1241

Title 2 of the Urban Growth Management Functional Plan is repealed.

#### ~~TITLE 2: REGIONAL PARKING POLICY~~

##### ~~3.07.210 Intent~~

~~The State's Transportation Planning Rule calls for reductions in vehicle miles traveled per capita and restrictions on construction of new parking spaces as a means of responding to transportation and land use impacts of growth. The Metro 2040 Growth Concept calls for more compact development as a means to encourage more efficient use of land, promote non auto trips and protect air quality. In addition, the federally mandated air quality plan adopted by the state relies on the 2040 Growth Concept fully achieving its transportation objectives. Notably, the air quality plan relies upon reducing vehicle trips per capita and related parking spaces through minimum and maximum parking ratios. This title addresses these state and federal requirements and preserves the quality of life of the region.~~

~~A compact urban form requires that each use of land is carefully considered and that more efficient forms are favored over less efficient ones. Parking, especially that provided in new developments, can result in a less efficient land usage and lower floor to area ratios. Parking also has implications for transportation. In areas where transit is provided or other non-auto modes (walking, biking) are convenient, less parking can be provided and still allow accessibility and mobility for all modes, including autos. Reductions in auto trips when substituted by non auto modes can reduce congestion and increase air quality.~~

##### ~~3.07.220 Performance Standard~~

~~A. Cities and counties are hereby required to amend their comprehensive plans and implementing regulations, if necessary, to meet or exceed the following minimum standards:~~

- ~~1. Cities and counties shall require no more parking than the minimum as shown on Table 3.07-2, Regional Parking Ratios, attached hereto; and~~

## Exhibit F to Ordinance No. 10-1241A

~~2. Cities and counties shall establish parking maximums at ratios no greater than those listed in the Regional Parking Ratios Table and as illustrated in the Parking Maximum Map. The designation of A and B zones on the Parking Maximum Map should be reviewed after the completion of the Regional Transportation Plan and every three years thereafter. If 20 minute peak hour transit service has become available to an area within a one-quarter mile walking distance for bus transit or one-half mile walking distance for light rail transit, that area shall be added to Zone A. If 20 minute peak hour transit service is no longer available to an area within a one-quarter mile walking distance for bus transit or one-half mile walking distance for light rail transit, that area shall be removed from Zone A. Cities and counties should designate Zone A parking ratios in areas with good pedestrian access to commercial or employment areas (within 1/3 mile walk) from adjacent residential areas.~~

~~3. Cities and counties shall establish an administrative or public hearing process for considering ratios for individual or joint developments to allow a variance for parking when a development application is received which may result in approval of construction of parking spaces either in excess of the maximum parking ratios; or less than the minimum parking ratios.~~

~~Cities and counties may grant a variance from any maximum parking ratios through a variance process.~~

~~B. Free surface parking spaces shall be subject to the regional parking maximums provided for Zone A and Zone B. Parking spaces in parking structures, fleet parking, parking for vehicles that are for sale, lease, or rent, employee car pool parking spaces, dedicated valet parking spaces, spaces that are user paid, market rate parking or other high efficiency parking management alternatives may be exempted from maximum parking standards by cities and counties. Sites that are proposed for redevelopment may be allowed to phase in reductions as a local option. Where mixed land uses are proposed, cities and counties shall provide for blended parking rates. It is recommended that cities and counties count adjacent on-street parking spaces, nearby public parking and shared parking toward required parking minimum standards.~~

## Exhibit F to Ordinance No. 10-1241A

- ~~C. Cities and counties may use categories or measurement standards other than those in the Regional Parking Ratios Table, but must provide findings that the effect of the local regulations will be substantially the same as the application of the Regional Parking Ratios.~~
- ~~D. Cities and counties shall provide data to Metro on an annual basis that demonstrates compliance with the minimum and maximum parking standards, including the application of any variances to the regional standards in this title. Coordination with Metro collection of other building data should be encouraged.~~
- ~~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 amend their comprehensive plans and implementing regulations to require that parking lots more than 3 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 as described in Section 6.4.5 of the 2000 Regional Transportation Plan.~~
- ~~G. Cities and counties shall amend their comprehensive plans and implementing regulations to incorporate the requirements contained in Section 3.07.220(A)-(E) within one year of adoption of the 2000 Regional Transportation Plan.~~

**Exhibit F to Ordinance No. 10-1241A**

<b>Table 3.07-2-- Regional Parking Ratios</b>			
(Section 3.07.220(A)(1))			
(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 <sup>†</sup>	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
<b>Residential Uses</b>			
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

<sup>†</sup>-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.

# EXHIBIT G TO ORDINANCE NO. 10-1241A

## CHAPTER 2

### REGIONAL FRAMEWORK PLAN

The policies of Chapter 2, Transportation, are amended as follows:

#### **Policies**

~~The following section contains the policies for regional transportation. It should be noted that implementation of these policies is through the Regional Transportation Plan, a Metro functional plan that includes both recommendations and requirements for cities and counties of the region.~~

#### **2.1 — Public Involvement**

~~It is the policy of the Metro Council to:~~

~~2.1.1 — Provide complete information, timely public notice, full public access to key decisions and support broad-based, early and continuing involvement of the public in all aspects of the transportation planning process that is consistent with Metro's adopted local public involvement policy for transportation planning. This includes involving those traditionally under-served by the existing system, those traditionally under-represented in the transportation process, the general public, and local, regional and state jurisdictions that own and operate the region's transportation system.~~

#### **2.2 — Intergovernmental Coordination**

~~It is the policy of the Metro Council to:~~

~~2.2.1 — Coordinate among the local, regional and state jurisdictions that own and operate the region's transportation system to better provide for state and regional transportation needs.~~

#### **2.3 — Urban Form**

~~It is the policy of the Metro Council to:~~

~~2.3.1 — Facilitate implementation of the 2040 Growth Concept with specific strategies that address mobility and accessibility needs and use transportation investments to leverage the 2040 Growth Concept.~~

#### **2.4 — Consistency Between Land Use and Transportation Planning**

~~It is the policy of the Metro Council to:~~

~~2.4.1 — Ensure the identified function, capacity and level of service of transportation facilities are consistent with applicable regional land use and transportation policies as well as the adjacent land use patterns.~~

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### ~~2.5 — Barrier-Free Transportation~~

~~It is the policy of the Metro Council to:~~

~~2.5.1 — Provide access to more and better transportation choices for travel throughout the region and serve special access needs for all people, including youth, elderly and disabled.~~

### ~~2.6 — Interim Job Access and Reverse Commute Policy~~

~~It is the policy of the Metro Council to:~~

~~2.6.1 — Serve the transit and transportation needs of the economically disadvantaged in the region by connecting low income populations with employment areas and related social services.~~

### ~~2.7 — Transportation Safety and Education~~

~~It is the policy of the Metro Council to:~~

~~2.7.1 — Improve the safety of the transportation system. Encourage bicyclists, motorists and pedestrians to share the road safely.~~

### ~~2.8 — The Natural Environment~~

~~It is the policy of the Metro Council to:~~

~~2.8.1 — Protect the region's natural environment.~~

### ~~2.9 — Water Quality~~

~~It is the policy of the Metro Council to:~~

~~2.9.1 — Protect the region's water quality.~~

### ~~2.10 — Clean Air~~

~~It is the policy of the Metro Council to:~~

~~2.10.1 — Protect and enhance air quality so that as growth occurs, human health and visibility of the Cascades and the Coast Range from within the region is maintained.~~

### ~~2.11 — Energy Efficiency~~

~~It is the policy of the Metro Council to:~~

~~2.11.1 — Plan transportation systems that promote efficient use of energy.~~

### ~~2.12 — Regional Street Design~~

~~It is the policy of the Metro Council to:~~



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~~2.12.1 Plan regional streets with a modal orientation that reflects the function and character of surrounding land uses, consistent with regional street design concepts.~~

### ~~2.13 Local Street Design~~

~~It is the policy of the Metro Council to:~~

~~2.13.1 Plan local street systems to complement planned land uses and to reduce dependence on major streets for local circulation, consistent with Section 6.4.5 in Chapter 6 of this plan.~~

### ~~2.14 Regional Motor Vehicle System~~

~~It is the policy of the Metro Council to:~~

~~2.14.1 Plan for a regional motor vehicle system of arterials and collectors that connect the central city, regional centers, industrial areas and intermodal facilities, and other regional destinations, and provide mobility within and through the region.~~

### ~~2.15 Regional Public Transportation System~~

~~It is the policy of the Metro Council to:~~

~~2.15.1 Plan for an appropriate level, quality and range of public transportation options to serve this region and support implementation of the 2040 Growth Concept.~~

### ~~2.16 Public Transportation Awareness and Education~~

~~It is the policy of the Metro Council to:~~

~~2.16.1 Expand the amount of information available about public transportation to allow more people to use the system.~~

### ~~2.17 Public Transportation Safety and Environmental Impacts~~

~~It is the policy of the Metro Council to:~~

~~2.17.1 Continue efforts to make public transportation an environmentally friendly and safe form of motorized transportation.~~

### ~~2.18 Regional Public Transportation Performance~~

~~It is the policy of the Metro Council to:~~

~~2.18.1 Plan for transit service that is fast, reliable and has competitive travel times compared to the automobile.~~

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### ~~2.19 — Special Needs Public Transportation~~

~~It is the policy of the Metro Council to:~~

~~2.19.1 Provide an appropriate level, quality and range of public transportation options to serve the variety of special needs individuals in this region and support the implementation of the 2040 Growth Concept.~~

~~2.19.2 Provide a seamless and coordinated public transportation system for the special needs population.~~

~~2.19.3 Encourage the location of elderly and disabled facilities in areas with existing transportation services and pedestrian amenities.~~

### ~~2.20 — Regional Freight System~~

~~It is the policy of the Metro Council to:~~

~~2.20.1 Plan for efficient, cost-effective and safe movement of freight in and through the region.~~

### ~~2.21 — Regional Freight System Investments~~

~~It is the policy of the Metro Council to:~~

~~2.21.1 Protect and enhance public and private investments in the freight network.~~

### ~~2.22 — Regional Bicycle System Connectivity~~

~~It is the policy of the Metro Council to:~~

~~2.22.1 Plan for a continuous regional network of safe and convenient bikeways connected to other transportation modes and local bikeway systems, consistent with regional street design guidelines.~~

### ~~2.23 — Regional Bicycle System Mode Share and Accessibility~~

~~It is the policy of the Metro Council to:~~

~~2.23.1 Increase the bicycle mode share throughout the region and improve bicycle access to the region's public transportation system.~~

### ~~2.24 — Regional Pedestrian System~~

~~It is the policy of the Metro Council to:~~

~~2.24.1 Plan the pedestrian environment to be safe, direct, convenient, attractive and accessible for all users.~~

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### ~~2.25 — Regional Pedestrian Mode Share~~

~~It is the policy of the Metro Council to:~~

- ~~2.25.1 Increase walking for short trips and improve pedestrian access to the region's public transportation system through pedestrian improvements and changes in land use patterns, designs and densities.~~

### ~~2.26 — Regional Pedestrian Access and Connectivity~~

~~It is the policy of the Metro Council to:~~

- ~~2.26.1 Plan for direct pedestrian access, appropriate to existing and planned land uses, street design classification and public transportation, as a part of all transportation projects.~~

### ~~2.27 — Transportation System Management~~

~~It is the policy of the Metro Council to:~~

- ~~2.27.1 Use transportation system management techniques to optimize performance of the region's transportation systems. Mobility will be emphasized on corridor segments between 2040 Growth Concept primary land use components. Access and livability will be emphasized within such designations. Selection of appropriate transportation system techniques will be according to the functional classification of corridor segments.~~

### ~~2.28 — Regional Transportation Demand Management~~

~~It is the policy of the Metro Council to:~~

- ~~2.28.1 Enhance mobility and support the use of alternative transportation modes by improving regional accessibility to public transportation, carpooling, telecommuting, bicycling and walking options.~~

### ~~2.29 — Regional Parking Management~~

~~It is the policy of the Metro Council to:~~

- ~~2.29.1 Manage and optimize the efficient use of public and commercial parking in the central city, regional centers, town centers, main streets and employment centers to support the 2040 Growth Concept and related RTP policies and objectives.~~

### ~~2.30 — Peak Period Pricing~~

~~It is the policy of the Metro Council to:~~

- ~~2.30.1 Manage and optimize the use of highways in the region to reduce congestion, improve mobility and maintain accessibility within limited financial resources.~~

## EXHIBIT G TO ORDINANCE NO. 10-1241A

### ~~2.31 — Transportation Funding~~

~~It is the policy of the Metro Council to:~~

~~2.31.1 Ensure that the allocation of fiscal resources is driven by both land use and transportation benefits.~~

### ~~2.32 — 2040 Growth Concept Implementation~~

~~It is the policy of the Metro Council to:~~

~~2.32.1 Implement a regional transportation system that supports the 2040 Growth Concept through the selection of complementary transportation projects and programs.~~

### ~~2.33 — Transportation System Maintenance and Preservation~~

~~It is the policy of the Metro Council to:~~

~~2.33.1 Emphasize the maintenance, preservation and effective use of transportation infrastructure in the selection of the RTP projects and programs.~~

### ~~2.34 — Transportation Safety~~

~~It is the policy of the Metro Council to:~~

~~2.34.1 Anticipate and address system deficiencies that threaten the safety of the traveling public in the implementation of the RTP.~~

### **Goal 1: Foster Vibrant Communities and Efficient Urban Form**

Land use and transportation decisions are linked to optimize public investments and support active transportation options and jobs, schools, shopping, services, recreational opportunities and housing proximity.

- **Objective 1.1 Compact Urban Form and Design** - Use transportation investments to reinforce growth in and multi-modal access to 2040 Target Areas and ensure that development in 2040 Target Areas is consistent with and supports the transportation investments.
- **Objective 1.2 Parking Management** – Minimize the amount and promote the efficient use of land dedicated to vehicle parking.
- **Objective 1.3 Affordable Housing** – Support the preservation and production of affordable housing in the region.

### **Goal 2: Sustain Economic Competitiveness and Prosperity**

Multi-modal transportation infrastructure and services support the region's well-being and a diverse, innovative, sustainable and growing regional and state economy.

- **Objective 2.1 Reliable and Efficient Travel and Market Area Access** - Provide for reliable and efficient multi-modal regional, interstate and intrastate travel and market area access through a seamless and well-connected system of throughways, arterial streets, freight services, transit services and bicycle and pedestrian facilities.

## EXHIBIT G TO ORDINANCE NO. 10-1241A

- **Objective 2.2 Regional Passenger Connectivity** – Ensure reliable and efficient connections between passenger intermodal facilities and destinations in and beyond the region to improve non-auto access to and from the region and promote the region’s function as a gateway for tourism.
- **Objective 2.3 Metropolitan Mobility** - Maintain sufficient total person-trip and freight capacity among the various modes operating in the Regional Mobility Corridors to allow reasonable and reliable travel times through those corridors.
- **Objective 2.4 Freight Reliability** –Maintain reasonable and reliable travel times and access through the region as well as between freight intermodal facilities and destinations within and beyond the region to promote the region’s function as a gateway for commerce.
- **Objective 2.5 – Job Retention and Creation** – Attract new businesses and family-wage jobs and retain those that are already located in the region.

### **Goal 3: Expand Transportation Choices**

Multi-modal transportation infrastructure and services provide all residents of the region with affordable and equitable options for accessing housing, jobs, services, shopping, educational, cultural and recreational opportunities, and facilitate competitive choices for goods movement for all businesses in the region.

- **Objective 3.1 Travel Choices** - Achieve modal targets for increased walking, bicycling, use of transit and shared ride and reduced reliance on the automobile and drive alone trips.
- **Objective 3.2 Vehicle Miles of Travel** - Reduce vehicle miles traveled per capita.
- **Objective 3.3 Equitable Access and Barrier Free Transportation** - Provide affordable and equitable access to travel choices and serve the needs of all people and businesses, including people with low income, children, elders and people with disabilities, to connect with jobs, education, services, recreation, social and cultural activities.
- **Objective 3.4 Shipping Choices** – Support multi-modal freight transportation system that includes air cargo, pipeline, trucking, rail, and marine services to facilitate competitive choices for goods movement for businesses in the region.

### **Goal 4: Emphasize Effective and Efficient Management of the Transportation System**

Existing and future multi-modal transportation infrastructure and services are well-managed to optimize capacity, improve travel conditions and address air quality goals.

- **Objective 4.1 Traffic Management** – Apply technology solutions to actively manage the transportation system.
- **Objective 4.2 Traveler Information** – Provide comprehensive real-time traveler information to people and businesses in the region.
- **Objective 4.3 Incident Management** – Improve traffic incident detection and clearance times on the region’s transit, arterial and throughways networks.
- **Objective 4.4 Demand Management** – Implement services, incentives and supportive infrastructure to increase telecommuting, walking, biking, taking transit, and carpooling, and shift travel to off-peak periods.
- **Objective 4.5 Value Pricing** – Consider a wide range of value pricing strategies and techniques as a management tool, including but not limited to parking management to encourage walking, biking and transit ridership and selectively promote short-term and long-term strategies as appropriate.

## EXHIBIT G TO ORDINANCE NO. 10-1241A

### **Goal 5: Enhance Safety and Security**

Multi-modal transportation infrastructure and services are safe and secure for the public and goods movement.

- **Objective 5.1 Operational and Public Safety** - Reduce fatalities, serious injuries and crashes per capita for all modes of travel.
- **Objective 5.2 Crime** - Reduce vulnerability of the public, goods movement and critical transportation infrastructure to crime.
- **Objective 5.3 Terrorism, Natural Disasters and Hazardous Material Incidents** - Reduce vulnerability of the public, goods movement and critical transportation infrastructure to acts of terrorism, natural disasters, hazardous material spills or other hazardous incidents.

### **Goal 6: Promote Environmental Stewardship**

Promote responsible stewardship of the region's natural, community, and cultural resources.

- **Objective 6.1 Natural Environment** – Avoid or minimize undesirable impacts on fish and wildlife habitat conservation areas, wildlife corridors, significant flora and open spaces.
- **Objective 6.2 Clean Air** – Reduce transportation-related vehicle emissions to improve air quality so that as growth occurs, the view of the Cascades and the Coast Range from within the region are maintained.
- **Objective 6.3 Water Quality and Quantity** – Protect the region's water quality and natural stream flows.
- **Objective 6.4 Energy and Land Consumption** - Reduce transportation-related energy and land consumption and the region's dependence on unstable energy sources.
- **Objective 6.5 Climate Change** – Reduce transportation-related greenhouse gas emissions.

### **Goal 7: Enhance Human Health**

Multi-modal transportation infrastructure and services provide safe, comfortable and convenient options that support active living and physical activity, and minimize transportation-related pollution that negatively impacts human health.

- **Objective 7.1 Active Living** – Provide safe, comfortable and convenient transportation options that support active living and physical activity to meet daily needs and access services.
- **Objective 7.2 Pollution Impacts** – Minimize noise, impervious surface and other transportation-related pollution impacts on residents in the region to reduce negative health effects.

### **Goal 8: Ensure Equity**

The benefits and adverse impacts of regional transportation planning, programs and investment decisions are equitably distributed among population demographics and geography, considering different parts of the region and census block groups with different incomes, races and ethnicities.

- **Objective 8.1 Environmental Justice** – Ensure benefits and impacts of investments are equitably distributed by population demographics and geography.

## EXHIBIT G TO ORDINANCE NO. 10-1241A

- **Objective 8.2 Coordinated Human Services Transportation Needs** - Ensure investments in the transportation system provide a full range of affordable options for people with low income, elders and people with disabilities consistent with the Tri-County Coordinated Human Services Transportation Plan (CHSTP).
- **Objective 8.3 Housing Diversity** - Use transportation investments to achieve greater diversity of housing opportunities by linking investments to measures taken by the local governments to increase housing diversity.
- **Objective 8.4 Transportation and Housing Costs**– Reduce the share of households in the region spending more than 50 percent of household income on housing and transportation combined.

### **Goal 9: Ensure Fiscal Stewardship**

Regional transportation planning and investment decisions ensure the best return on public investments in infrastructure and programs.

- **Objective 9.1 Asset Management**– Adequately repair and maintain transportation facilities and services to preserve their function, maintain their useful life and eliminate maintenance backlogs.
- **Objective 9.2 Maximize Return on Public Investment** - Make transportation investment decisions that use public resources effectively and efficiently, using performance-based planning.
- **Objective 9.3 Stable and Innovative Funding** – Stabilize existing transportation revenue while securing new and innovative long-term sources of funding adequate to build, operate and maintain the regional transportation system for all modes of travel at the federal, state, regional and local level.

### **Goal 10: Deliver Accountability**

The region’s government, business, institutional and community leaders work together in an open and transparent manner so the public has meaningful opportunities for input on transportation decisions and experiences an integrated, comprehensive system of transportation facilities and services that bridge governance, institutional and fiscal barriers.

- **Objective 10.1 Meaningful Input Opportunities** - Provide meaningful input opportunities for interested and affected stakeholders, including people who have traditionally been underrepresented, resource agencies, business, institutional and community stakeholders, and local, regional and state jurisdictions that own and operate the region’s transportation system in plan development and review.
- **Objective 10.2 Coordination and Cooperation** - Ensure representation in regional transportation decision-making is equitable from among all affected jurisdictions and stakeholders and improve coordination and cooperation among the public and private owners and operators of the region’s transportation system so the system can function in a coordinated manner and better provide for state and regional transportation needs.

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

(comments received March 22 through May 6, 2010)

The 2035 Regional Transportation Plan (RTP) Final Public Review Draft, Regional Transportation Functional Plan 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. No comments were received on Exhibits B, C, D, F and G. TPAC and MTAC discussed and identified refinements to the public review draft regional transportation functional plan at their March and April meetings. In addition, members submitted additional comments subsequent to the advisory committee discussions. Public agencies, advocacy groups and members of the public submitted comments in writing, through Metro's website and in testimony provided at a public hearing held by the Metro Council on May 6, 2010. This document summarizes recommended changes to respond to all substantive comments received during the comment period. New wording is shown in **bold underline**; deleted words are *crossed out in italics*. Amendments to Exhibit E (Regional Transportation Functional Plan) are reflected in Exhibit E. Amendments to Exhibit A (2035 Regional Transportation Plan and Appendices) will be reflected in the final printed RTP document. This document does not recommend amendments to Exhibits B, C, D, F and G.

**ITEMS FOR CONSIDERATION**

#	Category	Comment	Source(s)	Date	Recommended Action
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	See comment #118 and 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, " <b><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></b>  <b><u>1. Complete street designs as set forth in Creating Livable Streets: Street Design Guidelines for 2040 (2nd Edition, 2002), or similar resources consistent with regional street design policies;</u></b>  <b><u>2. Green street designs such as bio-swales, street trees, and other techniques to manage stormwater within the public right-of-way as set forth in Green Streets: Innovative Solutions for Stormwater and Street Crossings (2002) and Trees for Green Streets: An Illustrated Guide (2002) or similar resources consistent with federal regulations for stream protection; and</u></b>  <b><u>3. Transit-supportive street designs that facilitate existing and planned transit service pursuant subsection 3.08.120B."</u></b>
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, City of Portland, Washington County	4/11/2010, 5/6/10, 5/6/10	Amend as follows, "each city and county shall incorporate into its TSP, <b><u>to the extent practicable</u></b> , a network of <i>four-lane</i> 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. See comments # 54 and #116.



ITEMS FOR CONSIDERATION

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

## ITEMS FOR CONSIDERATION

#	Category	Comment	Source(s)	Date	Recommended Action
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 " <del>1. Local streets of no more than 50 feet of total right-of-way, including.</del> " because the individual design elements are addressed through subsequent provisions. The intent of this section was to require local codes to allow for implementation of narrower street designs, not to limit the maximum width of street designs and elements.
8	RTFP Title 1: Street System Design	3.08.110F(2) The maximum 28' curb to curb width is too restricting. For example, if a local street is a bike boulevard with on-street parking. 6' parking (two-sided) plus two 10' travel lanes should be allowable, at least (32').	City of Milwaukie	4/9/10	No change recommended. The intent of this section was to require local codes to allow for implementation of narrower street designs, not to limit the maximum width of street designs and elements.
9	RTFP Title 1: Transit Design	3.08.120A - Change references to passenger "environment," bicycle "environment" and waiting "environments" to "facilities" to be more specific about what the provisions apply to.	TPAC	3/26/10	Amend to simplify this section to read as follows, "City and county TSPs <del>and</del> <u>or</u> other land use appropriate regulations shall include <del>projects investments</del> , policies, <u>standards</u> and <del>strategies regulations</del> <u>criteria to improve provide</u> pedestrian and bicycle connections to all transit stops <u>where regional transit service exists at the time of TSP development or update and</u> <del>, 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.</del> " The use of the term "environment" and specific distances unnecessarily narrowed the focus of where these kinds of investments and regulations should apply.
10	RTFP Title 1: Transit Design	3.08.120 A - clarify sentence to better describe intent, including improve the "speed and reliability" of station areas	City of Milwaukie	4/9/10	Amend to remove references to improving the speed and reliability of station areas. This is already addressed through transportation system management and operations strategies in Title 1.
11	RTFP Title 1: Transit Design	3.08.120 B1e - Revise to read as follows "crossing at <u>OR</u> <u>NEAR</u> all transit stops..." It is not feasible to ensure crossings at all transit stops.	City of Milwaukie	4/9/10	No change recommended. "At" as defined in the Transportation Planning Rule and Title 7 of the RTFP as being within 200 feet. If it is not feasible to provide a crossing within that spacing, it may not be appropriate to have a transit stop in that particular location.
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.

## ITEMS FOR CONSIDERATION

#	Category	Comment	Source(s)	Date	Recommended Action
13	RTFP Title 1: Transit Design	3.08.120B(1)b - In some cases (i.e. MAX stops along freeways) it is not appropriate to locate buildings within 20 feet of transit stops or provide a pedestrian plaza at transit stops.	ODOT	4/9/10	Amend section to clarify this provision applies to major transit stops, which by definition (in the Title 7 and the Transportation Planning Rule) could be located within 200 feet.
14	RTFP Title 1: Transit Design	For providing lighting at transit stops, consider additional/ more stringent standards for HCT stations versus bus stops. Look at the draft HCT SEP Guidance, specifically the "urban form measures" which includes building orientation, building frontage, average block size, sidewalk coverage, and bicycle facility coverage. Earlier versions also included measures for pedestrian network connectivity (intersection density, safe access to stations, mitigation of topographic challenges and physical barriers) and bicycle network connectivity (miles of bike facilities within 2 miles of station areas) .	ODOT	4/9/10	No change recommended. This language is consistent with the Transportation Planning Rule. TriMet can provide additional guidance to local governments on this issue.
15	RTFP Title 1: Pedestrian System Design	3.08.130B 4 - Parking Management does not belong in this section. Parking does impact pedestrian conditions. Parking management should be covered well enough in Title 6.	City of Tigard	4/11/10	Amend introduction to clarify these 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 <b>and nearby parallel routes.</b> "
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 <b>shall update its TSP to incorporate regional and state transportation needs identified in the 2035 RTP, and determine its own transportation needs</b> <del>for consistency with and support of regional and state transportation needs in the 2035 RTP and to complete the transportation system plans developed under Title 1.</del> The determination of <b>local transportation</b> needs shall be based upon..." Local TSPs are not required to reassess regional needs, but may identify unaddressed regional needs in the more detailed analysis of the local system. If that occurs, this provision provides a process for forwarding the regional need to Metro for amendment into the RTP, reflecting the iterative nature of the regional and local TSP process.
19	RTFP Title 2: Transportation Needs	3.08.210C - Currently, state rules that require us to take an exception for most improvements outside the UGB. The state is in a rulemaking process to address how to providing services in urban reserves. Allow the state process continue with the understanding that counties, which work directly with state rules now, will adjust to modifications that may come out.	Washington County	4/9/10	Amend section to delete this provision. Existing state law already directs that local governments must request an exception for transportation facilities located outside of the urban growth boundary. OAR 660-012-0070 provides criteria and standards for requesting an exception. In addition, Title 11 of the Urban Growth Management Functional Plan (see Section 3.07.1110) directs concept planning in urban reserve areas.

## ITEMS FOR CONSIDERATION

#	Category	Comment	Source(s)	Date	Recommended Action
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 <del>consideration</del> of the following strategies, <del>listed in the</del> order listed of priority, to meet the transportation needs determined pursuant to section 3.08.210 <b>and performance targets and standards pursuant to section 3.08.230.</b> The city or county shall explain its choice <del>of a lower priority strategy over a higher priority strategy</del> of one or more of the following strategies <b>and why other strategies were not chosen</b> ..." A city or county may consider combinations of the strategies listed as part of this analysis. This approach is consistent with the federally-required Congestion Management Process (CMP) steps and the Oregon Highway Plan Major Improvement Policy 1G which requires actions to maintain performance and improve safety through system efficiency and management before adding capacity.
22	RTFP Title 2: Transportation Solutions	Revise 3.08.220A to add a reference to the targets and standards in Table 3.08-1 and Table 3.08-2 in the first sentence; the strategies also serve as a basis for achieving the performance targets and standards in these tables.	TPAC	3/26/10	Amend as requested.
23	RTFP Title 2: Transportation Solutions	Revise 3.08.220A(6) as follows, "Motor vehicle capacity improvements...only upon a demonstration that other strategies in this subsection <u>are not appropriate or cannot adequately address identified transportation needs.</u> "	TPAC	3/26/10	Amend as requested.
24	RTFP Title 2: Transportation Solutions	3.08.220B - Add the following language, " <u>Facility design is subject to the approval of the facility owner.</u> "	ODOT	4/9/10	Amend as requested.
25	RTFP Title 2: Performance Targets and Standards	3.08.220D - Corridor refinement plans or local TSPs may result in alternative mobility standards for entire corridors or segments. The Areas of Special Concern designation is no longer needed and can be managed either under the "no further degradation" standard or through an alternative mobility standard.	ODOT	4/9/10	Amend as requested to eliminate the areas of special concern designation. In addition, convert the mobility standard letter grades to volume/capacity ratios that match the Oregon Highway Plan Table 7 ratios to more clearly define the standard.
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 <b>and to improve performance of state highways within its jurisdiction as much as feasible and avoid their further degradation</b> , the city or county shall <b>adopt</b> the following actions..." By adopting the actions, a local government can demonstrate through findings they are making progress toward the targets and improving state highway performance as much as feasible.

## ITEMS FOR CONSIDERATION

#	Category	Comment	Source(s)	Date	Recommended Action
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, " <del>Will not result in motor vehicle capacity improvements that shift unacceptable levels of congestion into neighboring jurisdictions along shared regional facilities;...</del> " 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 <b>for state highways</b> 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, " <del>Parking development and management plans that reduce the</del> parking minimum and maximum ratios <b>in Centers and Station Communities</b> <del>as required by</del> consistent with subsection 3.08.410A;" See comments #36 and #156.
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, " <b>Designs for street, transit, bicycle, freight and pedestrian systems consistent with Title 1, Street design standards in section 3.08.110'</b> "
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, " <b>To encourage the use of bicycles and ensure adequate bicycle parking for different land uses</b> , cities and counties shall establish <u>short-term and long-term</u> bicycle parking minimums <del>at, or above five percent of off-street motor vehicle parking provided, for:...</del> " and to add OAR 660-012-0045(3)(a) provisions.

ITEMS FOR CONSIDERATION

#	Category	Comment	Source(s)	Date	Recommended Action
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 <b>policies</b> , management plans <b>and regulations</b> for Centers and Station Communities <i>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</i> consistent with subsection A through H. <b>Plans may be adopted in TSPs or other adopted policy documents and may focus on sub-areas of Centers.</b> Plans shall include an inventory of parking <b>supply</b> and usage, <i>a range of strategies for managing parking supply and demand</i> and an evaluation of bicycle parking needs with consideration of TriMet Bicycle Parking Guidelines. <b>Policies shall be adopted in the TSP. Policies, plans and regulations</b> 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 <del>meet or set lower</del> minimums and maximums as per the following:"	City of Milwaukie	4/9/10	Amend as requested. See also comment #31 and #207, which further refine this recommendation.
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 <del>to consider for</del> variances from minimum and maximum parking ratios <b>that includes criteria for a variance.</b> "
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	Recommended Action
39	RTFP Title 5: Amendment of Comprehensive Plans	3.08.510C - The TPR -0060(8) considers the 2040 Central City, Regional Centers, Town Centers and Main Streets as "mixed use, pedestrian –friendly centers or neighborhoods" that may take a 10% trip reduction – not corridors. The Title 6 UGMFP discussion is still ongoing, but should determine which design concept areas may qualify for a 30% trip reduction credit. The draft UGMFP Title 6 does not so far include specific standards for levels of densities and intensities appropriate to support HCT and other levels of transit. ODOT supports the incentive versus regulation approach, but not with offering the 30% trip reduction and the lower mobility standards incentives for Station Communities without higher density targets for these areas. ODOT supports transit-supportive mixed use and higher densities in Corridors, but justification for a 30% reduction in vehicle trips is just not there because of the significantly lower density, mix and design expectations and the lack of parking management requirements in 2040 Corridors. ODOT supports jurisdictions taking a 30% vehicular trip reduction credit if they have met all of the system design and TSMO requirements of Title 1 of the RTFP, plus the parking management plans of section 3.08.410.I, plus the land use requirements of Title 6 of the UGMFP (provided Title 6 itself is acceptable, which must include language prohibiting new auto-dependent uses and setting adequate density targets).Section 3.08.510.B: the reference to section 3.08.230.E should be added back in, as well as the requirement to do a parking management plan per section 3.08.410.I (not just the parking ratios per section 3.08.410A). In other words: to get the 30% trip reduction "credit" jurisdictions have to meet specific RTFP as well as UGMFP requirements. In the RTFP, Cities and Counties are required to adopt Parking Management Plans for Centers and Station Communities but not for Corridors. In the current UGMFP Title 1, the "prescribed" density in Corridors is only 25 persons per acre (compared to 45 ppa in Station Communities, 40 in Town Centers, and 39 in Main Streets).	ODOT	4/9/2010, 4/22/10	No change recommended. The 2040 Corridors and Station Communities are defined as mixed-use areas in the 2040 Growth Concept. In most cases they are currently served by regional transit service, and the 2040 Growth Concept calls for all corridors to have high quality transit service to support mixed-use growth. In addition, the RTP analysis for these areas assumes a mix of housing and jobs consistent with local comprehensive plan designations. The analysis is based on a level of mixed-use that is consistent with the Transportation Planning Rule (TPR). OAR 660-012-0060(8)(b) does not distinguish between different kinds of mixed-use areas, but does provide a list of characteristics that could be present in a station community or along a 2040 corridor. If these characteristics exist, the area should be considered mixed-use, and should be eligible for the trip reduction credit if the actions identified in 3.08.230E and in Title 6 of the UGMFP are adopted, and the area meets the other mixed-use characteristics identified in the TPR. Title 6 of the UGMFP references back to the provisions with the RTFP that must be adopted for local governments to be eligible for the lower mobility standards and 30 percent trip reduction credit to ensure consistency between the UGMFP and RTFP.
40	RTFP Title 5: Amendment of Comprehensive Plans	3.08.510C - Why does the 30% apply only in centers? If these practices/actions are effective for reducing vehicle trip generation, then the credit should apply to areas that have implemented them. I'm thinking the Tigard Triangle, but there could be many examples.	City of Tigard	4/11/10	No change recommended. This provision provides a "safe harbor" for Centers, Corridors and Station Communities if the actions identified in Title 6 of the UGMFP are adopted. OAR 660-012-0060 allows for a local government to make a case for a trip reduction credit in other mixed-use areas.

## ITEMS FOR CONSIDERATION

#	Category	Comment	Source(s)	Date	Recommended Action
41	RTFP Title 5: Amendment of Comprehensive Plans	Section 3.08.510C - Revise as follows, "If a city or county adopts the actions set forth in subsection E 3.08-230E and the land use actions..."	ODOT, TPAC	3/26/2010, 4/30/10	Amend as follows, "If a city or county adopts the actions set forth in <b>3.08.230E and subsection E and the land use actions set forth in</b> section _____ of Title 6 of the UGMFP, it shall be eligible for an automatic reduction of 30 percent below the vehicular trip generation rates..." This amendment links back to the land use actions proposed in Title 6 to the Urban Growth Management Functional Plan. The Title 6 section reference will be added upon adoption of Title 6 in December 2010.
42	RTFP Title 6: Compliance procedures	An amendment to a TSP is not the same as an Update. An amendment does not change the forecast year for the plan. It would be good to clarify.	City of Tigard	4/11/10	No change recommended. An update is an amendment of a TSP. However, a definition of "update" has been added to Title 7 (Definitions) to better define an "update" amendment. Most TSPs in the region will need to be "updated" to a 2035 planning horizon.
43	RTFP Title 6: Compliance procedures	Section 3.08.610F - Revise to require a city or county to submit an analysis of compliance of the amendment with the RTFP.	ODOT	4/9/10	No change recommended. This provision applies to notification of the first hearing on a proposed amendment. The staff report provided by local governments oftentimes includes documentation of how the proposed amendment is consistent with the RTFP. If insufficient information is provided to assist Metro staff review, the COO will request additional information. The compliance of the amendment will be documented in the Findings of Fact that will be adopted as part of the local TSP ordinance. Local governments are required to submit the adopted ordinance to Metro within 14 days of final adoption per 3.08.610J.
44	RTFP Title 6: Compliance procedures	Section 3.08.610H - It does not seem appropriate for local governments to appeal to JPACT as part of the enforcement for local compliance with the RTP.	ODOT, TPAC	4/9/2010, 4/30/10	Amend as requested.
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	Amend RTFP to include Table 3.08-4, which is a work plan for TSP updates. Metro staff worked with local governments to develop the work plan for TSP updates, taking into account local aspirations for completing TSP updates. Section 3.08.620 also provides a process for requesting an extension to the compliance deadline.
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	This comment is under consideration, pending further direction from Federal Highway staff. See also comment #77.
48	RTFP 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, City of Portland	4/9/2010, 4/11/10, 5/4/10	Amend as requested to clarify the targets are for the average <b>daily</b> weekday trips( 24-hour period) for the year 2035. Also amend Table 2.6 in Chapter 2 of the RTP to reflect this clarification.
49	RTFP	Clarify what provisions apply to TSP and/or land use regulations.	TPAC	3/26/10	Amend as requested. Language has been added throughout the functional plan as appropriate.



## ITEMS FOR CONSIDERATION

#	Category	Comment	Source(s)	Date	Recommended Action
50	RTP Bicycle & Pedestrian System Maps	Show proposed regional trail along Sunrise Highway corridor (I-205 to Rock Creek Junction); this is a proposed project in the RTP.	Clackamas County	4/10/10	Amend as requested.
51	RTP Project List Map	Based on the draft TSP work for the City of Damascus, the alignment and modeling assumptions for RTP Project #10076 SE Sunnyside Rd. Extension have changed. Please update the project list map to reflect the changes based on the TSP work.	City of Damascus	4/22/10	Amend as requested.
52	RTP Chapter 2: System Maps	Amend the Regional Bike and Regional Pedestrian Network maps to show the Morrison bridge bike/ped path as solid instead of dashed on the bike/ped system maps. This project was recently completed.	Metro staff	4/28/10	Amend as requested.
53	RTP Chapter 2: System Maps	There is a discrepancy between the vehicular functional classification and the street design classification that we have on Tualatin Valley Highway and OR 212 - Principal Arterial is not supposed to go with Regional Street (plus, the street design classification just ends in the middle of Damascus...). Either revise the designations to be Principal Arterial and Highway in the RTP, based on the OHP Statewide/NHS designation, or let the Tualatin Valley Highway TGM study and the OR 212 Corridor Plan/Damascus TSP make recommendations for changing the designations.	ODOT	4/28/10	No change recommended. The Tualatin Valley Highway TGM study and the OR 212 Corridor Plan/Damascus TSP will make recommendations for changing the designations based on the analysis conducted through those efforts.
54	RTP Chapter 2	Amend Table 2.6 of the RTP to title the last column "number of <u>typical</u> planned travel lanes."	ODOT	4/26/10	Amend as follows, " <u>Typical</u> number of planned travel lanes." See comment #3 and #116.
55	RTP Chapter 4 - Mobility Corridor Strategies	The name of this mobility corridor is Tigard to Sherwood & Sherwood to Newburg, but the corridor analysis falls drastically short of providing any analysis of Highway 99W through Sherwood, and ignores completely the section between Sherwood and Newburg.	City of Sherwood	4/26/10	No change recommended. The 2035 RTP does not conduct an intersection level of analysis. The corridor analysis area for Mobility Corridor #20 as shown on page 4-145 of the 2035 RTP includes OR 99W through Sherwood to the Newburg city limits. Intersection level analysis through the City of Sherwood could be examined as part of the City's TSP update, if desired by the City.
56	RTP Chapter 4 - Mobility Corridor Strategies	Sherwood has four major roadways which intersect with Highway 99W: Roy Rogers Road/Tualatin-Sherwood Road, Edy Road, Meinecke Road, and Kruger-Elwert/Sunset Road. Of these intersections only Roy Rogers/Tualatin-Sherwood Road was provided a basic analysis. The other roads mentioned act as by-pass routes for traffic trying to avoid travelling along Highway 99W. These intersections should also be included in the corridor analysis as they are directly impacted by Highway 99W traffic flows.	City of Sherwood	4/26/10	No change recommended. The needs assessment conducted for each mobility corridor strategy focused on facilities identified on the regional system maps included in Chapter 2 of the RTP. Roy Rogers Road and Tualatin-Sherwood Road are on the regional roadway system map. The roads mentioned are not on the regional roadway system map; analysis of those facilities should be examined as part of the City's TSP update.

## ITEMS FOR CONSIDERATION

#	Category	Comment	Source(s)	Date	Recommended Action
57	RTP Chapter 4 - Mobility Corridor Strategies	Under the Safety Deficiencies (page 4-149), Highway 99W is rated as Category 4 and 5 based on the ODOT SPIS listing. Does this rating stop before Sherwood or does it continue on through Sherwood to Newburg? This analysis does not specify the limits where the rating of 4 and 5 occur. A discussion of the limits of the SPIS listing needs to be provided for the extent of Corridor #20 through to Newburg.	City of Sherwood	4/26/10	Amend as requested to clarify the extent of the SPIS information for OR 99W from Tigard through Sherwood to Newburg.
58	RTP Chapter 4 - Mobility Corridor Strategies	The emphasis of HCT for the near term solution to the traffic problems along Highway 99W through Sherwood, and from Sherwood to Newburg does not provide an adequate solution of the issues surrounding the intersections listed above. The HCT goal should be placed secondary to correcting the more immediate needs, issues and problems faced by traffic along Highway 99W at the intersections listed above.	City of Sherwood	4/26/10	No change recommended. Appropriateness of HCT will be examined through the Southwest Corridor Refinement Plan. Other traffic issues identified in the comment should be examined as part of the City's TSP update. This will also allow for development of solutions to address more immediate needs.
59	RTP Chapter 4 - Mobility Corridor Strategies	Based on review of the mobility corridor strategies for corridors, #19, #21, and #22, we have provided comments and recommended information for strategies to address needs.	City of Beaverton	3/29/10	Amend as requested.
60	RTFP Title 2: Transportation Needs	Add back in the following provision 3.08.210C - A. If a city or county identifies transportation needs in an urban reserve, it shall ensure planned improvements in the reserve are contingent upon addition of the reserve to the UGB and link to transportation facilities within the UGB.	Coalition for a Livable Future, Fred Nussbaum	4/27/2010, 5/4/10	No change recommended. This is adequately addressed in Title 11 of the Urban Growth Management Functional Plan (see Section 3.07.1110), which directs concept planning in urban reserve areas. In addition, existing state law already directs local governments to request an exception for certain types of transportation facilities if they are located outside of the urban growth boundary. OAR 660-012-0070 provides criteria and standards for requesting the exception.
61	RTFP Purpose: 3.08.010	The objectives of the RTP listed in this section do not match the vision for the RTP, or the RTP goals or objectives, listed in Chapter 2. The objectives listed also do not mention addressing the transportation needs of underserved communities. <u>Recommendation:</u> Change outcomes to reflect the approved RTP goals and objectives	Coalition for a Livable Future	4/27/10	Amend as requested to reference the full set of goals included in the RTP.
62	RTFP Title 2: Transportation Needs	Timeframe for TSPs and modal plans per Title 1 is not spelled out. Statute may require that TSPs encompass the same time horizon as the RTP, but it would be clearer if it were spelled out in the RTFP.	Coalition for a Livable Future, Fred Nussbaum	4/27/2010, 5/4/10	Amend Title 2, 3.08.210B(1) as follows, "The population and employment forecast <b>and planning period</b> ..." to clarify the TSP must be consistent with the RTP planning horizon.

## ITEMS FOR CONSIDERATION

#	Category	Comment	Source(s)	Date	Recommended Action
63	RTFP Title 1: Transportation System Design	Revise 3.08.110D to include additional language needed to inform the local agency of the unique opportunities or considerations to protect or enhance a particular site or resource. Green streets and other guides are referenced in 3.08.110A, but the language does not clearly make them part of the consideration when deciding the appropriateness of a road network. Further, current language does not consider best practices for protecting natural resources and natural areas. <u>Recommendation:</u> Add conformity with the guides listed in 3.08.110A; add conformity with locally adopted watershed plans; add "best practices for protecting natural resources and natural areas, which would include consultation with surface water management agencies and local watershed councils" as additional considerations for creation of a network of streets.	Coalition for a Livable Future	4/27/10	Amend 3.08.110D as follows, " <u>Best practices and designs as set forth in Green Streets: Innovative Solutions for Stormwater, Street Crossings (2002) and Trees for Green Streets: An Illustrated Guide (2002), Creating Livable Streets: Street Design Guidelines for 2040 (2nd Edition, 2002), and state or locally-adopted plans and best practices for protecting natural resources and natural areas.</u> " The functional plan requires locals to complete a street connectivity plan in their TSPs that implements street connections across stream corridors at 800 to 1,200 foot spacing unless habitat quality or the length of the crossing width prevents a connection. Title 3 of the Urban Growth Management Functional Plan maps high quality habitat areas and regulations, and includes ESA listed stream corridors. No other changes are recommended at this time pending completion of the following efforts: (1) development of a wildlife corridors map for the region; (2) development of a Regional Conservation Framework for biodiversity; (3) completion of updates to the Livable Streets and Green Streets Best Practices in Transportation Design handbooks and (4) completion of the Lower Columbia River Salmon and Steelhead Conservation and Recovery Plan. The current language provides flexibility for local governments to assess the appropriateness of increasing connectivity on a site-by-site and project-by-project basis, pending completion of a number of efforts that are underway in this region.
64	RTFP Title 1: Transit System Design	Revise 3.08.120C to require jurisdictions to report how they have considered the needs of youth, seniors, people with disabilities and environmental justice populations within the city or county, including minorities and low-income families.	Coalition for a Livable Future	4/27/10	Amend 3.08.120C as follows, "C. Providers of public transit service shall consider <u>and document</u> 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."
65	RTFP Title 2: Transportation Needs	Revise 3.08.210A(3) to require jurisdictions to report how they have considered the needs of youth, seniors, people with disabilities and environmental justice populations within the city or county, including minorities and low-income families.	Coalition for a Livable Future	4/27/10	Amend 3.08.210A as follows, "3. Consideration <u>and documentation</u> of the needs of youth, seniors, people with disabilities and environmental justice populations within the city or county, including minorities and low-income families."

ITEMS FOR CONSIDERATION

#	Category	Comment	Source(s)	Date	Recommended Action
66	RTFP Title 2: Transportation Solutions	The language change in the 4/16 draft regarding consideration of multiple strategies should not apply to situations when jurisdictions determine that a capacity increase is necessary. Jurisdictions should still need to explain more specifically why strategies other than a capacity increase are not appropriate or would not address the issue. Recommendation: "...The city or county shall explain its choice of one or more of strategies below, <u>including its decision to increase capacity over use of a higher priority strategy.</u> "	Coalition for a Livable Future	4/27/10	Amend to better describe the intent of this section. See comment #21.
67	RTFP Title 2: Performance Targets and Standards	As written in Subsection A, performance targets in Subsection D are one of the alternatives to conformance with Tables 3.08-1 and 3.08-2 even though language in Subsection D indicates that the performance measures are additional requirements. Recommendation: Limit alternative standards to Subsections B and C, and clarify that Subsection D is an additional requirement and that jurisdictions must show that their solutions achieve progress toward these solutions as well.	Coalition for a Livable Future	4/27/10	Amend 3.08.230A to read as follows, "A. Each city and county shall demonstrate that solutions adopted pursuant to section 3.08.220 will achieve progress toward the targets and standards in Tables 3.08-1 and 3.08-2 <b>and performance measures in subsection D</b> or toward alternative targets and standards adopted by the city or county pursuant to subsections B, C <del>and D</del> . The city or county shall include the regional targets and standards or its alternatives in its TSP."
68	RTFP Title 2: Performance Targets and Standards	Subsection A refers to targets and standards, but does not mention performance measures, which is the term used in Subsection D. Recommendation: Correct language in either Subsection A or D to make the language consistent. (Chapter 2 of the RTP refers to the elements of Subsection D as targets.)	Coalition for a Livable Future	4/27/10	Amend 3.08.230A to read as follows, "A. Each city and county shall demonstrate that solutions adopted pursuant to section 3.08.220 will achieve progress toward the targets and standards in Tables 3.08-1 and 3.08-2 <b>and performance measures in subsection D</b> or toward alternative targets and standards adopted by the city or county pursuant to subsections B <b>and C</b> <del>and D</del> . The city or county shall include the regional targets and standards or its alternatives in its TSP."

ITEMS FOR CONSIDERATION

#	Category	Comment	Source(s)	Date	Recommended Action
69	RTFP Title 2: Performance Targets and Standards	<p>In the present draft, TSPs do not need to include performance measures/targets for all of the performance targets in the RTP.</p> <p>The targets missing are for climate change, clean air, affordability, and access to daily needs. They are all categorized under environment and equity, and the current draft includes no measures/ targets that address equity considerations. This omission goes against the current direction of the RTP and of Metro's six elements of a successful region. The region needs to start addressing issues of equity, access for all populations, air quality, and climate change, and many of the decisions on these issues happen at the local level. This language is too weak; it does not go far enough to spell out how and when the jurisdictions will accomplish the targets, how the targets will actually be measured or how shortfalls in meeting targets will be addressed.</p> <p><u>Recommendation:</u> Require TSPs to include all of the regional performance targets, but to analyze only the ones presently included. For the other targets, jurisdictions can utilize Metro's data.</p>	Coalition for a Livable Future, Willamette Pedestrian Coalition	4/27/2010, 5/4/10	No change recommended. The regional performance targets were intended to apply to the Regional Transportation Plan, with the expectation that if local governments adopted specific actions in the RTFP and Urban Growth Management Functional Plan, this would be sufficient to demonstrate progress toward the RTP targets. Each local government has a role in helping the region achieve the RTP targets, but it is unreasonable to expect all local governments to equally achieve the RTP targets due to differences in land use capacity. In lieu of requiring local governments to adopt the RTP targets, the RTFP requires TSPs to include performance measures for safety, VMT per capita, freight reliability, congestion and walking, biking and transit mode shares to evaluate and monitor TSP performance. This can be revisited as part of the next RTP update as methodologies and tools for analysis of equity, access to daily needs, greenhouse gas emissions, and affordability are further developed. Prior to the next RTP update, Metro staff will research and recommend improved evaluation tools and criteria for policy-making and priority-setting in order to better understand how low-income, minority, disabled and elderly populations are being served by transportation policies and investment decisions.
70	RTFP Title 4: Parking Management	<p>As the region considers developing BRT lines, parking ratios referencing transit should clarify that BRT be treated like LRT rather than like other buses. <u>Recommendation:</u> Language should read "one half-mile from an HCT station" rather than light rail (two instances), and language on buses should be clarified to exclude BRT.</p>	Coalition for a Livable Future	4/27/10	Amend 3.08.410A(2) as follows, "...a one-quarter mile walking distance for bus transit or one-half mile walking distance <del>for light rail</del> <b>high capacity</b> transit <b>station</b> , 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 <del>for from a high capacity light rail</del> transit <b>station</b> ,
71	RTFP Title 4: Parking Management	<p>Zone A parking ratios are mandatory ("shall") in some parts of the paragraph, but are weaker in other parts. To be clear and consistent about requirements, language regarding pedestrian accessible areas should be mandatory.</p> <p><u>Recommendation:</u> Change language to "Cities and counties shall designate Zone A Parking Area Ratios in areas with good pedestrian access..."</p>	Coalition for a Livable Future	4/27/10	No change recommended. A more detailed review and analysis of the regional parking management requirements will be conducted prior to the next RTP update to provide a stronger technical basis for strengthening the existing parking management requirements beyond what has been identified to date.

ITEMS FOR CONSIDERATION

#	Category	Comment	Source(s)	Date	Recommended Action
72	RTFP Title 4: Parking Management	This language provides a very big loophole that could potentially blow out Parking Area Ratios. <u>Recommendation:</u> Provide more specific regional guidelines for exempting parking facilities from the parking standards.	Coalition for a Livable Future	4/27/10	Revise 3.08.410C as follows, " <b>Cities and counties shall require that free surface parking shall be subject to the regional parking maximums for Zones A and B from in Table 3.08-3. <u>Following an adopted exemption process and criteria,</u></b> Cities and counties may exempt parking structures; fleet parking..." Metro staff would review the process and criteria for their adequacy as part of the local adoption process. More work is needed to determine what parking management strategies should be implemented in this region and where they could be applied. This effort could define how to tailor the application of these strategies to recognize different levels of development, transit service provision and freight parking needs. This work could include updating and expanding the existing inventory of parking practices in the Metro region, and developing a parking model code and a parking "best practices" handbook to guide local implementation in the region. Functional plan amendments may also be developed as part of this effort.
73	RTFP Title 7: Definitions	The definition of chicane is incomplete and does not reflect its use as a design to slow down traffic.	Coalition for a Livable Future, Fred Nussbaum	4/27/2010, 4/5/10	Amend as follows, "H. "Chicane" means a <b>movable or permanent barrier used to <u>create extra turns in a roadway to reduce motor vehicle speeds or to</u></b> prevent cars from driving across a pedestrian or bicycle accessway."
74	RTFP Title 7: Definitions	The definition of deficiency is overly broad. As used in the RTFP, whether a deficiency exists depends on how a facility functions, including whether it meets operating standards in Table 3.08-2. Yet the definition of "deficiency" unnecessarily includes any time a throughway or arterial has fewer lanes than indicated in the system concept. ("Examples include throughway portions with less than six through lanes of capacity; arterial portions with less than four through lanes of capacity....") <u>Recommendation:</u> Change definition so deficiency is based on performance, not road capacity. Change examples and/or order of examples to de-emphasize capacity increase as the primary way to address deficiencies.	Coalition for a Livable Future, Fred Nussbaum	4/27/2010, 5/4/10	No change recommended. Deficiencies should be based on both performance and whether the facility meets the "typical planned number of lanes" shown in Table 2.6 of the RTP. It is not intended that road capacity must be added if the facility falls below the standards in Table 3.08-2 or planned system in Table 2.6. Other provisions in the RTFP will guide whether that is the appropriate solution to address identified deficiencies.
75	RTFP Title 7: Definitions	Include a definition of High Capacity Transit.	Coalition for a Livable Future, Fred Nussbaum	4/27/2010, 5/4/10	Amend as requested.
76	RTFP Title 7: Definitions	The definition of low-income families is ambiguous. Oregon DHS uses the Federal Poverty Line (FPL) as its base and has different standards depending on the program. The FPL itself is a very high threshold to be considered low-income, as it requires significantly lower income than the eligibility requirements for a number of programs. For example, Oregon WIC requires an income below 185% of FPL; CHIP is 200% of FPL.	Coalition for a Livable Future, Fred Nussbaum	4/27/2010, 5/4/10	Amend as follows, "Low-income families" means households <i>with incomes at or below the Oregon Department of Health and Human Services poverty guidelines. <b>Who earned between 0 and 1.99 times the federal Poverty Level in 1999 as defined in the most recently available U.S. census.</b></i> " This definition is consistent with the U.S. census definition used to identify low-income populations in the RTP background report, "Environmental Justice in Metro's Transportation Planning Process."

## ITEMS FOR CONSIDERATION

#	Category	Comment	Source(s)	Date	Recommended Action
77	RTFP Title 7: Definitions	Projects defined as safety projects should come under the definition when the capacity increase is due to traffic congestion <b>in whole or in part</b> (definition now requires that safety deficiency be totally related to traffic congestion). Possibilities: use >10% increase test, or >50% due to congestion.	Coalition for a Livable Future	4/27/10	This comment is under consideration, pending further direction from Federal Highway staff.
78	RTFP Title 7: Definitions	The definition of Significant increase in SOV capacity on throughway - A greater than 10% increase in capacity to alleviate a bottleneck should not be excluded from the definition because the increase is due to auxiliary lanes (definition is now limited to general purpose lanes).	Coalition for a Livable Future	4/27/10	This comment is under consideration, pending further direction from Federal Highway staff.
79	RTFP Title 7: Definitions	Definition for bottlenecks should include <b>downstream</b> effects as well as upstream.	Coalition for a Livable Future, Fred Nussbaum	4/27/2010, 5/4/10	This comment is under consideration, pending further direction from Federal Highway staff.
80	RTFP Title 7: Definitions	Definition of Significant increase in SOV capacity on multimodal arterial - Projects defined as safety projects should come under the definition when the capacity increase is <b>partly</b> due to traffic congestion (definition now requires that safety deficiency be totally related to traffic congestion). Could use >10% increase test as with a bottleneck.	Coalition for a Livable Future	4/27/10	This comment is under consideration, pending further direction from Federal Highway staff.
81	RTFP Title 7: Definitions	Definition of SOV is broad enough to encompass bicycles, wheelchairs, etc. <b>Recommendation:</b> limit to motorized vehicles to be used in roadway.	Coalition for a Livable Future	4/27/10	This comment is under consideration, pending further direction from Federal Highway staff.
82	RTFP Title 1: Transit System Design	Check the formatting of section 3.08.120B.2 - everything there applies to <i>major</i> transit stops, so the sub-sections should be labeled a through f rather than a through c with sub-sections c. i through iv.	ODOT	4/22/10	No change recommended. As written, subsection 3.08120B2(a) and (b) apply to all transit stops and (c) applies to major transit stops.
83	RTFP Title 2: Performance Targets and Standards	Section 3.08.230E: changing the land use reference from Title 6 of the UGMFP to section 0035(2) of the TPR, which is much more general, may be OK for purposes of "demonstrating progress" (or "doing the best they can"), but it is not sufficient to be eligible for the 30% trip reduction and lower V/C ratios.	ODOT	4/22/10	No change recommended. Metro staff is developing documentation to demonstrate why a minimum 30 percent trip reduction is appropriate for Centers, Main Streets, Station Communities and Corridors if a local government as adopted the provisions called for in the RTFP and UGMFP. Title 6 discussions will continue prior to final action on the UGMFP in December 2010. The Title 6 UGMFP discussions will determine whether Corridors can be eligible for the 30 percent credit. See also comment #39.
84	RTFP Table 3.08-2: Deficiency Thresholds and Operating Standards	Table 3.08.-2 - footnote C: has not been amended since the 2004 RTP (except for changing the chapter reference). In this (2010) RTP, mobility corridor refinement plans are no longer anticipated for the specific facilities listed in the Table, with the exception of I-405 ("Stadium Freeway"). Footnote C should be removed from the Banfield (I-84), I-5 North, OR 99E, and the Sunset Hwy (US 26). Corridor Refinement Plans are still expected to consider alternative mobility corridor standards for a different set of mobility corridors.	ODOT	4/26/10	Amend as requested to delete reference to footnote C for I-5 North, OR 99E and Sunset Highway). The footnote C then would only apply to I-405 loop, I-5 (Marquam Bridge to Wilsonville), OR 8, and I-205. The mobility corridor concept is evolving and future RTP updates will reorganize Table 3.08-2 to more closely reflect the multi-modal concept established in this RTP, and recommended mobility policy for each corridor.

## ITEMS FOR CONSIDERATION

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



ITEMS FOR CONSIDERATION

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

ITEMS FOR CONSIDERATION

#	Category	Comment	Source(s)	Date	Recommended Action
92	RTP Projects	Remove the Tualatin Rd. extension across the Tualatin River providing a direct connection to I-5 (Project #10731). On April 26, 2010, the Tualatin City Council unanimously agreed to withdraw its support for this project due to growing public opposition to the project. The city will conduct more detailed traffic analysis and public involvement regarding this project during the City's transportation system plan (TSP) update.	City of Tualatin, Toni Anderson, Michael Klenz, Charles Fedel, Gary Green, Bob and Kathy Newcomb, Dolores Hurtado, Jerry and Jan Larsen, Aimee McAuliffe, Jim Milne, George Vigileos, Reba Tobey, Elizabeth Piazza, Kathy Rayborn, Greg Doering, David Allen, Jan Giunta, Gail Here, Ida Solomonik, Jeff Welsh, Steve and Wendy Hall, Carol Diforio, Star Fuji, Diane Ross, genrikh koyfman, Emil Koyfman, Jodie Chrisman, Glenn and Martha Bailey, Alex Reid, Rowena and Randy Hill, John Scott, James O. Estes, Gary Thompson, Barbara Kelleher, Dwight Raikoglo, Deborah Stewart, Sharla Wyland, Dian Leth, Carol & John Cesnalis, Kip and Molly Nix, Bob Barnes, Pat Carroll, Larry McClure, Marius Brisan, Christine Turnstall, Nancy Schmidt, Edward Bartlett, Cathy Holland	4/28/10, 5/3/10, 5/4/10, 5/5/10, 5/6/10	Amend as requested, deleting Project #10731 from the RTP project list in Appendix 1 and deleting the project "general location" from Figure 2.10 (Regional Design Classifications) and Figure 2.12 (Arterial and Throughway Network). Chapter 4 of the RTP will also be amended to describe inadequate access and connectivity via the current bridge across the Tualatin River into the Tualatin Town Center and the industrial district that should be addressed in the Tualatin TSP update. The city will recommend a replacement project(s) for inclusion in the RTP upon completion of the TSP update.
93	RTP Projects	Revise the description for Project #10598 to reflect JPACT and Council action on December 10, 2009.	Metro staff	5/3/10	This is a technical correction, the project description should read as follows, " <u>Purchase right-of-way <b>when all project conditions are met: including integration with land use plans for UGB expansion areas and Urban Reserves, conducting the I-5 South Corridor Refinement Plan, including Mobility Corridors 2, 3 and 20, and resolution of access between I-5 and southern arterial with no negative impacts to I-5 and I-205 beyond the forecast No-Build condition, addressing NEPA to determine the preferred alignment and addressing any conditions associated with land use goal exception for southern arterial.</b></u> " This project is a placeholder and is not part of the RTP until a goal exception has been adopted through a local comprehensive plan. The responsible agency for adopting a goal exception is the county (or counties) with planning responsibility for the area where the proposed facility would be located.

ITEMS FOR CONSIDERATION

#	Category	Comment	Source(s)	Date	Recommended Action
94	RTP Projects	Revise the description for Project #11339 to reflect JPACT and Council action on December 10, 2009.	Metro staff	5/3/10	This is a technical correction, the project description should read as follows, "Construct the initial 2-3 lane phase of the Southern Arterial from Hwy 99W to the SW 124th Extension <b><u>when all project conditions are met: including integration with land use plans for UGB expansion areas and Urban Reserves, conducting the I-5 South Corridor Refinement Plan, including Mobility Corridors 2, 3 and 20, and resolution of access between I-5 and southern arterial with no negative impacts to I-5 and I-205 beyond the forecast No-Build condition, addressing NEPA to determine the preferred alignment and addressing any conditions associated with land use goal exception for southern arterial.</u></b> " This project is a placeholder and is not part of the RTP until a goal exception has been adopted through a local comprehensive plan. The responsible agency for adopting a goal exception is the county (or counties) with planning responsibility for the area where the proposed facility would be located.
95	RTP Projects	Revise the description for Project #11340 to reflect JPACT and Council action on December 10, 2009.	Metro staff	5/3/10	This is a technical correction, the project description should read as follows, "Expand to 4-5 lanes to serve growth in the area after improvements to Tualatin-Sherwood Road and an improved connection from Sw Tualatin Road to the I-5/Lower Boones Ferry Interchange <b><u>and when all project conditions are met: including integration with land use plans for UGB expansion areas and Urban Reserves, conducting the I-5 South Corridor Refinement Plan, including Mobility Corridors 2, 3 and 20, and resolution of access between I-5 and southern arterial with no negative impacts to I-5 and I-205 beyond the forecast No-Build condition, addressing NEPA to determine the preferred alignment and addressing any conditions associated with land use goal exception for southern arterial.</u></b> " This project is a placeholder and is not part of the RTP until a goal exception has been adopted through a local comprehensive plan. The responsible agency for adopting a goal exception is the county (or counties) with planning responsibility for the area where the proposed facility would be located.

## ITEMS FOR CONSIDERATION

#	Category	Comment	Source(s)	Date	Recommended Action
96	RTP Projects	Revise the description for Project #11342 to reflect JPACT and Council action on December 10, 2009.	Metro staff	5/3/10	This is a technical correction, the project description should read as follows, "Connect the Southern Arterial to I-5 or other surface arterials in the vicinity of the I-5/North Wilsonville Interchange <b>when all the project conditions are met: including integration with land use plans for UGB expansion areas and Urban Reserves, conducting the I-5 South Corridor Refinement Plan, including Mobility Corridors 2, 3 and 20, and resolution of access between I-5 and southern arterial with no negative impacts to I-5 and I-205 beyond the forecast No-Build condition, addressing NEPA to determine the preferred alignment and addressing any conditions associated with land use goal exception for southern arterial.</b> " This project is a placeholder and is not part of the RTP until a goal exception has been adopted through a local comprehensive plan. The responsible agency for adopting a goal exception is the county (or counties) with planning responsibility for the area where the proposed facility would be located.
97	RTP Projects	Update RTP projects 10022, 10041, 10042, 10052, 10869, 10890, 10894, 11347, 11349, and 11350 to clarify project element descriptions and termini to be consistent with the Sunrise Project FEIS Preferred Alternative. These changes are consistent with the RTP air quality conformity assumptions.	ODOT	5/5/10	Amend as requested.
98	RTP Projects	Appendix 1.1 Project List -RTP #10613 – Project end location should be 119th Ave. not 117th Ave.	Washington County	5/6/10	Amend as requested
99	RTP Projects	Appendix 1.1 Project List #10601 – Project description for Hwy. 26/Bethany Interchange improvements should read as follows: " <b>Rebuild overpass to accommodate additional northbound through-lane and bike lanes. Construct additional lane on collector-distributor road allowing for dual right-turn lanes onto northbound Bethany Boulevard. Construct additional westbound exit ramp lane and shoulder at Cornell exit. Cost should be increased to \$12 million to be consistent with current Authorization request.</b> "	Washington County	5/6/10	Amend as requested.
100	RTP Projects	Appendix 1.1 Project List -- Washington County, not Hillsboro, is the correct facility owner/operator for Farmington projects #11285 and #11284.	Washington County	5/6/10	Amend as requested.
101	RTP Projects	Appendix 1.1 Project List --Add Farmington to 198th improvements: 185th Ave. to 198th Ave., widen from two to three lanes with bike lanes and sidewalks, \$17,326,000, 2008-2017 (#10574) back to Financially Constrained list	Washington County	5/6/10	Amend as requested. This is consistent the conformity determination.

## ITEMS FOR CONSIDERATION

#	Category	Comment	Source(s)	Date	Recommended Action
102	RTP Projects	OR 217 -• Revise Project #10875 (\$79.6 million in the federal RTP) to reflect more recent recommendations that have come from the OR 217 Interchange Management Study and add back the full OR 217 project to the RTP Investment Strategy (Appendix 1), with a revised estimated cost of \$414.7 million. Amend the financial assumptions in the State RTP to include tolling revenue in the amount of \$340 million, which combined with the \$74.7 million that remains under the Washington County funding target achieves the cost/revenue balance. The tolling revenue assumption is consistent with the range identified in the OR 217 Corridor Study recommendations (Note: state RTP projects 10599 (72nd/217 – \$19.5 million) and 11302 (I-5/217 - \$50 million) should remain the same). These modifications would effect the modeling assumptions for this corridor. The operational improvements would be part of the financially constrained system (consistent with the draft RTP). The full six-lane OR 217 project would only be assumed on the State RTP system project list and for the purposes of modeling would include tolling. The project description should be revised to reflect this and acknowledge that future project development activities will consider tolling, other operational improvements and use a least cost planning and practical design approach to define the longer-term improvement for this corridor.	Washington County	5/6/10	This comment is under consideration, pending further direction from ODOT staff.
103	RTP Projects	The SWNI priorities for improvements to Barbur Blvd are on the state list (#10283 and 10285). We recommend that Slavin Rd. connection between Barbur and the Gibbs St. Ped bridge be included in the Barbur scope. We recommend that Barbur projects be placed on the FC list.	Southwest Neighborhoods Inc.	5/6/10	No change recommended. Project #10283 is included in the federal priorities list of projects. The comment on Project #10285 has been forwarded to the City of Portland for consideration as part of their TSP update.
104	RTP Projects	We recommend that the Barbur Bridges project #11324 be seperated into 2 projects, so the projects that are urgently needed to complete gaps.	Southwest Neighborhoods Inc.	5/6/10	No change recommended. This comment has been forwarded to ODOT for consideration in their upcoming State Transportation Improvement Program (STIP).
105	RTP Projects	We recomend the following projects (currently in Portland's TSP) be included in the RTP: SW Huber (including improvements on 40th connecting Huber to the existing ped bridge over I-5), SW 19th, SW 26th, and SW Spring Garden.	Southwest Neighborhoods Inc.	5/6/10	No change recommended. This comment has been forwarded to the City of Portland for consideration as part of their TSP update.

## ITEMS FOR CONSIDERATION

#	Category	Comment	Source(s)	Date	Recommended Action
106	RTP Projects	The BTA finds that the RTP project list fails to meet the recommendations of Metro's own Making the Greatest Place guiding principles. The BTA understands that the "no build" scenarios gets the region closest to meeting GHG goals that the "full-build" RTP scenarios. These issues need to be addressed prior to moving forward. Metro should ensure that all local jurisdictions adopt and put forward project plans that reflect the new policy goals of the RTP and provide a much more rigorous screening criteria by which projects must pass to make the RTP project list.	Bicycle Transportation Alliance	5/6/10	No change recommended. The 2009 Legislature required Metro to "develop two or more alternative land use and transportation scenarios" designed to reduce GHG emissions from light-duty vehicles by January 2012 through HB 2001 (Sections 37 and 38). It also requires Metro to adopt one scenario that meets the state targets after public review and comment. Finally, local governments are required to adopt comprehensive plan and land use regulations consistent with the adopted scenario. Transportation infrastructure, transportation pricing, technology and land use are part of the solutions recommended by the draft RTP. The effect of more aggressive application of each these strategies will be tested as part of the HB 2001 land use and transportation scenarios in 2010. The Regional Transportation Functional Plan will direct how local transportation system plans must be updated to be consistent with the new RTP. With JPACT and Council direction, staff will propose a more rigorous <u>screening process for projects in the next RTP update.</u>
107	RTP Projects	Many projects in the RTP mention improvements to the bicycle and pedestrian network but are primarily road projects that include minimal or the legally required improvements. Inclusion of bike/ped elements in descriptions may indicate merely that mentioning alternative modes in a project is likely to be viewed favorably, although the actual investment may be incidental to the overall scale of the project. Metro should have more detailed information on the breakdown of project costs.	Bicycle Transportation Alliance	5/6/10	No change recommended. Chapter 3 was significantly updated from the 2009 public review draft to include more detailed information on project costs by mode. Less than half of the arterial projects proposed in the RTP are widening projects designed to include vehicle capacity (196 projects out of 549 road projects). More than 190 projects are street reconstruction and boulevard retrofits that do not add vehicle capacity. See pages 3-24 in the RTP for a more detailed summary of the types of road projects that are proposed.
108	RTP Projects	Concerned that the BRT option on the Powell Blvd HCT corridor is being finalized as a part of this plan without studying which investment makes the most sense. Powell Blvd should have investments made that does not impede the current capacity.	Ray Whitford	5/6/10	No change recommended. Powell Blvd. was identified as a near-term priority corridor as part of the High Capacity Transit (HCT) plan. Although the analysis of all of the corridors assumed light rail transit for comparative purposes, the HCT plan does not prescribe a specific modal type for any corridor. The type of HCT (Light Rail Transit, Bus Rapid Transit, Rapid Streetcar, etc.) is determined through the alternatives analysis process. The alternatives analysis for the Powell corridor has not started.
109	RTP Projects	In Beaverton, to improve traffic flow there is a proposal to extend 125th Ave through a greenspace from Greenway to Hall Blvd. We are concerned that this road will be built as it is unnecessary: it would create too many arterial roads in the same location, other large roads run almost exactly parallel to it providing adequate transport; other major arterials could be improved to prevent traffic congestion instead of paving this uncommon forested area of Beaverton. We hope this proposal is not in the 2035 Plan and wish to express the opposition of hundreds of Beavertonians to this project.	Cindy Kimble	5/6/10	No change recommended. RTP Project #10635 was submitted by the City of Beaverton as a financially constrained project. Beaverton is in the process of finalizing a TSP update. This process reevaluated the 125th Ave. project and assessed it as a high priority project.

ITEMS FOR CONSIDERATION

#	Category	Comment	Source(s)	Date	Recommended Action
110	RTP Projects	The RTP makes the case for environmental, community and economic benefits of building "efficient urban form" by building and connecting key employment, shopping, civic and cultural destinations with an eye to facilitating bicycle, ped and transit access. When you get into Chapter, one finds that for many Washington County centers and corridors, the 2035 Federal Priority system would have no impact on or even decrease SOV mode share. This is reflected in the project list.	Damian Miller	5/6/10	No change recommended. This comment has been forwarded to Washington County for consideration as part of their TSP update.
111	RTFP - General comments	The functional plan needs to be strengthened to require all jurisdictions to meet the intent of the plan, with few exceptions. All local transportation plans need to include streets with ped/bike paths that connect with essential destinations, ADA compliant access to major transit stops and stronger consideration of how small infill development affect livability when not accompanied by appropriate infrastructure improvements.	Southwest Neighborhoods Inc.	5/6/10	No change recommended. The functional plan applies to all local governments in the region. In addition, other state and federal requirements regarding ADA-compliant access guide the design of facilities.
112	RTFP Intent	Revise to describe the purpose of the RTP performance targets and standards and recognize that the analysis required for each TSP may vary given the complexity of transportation issues within the local planning area and the data and methods available to conduct such an analysis	TPAC	4/30/10	Amend as follows, "A. <u>The Regional Transportation Functional Plan (RTFP) implements those policies of the Regional Transportation Plan (RTP)...</u> <b>The Regional Transportation Plan establishes an outcomes-based framework that is performance-driven and includes policies, objectives and actions that direct future planning and investment decisions to consider economic, equity and environmental objectives.</b> The principal performance objectives of the RTP are .... <b>Metro and its regional partners will continue to develop a regional data collection and performance monitoring system to better understand the benefits and impacts of different actions relative to the RTP performance objectives. Local plan updates and amendments should rely on Metro data and tools or other locally-developed data and tools, when practicable. Through performance evaluation and monitoring the region can be a responsible steward of public funds and be more accountable and transparent about local and regional planning and investment choices.</b> <b>B. The Regional Transportation Functional Plan (RTFP) implements those policies, objectives and actions 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. Local implementation of the RTP will result in a more comprehensive approach for implementing the 2040 Growth Concept, help communities achieve their aspirations for growth and support current and future efforts to achieve the principal objectives of the RTP and address climate change.</b> C..."

## ITEMS FOR CONSIDERATION

#	Category	Comment	Source(s)	Date	Recommended Action
113	RTFP Title 1: Street System Design	3.08.110 (B)(1) states that City and County local street design regulations shall allow implementation of "pavement widths of less than 28 feet from curb-face to curb-face." The original language stated that City and County street design regulations shall allow "...pavement widths of no more than 28 feet from curb-face to curb-face." The intent was to delete the restriction in the original language. The old and new language should be deleted from the final RTFP.	City of Gresham	5/6/10	No change recommended. This language requires local governments to allow implementation of "skinny streets," where appropriate and does not preclude implementation of wider curb-to-curb widths when using "green street" designs.
114	RTFP Title 1: Transportation System Design	Section 3.08.110(C) - Existing C should be moved up to A, and existing A and B should become B and C. The new A (former C) should end ". . . <b>each city and county should, as necessary and to the extent practicable, amend its Transportation System Plan, Comprehensive Plan, land use regulations, project lists, and other implementing measures to comply with the requirements set forth in Sections B through G of this section.</b>	City of Portland	5/6/10	Amend to delete 3.08.110 (C). This provision is not needed as it only introduce subsections D through G and articulates some purposes for each of those subsections. Subsections D, E, and F have their own statement of purpose. The "extent practicable" wording is not recommended. To make a determination of whether something is "practicable" requires an additional step that is not warranted. Compliance determinations will be based on an assessment of whether the TSP and implementing regulations "substantially comply" with the RTP.
115	RTFP Title 1: Transportation System Design	Section 3.08.110(C) This will allow elimination of confusing language in the various sections that are similar but different from one simple "amend to comply" standard. Examples of these variants that should be eliminated include: "shall allow implementation of," "shall incorporate into it TSP," and ," "shall incorporate into it TSP to the extent practicable."	City of Portland	5/6/10	Amend as appropriate given the intent of each clause; each clause has a different legal connotation.
116	RTFP Title 1: Transportation System Design	Section 3.08.110 (D) Remove reference to number of lanes, i.e. "four-lane" or "two-lane", and instead refer to the RTP Table 2.6 Arterials and Throughway Design Concepts (p. 2-29 to 2-30). The table describes the number of lanes as "planned" – not standard – but may vary based on ROW constraints or other factors	City of Portland, Washington County	5/6/2010, 5/6/10	Amend as requested to remove specific lane number references and to add a reference to Table 2.6 in Chapter 2 of the RTP. See comment #3 and #54.
117	RTFP Title 1: Transportation System Design	Section 3.08.110 F -We believe these regulations are intended to apply to the "parcels of five acres or more" identified in 308.110E. However, the way it is formatted, it reads like it would apply to wherever a new street was constructed. 308.110F should be a subset of E so these requirements only apply to the parcels of 5 acres or more.	Washington County	5/6/10	Amend as requested.
118	RTFP Title 1: Transportation System Design	Section 3.08.110 (Street System Design),item F. 3 states that "City and county street design regulations shall allow: Sidewalk widths that include at least five feet of pedestrian through zones". This should be a minimum requirement, not an allowance.	Willamette Pedestrian Coalition	5/3/10	No change recommended. This provision means that city and county street standards have to allow 5 feet as a minimum and as such is a minimum requirement.



## ITEMS FOR CONSIDERATION

#	Category	Comment	Source(s)	Date	Recommended Action
119	RTFP Title 1 Transportation System Design	Section 3.08.120 (Transit System Design), item A, only addresses existing service. Shouldn't local governments also thinking about planned transit service outside of Station areas?	Fred Nussbaum	5/4/10	Amend as requested. "City and county TSPs or other appropriate regulations shall include investments, policies, standards and criteria to provide pedestrian and bicycle connections to <del>all</del> <b>existing</b> transit stops <b>and major transit stops designated in Figure 2.15 of the RTP where regional transit service exists at the time of TSP development or update, and all existing or planned Station Communities. This amendment replaces the recommendation in comment #9.</b>
120	RTFP Title 1: Transportation System Design	Section 3.08.120 A – We are supportive of the intent of this section, but tying land use regulations directly to a "transit stop" can create problems. It sets up the situation where moving a transit stop becomes a quasi-judicial or legislative plan amendment. We would prefer having 3.08.120 A. read something like "..... <b>bicycle connections to all streets where regional transit service exists at the time of TSP development....</b> "	Washington County	5/6/10	See recommendation in comment #119.
121	RTFP Title 1: Transportation System Design	Section 3.08.120 B.2.b. – Providing pedestrian crossings at all transit stops will be problematic along many arterials with long blocks (think TV Highway). Should be some "practicability" provision here ... (e.g. insert "... <b>and practicable</b> ..." after "improvements as needed ..." in this sub-section.	Washington County	5/6/10	Amend as requested.
122	RTFP Title 1: Transit System Design	Item 3.08.120(B)(2)b should become a subsection of B.2.c because it only refers to major transit stops.	Fred Nussbaum	5/4/10	Amend as requested to move "Make intersection and midblock traffic management improvements as needed to enable marked crossings at major transit stops." to become 3.08120(B)(2)(c)(v.)
123	RTFP Title 1: Transit System Design	Item 3.08.120(B)(2)b - providing pedestrian crossings at all stops will be difficult on arterials will longer block spacing, such as Tualatin Valley Highway. Insert "and practicable" to provide some flexibility for these types of treatments.	Washington County	5/6/10	Amend as requested to move "Make intersection and midblock traffic management improvements as needed <b>and practicable</b> to enable marked crossings at major transit stops."
124	RTFP Title 1 Transportation System Design	Section 3.08.120 (Transit System Design) item C, strengthen language to be as prescriptive as that applied to local jurisdictions. Include standards for frequency, stop spacing, coverage, maximum walking distance to stops, hours of operation and maximum transit/auto travel time ratios for priority trip purposes, etc.	Fred Nussbaum	5/4/10	No change recommended. This is not appropriate for a functional plan.
125	RTFP Title 1 Transportation System Design	Section 3.08.130 (Pedestrian System Design) item A.4, Address pedestrianways parallel to controlled access roadways. There should be a pedestrian route parallel to freeways - either along a parallel street or along a pathway.	Fred Nussbaum	5/4/10	No change recommended. The Oregon Transportation Planning Rule explicitly states that sidewalks are not required along controlled access roadways (freeways). The RTP mobility corridor concept (RTP chapter 2, Figure 2.7) envisions bicycle parkways parallel to regional throughways (e.g. freeways). Some bicycle parkways would be designed as multi-modal facilities including bicyclists and pedestrians. Future work is needed to determine whether Metro should require a bicycle parkway along every regional throughway.

## ITEMS FOR CONSIDERATION

#	Category	Comment	Source(s)	Date	Recommended Action
126	RTFP Title 1: Transportation System Design	Section 3.08.130 (Pedestrian System Design) states that city and county TSP's shall include a pedestrian plan, but does not require such plans to be updated on timely basis nor does it require any jurisdictions to provide timelines for completion of their inventories and pedestrian needs evaluations.	Willamette Pedestrian Coalition	5/3/10	No change recommended. Pedestrian inventories and needs analyses must be updated every time a TSP is updated per the Transportation Planning Rule.
127	RTFP Title 1: Transportation System Design	WPC supports 3.08.130 C. in the RTFP: City and county land use regulations shall ensure that new development provides "reasonably" direct routes for pedestrian travel. This is equally important for smaller infill development (under 5 acres in size). Pedestrian access requirements should not be waived, regardless of development size.	Willamette Pedestrian Coalition	5/3/10	No change recommended. Section 3.08.130 C. does not state that pedestrian access requirements should be waived for development on sites under 5 acres in size. The only requirement in the RTFP that mentions 5 acres is section 3.08.110 (Street System) item E, which requires a conceptual street plan for contiguous areas of vacant and redevelopable lots and parcels of five or more acres that are zoned to allow residential or mixed-use development.
128	RTFP Title 1 Transportation System Design	Section 3.08.130 (Pedestrian System Design) Add standards to specify under what circumstances a pedestrian crossing at an intersection can be denied. Frustrated/desperate transit patrons will do dangerous things to try to catch their bus.	Fred Nussbaum	5/4/10	No change recommended. This is not appropriate for the functional plan. Guidance for pedestrian crossing locations may be considered in upcoming update to regional street design guidelines.
129	RTFP Title 1 Transportation System Design	Section 3.08.130 (Pedestrian System Design) Add standards for pedestrian-actuated signals (appropriate and inappropriate intersections, button location, cycle lengthening, maximum wait time, button orientation. Circumvention of pedestrian signals, due to pedestrian frustration with long wait times, causes major safety issues.	Fred Nussbaum	5/4/10	No change recommended. This is not appropriate for the functional plan. Guidance for pedestrian-actuated signals may be considered in upcoming update to regional street design guidelines.
130	RTFP Title 1: Transportation System Design	Section 3.08.130 (Pedestrian System Design) describes the "provision for" sidewalks along arterials or safe, controlled crossings of arterials. The phrase "provision for" lacks the strength needed to actually make these improvements a reality. Our perception is that most arterial improvement projects in the Technical Appendix / project list are road widening projects designed to increase vehicle capacity. Addition of sidewalks and bike lanes is required, but do not create an environment friendly to walking and cycling. Great distances between signalized crossings and short walk signal timing make these types of streets very dangerous for pedestrians.	Willamette Pedestrian Coalition	5/3/10	No change recommended. This language is consistent with the Transportation Planning Rule. In addition, less than half of the arterial projects proposed in the RTP are widening projects designed to include vehicle capacity (196 projects out of 549 road projects). More than 190 projects are street reconstruction and boulevard retrofits that do not add vehicle capacity. See pages 3-24 in the RTP for a more detailed summary of the types of road projects that are proposed.
131	RTFP Title 1: Transportation System Design	Section 3.08.130 (Pedestrian System Design), Item B states that jurisdictions "may" implement the provisions of 3.08.120 B (2) to establish pedestrian districts. This language is confusing because 3.08.120 B applies to land use regulations that include elements to leverage transit investment and there is no B (2) listed in this section.	Willamette Pedestrian Coalition, Fred Nussbaum	5/3/2010, 5/4/10	Amends as Follows "B. <b>As an alternative to implementing section 3.08.120B</b> , <del>A</del> a city or county may <del>implement the provisions of section 3.108.120B (2)</del> by establishment of a pedestrian districts in its comprehensive plan or land use regulations. <del>The regulations shall include</del> <b>with</b> the following elements:"

## ITEMS FOR CONSIDERATION

#	Category	Comment	Source(s)	Date	Recommended Action
132	RTFP Title 1 Transportation System Design	Section 3.08.140 (Bicycle System Design) Address bikeways parallel to controlled access roadways.	Fred Nussbaum	5/4/10	No change recommended. The RTP mobility corridor concept (RTP chapter 2, Figure 2.7) envisions bicycle parkways parallel to regional throughways (e.g. freeways). Future work is needed to determine whether a bicycle parkway should be required along every regional throughway. This work will be conducted as part of the Active Transportation Action Plan called for in Chapter 6 of the RTP.
133	RTFP Title 1 Transportation System Design	Section 3.08.140 Bicycle System Design- Change "Provision for bikeways along arterials, <i>and major</i> collectors <b>and local streets</b> ... (parallel language to 3.08.130.A.4)	City of Portland	5/6/10	Amend as requested. This recommendation replaces comment #16.
134	RTFP Title 1 Transportation System Design	Section 3.08.130/140/150 Ped, Bicycle and Freight System Design- City and county TSPs shall include a pedestrian plan. Portland has adopted master plans for each mode and modal classifications and policies are incorporated into the Transportation Element of the TSP. Chapter 5 of the TSP contains the Modal Plans. Having this in the TSP seems redundant to the adopted master plans.	City of Portland	5/6/10	No change recommended. The provisions, as written, do not limit master plans from being adopted separately from a TSP.
135	RTFP Title 2 Development and Update of Transportation System Plans	Washington County staff are not very comfortable with adopting Chapter 4 by ordinance and would like to discuss the possibility of recommending adoption by Resolution and Order. We believe Metro could be consistent with the TPR without adopting Chapter 4 as a land use decision. While the Mobility Corridor work that has been done to date is a good first step, we believe it isn't developed enough at this point to enable local governments to clearly understand its implications or to develop TSPs that are consistent with the work as it stands.	Washington County	5/6/10	Amend RTFP Section 3.08.210 to add a new subsection as follows, " <b>When determining its transportation needs under this section, a city or county shall consider the regional needs identified in the mobility corridor strategies in Chapter 4 of the RTP.</b> " and remove the following provision from subsection B " <i>Regional needs identified in the mobility corridor strategies of Chapter 4 of the RTP.</i> "
136	RTFP Title 2 Development and Update of Transportation System Plans	Section 3.08.220 (Transportation Solutions) TSMO should be moved to #3 position, since it can often increase system capacity by spreading traffic volumes around, thereby creating traffic impacts (albeit in a less onerous way than building additional capacity).	Fred Nussbaum	5/4/10	No change recommended.
137	RTFP Title 2 Development and Update of Transportation System Plans	Section 3.08.220 (Transportation Solutions) Improvements to parallel arterials, etc. should move to #4 position, since land use changes take longer to have effect.	Fred Nussbaum	5/4/10	No change recommended.
138	RTFP Title 1: Transportation Solutions	<u>3.08.220 Subsection A(1):</u> Revise as follows, "TSMO <b>strategies investments, including localized TDM, signal timing, safety, operational and access management improvements that refine or implement regional strategies in the RTP.</b> ..." to better reflect the range of TSMO strategies that should be considered and recognize some strategies may be more localized in nature and not explicitly identified in the Regional TSMO plan.	TPAC, City of Portland	5/4/2010, 5/6/10	Amend as requested.

## ITEMS FOR CONSIDERATION

#	Category	Comment	Source(s)	Date	Recommended Action
139	RTFP Title 1: Transportation System Design	Section 3.08.220 (Transportation Solutions) states that jurisdictions shall be required to explain their choice of a lower priority strategy, but it is not clear to whom or how the explanation will be provided. This information should be made part of the public record whenever exceptions are granted.	Willamette Pedestrian Coalition	5/3/10	No change recommended. The explanation would be included in the city or county TSP or locally-adopted findings of consistency with the RTP.
140	RTFP Title 2: Development and Update of TSPs	Section 3.08.220 (A) Transportation Solutions-indicates that strategies should follow a particular order. It would be better (and more flexible) to indicate that 1-4 should be used before capacity improvements	City of Portland	5/6/10	No change needed. This is indicated in provision as amended in comment #21.
141	RTFP Title 2: Development and Update of TSPs	Section 3.08.220 (A)(5) Change "Improvements to parallel...consistent with the connectivity standards in section 3.08.110 <b>and street classifications</b> , in order to provide alternative routes..."	City of Portland	5/6/10	Amend as follows, "...and <b>design classifications in Section 2.5.1 of the RTP</b> ..." See recommendation in comment #142.
142	RTFP Title 2: Development and Update of TSPs	Section 5. 3.08.220 A. 5 and 6 The relationship and interaction of these two "solutions" (5 and 6) is a bit awkward and needs clarification to avoid unnecessary confusion when these analyses are undertaken. If "improvements" referenced in 5 are those that ensure connectivity is up to snuff and that all modes are addressed on parallel facilities then that should be clarified. If "improvements" has a broader meaning that includes capacity improvements on parallel facilities, then the interplay between 5 and 6 becomes circular; that is, add capacity on a parallel facility so you don't have to add it on the one you're looking at. Do the same analysis on the parallel facility and you're looking back at the one you started with.	Washington County	5/6/10	Amend as follows, "5. <b>Connectivity</b> improvements to <b>provide</b> parallel arterials, collectors and local streets, <del>including that include</del> pedestrian and bicycle facilities, consistent with connectivity standards in section 3.08.110 <b>and design classifications in Section 2.5.1 of the RTP</b> , in order to provide alternative routes of travel <del>or and</del> <b>encourage walking, biking and access to transit use of modes other than SOV.</b> "
143	RTFP Title 2: Development and Update of TSPs	3.08.220A -Section 5 should clarify that parallel facilities' improvements should be found to be cost-effective alternatives that both meet the stated objective of encouraging modes "other than SOV" but which also solves the problem, "need" or performance objectives being addressed in the first place	Washington County	5/6/10	No change recommended. This is the intent of the existing language.
144	RTFP Title 2: Development and Update of TSPs	3.08.220A - Section 6 should clarify that making capacity improvements "... consistent with the RTP Arterial and Throughway Network Concept..." includes an understanding that in some circumstances "additional through lanes beyond the planned system" may be considered (See RTP: second paragraph, page 2-34 for further description.)	Washington County	5/6/10	Amend this section as follows, "Motor vehicle capacity improvements, consistent with the Arterial and Throughway <b>Design and Network Concepts in Table 2.6 and Section 2.5.2 of the RTP</b> ..." This is already addressed in 3.08.510(D) for plan amendments.

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#	Category	Comment	Source(s)	Date	Recommended Action
145	RTFP Title 2: Transportation Solutions	<p>6. 3.08.220 C -- We believe the application of this section will create some confusion. 3.08.210 A has been clarified to confirm that local TSPs can use the RTP as a baseline for state and regional needs and focus on local needs. 3.082.20 C then directs local governments on how to proceed when they discover state or regional needs that are unmet in the RTP. This would be clear enough in an RTP in which known state and regional needs are addressed. However, since projects or solutions to needs identified in the 2035 RTP are capped by funding assumptions, not all needs are addressed. In other words, there are two types of unmet state and regional needs: 1) new and previously unidentified, or 2) already known and not included in the RTP because of the funding cap. While it makes sense for Metro and local governments to address the first category of unmet needs (the unanticipated needs) through mechanisms identified in 3.08.220 D, we should not need to go through this process for the second category of unmet needs (anticipated but outside the funding cap). The distinction should be clarified in the RTP and RTPFP so that local governments are not put in the position of having to develop or propose responses to modify the RTP to address already known but unmet needs as part of their TSP development processes.</p>	Washington County	5/6/10	Amend subsection C as follows, "If analysis under subsection 3.08.120A indicates <b>a new</b> regional or state need that has not been <b>identified</b> <i>addressed</i> in the RTP, the city or county, <i>shall</i> <b>may</b> propose one of the following actions..." There is not a one-to-one relationship between needs and projects in the RTP. Under the 2006 TPR amendments, the threshold for an adequate transportation system is "doing the best we can" and "improve performance as much as feasible" to make progress toward the RTP performance targets and standards by implementing all feasible actions and projects.
146	RTFP Title 2: Transportation Solutions	<p>The implied purpose of 3.08.220 D -- to "balance" the RTP through mechanisms described in its four strategies -- may seem sensible in an RTP that is in balance in the first place (i.e., solutions identified for all needs), but the 2035 RTP is not in balance in this sense. Direction to use 3.08.220 D strategies suggests, in effect, that the "cap" imposed by the 25-year funding assumptions in the plan should be the controlling constraint -- that we should be more willing to make adjustments contemplated in the strategies (land-use, policy, etc.) than to reconsider long-term funding assumptions. We question whether this is appropriate. Whether it is a good thing or a bad thing, it should be made clear that local governments are not required to address this section for unmet regional needs already in the RTP.</p>	Washington County	5/6/10	Amend to delete subsection D. The strategies identified apply to plan amendments under OAR 660-012-0060 to balance land use and transportation, and do not need to be included in the RTFP. See also recommendation in comment #145.

## ITEMS FOR CONSIDERATION

#	Category	Comment	Source(s)	Date	Recommended Action
147	RTFP Title 2 Performance Targets and Standards	Page 6-22 of the RTP says the direction is to "retain current mobility standards," yet RTFP Table 3.08-2 – Interim Regional Mobility Policy changes the standard from level of service standards to volume/capacity ratios. It is unclear how an evaluation of this standard might work. (Note: Given the 1.1 standard, shouldn't it be "demand/capacity" rather than volume/capacity, since volume can't exceed capacity?) We know there is a need to reflect ODOT standards in the RTP. We recommend that on an interim basis we a) change the mobility policy only for ODOT facilities and b) keep the "letter standards" for non-ODOT facilities in place. More time is needed to review and this does not seem consistent with the direction that the region will retain the current mobility standards for the this RTP.	Washington County	5/6/10	No change recommended. The letter grades for level-of-service (LOS) are based on volume-to-capacity ratios as defined in the Highway Capacity Manual. Converting the "letter grades" to "ratios" provides more specificity about what the mobility standard is, and does not represent a change to the region's mobility policy. This change is consistent with how ODOT applies the mobility standards through the Transportation Planning Rule and the Oregon Highway Plan. Local governments may choose alternative standards pursuant to 3.08.230 B.
148	RTFP Title 2 Performance Targets and Standards	Table 3.08-1 Regional Modal Targets - Needs more information to specify that modal targets represent the non-SOV average "daily" weekday trips for year 2035 -Non-SOV Modal Targets are an inadequate alternative standard under the TPR. They are hard to measure. We should have total VMT reduction targets and multi-modal targets for each of the 2040 design types, for at least the modes requiring a system plan under Title 1. -More targets based on the 2035 RTP policy, particularly greenhouse gas reduction.	City of Portland	5/6/10	Amend Title of Table 3.08-1 as requested, adding the word " <b>daily</b> ." No change recommended to the Non-SOV modal targets. The City may adopt other targets as part of the TSP.
149	RTFP Title 2 Performance Targets and Standards	Table 3.08-2 Interim Regional Mobility Policy- • We understand that the Areas of Special Concern designation is being eliminated since the same flexibility currently reserved for areas with the highest density (based on required actions) is now being extended to all other areas within the region. Vehicular LOS or V/C based standards are not appropriate for the Central City or Regional Centers • V/C standards don't account for through traffic (or non district generated traffic) which penalizes centrally located areas.	City of Portland	5/6/10	No change recommended. The city may adopt alternative standards pursuant to 3.08.230B.
150	RTFP Title 2: Development and Update of TSPs	Section 3.08.230 B.2– We would insert language ahead of this provision to clarify what we believe is the intent here, as follows: " <b>Unless demonstrated to be necessary under 3.08.220 A.6,</b> <del>W</del> will not result in a need for motor vehicle	Washington County	5/6/10	No change recommended. See recommendation in comment # 144. Section 2.5.2of the RTP allows for this anddescribes the type of analysis required.
151	RTFP Title 2: Development and Update of TSPs	Section 3.08.230 (C)(1) Performance Targets and Standards- Change sentence to "Are no lower than <del>#</del> <b>the modal targets</b> in Table 3.08-1."	City of Portland	5/6/10	Amend as requested and also read "Are no lower than <del>#</del> <b>the modal targets</b> in Table 3.08-1 and <b>no lower than the ratios</b> in Table 3.08-2." to clarify the intent of this subsection.

## ITEMS FOR CONSIDERATION

#	Category	Comment	Source(s)	Date	Recommended Action
152	RTFP Title 2: Development and Update of TSPs	Section 3.08.230 (C) Performance Targets and Standards- This title should expressly authorize local governments to adopt alternative mobility standards within designated mobility corridors and special management areas. For dense urban areas well served by multiple modes, alternative standards should not require expression through vehicular level of service or volume to capacity ratios.	City of Portland	5/6/10	No change recommended. This is already allowed in this section of the RTFP.
153	RTFP Title 2: Development and Update of TSPs	Section 3.08.230 (C) Performance Targets and Standards- Mobility standards different from those in Table 3.08-2: Give local jurisdictions more regional backing/support to explore alternative mobility standards that more effectively implement 2035 RTP objectives, particularly on "local" streets off of the state system.	City of Portland	5/6/10	No change recommended. This is already allowed in this section of the RTFP.
154	RTFP Title 3: Transportation Project Development	Section 3.08.310(A) Defining Projects in TSPs- Change..." locations and facility parameters, such as min and max ROW dimensions and the number and <u>size width</u> of traffic lanes..."	City of Portland	5/6/10	Amend as requested.
155	RTFP Title 4 Regional Parking Management	Section 3.08.410 (Parking Management) Address pedestrian circulation within large parking facilities. There should be design standards in the local jurisdiction's design review regulations that insure that there are safe routes for pedestrians through large parking facilities in addition to those related to major driveways.	Fred Nussbaum	5/4/10	Amend as follows: "Cities and counties shall require that parking lots more than three acres in size provide street-like features <i>along major driveways</i> , including curbs, sidewalks and street trees or planting strips."
156	RTFP Title 4 Regional Parking Management	Table 3.08-3 and Section 3.08.410(A) •No minimum parking ratios needed. Also, closely tying Zone A to transit service puts long range planning at the mercy of TriMet's operating budget and control. Identify areas and stick to them for long term.	City of Portland	5/6/10	Amend Section 3.08.410(A) as follows: "Cities and county parking regulations shall <b>establish parking ratios...</b> " This change provides flexibility for local governments to not have to adopt parking minimums. Parking maximums are still required. No change is recommended for the Zone A and Zone B provisions pending a more detailed assessment of the parking management strategies. This assessment will occur prior to the next RTP update. See comments # 31 and 36.
157	RTFP Title 4 Regional Parking Management	Section 3.08.410(H) Language is nice but we still need to specify a minimum number, say 5 percent of vehicles or more.	City of Portland	5/6/10	No change recommended.
158	RTFP Title 4 Regional Parking Management	Section 3.08.410 (Parking Management) Item A.2, Replace "light rail" with "HCT", for multiple references to on-half mile walking distance to a station, since BRT has a similar function.	Fred Nussbaum	5/4/10	Amend as requested.
159	RTFP Title 4 Regional Parking Management	Section 3.08.410 (Parking Management) Specify a standardized procedure for exempting parking facilities from the maximum parking standards and some kind of regional guidelines should be applied. Otherwise, this is a big loophole.	Fred Nussbaum	5/4/10	No change recommended. The language allows local governments flexibility to define an exemption process.

## ITEMS FOR CONSIDERATION

#	Category	Comment	Source(s)	Date	Recommended Action
160	RTFP Title 4 Parking Maximums Map	The Parking Maximums map does not seem to be correct in places. Why are there no swaths, for instance, along inner SE Division, inner NE Sandy Blvd. and SE Foster? Also, the swaths seem a lot narrower than ¼ mile on either side of many bus routes and narrower than ½ mile along sections of light rail. This would seem to conflict with the language under 3.08.410.	Fred Nussbaum	5/4/10	Amend as requested in consultation with TriMet. In addition, amend map to show existing service and HCT expansions that have been built since the last map update, including I-205 LRT.
161	RTFP Title 5: Amendment of Comprehensive Plans	This Title should be part Title 2, because it only describes a small class of plan amendments.	City of Portland	5/6/10	No change recommended.
162	RTFP Title 5: Amendment of Comprehensive Plans	Section 3.08.510(B) Transportation System Plans- <ul style="list-style-type: none"> <li>Alternative trip generation assumptions are insufficient for dense urban areas like the Central City or Gateway Regional Center</li> <li>Clarify how the 30% reduction will be applied to planning level analysis (transportation demand modeling) and to development review applications.</li> <li>The City strongly supports the proposal to extend the 30% reduction option to designated "corridors" as well as centers and station communities.</li> </ul>	City of Portland	5/6/10	No change recommended. A local government may request more than a 30% trip reduction credit. The trip reduction credit only applies to plan amendments and zone changes that are not part of the TSP update; the transportation demand modeling used for TSP analysis already accounts for the impact of mixed-use, connectivity, parking pricing and access to transit in the mode choice and trip distribution.
163	RTFP Title 5: Amendment of Comprehensive Plans	Section 3.08.510 Section C and D- "The strategies set forth in subsection 3.08.220A". This should exclude the 3.08.220 A.6 motor vehicle capacity improvements.	City of Portland	5/6/10	Amend as requested to reference 3.08.220(A) 1 through 5. This is indicated in provision as amended in comment #21.
164	RTFP Title 5: Amendment of Comprehensive Plans	Section 3.08.510 (Amendments of City and County Comprehensive and Transportation System Plans) Item D, Amend language as follows: "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 <i>consideration of consistency with</i> the following as part of its project analysis..."	Fred Nussbaum	5/4/10	Amend as requested.
165	RTFP Title 6: Compliance Procedures	3.08.610D This section should recognize that much of the TSP conformation work will be done through Periodic Review Tasks rather than Post Acknowledgement Plan Amendments	City of Portland	5/6/10	Amend as follows, "An amendment to a city of county TSP shall be deemed to comply with the RTFP <i>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 upon expiration of the appropriate appeal period specified in ORS 197.830 or 197.650 or, if an appeal is made, upon</i> the final decision on appeal."
166	RTFP Title 7: Definitions	Replace the outdated term "alternative modes" in the document and definitions section with "non-automobile" or "sustainable" modes	City of Portland	5/6/10	Amend to delete this definition. The term "alternative modes" is not used in the RTFP.
167	RTFP Title 7: Definitions	Define "Principal arterial": "throughways" identified in the 2040 design concept	City of Portland	5/6/10	Amend as requested to add a definition of principal arterials.



## ITEMS FOR CONSIDERATION

#	Category	Comment	Source(s)	Date	Recommended Action
168	RTFP Title 7 Definitions	Section 3.08.710 (Definitions) Item HHH "Traffic Calming", Amend as follows: "means street design or operational features intended to maintain a <del>given</del> low motor vehicle travel speed <b>to enhance safety for pedestrians, other non-motorized modes and adjacent land uses.</b> "	Fred Nussbaum	5/4/10	Amend as requested.
169	RTFP Title 7 Definitions	Section 3.08.710 (Definitions) Item M, "Deficiency" That a Throughway has less than 6 lanes or an Arterial less than 4 shouldn't automatically make them a "deficiency." The deficiency would occur if demand on those facilities exceed capacity. Also, if we are really trying to move transportation planning in this region away from thinking only in terms of highway capacity expansion, other types of deficiencies ought to be listed first as examples.	Fred Nussbaum	5/4/10	Amend definition to simplify. See comment #170.
170	RTFP Title 7: Definitions	M. Deficiency -First sentence, relating to standards/targets: There seems to be one too many negatives, or punctuation needs improvement, or ...? Couldn't a capacity or design constraint be OK if the limits it imposes still allow acceptable LOS? Not quite sure why a constraint that "prohibits" travel is not a deficiency. (Is a missing bridge or bike lane segment not a deficiency because it prohibits the ability to travel?) Is a "Gap" as described in Q a Deficiency? How about something generic like "... a constraint that restricts system performance to less than acceptable levels" .....and maybe provide a short list of examples that are undeniably deficiencies.	Washington County	5/6/10	Amend definition to replace with the following definition, <b>"Deficiency means a performance, design or operational constraint that limits travel by a given mode. Examples of deficiencies may include unsafe designs, bicycle and pedestrian connections that contain obstacles (e.g., missing ADA-compliant curb ramps, distances greater than 330 feet between pedestrian crossings), transit overcrowding or inadequate frequency, and throughways will less than six through lanes or arterials with less than 4 lanes that do not meet the standards in Table 3.08-2."</b> See comment #169.
171	RTFP Title 7: Definitions	Clarify which Streetcar stations are designated "major" transit stops	City of Portland	5/6/10	Amend as requested to update Regional Transit Network Map (Figure 2.12) in Chapter 2 to revise "major transit stops" designations to be consistent with the definition in the RTFP and RTP. See comment #46.
172	RTFP Title 7: Definitions	Define "Amendment" of the TSP as opposed to "Update" of the TSP	City of Portland	5/6/10	No change recommended. A definition of update has been added to make this distinction. See comment #42.
173	RTFP Title 7 Definitions	Section 3.08.710 (Definitions) Item O "Essential destination" This should include major cultural facilities (performing arts venues, museums, zoo, etc.), which are not "entertainment" per se. The list should include: employment areas, grocery stores, medical facilities, pharmacies, schools, post offices, social services agencies, shopping centers, colleges, universities, major parks, social centers (e.g., senior centers), sports and entertainment facilities, cultural facilities and major government offices.	Fred Nussbaum	5/4/10	Amend the definition to be more general, rather than more specific to provide flexibility to local governments to define which destinations constitute an "essential destination." See comment #174.
174	RTFP Title 7: Definitions	O. Essential Destinations- This definition needs to be more specific. The term as used in Pedestrian System Design section (3.08.130 A.2.) and the Bicycle System Design sections (3.08.140 A.2) will be a source of confusion and debate unless more specifically defined. It would be better to generalize the definition and leave the specifics of determining which land uses at what levels of activity constitute an "essential destination" to local governments.	Washington County	5/6/10	Amend to read as follows, "Essential destinations <b>includes such places as</b> hospitals, medical centers, grocery stores, parks, schools, and social service centers with more than 200 monthly LIFT pick-ups." The original list was not intended to be exhaustive and this amendment provides flexibility to local governments to define which destinations constitute an "essential destination." See comment #173.

## ITEMS FOR CONSIDERATION

#	Category	Comment	Source(s)	Date	Recommended Action
175	RTP Chapter 1- Changing Times	Page 1-44, under the "A Comprehensive Strategy to address growing congestion" section add a bullet to the Other strategies and actions the region is pursuing to read, <b><u>"Requiring adoption of local parking management plans and developing tools at the regional level to assist with their development."</u></b>	TriMet	5/5/10	Amend as follows, " <b><u>Adoption of local parking management plans in centers and station communities and developing tools at the regional level to assist with their development."</u></b>
176	RTP Chapter 1- Changing Times	Page 1-31 Under the Transit Demand Outpacing Funding Section, please change the second paragraph sentence to read, "the purchasing power of operating funds for the regional transit system are also declining, as they are affected by inflation and by the cost of expanding <b><u>paratransit</u></b> services to serve the fast-growing elderly population and people with disabilities."	TriMet	5/5/10	Amend as requested.
177	RTP Chapter 1- Changing Times	Page 1-33 ,please change the sentence to read, "The RTP includes active living, human health and improved air quality as goals of the plan. <del>and expects</del> <b><u>However</u></b> , more work is needed to expand the region's analytical capability. <del>to allows for transportation investments to be evaluated for both their land-use and</del> <b><u>Additional resources will be required to analyze transportation investments in terms of their public health and environmental</u></b> benefits."	TriMet	5/5/10	Amend as requested.
178	RTP Chapter 1- Changing Times	On page 1-57 under the transit section Change the second sentence to read "Ridership on bus and light-rail lines in the region increased <b><u>by 45 percent between 1997 and 2007, nearly twice the percentage growth rate in population, which grew by 20 percent.</u></b> "	TriMet	5/5/10	Amend as requested.
179	RTP Chapter 1- Changing Times	On Page 1-56 the second paragraph in Transit section needs updating. Change to: " <b><u>Fifty-two</u></b> miles of MAX light rail lines operated by TriMet currently run through Portland, connecting the Portland Expo center with downtown Portland, the Portland International Airport with downtown Beaverton, and downtown Gresham with downtown Hillsboro. <b><u>The MAX Green Line</u></b> from Clackamas Town Center to Portland State University in downtown Portland opened in September 2009. <b><u>Engineering and Design</u></b> is underway <b><u>for a light rail line</u></b> from downtown Portland to downtown Milwaukie <b><u>with construction expected to start in 2011, Engineering and Design is underway for a light rail line from downtown Portland to Vancouver, Washington. Planning is underway for additional high capacity connections from downtown Portland to downtown Lake Oswego and from downtown Portland to the Southwest.</u></b> "	TriMet	5/5/10	Amend as requested.
180	RTP Chapter 1- Changing Times	Page 1-57 Change the last paragraph on page to: "Streetcar lines currently serve only the west side <b><u>but a line is under construction in the Lloyd district and eastside (MLK Jr Blvd-Grand Blvd).</u></b> <b><u>Planning is underway for Portland to Lake Oswego.</u></b> "	TriMet	5/5/10	Amend as requested.

## ITEMS FOR CONSIDERATION

#	Category	Comment	Source(s)	Date	Recommended Action
181	RTP Chapter 1- Changing Times	Page 1-35 Change Figures 1.8 – 2005 crashes in the region's counties and the City of Portland and 1.9 – 2005 crash location by road type to show the breakout of crashes by mode (bike, ped, vehicular only), so readers can understand where these particular types of crashes are occurring in relation to these other factors.	TriMet	5/5/10	No change recommended. Staff is still working with ODOT and the Regional Safety Work Group on better data analysis methodologies, including disaggregating ODOT to local government boundaries. This work will be provided to local governments for their Transportation System Plans when it is available, and will be included in the next RTP.
182	RTP Chapter 1- Changing Times	Page 1-50 Table 2.7 (Should be Table 1.7) -- Share of Residents Commuting to Another County for Work: 1990 and 2000 – The lead-in sentence to this table over generalizes a regional improvement in jobs housing balance from the data. The Clackamas County and Clark County numbers seem to be fairly stable. It's the Multnomah County and Washington County numbers that show the more significant changes, and Multnomah County is moving in the other direction. A sentence or two of further explanation to accurately describe what the data "suggests" should be included.	Washington County	5/6/10	Amend as requested
183	RTP Chapter 1- Changing Times	Figure 1.6 – Oregon Ranks Last Compared to Other Western States in Auto Taxes and Fees Collected – Does this chart reflect the gas tax, vehicle registration fee and title fee increases recently enacted or to be enacted under HB2001?	Washington County	5/6/10	Amend to clarify what is included in this data.
184	RTP Chapter 1- Changing Times	Figure 1.15 Vehicle Miles Traveled per Person 1990-2007 – Explain why VMT per person in Portland and Portland/Vancouver diverge so dramatically from U.S. Average beginning in 1996. The accompanying text implies that it's due to compact growth and providing transportation options, however we would expect to see a more gradual decline in Portland area VMT if this was the true reason. Were there one or two major events (e.g. opening of Blue Line) that would be a more accurate reason for this sudden divergence? The RTP should avoid conjecture.	Washington County, John Charles	5/6/10	Amend to more fully describe all of the factors that have influenced the decline in VMT per person in the region, including expanded transit service, rising gas prices.
185	RTP Chapter 1- Changing Times	Figure 1.18 – Regional Trail and Greenways – What's the Community Bikeway extending from North Plains west along Hwy. 26? Given its rural location, this route would seem to be more "regional" than "community" in nature.	Washington County	5/6/10	This is a technical correction. Amend Figure 1.18 legend to change "Community bikeway" to "Interregional trail."
186	RTP Chapter 1- Changing Times	Figure 1.10 Traffic Volume Increases in Key Corridors: 1993 to 2002 – It's not clear which corridors the graduated circles represent, and circles for some important corridors such as Hwy. 217, Hwy. 26 and TV Hwy. appear to have been omitted.	Washington County	5/6/10	No change recommended. This map displays the increase in traffic volumes on facilities located outside of our region. The traffic count locations were picked show growth in travel on facilities located outside of, or on the edge of the UGB.
187	RTP Chapter 1- Changing Times	Page 1-4 Yellow highlight on map is not explained, label highlight or delete.	TriMet	5/5/10	No change recommended. The title of the map is "Portland-Vancouver Metropolitan Region Geographic Context."
188	RTP Chapter 1- Changing Times	Population % for Washington County states 423%. Should read 43%.	Clackamas County	5/5/10	Amend as requested.

## ITEMS FOR CONSIDERATION

#	Category	Comment	Source(s)	Date	Recommended Action
189	RTP Chapter 1- Changing Times	Page 1-50 – Residents are Commuting Longer, but Less than the National Average – Text states that average commute times in Portland region grew by only (our emphasis) six minutes between 1990 and 2000, while national average grew from 22 to 26 minutes (i.e., a 4 minute increase?). It seems like our commute distances are growing faster than the national average. Please clarify the apparent contradiction.	Washington County	5/6/10	Amend as requested
190	RTP Chapter 1- Changing Times	The region must develop a priority plan to address risks to the transportation system associated with a seismic event and upgrade critical infrastructure to meet seismic standards before have a catastrophic earthquake.	Southwest Neighborhoods Inc.	5/6/10	No change recommended. This work is already occurring through the Regional Emergency Management Group (REMG) as described in Chapter 1 (pages 38 and 39) of the RTP.
191	RTP Chapter 1- Changing Times	Clackamas County has multiple rural transit providers of which cities neighboring the Metro boundary offer services that connect to TriMet and SMART. However, these providers are not represented on the Regional Transit Network Map (Figure 2.15). Please include either a transit district map that shows all the transit districts or make edits to the RTP Transit Network Map.	Clackamas County	5/5/10	Amend as requested to include a transit district map in Section 1.8 of Chapter 1.
192	RTP Chapter 2 - Vision	The BTA has serious concern with the focus on "congestion" as a negative performance target in section 2.3.1. More proactive measures such as "travel time" or "travel reliability" would more effectively meet regional transportation goals.	Bicycle Transportation Alliance	5/6/10	No change recommended. The performance targets are interim and will be refined as new tools and data sources are developed to monitor regional mobility. As part of HB 2001 Climate Change Scenarios, the region will be testing new tools and measures that will help to inform refinements to the current targets. Recommendations from that work will be forward to the next RTP update.
193	RTP Chapter 2 - Vision	Auto mobility standards are poor measurement indices for transportation system performances. BTA recommends that Metro completely cease using roadway mobility standards.	Bicycle Transportation Alliance	5/6/10	No change recommended. The region has agreed to retain the interim mobility policy in the RTP and adopt a broader set of performance targets for measuring transportation performance. Future work will focus on improving tools and methods evaluating and tracking performance over time, and may result changes to the mobility policy. Any refinements would be brought forward for consideration by MPAC and JPACT prior to consideration by the Metro Council.
194	RTP Chapter 2 - Vision	Page 2-2 – If the six outcomes listed in the inset box are the outcomes we are trying to accomplish, then they are important enough to warrant specific citations to their adopting resolutions.	Washington County	5/6/10	Amend as requested to add reference to Resolution No. 08-3940, expressing the intent of Metro and its regional partners to use a performance-based approach to guide policy and investment decisions in the region. The resolution (1) affirmed a definition of a successful region, which have since become known as the "six desired outcomes." and (2) directed staff to work with regional partners to identify the performance indicators, targets, actions and decision-making process necessary to create successful communities.

## ITEMS FOR CONSIDERATION

#	Category	Comment	Source(s)	Date	Recommended Action
195	RTP Chapter 2 - Vision	Page 2-15. The RTP states that the targets are taken from state and federal legislation, and leaves the door open for development of a broader range of regional targets at some later time. Text should be added to the RTP identifying these targets are a starting point subject to review and evaluation as local TSPs are developed, and that they will be modified and refined as a result of this work and folded into the next RTP update as appropriate.	Washington County	5/6/10	Amend as requested, and to also acknowledge the targets may be refined as tools and methodologies are improved and based on the House Bill 2001 Climate Change Scenarios work and Regional Indicators work that is underway. Any refinements would be brought forward for consideration by MPAC and JPACT prior to consideration by the Metro Council.
196	RTP Chapter 2 - Vision	Page 2-16 – The interim mobility policy doesn't really state why it is an interim strategy and what it is interim to. This section would benefit from a more complete explanation of this interim strategy.	Washington County	5/6/10	Amend as requested.
197	RTP Chapter 2 - Vision	Page 2-13 Regional Transportation Performance Targets- A good target is one that is demonstrated to be potentially achievable through the application of strategies and actions identified in the plan. If this can't be demonstrated, it should be recognized that targets are somewhat "informal" or interim in nature. Unrealistic targets ultimately may be counterproductive if they create unrealistic expectations of the plan. What good is a target of 10 percent per capita VHD reduction, for example, if we don't know how or whether we can under any circumstances adjust the system to achieve it over time? <del>Targets for freight climate change</del>	Washington County	5/6/10	Amend section 2.3.1 Performance Targets to acknowledge the RTP targets are aspirational and are intended to serve as a starting point for moving the region toward outcomes-based decision-making. The performance targets will be refined as part of the next RTP update to respond to the House Bill 2001 Climate Change Scenarios work, TSP updates, Regional Indicators work and development of improved tools and methods for evaluating performance. Any refinements would be brought forward for consideration by MPAC and JPACT prior to consideration by the Metro Council.
198	RTP Chapter 2 - Vision	Need a consolidated, clear description of the characteristics of roadways of different functional classifications and design types listed in the RTP. The description – possibly a table or a few short paragraphs – should identify the range of design characteristics, lane numbers and functional characteristics for each classification. Descriptions should take into consideration and address how local government functional classification systems are structured	Washington County	5/6/10	Amend glossary to add definitions for the regional street design classifications. The glossary already includes the different roadway functional classifications. Table 2.6 already provides a summary of the roadway function, design and number of typical lanes. Local government classifications should be consistent with the classifications used in the RTP, and Metro has encouraged local governments to retain minor and major arterial classifications as part of past reviews of local TSP updates.
199	RTP Chapter 2 - Vision	<b>Priority Investment Strategies</b> - What is meant by the strategy "Providing a multi-modal urban transportation system"? The focus of activity for the rest of the strategies in this table is clear, but this one seems to be more an objective than a strategy. Is it adding sidewalks and bike lanes? Is it bringing a planned multi-modal facility up to standard? Other strategies do these things as well. Please clarify.	Washington County	5/6/10	No change recommended. The strategy includes all of those actions.
200	RTP Chapter 2 - Vision	Page 2-40 -- 2.5.3 Regional Transit Network Vision – The transit section says very little about the importance of transit park and ride lots, and they don't seem to be shown on any map. They are a critical component of the transit system, and warrant more discussion in the RTP.	Washington County	5/6/10	No change recommended. Regional transit policy prioritizes walking, biking and bus to access transit and promotes high-density mixed-use development in the immediate vicinity of transit stations, to help minimize the need for expensive park and ride facilities.

## ITEMS FOR CONSIDERATION

#	Category	Comment	Source(s)	Date	Recommended Action
201	RTP Chapter 2 - Vision	Page 2-22 -- #5 regarding bike/pedestrian and regional trails functions is unclear. How are "regional trails with a transportation function" distinguished from other regional trails?	Washington County	5/6/10	No change recommended. In Spring 2007 Metro transportation and trails staff screened trails from the Regional Trails/Greenspaces map for transportation function. Screening criteria included included serving a 2040 target area, and a combination of the following destinations: school or library, residential area, park and ride, transit center or light rail station, regional park, a regional trail or multiple local parks. significant habitat areas. The resulting list of regional trails with a transportation function were provided to the Regional Trails Working Group to prioritize trails for inclusion in the RTP. Metro staff forwarded the results to the County Coordinating Committees for their consideration when developing RTP project submittals.
202	RTP Chapter 2 - Vision	Page 2-22 -- The "Regional System Definition" remains vague. It is difficult to see what would not be defined as part of the regional system. It would be helpful to local governments to clearly understand the difference between facilities or services that are Regional -- in the sense that Metro or the State has or seeks a primary regulatory role and/or funding responsibility for them -- and those things that are simply of regional interest and for which local governments should have the primary regulatory and/or funding responsibility. Maybe providing a list of parts of the system that are clearly local would help. -The distinction between regional and local facilities should be reflected in the RTP system maps. In most cases some facilities on our plan maps aren't on the RTP maps. These might be interpreted as being local facilities, but for the fact that other similar types of facilities are included on the RTP maps. (Further review during our TSP updates is probably the best way to address this mapping issue at this point.)	Washington County	5/6/10	No change recommended. The RTP system maps clearly designate which facilities are part of the regional system. Local TSP updates are the appropriate place to determine what constitutes a local facility and may identify amendments to the RTP system maps that may be forwarded to the next RTP update.
203	RTP Chapter 2 - Vision	Figures 2.10, 2.12, 2.15, 2.22 and 2.25 contain significant gaps in the grid in SW Portland. We recommend that additional north/south and east/west streets be added to create a grid-like system of "complete streets."	Southwest Neighborhoods Inc.	5/6/10	No change recommended. This comment has been forwarded to the City of Portland for consideration as part of their TSP update.

ITEMS FOR CONSIDERATION

#	Category	Comment	Source(s)	Date	Recommended Action
204	RTP Chapter 2 - Vision	Revise the text box for the southern arterial shown on Figure 2.10, Figure 2.12 and Figure 2.20 to read as follows,"The I-5/99W Corridor Refinement Plan has made a recommendation (Alternative 7 with conditions) for new arterials in this area. <i>Refinements will be made to this map during the public comment period to reflect these recommendations.</i> <b>The conditions include: integration with land use plans for UGB expansion areas and Urban Reserves, conducting the I-5 South Corridor Refinement Plan, including Mobility Corridors 2, 3 and 20, and resolution of access between I-5 and southern arterial with no negative impacts to I-5 and I-205 beyond the forecast No-Build condition, addressing NEPA to determine the preferred alignment and addressing any conditions associated with land use goal exception for southern arterial."</b>	Metro staff	5/3/10	This is a technical correction. Under OAR 660-012-0070, the project illustrated on the RTP maps is not part of the "planned" RTP system until a goal exception has been adopted through a local comprehensive plan. The responsible agency for adopting a goal exception is the county (or counties) with planning responsibility for the area where the proposed facility would be located.
205	RTP Chapter 2 - Vision	The plan contains two different contradictory targets for a combined housing/transportation affordability index with no baseline, interim, or sub regional goals. Amend Affordability performance target (p.2-15) as follows: " <del>Affordability—By 2035, reduce the average household combined cost of housing and transportation by 25 percent compared to 2000.</del> <b>For the region, sub regions, and Metro cities achieve measurable periodic reductions in the percentage of renter households paying more than 45% of income for housing/transportation, when compared to a 2000 baseline (and using a national housing transportation/housing index), with 5% reductions every 5 years. (2015, 2020, 2025, 2030, 2035).</b> " . Amend Objective 8.4 Transportation and housing Costs (p.2-11) as follows: <i>Reduce the share of households in the region spending more than 50 percent of household income on housing and transportation combined.</i> " <b>For the region, sub regions, and Metro cities achieve measurable periodic reductions in the percentage of renter households paying more than 45% of income for housing/transportation, when compared to a 2000 baseline (and using a national housing transportation/housing index), with 5% reductions every 5 years. (2015, 2020, 2025, 2030, 2035).</b> "	Tom Cusack, Oregon Housing Blog and Cathy Briggs, Oregon Opportunity Network	5/1/10	Amend Table 2.3 Regional Performance Targets to include baseline data for affordability: " <del>Data under development In 2005, the average household in the Portland region spent about 44 percent of its income on housing and transportation.</del>

## ITEMS FOR CONSIDERATION

#	Category	Comment	Source(s)	Date	Recommended Action
206	RTP Chapter 2 - Vision	The plan continues to use a "one off" method of calculating housing/transportation affordability that does not match a nationally standardized methodology (Center for Neighborhood studies) for which data is available (to block group levels) for 337 Metro areas, including Portland. See H&T index at <a href="http://www.civicfootprint.org/">http://www.civicfootprint.org/</a> . Obtain, use and publish H & T index data down to the census tract, TAZ, sub regional and city levels, modifying only if changes are transparent and necessary to match the regional adopted definition of affordability (which focuses on renter affordability).	Tom Cusack, Oregon Housing Blog and Cathy Briggs, Oregon Opportunity Network	5/1/10	No change recommended. Metro's methodology is more inclusive than the Center for Neighborhood Studies' methodology when defining housing costs; additionally, Metro's methodology factors in more localized conditions. See comment #207.
207	RTP Chapter 2 - Vision	No rationale has been provided for the use of a standard that 50% of income for housing and transportation is "affordable." Such a standard would exceed the 45% of income housing/transportation affordability threshold used in the nationwide H & T index. ( <a href="http://www.civicfootprint.org/">http://www.civicfootprint.org/</a> ). Use 45% of income as the standard for affordability, not 50% of income.	Tom Cusack, Oregon Housing Blog and Cathy Briggs, Oregon Opportunity Network	5/1/10	No change recommended. There is no uniform standard to follow; combining housing and transportation costs is new territory. The Center for Neighborhood Studies' use of 45% is just as new as Metro's use of 50%. Neither is necessarily "right." The RTP is transparent about the definition and which costs are included (all transportation and housing costs tracked by the U.S. Bureau of Labor Statistics in the Consumer Expenditure Survey). Metro chose 50% of income because the 2007 national median share of household income spent on housing and transportation was 45%, and it seemed to be more meaningful to choose a threshold that was higher than the median.
208	RTP Chapter 2 - Vision	On page 2-4 under the Integrated Land Use and Transportation Vision, change the second paragraph, to read "It concentrates mixed-use and higher-density development in 38 "centers"; 33 "station communities", and <u>x</u> miles of "main streets" <b>that are located within many of the corridors that connect the centers.</b> "	TriMet	5/5/10	Amend as follows, ""It concentrates mixed-use and higher-density development in <del>38</del> "centers"; <del>33</del> "station communities", and "main streets" <b>that are located within many of the corridors that connect the centers.</b> " It is not necessary to enumerate the number or miles of 2040 design types in the 2040 Growth Concept map.
209	RTP Chapter 2 - Vision	Page 2-47 first sentence about park and rides seems out of place. Move sentence to end of paragraph and add language so that it reads: "In select suburban locations, park-and-ride facilities provide vehicular access to the high capacity transit network, <b>especially for areas that cannot be well-served by local transit due to topography, street configuration, or lack of density</b> ".	TriMet	5/5/10	Amend as follows, " <b>especially for areas that cannot be well-served by local transit due to topography, street configuration, or lack of sufficient mixed use and transit-supportive densities.</b> "
210	RTP Chapter 2 - Vision	On page 2-4 under the Integrated Land Use and Transportation Vision, change the second sentence to read "the Growth Concept then plans high-capacity transit to connect the Portland central city and seven regional centers."	TriMet	5/5/10	Amend as requested



## ITEMS FOR CONSIDERATION

#	Category	Comment	Source(s)	Date	Recommended Action
211	RTP Chapter 2 - Vision	Page 2-47 Add to list: - Bus Rapid Transit (limited stop, all day bus service with significant portions of the line running in transit-only right-of-way) - On-Street Bus Rapid Transit (limited stop, all day bus service mostly operating in mixed traffic with focused transit priority treatments such as queue jump lanes). Due to its flexibility, On-Street Bus Rapid Transit can have attributes that are more like High Capacity Transit or like Frequent Service Bus and may be considered as a mode in either depending on circumstances.	TriMet	5/5/10	Amend as requested
212	RTP Chapter 2 - Vision	Page 2-18, Figures 2.2 through 2.6, this concept needs to be consistent with the policies laid forth in the RTFP. If suggested changes to the RTFP are made, regarding a 30 percent trip reduction for all areas that meet certain land use, design, and policy criteria, then the areas of special concern should be deleted from the RTP.	TriMet	5/5/10	Amend as requested to remove areas of special concern designation and to update Table 2.4 to be consistent with Table 3.08-2 of the RTFP. See comments #39, 41 and 83.
213	RTP Chapter 2 - Vision	On page 2-6 table 2.2 Priority Infrastructure Investment Strategies add " <b>providing a multi-modal urban transportation system</b> " as a strategy for developed areas.	TriMet	5/5/10	Amend as requested.
214	RTP Chapter 2 - Vision	On page 2-7 this page reads like there are two separate visions for the region's transportation system. Consider starting the section with the public's desired outcomes for the RTP and then leading into the overarching vision for the RTP by stating, "The overarching vision for the RTP, which reflects the public's desired outcomes, is to ensure that:"	TriMet	5/5/10	Amend as requested.
215	RTP Chapter 2 - Vision	Page 2-table 2.4 Interim Regional Mobility Policy. This table needs to be consistent with Table 3.08-2 in the RTFP. If suggested changes to Table 3.08-2 in the RTFP are made, then please change Table 2.7 in the RTP.	TriMet	5/5/10	Amend as requested.
216	RTP Chapter 2 - Vision	Page 2-40 The five policies listed in the blue breakout box need the word "transit," after expand frequent service and improve local service. Change the two bullets in the breakout box to read: • Expand frequent service transit • Improve local service transit	TriMet	5/5/10	Amend as requested.
217	RTP Chapter 2 - Vision	Page 2-41 change the second sentence in the first paragraph to read, The policies aim to <b>provide transit as an attractive and accessible travel option for all people in the Metro region</b> , optimize existing <b>transit system operations, and</b> ensure transit-supportive land uses are implemented to leverage current and future transit investments."	TriMet	5/5/10	Amend as requested.

## ITEMS FOR CONSIDERATION

#	Category	Comment	Source(s)	Date	Recommended Action
218	RTP Chapter 2 - Vision	Page 2-43 change first sentence to: "Building the total transit system <b>is based on</b> providing frequent, reliable <b>bus and rail</b> service during all times of the day, every day of the week. <b>However, it goes far beyond this, requiring actions on behalf of the region and all jurisdictions, not just the transit agency.</b> "	TriMet	5/5/10	Amend as requested.
219	RTP Chapter 2 - Vision	Page 2-43 please delete final three paragraphs. At the end of the second paragraph add a sentence that reads, "Table 2.16 depicts the Metro region's priorities for providing multi-modal access to the region's transit service. It prioritizes walking and biking to transit and deemphasizes driving to transit."	TriMet	5/5/10	Amend as requested.
220	RTP Chapter 2 - Vision	Page 2-48 HCT Plan description needs clarity on how HCT modes were handled. Add to end of second paragraph: <b>"The HCT System Plan conducted much of its analysis using light rail as the representative HCT mode, but the corridors could be developed in a number of modes including light rail, bus rapid transit (on-street or exclusive), commuter rail, and rapid streetcar.</b> The HCT plan report and technical evaluation results <b>are included</b> in the Appendix."	TriMet	5/5/10	Amend as requested.
221	RTP Chapter 2 - Vision	Page 2-51 under the first paragraph add a sentence to the end of the first paragraph that reads, <b>"HCT corridors will be analyzed for a wide range of performance characteristics, including ridership and potential to compete for funding, before they are designated as the current priority for HCT development."</b>	TriMet	5/5/10	Amend as requested.
222	RTP Chapter 2 - Vision	Page 2-52 in the first sentence in the third paragraph see recommendation. Frequent bus service is appropriate when high ridership demand is demonstrated or projected, the streets are pedestrian-friendly, there are high proportions of transit-dependent residents, the lines connect to existing or proposed HCT corridors, and/or it serves multiple centers and major employers.	TriMet	5/5/10	Amend as requested.
223	RTP Chapter 2 - Vision	Page 2-52 change last sentence about park and ride needs to "In select suburban locations, park-and-ride facilities provide vehicular access to the <b>frequent service</b> network, <b>especially for areas that cannot be well-served by local transit due to topography, street configuration, or lack of density</b> ".	TriMet	5/5/10	Amend as requested.
224	RTP Chapter 2 - Vision	Page 2-52 table 2.8 needs additional detail on BRT. Add table note <b>"Bus rapid transit as shown in this table can include fully exclusive Bus Rapid Transit, as treated in the HCT Plan, and in fully or mostly dedicated right-of-way, as well as On-Street Bus Rapid Transit, which is mostly in mixed traffic."</b>	TriMet	5/5/10	Amend as requested.
225	RTP Chapter 2 - Vision	Page 2-75 first paragraph under improve pedestrian access to transit change second sentence to read "They are located along good-quality transit lines and will be redeveloped at densities that are somewhat <b>higher</b> than today."	TriMet	5/5/10	Amend as requested.

## ITEMS FOR CONSIDERATION

#	Category	Comment	Source(s)	Date	Recommended Action
226	RTP Chapter 2 - Vision	Page 2-76 in the first paragraph, the last sentence has a typo. Amend text to read ( <b>except</b> expressways)	TriMet	5/5/10	Amend as requested.
227	RTP Chapter 2 - Vision	Page 2-82 second paragraph refers to iphones change sentence to read "" For example, TriMet's TransitTracker data, which predicts next arrival times for vehicles, can now be accessed through a variety of different <b>mobile device applications.</b> "	TriMet	5/5/10	Amend as requested.
228	RTP Chapter 2 - Vision	Page 2-83 the last paragraph states that travel information and option incentives will result in improved travel times for other roadway users. This should not be the only benefit listed. Change to read, "By providing travel information and option incentives, like employer or youth passes, <b>this will provide incentives for people to adjust their travel behavior from driving to walking, bicycling, and taking transit. Benefits from this change in travel behavior include healthier people, reduced personal transportation costs, reduced air pollutants, and improved travel times and reliability</b> for other roadway users."	TriMet	5/5/10	Amend as requested.
229	RTP Chapter 2 - Vision	On page 2-13 table 2.3 Regional Transportation Performance Targets performance should be measured with actual data, not model outputs. Please provide actual, not just modeled forecast numbers, for all performance targets, under the performance column. If actual data is unavailable, say why and how this will be remedied. Add a new column that says forecasted performance. Move all the current information under the performance column into this new column. Under the findings column, note that the region has established a baseline to track progress toward achieving the target over time for all of the performance targets, and then, when available, provide info on how the regional forecasts compares to the targets.	TriMet	5/5/10	No change recommended. The RTP establishes a performance management system the includes aspirational targets, performance evaluation, and performance monitoring. The performance targets are measured using travel forecast data with the exception of the safety and cost-burden household targets. Most of the targets do not have a direct, observed data equivalent that can be matched one for one. A performance monitoring report will be develop that relies on available observed data that can serve as a proxy for assessing progress in achieving targets..
230	RTP Chapter 2 - Vision	RTP page 2-34 – Second paragraph contains an error: minor arterials are described as having characteristics that must have been intended to be for throughways (six lanes plus aux lanes).	Washington County	5/6/10	Amend as requested.
231	RTP Chapter 2 - Vision	RTP Map 2.12 – Distinguishes between major and minor arterials with no clear indication of lane numbers. This is fine as long as there's a definition somewhere that all arterials can be either two or four lanes.	Washington County	5/6/10	Amend as requested. See also comments #3, 54 and 116.

## ITEMS FOR CONSIDERATION

#	Category	Comment	Source(s)	Date	Recommended Action
232	RTP Chapter 2 - Vision	Figure 2.15 -- Regional Transit Network – RTP major bus stop locations are inconsistent with those of the 2009 Transit Improvement Plan. In the RTP there are major bus stops along Cedar Hills Boulevard but no regional bus service indicated. There are no or few major bus stops along TV Hwy. east of Brookwood, 99W and Scholls Ferry. It seems like there should be a relationship between major bus stops and regional bus service. Inclusion of a definition of elements of the transit stop hierarchy in the Definitions Section, including major bus stop, would be useful.	Washington County	5/6/10	Amend as requested. Metro staff will work with TriMet staff add a definition of "major bus stops" as well as edit the Regional Transit Network Map to reflect their locations, consistent with the definition. See comment #46 and comment #303.
233	RTP Chapter 2 - Vision	Figure 2.20 -- Regional Freight Network – Is there any reason why the general alignment of pipelines, an important element of freight transport, aren't shown on this map (e.g. security)?	Washington County	5/6/10	No change recommended. Pipeline data is not easily available. Some are privately owned, and there are security issues in mapping them.
234	RTP Chapter 2 - Vision	Figure 2.12 -- Arterial and Throughway Network – It's not clear which of the arterials on this map are also Throughways.	Washington County	5/6/10	No change recommended. The glossary defines throughways as consisting of principal arterials.
235	RTP Chapter 2 - Vision	Page 2-42 Regional Transit Map, make sure Division-Powell and I-205 are listed as On-Street BRT in the key, change in legend to: "On-Street Bus Rapid Transit." change On-Street Bus Rapid Transit color to something else more distinctive.	TriMet	5/5/10	Amend as requested. "On-street BRT" is listed as a type of transit service on page 2-53 of the RTP. The Regional Transit Network Map will be updated to show planned transit service along I-205 from Oregon City to I-5.
236	RTP Chapter 2 - Vision	<b>Resources to conduct data collection, analysis, and reporting.</b> TriMet strongly urges Metro to dedicate specific funding for this, in an ongoing manner, so that data can be consistently collected, analyzed, and reported, leading to more efficient and effective management of regional resources and better long-term performance toward regional targets.	TriMet	5/5/10	No change recommended. Metro will continue to develop its data collection and analysis capabilities in partnership with other regional and local agencies and institutions, pending sufficient budget and staff resources to conduct this work and consistent with the 2010 Metro Auditors report on Tracking Transportation Project Outcomes.
237	RTP Chapter 2 - Vision	<b>Actual results vs. forecasted results.</b> Trimet encourages Metro to revisit the regional transportation performance targets in Table 2.3 and include actual performance, in addition to forecasted performance, when possible	TriMet	5/5/10	No change recommended. Refer to #151 response.
238	RTP Chapter 3 - Investment Strategy	Page 3-17. Please add definitions for both "state RTP system" and "federal RTP system" in the text of section 3.5 and in the glossary.	TriMet	5/5/10	Amend as requested.
239	RTP Chapter 3 - Investment Strategy	Page 3-21, the final paragraph should also reference the frequency in service upgrades to WES in the State RTP assumptions. Change to read, "New high capacity transit connections to Milwaukie, from Portland to Lake Oswego, to Clark County and to Tigard are included in the state RTP system. In addition, span-of-service and service frequency upgrades to WES commuter rail, expanded <b>frequent</b> bus service, and other transit infrastructure investments are included."	TriMet	5/5/10	Amend as requested.
240	RTP Chapter 3 - Investment Strategy	Page 3-19 caption. Please delete the caption under the Type 4 light rail vehicle picture.	TriMet	5/5/10	Amend as requested and replace with the following text, <b>"HCT is a key mobility corridor investment in the RTP, and will help the region meet greenhouse gas emissions reduction goals."</b>

## ITEMS FOR CONSIDERATION

#	Category	Comment	Source(s)	Date	Recommended Action
241	RTP Chapter 3 - Investment Strategy	Page 3-2 – second line should read -- "... would be considered for funding if <b>assumed</b> new or expanded revenue sources are secured." The footnote should reference the fact that the region has assumed certain levels of future revenues and constrained the plan accordingly. It should also point out that there are unmet needs without projects or solutions beyond the State system, and that these could not be addressed unless revenues in excess of those assumed are secured.	Washington County	5/6/10	Amend as requested.
242	RTP Chapter 3 - Investment Strategy	This plan is very light on bus improvement and is very biased towards improvements, even though there is a pattern that once rail improvements are built-bus services have to be cut to pay for the rail. The bus system is failing today and could be fixed for the entire TriMet service district, for less than the cost of one light rail line.	Erick Halstead	5/6/10	No change recommended. TriMet guides bus system improvements through their annual Transit Investment Plan update.
243	RTP Chapter 3 - Investment Strategy	Page 3-27 – "State Highway Capital Costs" section gives cost and examples of projects that will be done in the financially constrained system. The cost of state system needs that are not addressed in the financially constrained system (or in the State RTP System) should be recognized in the RTP as well, as, ideally, should the cost of unmet non-state needs.	Washington County	5/6/10	Amend as requested. Information will be added to show the total amount of expected costs for the state RTP system in addition to the financially constrained capital costs for the State highway capital costs, regional street capital costs, and transit capital costs.
244	RTP Chapter 3 - Investment Strategy	RTP does not define "community building projects" or "mobility building projects." In order to meet performance targets in Table 2.3, Metro and jurisdictions must seriously invest in the infrastructure needed to allow people, goods and services to reach destinations without relying on motor vehicles.	Southwest Neighborhoods Inc.	5/6/10	No change recommended. These definitions are included in the RTP Glossary and Section 2.5 in Chapter 2 of the RTP.
245	Chapter 4 - Mobility Corridor Strategies	Mode share should specify if it is commute or daily.	City of Portland	5/6/10	Amend as requested to clarify the mode shares reported are "average daily" for all trips.
246	Chapter 4 - Mobility Corridor Strategies	For Mobility Corridors 3, 13, 14 and 15, that reach into rural areas of Clackamas County, please reference the neighboring cities and information regarding linking to the neighboring cities transit service included in the Frequent Bus Service Gaps and Deficiencies section of the needs assessment for each mobility corridor.	Clackamas County	5/5/10	Amend as requested.
247	RTP Chapter 4 - Mobility Corridor Strategies	More clarity is need to distinguish the difference between projects and strategies. Are strategies more like project types? Our concern is that the TPR requires that the RTP identify the needs, modes, functions, and <i>general location</i> of improvements. Projects should be specific enough to include the general location. In the draft, none of the strategies include a general location.	ODOT	5/5/10	Amend as requested to include a map of the projects adopted in the RTP to show their respective the general location. In addition, language will be added to the Chapter 4 introduction as to the intent and usage of the mobility corridor strategies, and to define each element and section.
248	RTP Chapter 4 - Mobility Corridor Strategies	The Mobility Corridor Strategies chapter needs an introduction that explains the Mobility Corridor concept, how you came up with the needs and strategies, with some narrative about the workshops, the atlas, etc.	ODOT	5/5/10	Amend as requested to provide chapter introduction that describes concept and development of strategies.

## ITEMS FOR CONSIDERATION

#	Category	Comment	Source(s)	Date	Recommended Action
249	RTP Chapter 4 - Mobility Corridor Strategies	Based on review of the mobility corridor strategies for corridors, 3, 7, 8, 11 and 12 we have provided technical corrections for the needs and strategies.	Clackamas County	5/5/10	Amend as requested.
250	RTP Chapter 4 - Mobility Corridor Strategies	Add a field to the project lists, identifying the Mobility Corridor that they apply to. This would allow sorting the projects by Mobility Corridor, and would help meet the requirement of defining the general location of planned improvements	ODOT	5/5/10	Amend as requested.
251	RTP Chapter 4 - Mobility Corridor Strategies	Under Regional Actions, each of the MCs requiring a CRP should include a bullet to "continue work on identifying resources to complete the CRP".	ODOT	5/5/10	Amend as requested.
252	RTP Chapter 4 - Mobility Corridor Strategies	Based on review of the mobility corridor strategies for corridors, #7, #8, and #14, we have provided comments and recommended information for strategies to address needs.	Oregon City	5/5/10	Amend as requested.
253	RTP Chapter 4 - Mobility Corridor Strategies	Corridor descriptions should include location of the heavy rail lines as well as in the corridor function.	ODOT	5/5/10	Amend as requested.
254	RTP Chapter 4 - Mobility Corridor Strategies	Needs list-There are statements sprinkled into the needs lists that are existing conditions, not needs; those should be deleted.	ODOT	5/5/10	Amend as requested.
255	RTP Chapter 4 - Mobility Corridor Strategies	The "strategies" column should indicate that strategies are yet to be determined. It is critical that the list of Local Actions not just says "address local street connectivity issues as part of local TSPs" but "address all needs identified in the MCS in local TSPs (or the CRP), consistent with the Regional System Concepts and Policies (section 2.5). The Regional Transportation Functional Plan should include the same instruction with some more guidance, yet allowing flexibility in how to address the policies and concepts.	ODOT	5/5/10	Amend as requested. Language will be added to better articulate local actions to implement the transportation functional plan.
256	RTP Chapter 4 - Mobility Corridor Strategies	For each mobility corridor description, TriMet recommends additional editing to ensure consistency in how the high capacity transit and frequent bus service gaps and deficiencies are defined.	TriMet	5/5/10	Amend as requested. Metro staff will work with TriMet staff to develop consistent language for each mobility corridor strategy to guide TSP development in identifying HCT and frequent bus gaps.
257	RTP Chapter 4 - Mobility Corridor Strategies	It is not clear whether the graphs are a % of the number of projects, or a % of the dollars. It is also not clear what the definition of roads and highways is - is it based on ownership? vehicular functional class? and how is "freight" defined? How did you address projects that affect multiple corridors?	ODOT	5/5/10	Amend graph notes to clarify that the graphs represent the modal break down by number of projects. The table that follows the graph represents the total costs of projects by mode.
258	RTP Chapter 4 - Mobility Corridor Strategies	The introductory paragraphs are redundant. The facilities in the corridor are more clearly provided in the table of Regional Transportation Facilities. The 2040 land uses are part of the function and are listed in a table.	ODOT	5/5/10	Amend to delete introduction paragraphs for each mobility corridor. See comment #176, which calls for expanding the introduction of Chapter 4 of the RTP.
259	RTP Chapter 4 - Mobility Corridor Strategies	Under Local Actions: this list should be more complete and consistent with whatever goes into the transportation and urban growth management functional plans. It should be specific to each corridor,	ODOT	5/5/10	Amend to insert consistent language to reflect the need to implement the functional plan under local actions. This part of the mobility corridor strategies is a starting point to help guide local agency development of TSPs. In some cases, specific local actions may not have been identified, but will be as part of the local TSP.

## ITEMS FOR CONSIDERATION

#	Category	Comment	Source(s)	Date	Recommended Action
260	RTP Chapter 4 - Mobility Corridor Strategies	The "Summary of Needs" is often just a description of the parts of the corridor and not necessarily where there is a need or deficiency. Sometimes the needs are specific and sometimes general so it is difficult to figure out what level of detail to respond.	ODOT	5/5/10	Amend to provide consistent characterization of regional needs.
261	RTP Chapter 4 - Mobility Corridor Strategies	"Arterial Deficiencies" lists all the "local streets" that have heavy rail crossings but many of the local streets are arterials or collectors. In addition, why are all at grade heavy rail crossings identified as "Arterial Deficiencies"? Identifying all rail crossings as needs/deficiencies it implies that there are needs/deficiencies at all the at grade heavy rail crossings in the Metro area.	ODOT	5/5/10	Amend to remove at-grade rail crossings as a deficiency except where a need has been previously identified through the Regional Freight Plan or other planning effort.
262	RTP Chapter 4 - Mobility Corridor Strategies	Why does the "Regional Transportation Facilities" table only include Parallel Arterials and not perpendicular ones?	ODOT	5/5/10	No change recommended. As stated in previous comment responses, the mobility corridor strategies are a starting place. During the mobility corridor workshops in spring 2009, this issue was raised. As a post-RTP task, Metro will reassess the mobility corridors and may include "perpendicular" facilities, as part of the Regional Mobility program that local governments may use in TSP updates and other planning activities. This will include producing a 2.0 version of the Mobility Corridor Atlas. Additionally, local TSPs updates may continue to refine and update the mobility corridor strategies.
263	RTP Chapter 4 - Mobility Corridor Strategies	"TSMO" and "TDM" be one of the types of deficiencies in the corridors.	ODOT	5/5/10	No change recommended. TDM is a TSMO strategy under the Regional TSMO plan and RTP policies. Collectively, they are strategies to address regional needs (both in terms of gaps and deficiencies).
264	RTP Chapter 4 - Mobility Corridor Strategies	ODOT would like the MCS to paint a picture of the <i>planned</i> facilities in each of the corridors, and to provide direction for future planning (in CRPs and TSPs), for project development, and for future plan amendments.	ODOT	5/5/10	No change recommended. That is the intent of the Mobility Corridor Strategies. This RTP is a starting point, and will be subject to amendment/refinement to reflect updates to local TSPs and corridor refinement planning work that is underway.
265	RTP Chapter 4 - Mobility Corridor Strategies	Have definitions of Throughway vs Arterial. Many of the principal arterial highways are listed as throughways not arterials.	ODOT	5/5/10	No change recommended. The glossary defines throughways as consisting of principal arterials.
266	RTP Chapter 4 - Mobility Corridor Strategies	Investment strategies should match the needs. Strategies identified to address needs should include both "funded" and "unfunded" strategies. The "funded" strategies should be differentiated between financially constrained and "state" projects.	ODOT	5/5/10	No change recommended. The mobility corridor strategies currently identify where strategies have been identified to address corridor needs. The RTP project list provides additional information as to which specific projects fall into which corridor and identifying financially constrained and state RTP projects. The mobility corridor strategies are not intended to have a project identified for every need, but instead are meant to serve as a guide TSP development. In most cases, local implementation of the RTP will be the primary strategy for addressing needs and may result in new and/or different investment priorities to address identified needs in each mobility corridor.

## ITEMS FOR CONSIDERATION

#	Category	Comment	Source(s)	Date	Recommended Action
267	RTP Chapter 4 - Mobility Corridor Strategies	The performance measures should be facility and location specific, and should include the actual performance so as to be useful as a baseline for future plan amendments. A map may be the way to show the performance in terms of V/C.	ODOT	5/5/10	No change recommended. With regard to establishing a baseline for "no further degradation" in the RTP, creating a table using the demand-to-capacity generated by the regional travel forecast model would be a severe misuse of the data. While there is a high level of confidence in the model outputs at the regional scale, the demand-to-capacity ratios on individual links may be substantially different from what is actually occurring on the ground. As the comment suggests, a more appropriate approach would use the Regional Mobility Policy maps as a trigger for local agencies to do an intersection level analysis as part of their TSP update that would then set a baseline for no further degradation (or identify that there is no cause for concern). This approach is already establish practice for plan amendments. See Comments #89 and #90.
268	RTP Chapter 4 - Mobility Corridor Strategies	MC 4- 2035 Investment Strategy, p. 4-40. Move "downtown E/W MAX capacity improvements (Rose Quarter/Steel Bridge) from Long term to Medium Term. It is not clear what is meant by "bridge improvements".	City of Portland	5/6/10	Amend as requested and to clarify what is meant by bridge improvements.
269	RTP Chapter 4 - Mobility Corridor Strategies	MC 4 - Change the name of this Mobility Corridor to "Central City I-5/405 Loop" to more clearly define this corridor.	City of Portland	5/6/10	Amend as requested.
270	RTP Chapter 4 - Mobility Corridor Strategies	MC 4- Add on page 4-33 that, following the call for a Master Plan, the City and ODOT have been analyzing potential improvements to the I-405/I-5/Hwy26 area as well as in the I-84/I-5 area. The City and ODOT are set to start the Portland Central City NE Quadrant and ODOT I-5 Broadway/Weidler Interchange Plan in Spring of 2010.	City of Portland	5/6/10	Amend as requested.
271	RTP Chapter 4 - Mobility Corridor Strategies	MC4- Front Avenue/Naito is not considered a parallel arterial to I-5 and I-405 in terms of function, as in Regional Transportation Facilities table on p 4-33.	City of Portland	5/6/10	Amend as requested.
272	RTP Chapter 4 - Mobility Corridor Strategies	MC4- Regional actions and local actions sections need further explanation on how and when actions shall be completed	City of Portland	5/6/10	Amend as requested.
273	RTP Chapter 4 - Mobility Corridor Strategies	Page 4-147 -- Throughway Network Gaps and Deficiencies – If it hasn't already been included in project #11303 (and it's not clear that it has been), one of the specific strategies that should be called out for 99W is "access management".	Washington County	5/6/10	Amend as requested.
274	RTP Chapter 4 - Mobility Corridor Strategies	Page 4-147 and 148 -- Arterial Network Gaps and Deficiencies – Shouldn't signal retiming and interconnects be listed as the first strategies for addressing deficiencies on Hwy. 99W, Scholls Ferry and other highways and arterials?	Washington County	5/6/10	Amend as requested.
275	RTP Chapter 4 - Mobility Corridor Strategies	Page 4-160 Corridor Function 2040 Access – Hwy. 26 connects the Central City to the Hillsboro Regional Center and the Tanasbourne Town Center.	Washington County	5/6/10	Amend as requested.
276	RTP Chapter 4 - Mobility Corridor Strategies	Page 4-160 – Makes more sense that the western corridor boundary be extended to Hwy. 47 rather than stopping at Cornelius-Schefflin/Zion Church.	Washington County	5/6/10	Amend as requested.



## ITEMS FOR CONSIDERATION

#	Category	Comment	Source(s)	Date	Recommended Action
277	RTP Chapter 4 - Mobility Corridor Strategies	Page 4-162 -- Throughway Network Gaps and Deficiencies – There is rather than “could be” a need for an additional over-crossing of Hwy. 26 at NW 174th. This need has been identified in the Washington County transportation plan and RTP.	Washington County	5/6/10	Amend as requested.
278	RTP Chapter 4 - Mobility Corridor Strategies	Page 4-162 -- Throughway Network Gaps and Deficiencies – Shute Road is now called Brookwood Parkway, so the interchange improvements at Shute (project #11178) should read Brookwood Parkway.	Washington County	5/6/10	Amend as requested.
279	RTP Chapter 4 - Mobility Corridor Strategies	Page 4-165 -- RTP Projects by Cost and Mode – This is a prime corridor for freight movement, so the stated one percent of total project cost for the Freight category seems low. Suggest that you consider adding a footnote to the Freight category stating that “projects with significant freight benefits may be classified under the Roads and Bridges or Highways categories”.	Washington County	5/6/10	Amend as requested.
280	RTP Chapter 4 - Mobility Corridor Strategies	MC4 P 4-36 Summary of Needs table. In the Arterial Network Gaps and Deficiencies, it lists SE Oak, Washington, Alder, Main, Salmon, Caruthers, Division Pl. and Ivon as arterials. They are local streets. If anything, SE 11th and 12th should be added.	City of Portland	5/6/10	Amend as requested.
281	RTP Chapter 4 - Mobility Corridor Strategies	MC4- When totaling investment they seem to be double counting with Portland Milwaukie light rail; it's not clear what projects are included and which ones are not.	City of Portland	5/6/10	Amend as requested. Language will be added to clarify which projects are included for each mobility corridor strategy ad to acknowledge there is overlap in the analysis areas of the mobility corridors, with some projects, like high capacity transit, being included as part of multiple mobility corridors.
282	RTP Chapter 4 - Mobility Corridor Strategies	Washington County staff are not comfortable with adopting Chapter 4 by ordinance and would like to discuss the possibility of recommending adoption by Resolution and Order. We believe Metro could be consistent with the TPR without adopting Chapter 4 as a land use decision. While the Mobility Corridor work that has been done to date is a good first step, we believe it isn't developed enough at this point to enable local governments to clearly understand its implications or to develop TSPs that are consistent with the work as it stands.	Washington County	5/6/10	Amend introduction in Chapter 4 to clarify how local governments are expected to use the information per comment #171. In addition, amend RTFP Section 3.08.210 to add a new subsection as follows, " <b><u>When determining its transportation needs under this section, a city or county shall consider the regional needs identified in the mobility corridor strategies in Chapter 4 of the RTP.</u></b> " and remove the following provision from subsection B " <i>Regional needs identified in the mobility corridor strategies of Chapter 4 of the RTP.</i> "
283	RTP Chapter 4 - Mobility Corridor Strategies	Page 4-166 -- 2035 Investment Strategy – Glencoe Rd. is outside Metro boundaries so why is the Glencoe/Hwy. 26 IAMP mentioned here?	Washington County	5/6/10	Amend to delete Glencoe Rd/Hwy 26 IAMP reference.
284	RTP Chapter 4 - Mobility Corridor Strategies	Page 4-163 -- Regional Freight Network Gaps and Deficiencies – How was the stated lack of freight reliability on Murray Blvd. determined? There wouldn't seem to be that much of a mid-day congestion problem there, based on model plots.	Washington County	5/6/10	Amend to delete Murray Blvd as a freight deficiency.

## ITEMS FOR CONSIDERATION

#	Category	Comment	Source(s)	Date	Recommended Action
285	RTP Chapter 4 - Mobility Corridor Strategies	Page 4-137 – Needs Assessment – Nowhere in this introductory text is it explicitly stated that what this corridor needs most is additional highway and interchange capacity.	Washington County	5/6/10	Amend to more explicitly call out the need for additional arterials, transit, highway and interchange capacity consistent with the adopted Western Bypass Study recommendations (Resolution No. 97-2497) and OR 217 study recommendations (Resolution No. 06-3658).
286	RTP Chapter 4 - Mobility Corridor Strategies	MC 4- This section could be rewritten to elaborate on the context, add local-level ped and bike needs, strengthen the narrative which focuses only the Freeway and not other modal facilities, etc.	City of Portland	5/6/10	No change recommended. Mobility corridor introductions will be deleted and rely on the tables that display different parts of the system within the corridor.
287	RTP Chapter 4 - Mobility Corridor Strategies	Page 4-163 -- Safety Deficiencies – There are more than the two locations listed for this corridor that have safety deficiencies.	Washington County	5/6/10	No change recommended. Staff is still working with ODOT and the Regional Safety Work Group on better data analysis methodologies, including disaggregating ODOT to local government boundaries. This work will allow us to better identify the safety needs in each mobility corridor. This work will be provided to local governments for their Transportation System Plans when it is available, and will be included in the next RTP.
288	RTP Chapter 4 - Mobility Corridor Strategies	Page 4-144 -- Unfunded Projects – The OR 217 improvement project listed here for \$200 million seems relatively inexpensive. What is this project?	Washington County	5/6/10	Amend as requested to clarify what project is being referenced.
289	RTP Chapter 4 - Mobility Corridor Strategies	Page 4-144 -- Strategy Long-term – What's the "new parallel arterial to remove local auto trips from OR 217"?	Washington County	5/6/10	No change recommended. This was listed as a potential strategy for local governments to evaluate as part of their TSP updates. The county and cities of Washington County have already identified several bike, pedestrian, collector and arterial connections to serve this part of the region. Title 1 of the RTFP calls for local TSPs to identify additional connections, where practicable, to improve connectivity of the regional system and maintain performance of the Throughway system as much as feasible.
290	RTP Chapter 4 - Mobility Corridor Strategies	MC #2 describes Washington Square Regional Center and Interstate MAX, aren't these located outside the boundaries of on the MC#2 map?	Southwest Neighborhoods Inc.	5/6/10	Amend as requested.
291	RTP Chapter 5 - Performance Evaluation	Living within 1/2 mile of a bus stop is a good performance measure but it should only be measured if people have ADA compliant pedestrian facilities to enable people of all abilities to get to that bus stop safely.	Southwest Neighborhoods Inc.	5/6/10	No change recommended. Lack of available and consistent data sources preclude this detailed level of analysis at a region wide level at this time.
292	RTP Chapter 5 - Performance Evaluation	The proposed regional goals are based on regional averages and we believe a more equitable approach would have a minimum target level for alternative modes for all areas of the region. We recommend that the outcome-based performance measures allow a "dashboard" look at key indicators that describe progress toward meeting goals and more detailed measures that help determine where additional resources are needed in localized areas to meet regional equity goals.	Southwest Neighborhoods Inc.	5/6/10	No change recommended. Table 2.5 Regional Modal Targets establish non-drive alone mode share targets by 2040 design type. Additionally, the performance management system includes a performance monitoring phase in between RTPs that will track progress toward meeting regional goals. Consistent with regional goals, local TSPs may choose to develop more detailed measures to assist local decision making. Metro will continue to improve data collection, methods for evaluation and monitoring to better track progress toward the region's desired outcomes and communication of that progress (including a dashboard approach).

## ITEMS FOR CONSIDERATION

#	Category	Comment	Source(s)	Date	Recommended Action
293	RTP Chapter 6 - Implementation	Page 6-22 under Proposed Urban Growth Management Functional Plan Revisions it reads, "Require adoption of parking management plans in centers and along high capacity transit corridors." Move this bullet under the RTFP revisions.	TriMet	5/5/10	Amend as requested
294	RTP Chapter 6 - Implementation	Page 6-23 the final bullet should also include the need to better understand health and affordability outcomes. Change text to read, "Metro and regional partners continue model enhancements and develop data collection and performance monitoring system, to better understand the relationship between compact urban form, <b>transportation policies and investments, greenhouse gas emissions, health outcomes, and combined housing/transportation costs.</b> "	TriMet	5/5/10	Amend as requested.
295	RTP Chapter 6 - Implementation	page 6-26 unde the Climate Change Action Plan change second bullet to read "Healthy environment, <b>Healthy people</b> , and Health economy"	TriMet	5/5/10	Amend as requested.
300	RTP Chapter 6 - Implementation	To respond to the urgency of climate change, the region should revisit the RTP project list once Metro has completed evaluation of GHG scenarios. Rather than wait until adoption of the next RTP update, the region should immediately move to conform project lists to the chosen scenario. The RTFP should be amended at that time to require local TSP updates conform to the GHG scenario. Language to this effect should be added to the draft RTP update.	Coalition for a Livable Future	5/6/10	Amend Climate Action Plan on page 6-26 of Chapter 6 to state that the RTP and RTFP may be amended to reflect recommendations from this effort or if new tools, legislation, and/or scientific understanding demonstrate that additional RTP policies, performance targets, investment priorities or functional plan requirements should be adopted prior to the next RTP update. Additional amendments may be identified for MPAC, JPACT and Metro Council consideration as part of the next RTP update between June, 2012 and June, 2014.
296	RTP General Comments	<ol style="list-style-type: none"> <li>1. The transportation plans do not use the population and employment forecasts the Metro Council adopted last December.</li> <li>2. They are not based on a future urban form that utilize the urban and rural reserves expected to be adopted by the Metro Council on June 3. Instead they utilize a future urban form controlled by an application the hierarchy of land statute (ORS 197.298) that excluding urban reserves.</li> <li>3. They are based on a future urban form (population and employment allocations by TAZ) that underestimated how efficiently existing urban land can be utilized (these rates are even below present observed rates), and emphasizes expansion over efficient utilization.</li> </ol> <ul style="list-style-type: none"> <li>• In short, the RTP should carry out 2010 growth management decisions, rather than 2002 decisions.</li> </ul>	City of Portland	5/6/10	No change recommended. The analysis conducted for the RTP reflects the most current TAZ- land use assumptions available. In 2011, work will bring to prepare a new land use forecast that reflects the Urban/Rural reserve process, the adopted RTP "state" investment strategy and the Capacity Ordinance that is anticipated to be adopted in Dec. 2010. The new forecast will be developed in consultation with the region's cities and counties, and once finalized, will be available for Metro and local governments to use for planning purposes.

## ITEMS FOR CONSIDERATION

#	Category	Comment	Source(s)	Date	Recommended Action
297	RTP General Comments	Metro's land use and transportation plans should be better coordinated as required by Statewide Planning Goal 2. The Land use plans have a more current population and employment forecast, more accurate characterization of present and expected infill and redevelopment rates, employ urban and rural reserves, and describe a more compact and efficient urban form. The 2035 RTP assumptions are different, older, and less accurate than assumption of the 2010 land use plans. One set of facts and assumptions must be used for both the land use and transportation plans.	City of Portland	5/6/10	No change recommended. The analysis conducted for the RTP reflects the most current TAZ- land use assumptions available. In 2011, work will bring to prepare a new land use forecast that reflects the Urban/Rural reserve process, the adopted RTP "state" investment strategy and the Capacity Ordinance that is anticipated to be adopted in Dec. 2010. The new forecast will be developed in consultation with the region's cities and counties, and once finalized, will be available for Metro and local governments to use for planning purposes.
298	RTP General Comments	Plan policies must be carried out with sufficient and effective implementing measures as required by Statewide Planning Goal 2. The 2035 RTP has a very good policy set which we support. But the RTP project lists do not adequately support these policies - particularly reduction in total vehicle miles traveled and reduction in greenhouse gas emissions. These project lists perform worse in some areas than a no-build alternative.	City of Portland	5/6/10	No change recommended. Adoption of the RTP (and RTFP) will trigger local plan updates that will begin implementing the new RTP policies. Local TSPs will consider a more comprehensive set of actions, measures and strategies than previous plans and should result in new and refined projects that better support local and regional goals to reduce VMT and GHG emissions.
299	RTP General Comments	The current RTP update is an incredibly complex process that has been inaccessible to nearly all of the public, yet is key to determining the strategies for allocating billions of federal dollars over the next decades. The public deserves a much greater role in this decision-making and we recommend that Metro increase its public education and seek input from the public early in the process. Metro should conduct targeted outreach to traditionally underserved communities as well as conducting general outreach and convening citizen advisory committees, including a committee focusing on equity.	Coalition for a Livable Future	5/6/10	No change recommended. Metro did conduct targeted outreach to traditionally underserved communities to guide development of the goals of the plan early in the process. Metro will work to continue to enhance the tools and methods by which to engage these communities as engaged in future efforts as well as improve our data and methodologies for evaluating the potential impacts of policies and projects on minorities, low-income families, and other federally-defined environmental justice populations. The improved tools and methods will be used in future RTP updates.
301	RTP Glossary	The glossary includes two different definition of affordable housing - p.G-1 "Affordability" vs p. G-9 "Housing affordability". Change both references to read: "Housing affordability is defined using a percentage of gross household income. Housing is considered affordable when it costs 30% or less of gross household income."	Tom Cusack, Oregon Housing Blog and Cathy Briggs, Oregon Opportunity Network	5/1/10	Amend Glossary entry for "housing affordability" to read " <b><u>See cost-burdened household.</u></b> " Amend Glossary entry for "affordability" to read " <b><u>See cost-burdened household.</u></b> " Add entry in Glossary " <b><u>Cost-burdened household: a renter household that spends more than 50 percent of its gross income on housing and transportation expenses. Housing and transportation costs include all expenditures tracked under those two categories by the U.S. Bureau of Labor Statistics in the Consumer Expenditure Survey.</u></b> "

## ITEMS FOR CONSIDERATION

#	Category	Comment	Source(s)	Date	Recommended Action
302	RTP Glossary	<p>Page G-3 Need definition of On-Street Bus Rapid Transit in glossary. Add definition (either pg G-3 as add-on to BRT or pg. G-15 under "O"): <b><u>On-Street Bus Rapid Transit (On-Street BRT) – A version of Bus Rapid Transit (see separate definition in Glossary) with limited stops and service at least every 15 minutes during much of the day though frequencies by increase or decrease for individual applications based on demand. On-Street BRT operates mostly in general purpose traffic lanes, mixed with other traffic, thought transit preferential treatments which could include short bus-only lanes and/or queue jumps can be included. Stops are generally spaced on-quarter mile apart or more. Passenger amenities and information similar to BRT. Due to its flexibility, On-Street Bus Rapid Transit can have attributes that are more like High Capacity Transit or like Frequent Service Bus and may be considered as a mode in either depending on circumstances."</u></b></p>	TriMet	5/5/10	Amend as requested to include definition in the glossary.
303	RTP Glossary	<p>Page G-13 need definition for Major Bus Stops. Add definition "<b><u>Major Bus Stop – Major Bus Stops are in intended to provide highly visible and comfortable bus stops to encourage greater use of transit. Major Bus stops include most Frequent Service bus stops, most transfer locations between bus lines (especially when at least one of the bus lines is a frequent service line), stops at major ridership generators (e.g., schools, hospitals, concentrations of shopping, or high density employment or employment), and other high ridership bus stops. These stops may include shelters, lighting, seating, bicycle parking, or other passenger amenities and are intended to be highly accessible to adjacent buildings while providing for quick and efficient bus service. Major Bus Stop locations are shown in Figure 2.15."</u></b></p>	TriMet	5/5/10	Amend as requested, add definition to Regional Transportation Functional Plan and amend major bus stop designations in Figure 2.15 (Regional Transit Network) consistent with the definition in consultation with TriMet.
304	RTP Chapter 2 - Vision	<p>Page 2-57 JOBS section, it says "In 2008, 14,80 direct jobs..." The number should be 14,800.</p>	Metro staff	5/6/10	Amend as requested.

**Exhibit I to Ordinance No. 10-1241A**  
**Findings of Fact and Conclusions of Law**

*Under development*

## **STAFF REPORT**

IN CONSIDERATION OF ORDINANCE NO. 10-1241A FOR THE PURPOSE OF AMENDING THE 2035 REGIONAL TRANSPORTATION PLAN (FEDERAL COMPONENT) AND THE 2004 REGIONAL TRANSPORTATION PLAN TO COMPLY WITH FEDERAL AND STATE LAW; TO ADD THE REGIONAL TRANSPORTATION SYSTEMS MANAGEMENT AND OPERATIONS ACTION PLAN, THE REGIONAL FREIGHT PLAN AND THE HIGH CAPACITY TRANSIT SYSTEM PLAN; TO AMEND THE REGIONAL TRANSPORTATION FUNCTIONAL PLAN AND ADD IT TO THE METRO CODE; TO AMEND THE REGIONAL FRAMEWORK PLAN; AND TO AMEND THE URBAN GROWTH MANAGEMENT FUNCTIONAL PLAN

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Date: April 28, 2010

Prepared by: Kim Ellis, 503-797-1617

### **BACKGROUND**

Metro is the regional government responsible for regional land use and transportation planning under state law and the federally-designated metropolitan planning organization (MPO) for the Portland metropolitan area. As the federally-designated MPO, Metro is responsible for updating the RTP every four years, which includes updating goals and policies to guide transportation investments, and compiling a financially constrained list of projects and programs to meet requirements for federal funding. Metro is also responsible for developing a regional transportation system plan (TSP), consistent with Oregon Transportation Planning Rule (TPR) requirements.

Metro's jurisdictional boundary encompasses the urban portions of Multnomah, Washington and Clackamas counties. Metro's planning partners include the 25 cities, three counties and affected special districts of the region, ODOT, Oregon Department of Environmental Quality (DEQ), Port of Portland, South Metro Area Rapid Transit (SMART), TriMet and other interested community, business and advocacy groups as well as state and federal regulatory agencies such as the Federal Highway Administration (FHWA) and Federal Transit Administration (FTA). Metro also coordinates with the City of Vancouver, Clark County Washington, the Port of Vancouver, the Southwest Washington Regional Transportation Council (RTC), C-Tran, the Washington Department of Transportation, the Southwest Washington Air Pollution Control Authority and other Clark County governments on bi-state issues. The Southwest Washington Regional Transportation Council is the federally designated MPO for the Clark County portion of the Portland-Vancouver metropolitan region.

### **A NEW APPROACH FOR THE REGIONAL TRANSPORTATION PLAN**

The Metro Council initiated the 2035 RTP Update on September 22, 2005 with approval of Resolution No. 05-3610A (for the Purpose of Issuing a Request for Proposals to Develop a Work Scope for an Expanded 2005-08 Regional Transportation Plan Update that Incorporates the "Budgeting for Outcomes" Approach to Establishing Regional Transportation Priorities).

The update involves a new approach that included:

- (1) A strong education component to increase community and stakeholder awareness of the issues facing the region, including a growing population, climate change and economic instability.
- (2) An outcomes-based approach linked to public values to assess implementation of the 2040 Growth Concept and to evaluate and prioritize transportation investments. This approach more fully integrates land use, economic, environmental and transportation objectives in the decision-making process. Central to the RTP is an overall emphasis on outcomes, system completeness and measurable performance to hold the region accountable for making progress toward the

region's desired outcomes and state goals for reductions in drive alone trips, vehicle miles traveled and corresponding GHG emissions. The RTP includes specific performance targets and indicators that will be monitored over time, using this information to determine whether future adjustments to policies and strategies are needed.

- (3) Collaboration with regional partners and key stakeholders to resolve the complex issues inherent in realizing the region's 2040 Growth Concept.

The 2035 RTP updates the policies, projects and strategies for implementing the 2040 Growth Concept and meeting the statewide greenhouse gas emissions reduction targets at the regional and local levels. By 2035, the metro region and surrounding counties are expected to grow by more than one million people and add more than 500,000 jobs, doubling trips on the transportation system.

Through its policies, projects and strategies, the 2035 RTP aims to:

- support the region's vision to use land inside the UGB as efficiently as possible to reduce the need for costly new infrastructure and protect farm and forest lands
- attract jobs and housing to downtowns, main streets and employment areas
- increase safety and provide affordable transportation options for everyone
- increase the use of public transit and reduce travel distances and the need to travel by car to help reduce air pollution and our carbon footprint
- planned urban form and cultural legacy.complete gaps in existing roads, bridges, transit service, sidewalks and bike facilities
- improve interchanges and strategically add capacity to the region's highway system
- build trails and other connections to make it safer and more convenient to walk and bike
- use technology to make travel safer, more efficient and reliable for cars, trucks and transit
- ensure investments are equitable and that they protect and enhance the region's unique setting and natural environment

All of these strategies and investments will help the region make the most out of what we have, address growing congestion more comprehensively and make travel more convenient, affordable and reliable for everyone – including businesses and freight shippers. They will also provide real options for walking, biking and using transit and help the region's businesses and industries create and retain jobs and remain competitive.

The following outcomes, endorsed by the Metro Policy Advisory Committee (MPAC) in May 2008 and adopted by the Metro Council in Resolution No. 08-3940, provided the framework for the updated policies, projects and strategies:

#### **Desired outcomes for a successful region**

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



## **SUMMARY OF DECISION-MAKING PROCESS**

Metro's transportation planning activities are guided by a federally mandated decision-making framework known as the metropolitan transportation planning process. Metro leads this process in consultation and coordination with federal, state and local governments, and engagement of other stakeholders with an interest in or who are affected by this planning effort. Metro facilitates this consultation and coordination through four advisory committee bodies—the Joint Policy Advisory Committee on Transportation (JPACT), MPAC, the Transportation Policy Alternatives Committee (TPAC) and the Metro Technical Advisory Committee (MTAC).

The 2035 RTP update process relied on this existing decision-making structure for development, review and adoption of the plan. MPAC, JPACT and the Metro Council made recommendations at key decision points based on input from TPAC, MTAC, the Council-appointed Regional Freight Plan Task Force and the public participation process.

Technical work groups were formed to advise Metro staff on the development of work products throughout the process. Metro technical staff also worked with the Regional Travel Options Subcommittee to TPAC, the Intelligent Transportation Systems (ITS) Subcommittee to TPAC and the Regional Trails Working Group throughout the update process. The Metro Committee for Citizen Involvement provided advice on public engagement activities.

## **THE 2035 RTP UPDATE PROCESS AND DECISION TIMETABLE**

### **Federal component: 2005-2008**

Metro began the 2035 Regional Transportation Plan update in fall 2005, with early scoping that involved regional partners, community organizations and other stakeholders. Work from fall 2006 through fall 2007 included considerable stakeholder and public involvement to determine needs and develop policies that provided a framework to guide the update of the RTP. In fall 2006, Metro held nine stakeholder workshops that engaged 127 individuals and 50 different community organizations and government entities to help shape policy goals. Four of the workshops were held with Metro's existing advisory committees. The other five workshops were held with business and community groups that represented specific public interests, public responsibilities or groups historically underrepresented in transportation planning and decision-making.

To meet planning requirements in the most recent transportation authorization act, the Safe, Accountable, Flexible, Efficient Transportation Equity Act—a Legacy for Users (SAFETEA-LU), Metro consulted with state and federal resource agencies through the collaborative Environmental Transportation Agreement for Streamlining work group. The CETAS group consultation, which was held on October 16, 2007, included representatives from tribal groups, ODOT and 10 state and federal transportation, natural resource, cultural resource and land use planning agencies.

Other work through fall 2007 included technical workshops, informal feedback cards and questionnaires, scientific public opinion surveys, and a formal, 30-day public comment period with open houses and public hearings.

In December 2007, the Metro Council adopted the federal component of the 2035 RTP to meet planning requirements in the most recent transportation authorization act, the Safe, Accountable, Flexible, Efficient Transportation Equity Act—a Legacy for Users (SAFETEA-LU). The U.S. Department of Transportation approved the federal component of the 2035 RTP on March 5, 2008.

### **State component: 2008-2010**

Following approval of the federal RTP, the focus turned to the completion of a final RTP to meet regional and state land use goals and the Oregon Transportation Planning Rule. On May 1, 2008, the LCDC accepted the RTP in the manner of periodic review and approved the work program and timeline for the state component of the RTP, which called for its completion by December 2009.

During 2008 and 2009, RTP work focused on framing and refining transportation and land-use choices as part of the broader *Making the Greatest Place* effort. This comprehensive effort seeks to integrate local and regional land use and transportation investments to focus future population and employment growth in centers, corridors, and employment areas, consistent with the 2040 Growth Concept. This work included the evaluation of different land-use and transportation investment scenarios.

To provide a forum for discussions, MPAC and JPACT held three joint meetings between October and December 2008, to discuss transportation and investment policy choices that would be made in the next year or two. More than 100 people attended the joint meetings, which included the elected officials who are members of those committees, other elected officials, local government staff, non-government partners and members of the interested public. The results of those meetings helped prioritize transportation investments that would best support desired land uses and reduce travel distances.

During January 2009, Metro and Oregon Department of Transportation staff conducted 14 coordination interviews with local transportation agencies to provide information about the RTP's mobility corridor concept and to identify issues within each of the 24 corridors in preparation for future workshops.

Through March and April 2009, Metro and ODOT hosted seven mobility corridor workshops by geographic region to identify common mobility gaps and deficiencies and discuss the desired function of each corridor and individual transportation facilities. These meetings helped to develop a new Mobility Corridor Atlas and identify priority projects.

Metro also convened a bicycle work group to identify policy refinements to respond to public comments received during the federal component of the RTP update and to incorporate active transportation policy recommendations identified by the Blue Ribbon Committee for Trails.

At the same time, Metro and its regional partners continued to work on related planning efforts that will be included in the RTP: the Sunrise Corridor project, the I-5/99W connector study, the Sellwood Bridge study, the High-Capacity Transit (HCT) system plan, the Regional Freight Plan and the Transportation System Management and Operations (TSMO) plan. Metro also worked with communities around the region to identify their local land use, transportation and public infrastructure-related aspirations for managing growth and the investments needed to support them.

The technical analysis and policy development guided further system development and refinement before soliciting projects and funding strategies from the region's 25 cities, three counties, TriMet, South Metro Area Rapid Transit (SMART), Port of Portland and the Oregon Department of Transportation (ODOT) – the region's transportation providers. On June 15, 2009, the Metro Council, in conjunction with JPACT and MPAC, issued a "call for projects" to refine RTP investment priorities. The RTP goals, performance targets and refinement criteria provided policy direction for investment priorities to be brought forward for consideration in the final 2035 RTP.

#### **JPACT-ENDORSED CRITERIA TO REFINE INVESTMENT PRIORITIES**

- Make multi-modal travel safe and reliable
- Target investments to support local aspiration and the 2040 Growth Concept
- Provide multi-modal freight mobility and access
- Expand transit coverage and frequency
- Expand active transportation options
- Reduce transportation-related greenhouse gas emissions
- Address transportation needs of underserved communities

Projects were solicited from county coordinating committees, the city of Portland, TriMet, SMART, the Port of Portland and ODOT. Each project sponsor was requested to identify investment priorities consistent with the draft RTP performance targets and criteria, and within the funding target established by JPACT. Projects and programs were requested to come from plans or studies that had been developed through a public process. The solicitation resulted in 1,058 proposed projects with a total estimated cost of \$19.6 billion.

The draft RTP and projects, draft TSMO Plan, draft Regional Freight Plan and draft HCT System Plan summary report and complete list of projects were released for a 30-day public comment period that was held from September 15 to October 15, 2009. The RTP comment package was released as part of the Making the Greatest Place effort and Metro's chief operating officer's recommendation titled "Strategies for a sustainable and prosperous region."

Forty-five days before the opening of the public comment period, electronic notices were distributed to all regional neighborhood associations, citizen participation organizations and interested parties who had asked to be included in Metro's notification lists. The notices included information on how to access the review draft online, dates and times of public open houses and hearings, and instructions on different options for submitting comments.

During the comment period, seven open houses and five public hearings were held. A Spanish interpreter was present at events held in Hillsboro, Gresham and North Portland, where large concentrations of Spanish speakers are known to live. The ability to engage an interpreter at any of the events was promoted in display ads and through a flyer in Spanish that was distributed to organizations that serve Spanish-speaking people in those communities.

On December 17, 2010, the Metro Council approved Resolution No. 09-4099, directing staff to:

- incorporate amendments recommended to respond to public comments received in a final draft RTP
- conduct a final analysis for conformity with the federal Clean Air Act
- prepare findings, and the functional plan amendments needed to implement the new policies and strategies.
- release the final draft RTP 45 days of public comment beginning in March 2010, before MPAC, JPACT and the Metro Council consider approval by ordinance in June 2010.

In early 2010, staff prepared documents to be released for a third and final 45-day public comment period and hearings. Forty-five days before the comment periods opened, electronic notices were sent to all neighborhood associations, citizen participation organizations, jurisdictions, tribes with any potential interest in the area, business and community stakeholders, and all individuals who asked to be included in our list of interested parties announcing the comment period and providing information on how to comment. A second notice was sent when the comment period opened. A public notice was published in *The Oregonian*, the newspaper of record for the metro area, and display ads were published in all ethnic newspapers and community newspapers. A press release was published on the Metro web site and sent to all area media.

Attachment 1 is a full public comment report that provides a more detailed summary of the stakeholder and public involvement conducted from Spring 2006 to Spring 2010, including documentation of specific comments received during the most recent public comment period. MPAC, JPACT and the Metro Council considered public comments received prior to action on this ordinance.

## ANALYSIS/INFORMATION

1. **Known Opposition:** None known.
2. **Legal Antecedents:** Several Federal, State and regional laws and actions relate to this action.

Federal regulations include:

- Clean Air Act, as amended [42 U.S. C. 7401 and 23 U.S.C. 109(j)], as amended].
- US EPA transportation conformity rules (40 CFR, parts 51 and 93).
- USDOT rules that require Metro to update RTPs on a four-year cycle [23 CFR 450.322(a)].

State regulations include:

- Statewide planning goals.
- Oregon Administrative Rules for Transportation Planning (OAR Chapter 660, Division 12).
- Oregon Transportation Plan and implementing modal plans, including the Oregon Highway Plan.
- Oregon Administrative Rules for Transportation Conformity, (OAR Chapter 340, Division 252).
- 2006 State Implementation Plan (SIP).
- 2006 Portland Area Carbon Monoxide Maintenance Plan and 2007 Portland Area Ozone Maintenance Plan.

Metro legislation includes:

- Resolution 05-3610A, “For the Purpose of Issuing a Request for Proposals to Develop a Work Scope for an Expanded 2005-08 Regional Transportation Plan Update that Incorporates the “Budgeting for Outcomes” Approach to Establishing Regional Transportation Priorities” adopted by the Metro Council on September 22, 2005.
- Resolution No. 06-3661, “For the Purpose of Approving A Work Program For the 2035 Regional Transportation Plan (RTP) Update and Authorizing the Chief Operating Officer to Amend Contract No. 926975)” adopted by the Metro Council on June 15, 2006.
- Resolution No. 07-3793, “For the Purpose of Accepting the Chapter 1 Regional Transportation Policy Framework as the Provisional Draft For the Purpose Of Completing Phase 3 of the 2035 Regional Transportation Plan (RTP) Update” adopted by the Metro Council on March 15, 2007.
- Resolution 07-3831B, “For the Purpose of Approving The Federal Component of the 2035 Regional Transportation Plan (RTP) Update, Pending Air Quality Conformity Analysis” adopted by the Metro Council on December 13, 2007.
- Resolution No. 08-3911, “For the Purpose of Approving the Air Quality Conformity Determination For the Federal Component of the 2035 Regional Transportation Plan and Reconfirming the 2008-2011 Metropolitan Transportation Improvement Program” adopted by the Metro Council on February 28, 2008.
- Resolution No. 08-3940, “For the Purpose of Affirming a Definition of a ‘Successful Region’ and Committing Metro to Work With Regional Partners to Identify Performance Indicators and Targets and to Develop a Decision-Making Process to Create Successful Communities” adopted by the Metro Council on June 26, 2008.
- Resolution No. 09-4052, “For the Purpose of Accepting the Regional High Capacity Transit System Tiers and Corridors, System Expansion Policy Framework and Policy Amendments” adopted by the Metro Council on July 9, 2009.

- Resolution No. 09-4099 “For the Purpose of Accepting the Draft 2035 Regional Transportation Plan, With the Following Elements, For Final Review and Analysis For Air Quality Conformance: The Transportation System Management and Operations Plan; The Regional Freight Plan; The High Capacity Transit System Plan; and The Regional Transportation Functional Plan” adopted by the Metro Council on December 17, 2009.
- Resolution No. 10-4150A, “For the Purpose of Approving the Air Quality Conformity Determination for the 2035 Regional Transportation Plan and the 2010-2013 Metropolitan Transportation Improvement Program” adopted by the Metro Council on June 10, 2010.

3. **Anticipated Effects:** With approval:

- Staff will submit the final RTP and findings to LCDC in the manner of periodic review.
- Staff will submit the final RTP to the U.S. Department of Transportation.

4. **Budget Impacts:** There is no financial impact to approval of this ordinance.

**RECOMMENDED ACTION**

Staff recommends approval of Ordinance No. 10-1241A.

CLICK HERE FOR FULL REPORT

May 2010

Public comment report



## Attachment 1 to Staff Report to Ordinance No. 10-1241A

# 2035

REGIONAL TRANSPORTATION PLAN

Public comment report

May 2010

## **HUD Sustainable Communities Planning Grant – Preliminary – For Discussion Purposes Only**

There is a change afoot in our federal government. A recognition of the critical importance of urban regions and the well-being of people who live in them has resulted new policy ideas and partnerships.

Addressing the need for federal leadership to advance sustainable homes, communities and opportunities for all people, the US Departments of Housing and Urban Development (HUD) and Transportation (DOT) and the Environmental Protection Agency (EPA) formed the interagency Partnership for Sustainable Communities to improve equitable access to affordable housing, expand transportation options and lower transportation costs while protecting the environment in communities nationwide. The Partnership has launched the Sustainable Communities Initiative (SCI), guided by these Livability Principles:

- Provide more transportation choices
- Promote equitable, affordable housing
- Enhance economic competitiveness
- Support existing communities
- Coordinate and leverage Federal policies and investments
- Value Communities and Neighborhoods - healthy, safe and walkable communities for all

In his May 6<sup>th</sup> testimony about the partnership before the Senate Appropriations Subcommittee on Transportation, Housing and Urban Development, and Related Agencies, chaired by Washington Senator Patty Murray, Secretary of HUD Shaun Donovan said:

*A major component of HUD's place-based approach involves making communities sustainable for the long-term. For HUD, "sustainability" includes improving building level energy efficiency, cutting greenhouse gas emissions through transit-oriented development, and taking advantage of other locational efficiencies. Critically, we believe sustainability also means creating "geographies of opportunity," places that effectively connect people to jobs, quality public schools, and other amenities.*

The SCI Livability Principles mirror the values that underlie the Portland region's nationally recognized long-range plan, the 2040 Growth Concept<sup>1</sup>, and strongly resemble a list of characteristics of great communities adopted by the region in 2008:

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

One of the region's key assets is its unique elected regional government, Metro, which has been chartered by residents to undertake "planning and policy making to preserve and enhance the quality of life and the environment for ourselves and future generations." By most traditional livability measures, Metro's efforts have helped the region achieve its rank as one of the most livable places in the nation. Yet this exceptional

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<sup>1</sup> The 2040 Growth Concept constitutes what the HUD SCI NOFA refers to as a "Regional Plan for Sustainable Development."

quality of life is not shared by all who live in our region, especially low-income communities and communities of color.<sup>2</sup>

The region's reputation and practice of multi-disciplinary planning uniquely position us to realize the potential of HUD's Sustainable Communities Regional Planning Grant Program, an important initiative of the SCI. This path-breaking federal effort provides an opportunity for the region to build on our success in land use and livability policy by creating new partnerships and policies that promote equity<sup>3</sup> and opportunity<sup>4</sup> for all regional residents.

Metro, in consultation with regional partners, has proposed a framework for a collaborative SCI Regional Planning Grant proposal for review and discussion by public, private and nonprofit sector partners in advance of the release of HUD's SCI Regional Planning Grant Notice of Funding Availability (NOFA) in May. That review and community discussion is under way.

The proposed framework for the grant supports implementation of the 2040 Growth Concept through the development of a comprehensive strategy for investing in communities throughout the region. It builds on existing models for integrated transportation, land use and environmental planning by developing a regional housing strategy that ensures equitable access to transportation and other essential services and full integration of the housing strategy and enhanced regional indicators for social equity into the investment strategy.

The Portland/Vancouver regional SCI grant concept has four primary elements, discussed in more detail below:

- **Performance Measures** – *With community-based partners, develop and integrate metrics for housing affordability, and region-wide public investment with social equity, economic and environmental issues. This work will be coordinated with the Greater Portland-Vancouver Indicators project under way at Portland State University (PSU) and Metro, and the community-based Regional Equity Atlas. Regional indicator data will be used to help prioritize investments and to make transparent the results of implementation.*
- **Housing Affordability Strategy** – *With the leadership of regional housing development partners, including housing authorities, non-profit development corporations and for-profit builders, develop a strategic plan that redresses inequities in access to affordable housing, and creates opportunities for housing that is linked with jobs and workforce training, high quality public transportation and other critical public services and facilities within the Metro region, and integrate this strategy into the overall Community Investment Strategy.*
- **Community Investment Strategy** – *The investment strategy will build upon the extensive planning framework of the 2040 Growth Concept. A key objective is to focus public resources on the types of investments that most effectively leverage private investment to create complete communities throughout the region. Investments will vary from place to place, but are likely to include development of lively mixed-use, mixed-income downtowns and main streets linked to multi-modal transportation investments, and investments to improve the livability and economic prosperity of our communities.*

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<sup>2</sup> Coalition for a Livable Future, 2007, *the Regional Equity Atlas*.

<sup>3</sup> Benefits of livability policies are shared and the burdens are not disproportionately borne by low income residents and communities of color

<sup>4</sup> Low income families and communities of color have improved success in achieving well being (education, health, economic prosperity)



- **Capital Project** –*Develop one or more concepts for use of capital funding (including consultants, predevelopment, feasibility analysis) for a program or place-based demonstration to test and advance implementation of the Community Investment Strategy and Housing Affordability Strategy and to pilot projects that serve as a “Proof of Concept.”*

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## PERFORMANCE MEASURES & TARGETS

*With community-based partners, develop and integrate metrics for housing affordability and region-wide public investment with social equity, economic and environmental issues. This work will be coordinated with the Greater Portland-Vancouver Indicators project already under way at PSU and Metro, and the community-based Regional Equity Atlas. Regional indicator data will be used to help prioritize investments and to make transparent the results of implementation.*

**Value:** From the homes in which they live, all residents of the region should have equitable access to the essential products, services and neighborhood assets necessary for well-being, including nutritious food, health care, schools, jobs, safety, opportunities for civic engagement and arts participation, parks and natural areas, clean air and water, and transportation choices.

**Issue:** We do not currently have comprehensive regional indicators for community well-being that

- gauge progress toward shared, desired housing-related outcomes for the entire region
- benchmark current conditions
- utilize community-verified population counts for communities of color
- clearly identify inequitable conditions
- track the impact of investments to improve equity/opportunity conditions

**Action:** Community-based organizations and public sector partners will collaborate with the Greater Portland-Vancouver Indicators Results Teams to develop indicators of the region's economic, environmental and social well-being:

- Assemble current relevant demographic and needs data, especially recent studies by the Urban League (*The State of Black Oregon*), the Communities of Color Coalition (*Communities of Color in Multnomah County: An Unsettling Profile*), the Coalition for a Livable Future (*Regional Equity Atlas*), the Washington County Community Development Office (opportunity maps included in Consolidated Plan) and other community based assessments
- Establish linkage with jurisdictions, workforce, schools (K-12, Higher Ed), housing providers, etc. to populate the indicators
- Establish metrics across the indicators that reflect the needs data and use community-verified population counts to calculate need region-wide
- Develop a regional "opportunity map" that reflects the indicators data that displays asset rich areas and asset deficit areas to guide development of priorities
- Recommend goals and priorities to policy makers that address inequities
- Develop a tool (Equity/Opportunity Impact Analysis) that policy makers use to focus public resources on the types of investments that will most effectively leverage the private investment necessary

**Outcome:** Local plans for housing, transportation and other development will be aligned with public policies and investments will be prioritized across the region based on outcome of Equity/Opportunity Impact Analysis. In order to utilize funds or services provided through the Community Investment Strategy, applicant jurisdictions would submit data for a standard methodology Equity Impact Analysis and then adjust plans and projects if necessary to assure a positive equity impact.

**Partners:** Metro, PSU, CLF, cities, counties, business, NGO and political leaders across the region.

## HOUSING AFFORDABILITY STRATEGY

*With the leadership of regional housing development partners, including housing authorities, non-profit development corporations and for-profit builders, this grant will develop a strategic plan that redresses inequities in access to affordable housing, and creates opportunities with housing that is linked with jobs and workforce training, high quality public transportation and other critical public services and facilities for the Metro region and integrate this strategy into the overall Community Investment Strategy.*

**Value:** All residents of the region should have equitable access to housing that is affordable to them AND improves their opportunities to live in the community of their choice and access to the essential products, services and neighborhood assets necessary for well-being, including nutritious food, health care, schools, jobs, safety, opportunities for civic engagement and arts participation, parks and natural areas, clean air and water, and transportation choices. Affordability should be defined to embrace a broad range of housing- and location-related costs, including transportation and energy efficiency.

**Issue:** We do not currently have a comprehensive long-range housing affordability strategy for preservation and creation of an adequate supply of housing that supports residents' access to opportunity and to the services and neighborhood assets described above, or that can meet the current and future needs of the region

**Action:** Regional housing and community development partners including housing developers, housing authorities and community-based organizations will work with National Policy Consensus Center consultant to:

- Review current assessments and needs data developed by partners—the Washington County Community Development Office (opportunity maps included in Consolidated Plan), the Coalition for a Livable Future (*Regional Equity Atlas*), Urban League (*The State of Black Oregon*), the Communities of Color Coalition (*Communities of Color in Multnomah County: An Unsettling Profile*), housing and transportation affordability index, local plans
- Articulate list of linkage partners—schools, jobs, health, workforce, transportation access, parks and recreation and healthy food and engage them directly in development of strategies
- Develop “universal goals” for regional housing access, affordability and linkage to other assets such as transportation, jobs, education, services, and recreational opportunities
- Articulate targeted strategies to redress housing inequities and capitalize on opportunities that advance the goals and reflect fund source and local policy realities
- Develop and adopt an integrated strategic plan for housing affordability through actions/projects implemented by public agencies, private and non-profit developers, community-based organizations and market-based developers
- Design permanent regional housing affordability advisory/governance body; create linkage to Metro policy advisory committees to assure coordination of housing affordability interests and their integration with regional planning and other services that support on-going implementation of the 2040 Growth Concept
- Develop project recommendation criteria for the Community Investment Strategy that incorporate equitable access to housing and social equity considerations
- Identify program or project demonstration/pilots that utilize the Equity Impact Analysis, model the Housing Strategy, and “pipeline” projects for future funding

**Outcome:** Housing access and affordability are integrated into the region's long term planning and funding strategies; people are not displaced from improving communities; and multi-layered

investments that improve livability and opportunity are prioritized in areas where poverty currently exists.

**Partners:** Oregon ON (& members), Regional Housing Funders & Housing Authorities, developers, private sector funders, schools, workforce providers, health initiatives

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## Community Investment Strategy

*The investment strategy will build upon the extensive planning framework of the 2040 Growth Concept. One key objective is to focus public resources on the types of investments that will most effectively leverage the private investment necessary to fully realize aspirations to create complete communities throughout the region. Investments will vary from place to place, but are likely to include targeted development of lively mixed-use, mixed-income downtowns and main streets linked to multi-modal transportation investments and investments to improve the livability and economic prosperity of our communities.*

**Value:** Public resources are focused on investments that will most effectively leverage private investment necessary to fully realize regional aspirations to create complete, economically and environmentally sustainable, inclusive and equitable communities

**Issue:** We do not currently have sufficient resources to implement the vision for the region described in the 2040 Growth Concept. Additionally, we lack an investment strategy aimed at achieving the region's desired outcomes that engages the business, environmental and social equity communities; that comprehensively aligns local, regional, state and federal investments; and that effectively leverages private investment.

**Action:** Metro and a diverse and inclusive set of business and community stakeholders will work with the National Policy Consensus Center and/or other advisors to:

- Design a governance structure for the Community Investment Strategy that includes meaningful representation and participation of low-income communities and communities of color, the business and environmental sectors and local jurisdiction partners
- Design an investment strategy that carries forward to implementation the region's already extensive planning and regulatory framework (which has established a regional direction through adoption of regional and local plans for targeted development of mixed-use, mixed-income downtowns and main streets/corridors linked to a multi-modal transportation system and the designation of Urban and Rural Reserves to direct long-term development) and that ensures that investments create opportunity for low income communities and communities of color by utilizing the Regional Indicators benchmarks and equity impact analysis
- Facilitate a fully developed outreach program to identify investments that most effectively implement local and regional aspirations and incorporate new policy goals related to housing, transportation access, energy efficiency and greenhouse gas reduction and health impact
- Integrate the Housing Affordability Strategy into the Community Investment Strategy to more equitably increase housing affordability in parts of the region where jobs, services and public facilities are readily available and to bring more jobs, services and public facilities to parts of the region with significant concentrations of low income households
- Utilize Regional Indicators benchmarks and equity impact analysis to inform project priorities and a funding strategy for local, regional, state and federal sources that integrate local aspirations with the regional vision
- Recommend policy and institutional changes that support implementation, including changes to HUD, DOT and EPA administrative guidelines to more effectively implement the Livability Principles and the regional vision
- Identify exhaustive list of "tools" for inclusion in investment strategies

**Outcome:** By developing and adopting a multi-year investment strategy and assessing the impact of investments against the Regional Indicators, the region can more strategically plan and advocate for resources to realize its vision

**Partners:** Oregon Business Council, minority chambers of commerce, minority contractors assn., Portland Business Alliance, Columbia Corridor Association, Clackamas County Business Association, North Clackamas Chamber of Commerce, Westside Economic Alliance, PSU, Community Colleges, POSI, local governments, parks districts and redevelopment agencies, Oregon Economic Development Department, community-based organizations

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## Capital Projects

*This grant will develop one or more concepts for use of capital funding (including consultants, predevelopment, feasibility analysis) for a program or place-based demonstration to test and advance implementation of the Community Investment Strategy and Housing Affordability Strategy and to pilot projects that serve as a “Proof of Concept.”*

**Value:** Acknowledge the urgency of the need for integrated strategies to create communities of opportunity, and test the efficacy of Sustainable Communities tools, strategies, and outcome measures, by implementing one or more transparently selected demonstration programs or projects.

**Issue:** As action oriented professionals we are anxious to see results or a proof of the concepts we’ve developed. Constrained local resources may not allow for consulting, feasibility analysis or predevelopment of one or more concepts.

**Action:** Utilizing the tools and strategies created through this initiative, the Community Investment Strategy governance body (or a sub-committee it may select) will:

- Utilize the Regional Indicators benchmarks and Equity Impact Analysis to design criteria and a process for solicitation and selection of one or more pilot or demonstration projects for analysis and concept development
- Develop and maintain a list of potential capital projects
- Catalog the tools and resources and coordinate the partners to be engaged in pilot planning
- Document the learning gained

**Outcome:** At the completion of the grant scope, several models for integrating and advancing the Livability Principles can make the case for increased investment. The process will identify a pipeline of potential future projects.

**Partners:** TBD

### Capital Project Concepts (keep a running list):

- Four regional housing authorities expand the current Section 8 rent assistance program to target individuals in workforce training programs with assistance in securing housing in transit-served neighborhoods.
- Develop or implement projects identified through the “opportunity mapping” to bring affordable housing to parts of the region where jobs, services and public facilities are readily available and/or to bring more jobs, services and public facilities to parts of the region with significant concentrations of low income households.
- Supplement the Metro Transit Oriented Development (TOD) program to fund affordable housing TOD projects. Note: the current Metro TOD projects are funded with transportation funds and are not eligible to be used for an affordable housing element.
- Identify a specific light rail transit (LRT) corridor, such as the upcoming Portland to Milwaukie LRT or the recently opened Green Line to the Clackamas Regional Center, to develop a comprehensive station area development strategy as a focus for the broader investment and housing affordability strategy.
- Develop an EcoDistrict sustainable energy project that helps reduce the cost burden to low-income households for utilities.
- Fund infrastructure necessary to support TOD and affordable housing in an existing station area including land acquisition for construction of affordable and/or workforce housing.



# Metro | Memo

Date: April 21, 2010

To: TPAC and interested parties  
Mike Hogle, Research Director

From: Kim Ellis, Principal Transportation Planner

Re: Regional Greenhouse Gas Scenario Planning Project

---

## **Purpose**

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

## **Legislative Context/Project Activities**

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

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

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

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

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<sup>1</sup> For more information on House Bill 2001, go to [http://www.oregon.gov/ODOT/JTA\\_overview.shtml](http://www.oregon.gov/ODOT/JTA_overview.shtml).



Attached for your review are:

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

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

#### **Evaluation context**

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

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

## Regional Greenhouse Gas Scenario Planning Project

### DRAFT Work Plan Summary

April 16, 2010

#### PROJECT GOALS

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

#### PROJECT OBJECTIVES

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

#### KEY TASKS

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

*Products and Key Milestones Under Development*

## Land Use and Transportation Scenario Planning for GHG Reduction

### HB 2186

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

### HB 2001 – Jobs & Transportation Act

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

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

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

Materials following this page were distributed at the meeting.



Date: May 27, 2010  
To: TPAC and interested parties  
From: Kim Ellis, Principal Transportation Planner  
Re: Supplemental Recommended Actions for Exhibit H to Ordinance No. 10-1241A

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## BACKGROUND

The "Recommended Action" for several comments in your adoption packet remained pending further direction from the Federal Highway Administration and the Oregon Department of Transportation. Staff prepared the following recommendations for TPAC consideration on May 28, 2010 in consultation with these agencies.

With TPAC support, the recommended actions will be incorporated into Exhibit H for consideration by the Joint Policy Advisory Committee on Transportation (JPACT) and the Metro Council on June 10, 2010.

## ACTION REQUESTED

Amend Exhibit H to Ordinance No. 10-1241A to add the following recommended actions:

### (1) Revise the May 13 Recommended Action for Comments #47 and #77-81 to read as follows:

Amend the Section 3.08.710 (Definitions) to delete "DDD" and replace "CCC" to read as follows:

"CCC. "Significant increase in Single Occupancy Vehicle (SOV) capacity" means a transportation project that increases the motor vehicle capacity of a roadway and warrants a new air quality conformity determination. This includes new facilities (e.g., a new arterial or throughway, a new interchange or interchange ramps, a new access road or a new bridge) or the addition of new, general-purpose or auxiliary lanes to an existing facility totaling one-quarter-lane miles or more in length. General-purpose lanes are defined as through travel lanes, two-way left turn lanes or dual turn lanes. Not included in this definition is any project that adds less than one-quarter lane-mile of general-purpose lane or auxiliary lane capacity. Also not included in this definition are realignments that replace rather than supplement existing roadways for through traffic, channelized turn lanes, climbing lanes, widening without adding new travel lanes, and facilities that are primarily for use by modes other than SOVs (such as bus lanes, HOV lanes, truck lanes, and bicycle and pedestrian facilities). Significant increases in SOV capacity should be assessed for individual facilities rather than for the planning area.

~~DDD. "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."~~

This definition applies to provisions contained in Section 3.08.510(C) of the Regional Transportation Functional Plan to inform whether a project is consistent with the region's Congestion Management Process. The threshold for determining whether a road-related project adds significant SOV capacity is the length of the project (more than ¼-mile or 1,320 feet in length), the primary use of the individual facility and the need for a new air quality conformity determination. The need for a new air quality conformity analysis is determined in consultation with U.S. Department of Transportation, U.S. Environmental Protection Agency and the Oregon Department of Environmental Quality.

**(2) Revise the May 13 Recommended Action for Comment #102 to read as follows:**

Amend the RTP to include a new Project #11358 in the State RTP Investment Strategy for \$75 million to complement other projects already identified for the OR 217 corridor and update the Chapter 4 strategies and actions for this mobility corridor. The need for 3 lanes of capacity in each direction is identified as a long-term need for Mobility Corridor #19 (Beaverton to Tigard) in Chapter 4 of the RTP. However, during the planning period of the RTP there is not enough funding expected to be available to build the required interchange improvements and the full 6-lane facility that was recommended in the OR 217 Corridor Study in 2006.

Recently, ODOT, Metro, Washington County, City of Tigard and City of Beaverton participated in a joint study to explore improvements for OR 217 that improve safety and produce substantial operational and reliability improvements at a relatively low cost. Consistent with the Oregon Transportation Plan and the State Highway Plan, it is the intention of the partners to jointly pursue projects identified in the study and pursue additional cutting edge technological, operational and strategic capital improvements to meet identified needs in this corridor. The new project would be for aggressive implementation of system management and operational improvements consistent with the recently completed OR 217 Management Study. The project cost falls within the Washington County funding target endorsed by JPACT in May 2009.

Modeling does not change in the Federal RTP Financially Constrained System. The State RTP modeling assumptions will include projects from the Federal Financially Constrained System, Project #10599, Project #11302 and Project #11358 to provide the equivalent of three lanes of capacity in each direction as a result of the additional investment in system management and operations improvements.

**Regional Transportation Plan:  
City of Beaverton - Corrections and Comments**  
5/28/2010

**Corrections:**

1. 10617 (Farmington Rd) -- **Add "Beaverton"** to Facility Owner/Operator column
2. 10643 (Hall Blvd sidewalk gaps) -- **Delete project** - project was constructed with WES commuter rail
3. 10664 (Watson Ave bike lanes) -- **correct** Project End Location column to: **Farmington Road**
4. 10640 (Nimbus Avenue extension) – **Increase cost** per ongoing Hwy 217 study to **\$21,500,000**.
5. 10642 Clarify project includes **Farmington Rd/ Beaverton Hillsdale Hwy** within the Adaptive Signal project locations. Farmington/BH SCATS is our 2011 Appropriations request so must be in the RTP.

**Comment:**

System performance outcomes are often within the margin of error (1%-3%). This is of concern, as it is difficult to draw conclusions about system effectiveness. In the period since the initial release of this information, there has been little discussion about this issue, which needs to be a larger discussion. How do we reconcile the RTP projects when the build versus no-build shows only minor change?

## **6.7.2 Monitoring and Evaluation**

The RTP predicts levels of congestion far exceeding the maximum volume-to-capacity ratios established for state facilities in the Oregon Highway Plan. Under these circumstances, the RTP needs to either 1) establish alternative standards with approval of the Oregon Transportation Commission, consistent with Action 1F.3 in the Oregon Highway Plan, or 2) be consistent with Action 1F.5<sup>1</sup> of the OHP which requires the RTP to improve performance as much as feasible and avoid further degradation. The RTP is currently proceeding under Action 1F.5. While Metro intends to partner with ODOT and local jurisdictions to develop alternative mobility standards over the coming years (see 6.7.2), Metro will also establish a program to monitor and evaluate the RTP's impacts on system performance and economic vitality, creating the opportunity for adaptive management if the region does not make progress toward the outcomes sought by the RTP. This reporting will be shared with both the Land Conservation and Development Commission and the Oregon Transportation Commission annually:

### **1. System performance and RTP implementation**

- Performance targets, system evaluation, and system monitoring measures.
- Investment choices as they relate to the measures.
- Progress of local jurisdictions on updating transportation system plans and land use plans to comply with Metro Regional Transportation Functional Plan and Titles 6 and 11 of the Metro Functional Plan, including development and adoption of alternative mobility standards for state facilities.
- Progress on mobility corridor plans considering mobility standards on state facilities.
- Local plan amendments, including issues with regard to meeting mobility standards on state highways, Metro's participation, and what was adopted.

### **2. Economic Vitality**

Metro will develop and track a set of transportation and economic benchmarks to evaluate how the region's traded sector competitiveness and market access compare with competing locales, allowing Metro to monitor how transportation system efficiency is affecting the region's economic competitiveness and vitality. These benchmarks will be developed by a committee of business, economic development, academic and government representatives, which will include members from key

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<sup>1</sup> OHP Action 1F.5: For purposes of preparing planning documents such as corridor plans and transportation system plans, in situations where the volume to capacity ratio for a highway segment is above the standards in Table 6 or Table 7, or those otherwise approved by the Commission, and transportation improvements are not planned within the planning horizon to bring performance to standard because of severe environmental, land use or financial constraints, the performance standard for the highway segment shall be to improve performance as much as feasible and to avoid further degradation of performance where no performance improvements are feasible....



traded sector industries. Metro will convene an annual meeting of transportation and economic development agencies to review progress on these benchmarks.

### **3. System Bottlenecks**

As the Metro Freight Plan identified, a small set of key bottlenecks on NHS facilities are critically impacting regional truck mobility. To facilitate corrective action on these long-standing problems and increase regional understanding of their economic importance, Metro will measure the extent to which sensitive economic activities are affected by these facilities and estimate the magnitude of potential economic benefit associated with making improvements. Metro will use the information produced by this analysis to rank bottlenecks in terms of their freight and business impacts. This analysis will generate information that may be needed in the future in order to qualify for certain federal funding categories.

**DATE:** April 27, 2010

**TO:** Oregon Transportation Commission

**FROM:** Matthew L. Garrett  
Director

**SUBJECT:** Statewide Transportation Improvement Program (STIP) Criteria

**Requested Action:**

Approval of the 2012-2015 STIP Project Eligibility Criteria and Prioritization Factors and inclusion of Safety Program for the 2014-2017 STIP.

**Background:**

The STIP Stakeholder Committee has been working to develop criteria for the 2012-2015 STIP that respond to the considerations identified in House Bill 2001 of 2009. A presentation on the status of the criteria and the ways in which the criteria respond to the ten considerations was given at your March meeting. The STIP Stakeholder Committee discussed the criteria again at their April 13 meeting and agreed to recommend the attached 2012-2015 STIP Project Eligibility Criteria and Prioritization Factors for your approval.

There are issues remaining that the STIP Stakeholder Committee will want to revisit when the criteria are updated for the next STIP. It is expected that the processes underway to develop greenhouse gas reduction planning tools and to develop least cost planning methods will provide means to better address these issues. The first issue is how to best incorporate greenhouse gas reduction in the criteria. The second issue concerns how best to include criteria for the Safety Program.

On greenhouse gas reduction, it was agreed that the criteria should indicate that this is an important issue that will become a criterion in the future but directly addressing greenhouse gas impacts should not yet be a requirement. In the 2012-2015 recommended criteria, ACTs are encouraged to discuss greenhouse gas impacts of their decisions and document those discussions. In the future, consideration of greenhouse gas impacts will be a requirement and will be included in the project documentation developed in response to the criteria.

Regarding the Safety program, a prioritization factor has been added to reflect the importance placed on Safety projects by the STIP Stakeholders. However, the Committee wishes to examine this further and determine how to include the Safety program as one of the programs covered by the Construction STIP criteria and factors alongside Modernization, Preservation, and State Bridge for the 2014-2017 STIP.

In addition, several criteria and factors were added to the 2012-2015 Recommended STIP criteria to both better address the considerations in HB 2001 and to start to point the way toward issues that least cost planning will likely address. These include the added language around Policies 1.1 of the Oregon Transportation Plan and 1G of the Oregon Highway Plan, and the new factors relating to land use and transportation integration, economic development, environmental resources. It is anticipated that the least cost planning development process will provide ways to refine the ideas presented in these criteria and factors for future STIPs.

**Next Steps**

Following approval of the 2012-2015 STIP criteria, they will be sent out for Region, ACT, and MPO use in developing the Draft 2012-2015 STIP beginning this spring. Templates will be provided to organize the documentation of how projects respond to the criteria. The resulting project criteria summary reports will be provided to you with the Draft 2012-2015 STIP and published online.

**Attachments:**

- A. 2012-2015 STIP Criteria Summary of Recommended Changes
- B. 2012-2015 STIP Project Eligibility Criteria and Prioritization Factors
- C. STIP Stakeholder Committee Meeting Summaries for meetings 1-7
- D. STIP Stakeholder Committee Membership and Representation

**Copies (w/attachments) to:**

Doug Tindall	Joan Plank	Patrick Cooney	Clyde Saiki
Jerri Bohard	Kelly Taylor	Michael Ward	Tom McClellan
Lucia Ramirez	Robert Maestre	Barbara Fraser	

# 2012-2015 STIP Project Eligibility Criteria and Prioritization Factors

For the Development STIP, Modernization,  
Preservation, and State Bridge Programs

Approved by the Oregon Transportation Commission  
May 13, 2010



# 2012-2015 STIP Project Eligibility Criteria and Prioritization Factors

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## 2012-2015 STIP Project Eligibility Criteria and Prioritization Factors

### 1 **Introduction**

2 The Oregon Transportation Commission (OTC) approves the Project Eligibility Criteria  
3 and Prioritization Factors to declare expectations for projects that are recommended for  
4 inclusion in the Statewide Transportation Improvement Program (STIP). The STIP is a  
5 listing of Oregon's intended transportation investments over a four-year period. It is  
6 updated every two years and constrained to ensure that estimated expenditures match  
7 expected funds available. This document includes some basic STIP information,  
8 provides guidance for using the included criteria for project prioritization and selection,  
9 and explains expectations for project documentation. The included criteria apply to  
10 projects funded from current revenue sources. If other funding becomes available, it will  
11 be allocated in adherence to any funding or selection criteria attached to those new  
12 funds.

13  
14 The STIP Project Eligibility Criteria and Prioritization Factors apply to the Development  
15 STIP, Modernization, Preservation, and State Bridge programs, which cover most of the  
16 Oregon Department of Transportation's (ODOT's) major transportation investments.  
17 The criteria are renewed with the help of the STIP Stakeholder Committee every two  
18 years. The STIP Stakeholder Committee represents a variety of transportation interests  
19 including freight, public transit, cities, counties, state agencies, Metropolitan Planning  
20 Organizations (MPOs), Area Commissions on Transportation (ACTs), and private  
21 interests.

22  
23 The STIP Stakeholder Committee meets to agree on a draft of the new criteria to send  
24 out for review and comment. After the comment period, the STIP Stakeholder  
25 Committee prepares a revised draft to forward to the OTC for approval. After approval,  
26 the STIP Project Eligibility Criteria and Prioritization Factors (known as the "STIP  
27 criteria") are distributed for use in STIP project selection. The STIP criteria are used  
28 throughout the STIP development process to narrow the list of possible investments.

29  
30 Upon approval, the STIP criteria are used immediately by ODOT and local jurisdiction  
31 staff to decide which projects should be "scoped" in more detail, meaning more  
32 information about the cost and extent of the project is developed. Scoping and project  
33 prioritization and selection continue for about six months until the draft STIP program is  
34 complete. The ACTs, MPOs, and local jurisdictions, in coordination with their respective  
35 ODOT Regions, use the approved criteria to prioritize and select investments to fund in  
36 the STIP. This activity occurs primarily during the six months of scoping and project  
37 selection for the Draft STIP. Steps between the Draft STIP and Final STIP approval  
38 include making sure expected revenues and expenditure totals match, public review  
39 and comment, air quality conformity modeling, and approval and inclusion of the MPO  
40 transportation investment programs in the STIP. Altogether, it is approximately a year  
41 and nine months between the OTC approval of the STIP criteria and the approval of the  
42 Final STIP. The OTC (and the Federal Highway and the Federal Transit  
43 Administrations) must approve the Final STIP before investments in the recommended  
44 projects can go forward.



## 2012-2015 STIP Project Eligibility Criteria and Prioritization Factors

1  
2 The STIP criteria themselves consist of two parts: Eligibility Criteria and Prioritization  
3 Factors. The Eligibility Criteria list requirements that projects must meet for further  
4 consideration. If at any time during scoping and evaluation of a project, it is found not to  
5 meet the Eligibility Criteria, then it is eliminated from further consideration. Investments  
6 that do meet the Eligibility Criteria are then prioritized by ODOT, ACTs, MPOs, and local  
7 jurisdictions using the approved Prioritization Factors.

8  
9 How project comparison and prioritization is done varies by area and region of the state.  
10 Some ACT or MPO areas have project application processes where project proponents  
11 fill out an application that relates to the Eligibility Criteria and Prioritization Factors.  
12 Other areas may compare projects in a discussion format. They may also choose to  
13 add criteria to aid their local project selection, so long as these additional criteria do not  
14 conflict with the approved statewide STIP criteria. In all cases, Development,  
15 Modernization, Preservation, or State Bridge projects or investments recommended for  
16 inclusion in the STIP are documented showing how they meet the approved Eligibility  
17 Criteria and Prioritization Factors. This documentation is delivered to the OTC for their  
18 consideration and is published on ODOT's website for stakeholders statewide.

19  
20 This document clarifies expectations for transportation investments under the  
21 Development STIP, Modernization, Preservation, and State Bridge programs and the  
22 STIP decision process for those programs. This document, as a whole, will be  
23 approved by the OTC before it is released for use. It explains overall expectations and  
24 direction for STIP project selection, lists the STIP Project Eligibility Criteria and  
25 Prioritization Factors for the 2012-2015 STIP, and describes the documentation  
26 necessary to show how a project meets each criterion or factor.

27  
28 Further descriptions of the STIP development procedures are provided in various  
29 documents available on ODOT's website on the STIP Background Information page. A  
30 short summary brochure describes the STIP process in general, and the STIP User's  
31 Guide includes more detailed information about the processes and procedures for  
32 developing the STIP.

33  
34 The Policy on Formation and Operation of the Area Commissions on Transportation  
35 (the "ACT Policy") explains the roles and responsibilities of the ACTs. The ACT Policy  
36 and other information about the ACTs can be found on the ACT homepage. See  
37 Appendix B for links to documents and resources referenced in this document and other  
38 STIP information.

### 39 **From Plans to Projects**

40 The STIP Eligibility Criteria and Prioritization Factors are used to select transportation  
41 investments to fund for development and implementation, and should be considered  
42 from when a need is identified to selection of project for the STIP. This decision  
43 process is a transitional point in a project's lifecycle. Management system analysis or

## 2012-2015 STIP Project Eligibility Criteria and Prioritization Factors

1 planning processes are where the problem is identified and the general idea for a  
2 solution is developed. Among the programs covered by these criteria, management  
3 system analysis is used for State Bridge and Preservation projects, and planning  
4 primarily applies to Development STIP and Modernization projects. Projects described  
5 in plans are not guaranteed funding in the STIP. Candidate projects must go through  
6 the STIP prioritization and selection process described in this document and be found to  
7 meet the criteria in place at the time of selection in order to be funded in the STIP.

8  
9 Management system analysis and planning steps come before STIP selection and  
10 detailed project design and implementation come after. See Appendix C for diagrams  
11 showing how all these steps flow. The first diagram shows the different levels of  
12 planning that help shape a project from policy to facility level plans and how these feed  
13 into the STIP. The second diagram shows the steps in the project delivery process,  
14 particularly those following the STIP. The others offer information about development of  
15 the STIP itself.

16  
17 The planning processes come first, before the STIP. They start broad and are  
18 progressively refined:

- 19 • The Oregon Transportation Plan (OTP) and its mode and topic plans, such as  
20 the Oregon Highway Plan (OHP), describe the vision, policies, and priorities for  
21 the statewide transportation system
- 22 • Local and regional transportation system plans and ODOT facility plans describe  
23 specific facilities, identify transportation problems or needs, and describe  
24 possible projects

25  
26 The project development processes come after the STIP decisions are made:

- 27 1. Environmental documentation is produced and possible alternative designs are  
28 evaluated in detail in accordance with the National Environmental Policy Act  
29 (NEPA) requirements
- 30 2. Environmental and other permits needed to implement the project are sought and  
31 so is right-of-way needed for the approved design
- 32 3. A detailed construction plan is developed
- 33 4. The project is constructed or implemented

34  
35 Planning and project development are described here as two distinct processes, but  
36 there is overlap between the two. Improving coordination between planning and project  
37 development is an area in which ODOT is continuing to make improvements. For  
38 example, ODOT is looking for ways to include and document the broadest levels of  
39 NEPA analysis during planning so that some decisions can be carried forward into the  
40 detailed NEPA analysis that occurs during project development.

## 2012-2015 STIP Project Eligibility Criteria and Prioritization Factors

### 1 ***STIP Program Funding***

2 Not included in the plan to project flow diagrams is a very important step that begins the  
3 STIP update process and determines how much funding is available to each of the  
4 different STIP programs. STIP programs are the categories to which funding amounts  
5 are allocated. Each STIP program funds different types of projects and has its own  
6 requirements for projects to qualify. The Development STIP, Modernization,  
7 Preservation, and State Bridge programs are covered by the criteria and factors in this  
8 document. There are state and federal laws and rules that define each program and  
9 establish its requirements, and sometimes set a specific amount of funding for that  
10 program. For example, the Modernization program is defined and has a minimum  
11 amount of funding allocated to it in Oregon statute (ORS 366.507).

12  
13 Assigning fund levels to programs is actually a process called “program funding  
14 allocations” consisting of a few steps:

- 15 1. System goals and needs are identified. For example, if the goal is to maintain  
16 78% of state highway pavement in fair or better condition, then the Pavement  
17 Management System will help ODOT determine how much work needs to be  
18 done to reach for this goal.
- 19 2. The amount of funding available to the STIP is determined.
- 20 3. ODOT recommends program funding levels to the OTC.
- 21 4. STIP participants and ODOT partners review and comment on ODOT's  
22 recommended funding allocations.
- 23 5. The OTC approves final program funding allocations.

24  
25 The OTC's program funding decisions reflect the goals and priorities adopted in the  
26 OTP. These are policy decisions that are made separate from the STIP Eligibility  
27 Criteria and Prioritization Factors and are not part of this document. After the program  
28 allocation decisions are made, the STIP Eligibility Criteria and Prioritization Factors are  
29 used to prioritize and select projects for the Development STIP and Construction STIP  
30 (Modernization, Preservation, and State Bridge programs) to the funding levels  
31 approved by the OTC.

### 32 ***Discretionary Projects***

33 The STIP project selection process assigns program funding to specific projects that are  
34 then listed in the STIP. Some projects, especially those that are too expensive to fund  
35 with the usual level of STIP program funding, may be directly assigned funding in state  
36 or federal legislation. These are called discretionary projects or “earmarks”.

37  
38 Federal discretionary projects are a part of federal appropriations or transportation  
39 funding legislation. The OTC has adopted a policy that describes a process to use in  
40 developing a coordinated list of projects to be submitted as earmark proposals. ODOT  
41 then submits the coordinated list to the Oregon Congressional Delegation for  
42 consideration during the federal budget process. Projects that receive funding via this  
43 process will be included in the STIP.

## 2012-2015 STIP Project Eligibility Criteria and Prioritization Factors

1  
2 Local jurisdictions and proponents that pursue earmark funding for projects not  
3 submitted by ODOT or supported by the Oregon Transportation Commission are solely  
4 responsible for the required matching funds and any shortfalls. The OTC recognizes  
5 that there may be unique circumstances in which proponents have been successful in  
6 obtaining federal discretionary projects that need to be placed in the STIP. These can  
7 be brought to the OTC as amendments to the STIP provided they meet the match  
8 requirements noted above.

9  
10 Similarly, specific projects may receive funding via state legislation. These projects will  
11 be included in the STIP as legislated. If additional funds are needed for legislated  
12 projects, then these projects will be subject to selection for the STIP using these  
13 approved criteria.

### 14 **House Bill 2001 Implementation**

15 There at least three aspects of Oregon's 2009 House Bill 2001 that affect the STIP  
16 decision process. The first is Section 17 that lists ten considerations for use in  
17 developing STIP project selection criteria. The second is Section 6 that defines least  
18 cost planning for Oregon and directs ODOT to work with partners to develop least cost  
19 planning for use as a decision making tool. These criteria respond to the ten  
20 considerations and start to point towards least cost planning, which will be more defined  
21 and developed after these 2012-2015 STIP criteria are approved. When the STIP  
22 criteria are next updated for the 2014-2017 STIP, they will reflect what has been learned  
23 through the least cost planning development process.

24  
25 The third is Section 19 that requires ODOT to implement "practical design" procedures  
26 allowing for "maximum flexibility in application of standards that reduce the cost of  
27 project delivery while preserving and enhancing safety and mobility." This is another  
28 area where ODOT is currently developing procedures. The new procedures will ensure  
29 that practical design is routinely utilized in project development. When the criteria are  
30 updated for the 2014-2017 STIP, the new practical design procedures will be developed  
31 and the criteria can be made to better reflect the procedures.

### 32 ***The Ten STIP Criteria Considerations***

33 The ten STIP criteria considerations in House Bill 2001 (HB 2001) are:

- 34 1. Improves the state highway system or major access routes to the state highway  
35 system on the local road system to relieve congestion by expanding capacity,  
36 enhancing operations or otherwise improving travel times within high-congestion  
37 corridors.
- 38 2. Enhances the safety of the traveling public by decreasing traffic crash rates,  
39 promoting the efficient movement of people and goods and preserving the public  
40 investment in the transportation system.

## 2012-2015 STIP Project Eligibility Criteria and Prioritization Factors

- 1 3. Increases the operational effectiveness and reliability of the existing system by  
2 using technological innovation, providing linkages to other existing components  
3 of the transportation system and relieving congestion.
- 4 4. Is capable of being implemented to reduce the need for additional highway  
5 projects.
- 6 5. Improves the condition, connectivity and capacity of freight-reliant infrastructure  
7 serving the state.
- 8 6. Supports improvements necessary for this state's economic growth and  
9 competitiveness, accessibility to industries and economic development.
- 10 7. Provides the greatest benefit in relation to project costs.
- 11 8. Fosters livable communities by demonstrating that the investment does not  
12 undermine sustainable urban development.
- 13 9. Enhances the value of transportation projects through designs and development  
14 that reflect environmental stewardship and community sensitivity.
- 15 10. Is consistent with the state's greenhouse gas emissions reduction goals and  
16 reduces this state's dependence on foreign oil.

17  
18 The 2012-2015 STIP criteria directly address the HB 2001 considerations in the  
19 following ways:

- 
- 20 • New emphasis and project reporting requirements are added to reflect OTP  
21 Policy 1.1 and OHP Policy 1G that prioritize operations, management, and other  
22 non-construction improvements first, ahead of capacity construction  
23 improvements (considerations 1, 2, 3, and 4).
  - 24 • Explanations and documentation requirements are included to clarify use of off-  
25 system improvements (consideration 4) and to better address the prioritization  
26 factor addressing freight (consideration 5).
  - 27 • New prioritization factors are added to address safety (consideration 2),  
28 economic development (consideration 6), the land use and transportation  
29 relationship (consideration 8), and environmental concerns (consideration 9).

30  
31 HB 2001 considerations 7: benefit-cost comparison and 10: greenhouse gas and foreign  
32 oil dependency reduction are included primarily as additional principles to consider as  
33 STIP selection choices are evaluated. Tools, methods, and procedures are currently  
34 under development to evaluate benefits in relation to costs and to evaluate greenhouse  
35 gas emissions contributions. These will relate to the procedures developed for least  
36 cost planning and practical design implementation. When the criteria are updated for the  
37 2014-2017 STIP, they will further reflect and help implement decisions made during the  
38 greenhouse gas planning, least cost planning, and practical design implementation  
39 processes.

40  
41 Another section of HB 2001, HB 2186, and Senate Bill 1059 of 2010 require  
42 development of targets and processes for metropolitan area greenhouse gas planning.  
43 This work has begun and will be conducted by ODOT and other state agencies working  
44 with metropolitan planning organizations, local governments, and other stakeholders.  
45 Metropolitan-level targets for greenhouse gas reduction will be set by rule in 2011.

## 2012-2015 STIP Project Eligibility Criteria and Prioritization Factors

1 Guidelines for developing and evaluating alternative land use and transportation  
2 scenarios that may reduce greenhouse gas emissions will be developed. A “toolkit” for  
3 use in planning for greenhouse gas reductions is under development and publication is  
4 expected by the end of 2010.

5  
6 In addition, the practical design implementation process has begun and these  
7 procedures will also address cost-efficiency. The purpose of practical design is to make  
8 sure that what are delivered are the right projects, at the right time, at the right cost, and  
9 in the right way. Practical design will help direct available funds toward activities and  
10 projects that optimize the transportation system, develop solutions to address the  
11 specific purpose and need of the project, and design projects that meet but not  
12 necessarily exceed the defined purpose and need.

### 13 *Least Cost Planning*

14 Following approval of the 2012-2015 STIP criteria, the STIP Stakeholder Committee will  
15 turn its attention to least cost planning and assist ODOT to develop least cost planning  
16 implementation methods as required by HB 2001. Implementing least cost planning  
17 will require a broad perspective on possible solutions to transportation problems and  
18 methods of comparison to find cost-effective options that respect the goals and policies  
19 of the Oregon Transportation Plan as well as state targets such as those for  
20 greenhouse gas emission reduction. Also, much of the least cost planning process will  
21 likely need to be implemented at the transportation system or corridor planning levels.  
22 Selection of possible transportation solutions for funding and implementation, through  
23 application of the STIP criteria, is a later process that follows the transportation system  
24 or corridor planning stages. How these pieces relate is described above in the From  
25 Plans to Projects section and the flow of steps is illustrated in Appendix C. It will be  
26 important for least cost planning work to help complete initial steps to set the stage for  
27 practical design and project development activities.

28  
29 The 2012-2015 STIP criteria begin to reflect the priorities of least cost planning and  
30 other current concerns by setting appropriate eligibility thresholds and prioritization  
31 factors. The HB 2001 considerations reflect priorities that the least cost planning  
32 process is likely to address, and these STIP criteria take steps to integrate these  
33 considerations in the STIP decision process. The 2012-2015 STIP criteria represent a  
34 first step toward a least cost planning perspective.

35  
36 The least cost planning process will require comparison of possible investments to find  
37 the best transportation solutions, ideally without regard to limitations due to program  
38 funding rules and “silos” that allow funding for some types of work and not others.  
39 However, at this time, the constraints of various program funding limitations do apply.  
40 While the 2012-2015 STIP criteria apply across programs, they do not change program  
41 funding requirements. The grouping of the Modernization, Preservation, and State  
42 Bridge criteria indicate broad concerns that all projects may address, facilitate reading  
43 of and reduce duplication in this document, and are intended to encourage prioritizing

## 2012-2015 STIP Project Eligibility Criteria and Prioritization Factors

1 the best solutions no matter the type of work. However, the application of the criteria  
2 does not change the funding sources or their restrictions. The level of funding allocated  
3 for each program is determined separately by the OTC and various rules and laws.  
4

5 For several STIP cycles, documentation has been required to show how the  
6 Development STIP and Construction STIP (Modernization, Preservation, and State  
7 Bridge) projects meet the approved criteria. This documentation requirement will be  
8 strengthened for 2012-2015. Explanation of what meeting the criteria means will be  
9 provided in this document and responses on the reporting "templates" will be expected  
10 to be thorough enough to answer the questions posed. This is also an interim step  
11 towards identifying future criteria that projects may be expected to meet following  
12 development of least cost planning methodologies.

### 13 ***Practical Design***

14 New procedures are being developed to ensure that "practical design" is used routinely.  
15 Practical design is an approach to improving the transportation system with the  
16 resources available by making sure solutions are focused on addressing specific  
17 problems and are designed to fit their context. In many places, particularly built-up  
18 urban areas, the full solution needed to fix a problem may be too expensive to be  
19 feasible or it may not even fit in the right-of-way available. Practical design will allow for  
20 targeted improvements to be made that help address the specific problem in that area.  
21 (See ODOT's *Draft Practical Design Strategy*.) Many of the practical design activities  
22 that give specific shape to a project will occur during project development. Planning can  
23 help set the stage for these later activities by describing the expected function of a  
24 facility, transportation problems to be addressed, and the objectives and the agreed  
25 scale of the future solutions.  
26

27 The procedures to implement practical design are being developed by ODOT separate  
28 from the STIP Stakeholder Committee activities. Much of the project design aspect of  
29 practical design will take place after the STIP funding decisions are made. However,  
30 practical design likely relates in some ways to the least cost planning methodology that  
31 the STIP Stakeholders will help ODOT develop. Consequently, efforts will be made to  
32 ensure that least cost planning and practical design procedures complement and  
33 supplement one another.  
34

35 Also, in starting to develop draft practical design procedures, ODOT has identified a  
36 new check-in point at the beginning of the STIP process that is to verify the purpose and  
37 scale of possible projects. When the procedures for conducting that check-in are  
38 established, this will be another opportunity to ensure that the next edition of the STIP  
39 criteria reflect the principles and procedures identified.

### 40 **Additional Principles for STIP Project Selection**

41 There are principles that should be employed during the selection of STIP projects, in  
42 addition to the criteria listed on the following pages. These principles reflect

## 2012-2015 STIP Project Eligibility Criteria and Prioritization Factors

1 transportation policies described in the Oregon Transportation Plan, the Oregon  
2 Highway Plan and in HB 2001, particularly considerations 7 and 10: benefit-cost  
3 comparison and greenhouse gas reduction. ACTs, MPOs, ODOT Regions, advisory  
4 committees, and local jurisdictions are expected to consider and discuss these  
5 principles as STIP selections are made. If any project information is developed to  
6 respond to these principles, it should be included in the project documentation.

### 7 ***OTP / OHP Goals and Policies***

8 One additional principle is the goal context of projects. The Oregon Transportation Plan  
9 sets forth policies that guide decisions and actions of the agency, including project and  
10 program funding decisions. The OTP's goals are:

- 11
  - 12 1. Mobility and Accessibility
  - 13 2. Management of the System
  - 14 3. Economic Vitality
  - 15 4. Sustainability
  - 16 5. Safety and Security
  - 17 6. Funding the Transportation System
  - 18 7. Coordination, Communication, and Cooperation
- 

19  
20 These goals recognize the importance of providing an efficient, optimized, safe, secure,  
21 and well-integrated multimodal transportation system that allows for access and  
22 connectivity throughout the state to enable a diverse economy while not compromising  
23 the ability of future generations to meet their needs. These goals are implemented  
24 through the Oregon Highway Plan and the other mode and topic plans.

25  
26 Projects recommended for inclusion in the STIP are expected to be consistent with the  
27 Oregon Transportation Plan and the Oregon Highway Plan. Both plans contain goals  
28 and policies; the OTP has strategies to implement the goals and policies, while the OHP  
29 has actions to implement its goals and policies. These goals and policies set a general  
30 framework for projects to advance. The STIP Project Eligibility Criteria and Prioritization  
31 Factors then set specific thresholds to meet and factors to use for prioritization of  
32 possible STIP projects.

33  
34 In the past, OHP policy support in general was one prioritization factor, but this proved  
35 difficult to apply. For the 2012-2015 STIP, certain policies are called out in the  
36 prioritization factors because they contain ideas that will likely prove important as least  
37 cost planning is developed or because they list ways of implementing these ideas.  
38 These include OTP Policy 1.1 and OHP Policies 1B: Land Use and Transportation, 1G:  
39 Major Improvements, and 5A: Environmental Resources. This does not imply that only  
40 these policies apply when considering what solutions to fund in the STIP. Rather, the  
41 goals of the OTP and OHP overall should be furthered by choices made for the STIP.  
42 OTP and OHP goals and policies should be kept in mind during STIP project



## 2012-2015 STIP Project Eligibility Criteria and Prioritization Factors

1 prioritization and selection and appropriate choices made, even though documentation  
2 required will focus on certain policies.

### 3 ***Long-term Perspective***

4 A second principle is that a long-term broad perspective should be used when choosing  
5 solutions to fund. Whether a project will be effective in the short term or the long term  
6 and how well the transportation solution will further transportation goals should be  
7 considered in relation to the overall cost of the project. Similarly, the corridor or system  
8 level effects of the project and how well it integrates with other investments and  
9 applicable plans should be considered. For example, does the candidate  
10 transportation solution make sense in the context of land use plans and other  
11 investments within the planning area or along the transportation corridor? STIP  
12 decisions should reflect consideration of the long-term impacts of the investment.

### 13 ***House Bill 2001 Considerations 7 and 10***

14 Project proponents should expect that these considerations regarding benefit-cost  
15 comparison and greenhouse gas reduction will be included as criteria for future STIPs  
16 ~~beginning with 2014-2017. Methods and measures for evaluating these will be~~  
17 developed through the greenhouse gas reduction planning, least cost planning, and  
18 practical design implementation efforts. Even though formal evaluation procedures are  
19 not yet developed, benefit-cost comparison (or cost-efficiency) and greenhouse gas  
20 reduction should be considered and discussed as part of 2012-2015 STIP project  
21 selection. An appropriate way to consider these would be to try to select solutions that  
22 are consistent with and support the ideas described in this document. If interim  
23 methods of evaluating and reporting on these have been developed by affected  
24 jurisdictions, then any results of project evaluations should be included in the project  
25 documentation.

26  
27 Cost-efficiency should be considered throughout STIP development and project  
28 prioritization. *Cost-efficient* or *cost-effective* refers to achieving maximum or optimum  
29 results or return relative to the expenditure. Results considered in a cost-efficiency  
30 comparison should not only include funds saved or spent, but also the progress made  
31 toward achieving goals with the investment. Various goals that transportation projects  
32 may help achieve include economic development, community livability, and  
33 environmental sustainability.

34  
35 For the purposes of a transportation project, cost-efficiency is being defined by the effort  
36 to implement practical design. Things to consider in determining the cost efficiency of a  
37 project include (from ODOT's March 2010 *Draft Practical Design Strategy*):

- 38 • Can any elements of the project be eliminated, phased or separated to a more  
39 appropriate project and still address the problem?
- 40 • Have we identified the alternatives and the cost/benefit (value) of each in relation  
41 to risk?

## 2012-2015 STIP Project Eligibility Criteria and Prioritization Factors

- 1 • What is the return on the investment (quantifying time, money, economic growth,  
2 etc.)?
- 3 • What is the lifespan of the solution?
- 4 • What are the future maintenance/operations costs?
- 5 • Is there minimal re-work for future projects/needs?
- 6 • What is the minimum fix, and what would trigger a larger, more expensive fix?  
7

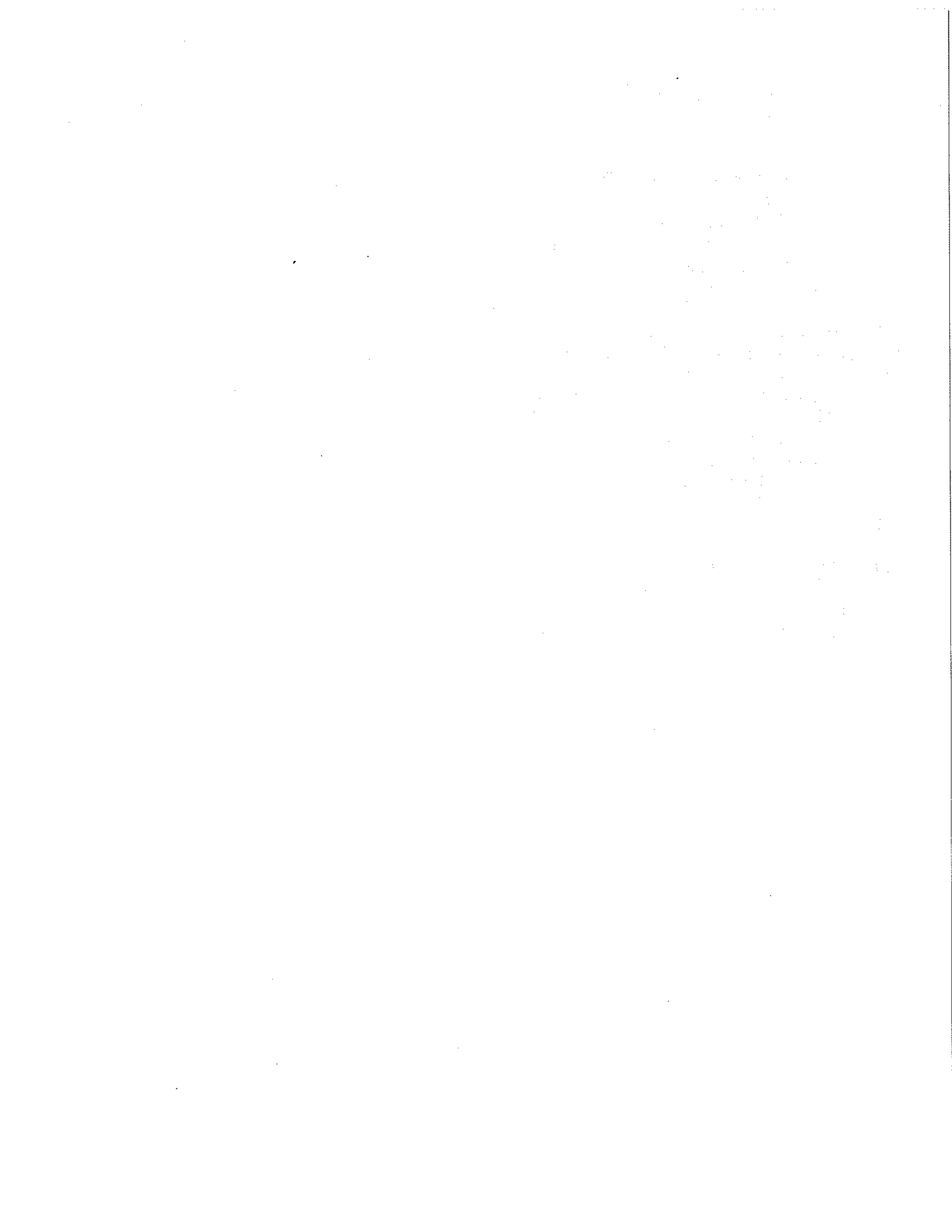
8 Greenhouse gas reduction is another priority for the state and is reflected in HB 2001  
9 consideration 10. Project proponents should be aware of the state greenhouse gas  
10 reduction targets and any local greenhouse gas reduction plans and are encouraged to  
11 select investments that contribute to achievement of the goals described. The state  
12 GHG reduction targets are listed in ORS 468A.205:

- 13 (a) By 2010, arrest the growth of Oregon's greenhouse gas emissions and begin to  
14 reduce greenhouse gas emissions.
- 15 (b) By 2020, achieve greenhouse gas levels that are 10 percent below 1990 levels.
- 16 (c) By 2050, achieve greenhouse gas levels that are at least 75 percent below 1990  
17 levels.  
18

19 ~~Methods, rules, procedures, and regional targets to evaluate contributions to state~~  
20 ~~greenhouse gas reduction goals are currently under development in response to House~~  
21 ~~Bills 2001 and 2186 and Senate Bill 1059. Possible factors to address greenhouse~~  
22 ~~gas reduction in future STIP solution prioritization processes include the following:~~

- 23 • Demonstrate a material contribution to reducing greenhouse gas emissions  
24 consistent with adopted state goals (HB 2001 consideration #10)
- 25 • Reduce Oregon's dependence on imported fossil fuels (HB 2001 consideration  
26 #10)
- 27 • Reduce vulnerability of essential transportation infrastructure (and of the  
28 communities and commerce that rely upon it) to climate change-associated  
29 effects such as flooding and fire
- 30 • Project designs that anticipate future needs to reduce greenhouse gas emissions  
31 and adaptation to climate change  
32

33 Application of the first two possible prioritization factors in this list will recognize that  
34 different communities and regions within the state, such as urban and rural areas, will  
35 have different capabilities to reduce greenhouse gas emissions and fossil fuel  
36 consumption. Such differences will be acknowledged; while also acknowledging that all  
37 areas should be capable of reductions of emissions as compared to their historical  
38 record.



1 **STIP Project Documentation**

2 ***Documentation Expectations Overall***

3 The documentation requirements described in this document are more extensive than in  
4 the past and are designed to explain what is needed to sufficiently show that the criteria  
5 are met. Due to the short timeline available to implement the 2012-2015 STIP criteria,  
6 explanations in the documentation are expected to rely primarily on narrative  
7 descriptions of anticipated effects, though project proponents should provide data to  
8 support their conclusions where such data is available. More objective and data-based  
9 criteria may be implemented in the future, particularly as analysis methods and  
10 measures are agreed during the least cost planning methodology development process.

11  
12 Here are some overall principles for documentation for 2012-2015 STIP projects:

- 13 • Use brief but sufficient explanations; extensive explanations are not required.
- 14 • Yes or no without explanation is not an acceptable answer, unless yes or no is  
15 the only possible answer, e.g. is the project on a designated freight route?
- 16 • If data or other documentation is available to support the explanation, cite or use  
17 it. For example, if travel model data is available that shows the impact of the  
18 candidate project, describe those results. Or, if a letter of commitment from  
19 another partner or investor or an intergovernmental agreement is in place,  
20 include those facts in the explanation.
- 21 • It is not required that any special study be done to show that the project meets  
22 the criteria. At this time, descriptions of expected effects are sufficient.  
23 However, if information from such a study is already available, describe those  
24 results in the explanation.

25  
26 ODOT staff, stakeholders, and project proponents should develop the information  
27 needed to show how candidate projects meet the appropriate criteria and factors ahead  
28 of stakeholder discussions to prioritize and select STIP projects. This will provide  
29 important information to assist those decisions. ODOT staff, stakeholders, and  
30 proponents should communicate and share the project documentation and other STIP-  
31 related information as early as practicable to enable timely and informed project  
32 prioritization.

33  
34 ODOT Region staff should share as much of their full STIP programs as is known at the  
35 time of the prioritization discussions to enable a broad understanding of the investments  
36 planned. This includes projects selected from the Safety Management System list and  
37 other STIP funding programs and the level of funding allocated to each program.

38 ***Eligibility and Prioritization***

39 This document lists and explains expectations for meeting approved eligibility criteria  
40 and prioritization factors for the Development STIP and the Construction STIP  
41 (Modernization, Preservation, and State Bridge programs). Project documentation is

## 2012-2015 STIP Project Eligibility Criteria and Prioritization Factors

1 expected to show how the selected project meets the criteria. The information required  
2 to show that the project meets the criteria is listed in this document. There are two  
3 types of criteria: Eligibility Criteria and Prioritization Factors.  
4

- 5 • *Eligibility Criteria* are criteria that must be met in order for the project to be  
6 considered further. All of the eligibility criteria listed must be met or the project  
7 may not move on to prioritization. The eligibility criteria are a pass-fail test that a  
8 project must pass.  
9
- 10 • *Prioritization Factors* are criteria that are used to choose projects to be funded  
11 from among eligible projects. All prioritization factors may not apply to all  
12 projects. Generally, a project that meets more prioritization factors or meets  
13 them more fully should be advanced ahead of a project that meets fewer  
14 prioritization factors or meets them to a lesser degree.  
15

16 The project documentation must clearly show how all the applicable eligibility criteria are  
17 met by providing the information requested. The prioritization factors are designed to  
18 be broadly applicable to the different programs, but not all prioritization factors will apply  
19 in all cases. This is especially true for Preservation and State Bridge projects that  
20 typically maintain the existing system. For prioritization factors that do not apply, "not  
21 applicable" is an acceptable response to that factor.

### 22 ***Documentation for Each Program***

23 Each ODOT Region will submit a cover sheet describing the process for their STIP  
24 programs overall. The cover sheet will describe the public involvement and project  
25 selection processes, including the process used to "roll-up" area recommendations to  
26 the Region-level program. The cover sheet will describe any additional criteria applied  
27 by the ACT or similar body and include an overview of ACT or similar body discussions.  
28 The description of the discussions should include how cost-efficiency was considered  
29 and how this impacted project selection. In addition, if greenhouse gas reduction was  
30 discussed, the description should include how greenhouse gas reduction was  
31 considered and what impact this had on project selection.  
32

33 The cover sheet will indicate what other programs' information was shared with the  
34 advisory bodies (such as safety, bike/ped, transportation enhancement, etc.) Projects  
35 considered for other STIP programs should be shared with the ACT, MPO, or advisory  
36 bodies as much as is feasible during STIP program development so that the advisory  
37 body members can understand the full STIP program proposed for their area.  
38

39 Each ODOT Region will also submit summary tables listing Development STIP,  
40 Modernization, and Preservation projects separately to Transportation Development  
41 Division Planning staff and Geographic Information Services Unit. For State Bridge  
42 Program projects, the Highway Bridge Office will submit the summary table broken out  
43 by ODOT Region. The summary tables will be used as an index to the projects and for

## 2012-2015 STIP Project Eligibility Criteria and Prioritization Factors

1 mapping of the projects. Region staff will be responsible for ensuring that maps  
2 prepared by the Geographic Information Services Unit are accurate and submitting the  
3 final maps to TDD Planning staff.  
4

5 State Bridge projects may be reported on a statewide basis. The overall cover memo  
6 prepared by the Region will describe the public input process and advisory body  
7 discussions. The Highway Bridge Program staff will describe how the proposed State  
8 Bridge program meets the appropriate eligibility criteria and prioritization factors. Where  
9 a factor does not apply, the report may indicate that fact.  
10

11 Preservation projects may be reported on a region-wide basis. The region-wide report  
12 will describe how the proposed Preservation program meets the appropriate eligibility  
13 criteria and prioritization factors. Where a factor does not apply, the report may indicate  
14 that fact.  
15

16 Candidate Modernization and Development STIP projects will be documented  
17 individually. Each project's documentation will describe how the candidate project  
18 meets the appropriate eligibility criteria and prioritization factors. Where a factor does  
19 not apply, the project report may indicate that fact.

---

### 20 ***Conditions of Approval***

21 ODOT staff and project proponents should remember that Conditions of Approval may  
22 be applied to projects. Applying Conditions of Approval should be considered where  
23 they will assist the project to meet these criteria or overall goals. What Conditions of  
24 Approval are applied and what they are expected to accomplish should be included in  
25 the project documentation.  
26

27 Staff and project proponents should consider whether conditions would benefit the  
28 investment in terms of better meeting the approved criteria or in terms of lengthening  
29 the time that the investment successfully resolves the transportation problem. For  
30 example, ODOT regularly requires an Interchange Area Management Plan (IAMP) that  
31 includes binding implementation steps and strategies with interchange improvements.  
32 Would a similar management plan or other type of agreement between affected  
33 jurisdictions and ODOT be beneficial for non-interchange projects? If so, applying such  
34 conditions to the project should be considered.  
35

36 These conditions reflect specific implementation steps that a jurisdiction or ODOT must  
37 take to maintain the integrity of the recommended transportation solution. The  
38 Conditions of Approval are delivered to the OTC for approval as a part of the  
39 transportation solution's final STIP approval. They are considered a part of the  
40 transportation solution and are binding on the jurisdiction and ODOT.

## 2012-2015 STIP Project Eligibility Criteria and Prioritization Factors

### 1 ***Intergovernmental Agreements***

2 Intergovernmental agreements (IGAs) are another tool that may be used to specify  
3 actions that will be taken, instead of or in addition to Conditions of Approval. IGAs may  
4 be sufficient for some projects or a Condition of Approval can be used to formalize  
5 agreements, such as where local jurisdictions have agreed to contribute funds or other  
6 resources to the project. Because the OTC approves the project and conditions  
7 together, thereby making the project approval dependent on the condition, specifying  
8 important aspects of intergovernmental agreements in a Condition of Approval may give  
9 them more weight and clarify that they are binding.

---

## 2012-2015 STIP Project Eligibility Criteria and Prioritization Factors

### 1 **Development STIP**

2 The Development STIP (D-STIP) is intended for transportation solutions that will take  
3 more than the four years of the STIP to reach construction or implementation. The  
4 ACTs, MPOs, and ODOT Regions determine what financial resources available to their  
5 area they will assign to their D-STIP programs; there is no funding level for the D-STIP  
6 set by the OTC. If the ACT, MPO, or Region determines that a solution needing further  
7 development work is a high priority, that work may be funded in the D-STIP. However,  
8 inclusion in the D-STIP does not guarantee future funding in the Construction STIP (C-  
9 STIP). Generally work begun in the D-STIP will go to final completion via the C-STIP,  
10 but the solution must have sufficient priority and funding at the time of development of  
11 the next STIP and meet the adopted criteria for that STIP in order to move on.

12  
13 D-STIP solutions do not have construction funding assigned to them. Solutions may  
14 need to complete further planning steps such as refinement planning or environmental  
15 documentation such as an Environmental Impact Statement. Solutions should remain  
16 in the D-STIP through completion of any necessary environmental documentation  
17 phases. In many cases, the final specific solution is not yet defined at the D-STIP  
18 stage. The Eligibility Criteria and Prioritization Factors for Development STIP projects  
19 reflect this special nature of D-STIP work. Also, the term "solution" is used in the criteria  
20 for work in the D-STIP. "Solution" reflects that the final decision developed through D-  
21 STIP work may be a modernization or other construction project or another type of  
22 transportation solution such as an operational or management strategy.



## 2012-2015 STIP Project Eligibility Criteria and Prioritization Factors

### *Development STIP Eligibility Criteria and Prioritization Factors*

#### **Development STIP Eligibility Criteria**

Development work on major transportation solutions may be eligible for funding if it:

- Supports the definition of "Development STIP" approved by the Oregon Transportation Commission.<sup>1</sup>
- Addresses an unmet transportation need in the applicable acknowledged transportation system plan(s) (TSP) or, in the absence of an applicable acknowledged TSP(s), the applicable acknowledged comprehensive plan and any applicable adopted TSP(s); or addresses project need, mode, function and general location for a transportation need identified in an acknowledged TSP; or is identified as a federal discretionary project.<sup>2</sup>
- Has funding adequate to complete the identified milestone.<sup>3</sup>

#### **Development STIP Prioritization Factors**

Priority shall be given to transportation solution development work that:

- Implements Oregon Transportation Plan Policy 1.1.<sup>4</sup>
- Is suitable for the D-STIP.<sup>5</sup>
- Is for a solution that has already completed one or more D-STIP milestones.<sup>6</sup>
- Is for a solution that has funding identified for development or construction.<sup>7</sup>

## 2012-2015 STIP Project Eligibility Criteria and Prioritization Factors

### 1 **Development STIP Eligibility Criteria Explanations**

2 These eligibility criteria establish what types of transportation solutions are eligible for  
3 funding in the Development STIP. The eligibility criteria are not listed in any particular  
4 order nor is there any implied weighting of the various criteria. Development STIP  
5 projects must meet all these eligibility criteria in order to be eligible for funding.

### 6 **<sup>1</sup>Supports Development STIP Definition**

7 Solutions selected for funding in the Development STIP must meet this definition for D-  
8 STIP projects approved by the Oregon Transportation Commission:

9  
10 *Projects approved and funded for development through specific milestones and*  
11 *within specific timeframes, which include the following characteristics:*

12  
13 *A. Projects approved for funding through specific milestones such as*  
14 *National Environmental Policy ACT (NEPA) design-level environmental*  
15 *documents, right of way acquisition, and final plans; or*

16  
17 *B. Projects for which needed improvements have been identified but a*  
18 *final solution either has not been determined or needs further design*  
19 *and analysis.*

20  
21 *The types of projects that tend to have one or more of the above characteristics*  
22 *include federal earmark or demonstration projects, modernization or major bridge*  
23 *replacement projects, and discretionary projects (projects eligible to receive*  
24 *federal discretionary funds).*

25  
26 Documentation provided in response to this criterion must:

- 27  
28
  - Briefly explain how the candidate project meets this definition

### 29 **<sup>2</sup>Addresses an Unmet Need in a Plan**

30 Transportation solutions funded for further development in the D-STIP must:

- 31
  - Address an unmet need described in a plan,
  - 32 • Address the general need, mode, function, and location described in an  
33 acknowledged TSP, or
  - 34 • Be identified as a federal discretionary project.

35  
36 Projects in the STIP are expected to support and implement state, regional, or local  
37 transportation and land use plans. Projects selected for further development in the D-  
38 STIP should develop specific solutions for needs described in plans, typically  
39 transportation system plans or comprehensive plans, or be identified in legislation as a  
40 discretionary project. Occasionally, funding for a specific project is included in federal

## 2012-2015 STIP Project Eligibility Criteria and Prioritization Factors

1 legislation as a discretionary project. If such a project is still under development, it will  
2 be a high priority to include in the D-STIP.

3  
4 Documentation provided in response to this criterion must:

- 5
- 6 • Note the federal discretionary project status of the candidate project, if applicable
- 7 • Describe the planning history of the solution and the unmet need:
  - 8 ○ Identify the plan that describes the need
  - 9 ○ Describe briefly how the work will meet the need

### 10 **<sup>3</sup>D-STIP Milestone(s) Funded**

11 D-STIP projects must have funding to complete the identified milestone. Partially  
12 funded milestones or those with no funding will not be included in the STIP. Possible D-  
13 STIP milestones include those listed below. Not all projects are required to complete all  
14 the milestones.

- 15
- 16 • Refinement plan completion and adoption (see ODOT's Facility Plan Adoption  
17 Procedure for information about plan adoption)
- 18 • Land use consistency. This may include land use decisions that establish need,  
19 mode, function and general location for a project that is included in the  
20 acknowledged comprehensive plan or transportation system plan as a planned  
21 facility and that is expected to be constructed within the next 20 years with  
22 available financial resources
- 23 • Interchange Area Management Plan or Access Management Plan
- 24 • Location Environmental Impact Statement (EIS) Record of Decision (ROD)
- 25 • Design EIS ROD
- 26 • Environmental Assessment (EA) and Finding of No Significant Impact (FONSI)
- 27 • Right of way acquisition
- 28 • Advance plans (or any other applicable project development design milestone)
- 29 • Plans, specifications and estimates (PS&E)

30  
31 Documentation provided in response to this criterion must:

- 32
- 33 • Identify what milestone(s) will be funded during the four years of the STIP

### 34 ***Development STIP Prioritization Factors Explanations***

35 Use these factors to prioritize among eligible Development STIP projects. These  
36 prioritization factors are not listed in any particular order. Not all the Prioritization  
37 Factors will apply to all projects, but D-STIP project documentation should respond to  
38 each prioritization factor, indicating any that do not apply. Work that better meets more  
39 of the factors generally should be chosen over work that meets fewer prioritization  
40 factors or meets them to a lesser degree.

## 2012-2015 STIP Project Eligibility Criteria and Prioritization Factors

### 4Implements OTP Policy 1.1

Priority should be given to Development STIP solutions that meet the intent of OTP Policy 1.1:

*It is the policy of the State of Oregon to plan and develop a balanced, integrated transportation system with modal choices for the movement of people and goods.*

In particular, see Strategy 1.1.4:

*In developing transportation plans to respond to transportation needs, use the most cost-effective modes and solutions over the long term, considering changing conditions and based on the following:*

- *Managing the existing transportation system effectively.*
- *Improving the efficiency and operational capacity of existing transportation infrastructure and facilities by making minor improvements to the existing system.*
- *Adding capacity to the existing transportation system.*
- *Adding new facilities to the transportation system.*

This Strategy lists a hierarchy of solution types, giving highest priority to system and demand management solutions, then minor improvements such as including a turn lane, then adding capacity, and finally adding new facilities. Development STIP work should follow this hierarchy by determining if the need may be resolved by a higher priority solution in this list, or by determining if including a mix of listed types of solutions may minimize the new capacity needed.

#### Documentation that responds to this criterion should:

- Describe how the candidate transportation solution meets the intent of this Policy and Strategy with respect to the hierarchy of priorities described in OTP Strategy 1.1.4
- Describe whether the solution can be phased in over time, what part of the identified need is met by the phase, and how the phase will move towards implementing the overall solution
- If the transportation solution will include providing additional highway capacity or adding new facilities, documentation should:
  - Describe whether higher priority solutions as listed in OTP Strategy 1.1.4 have already been considered or implemented, how effective they have been, and whether evaluation and active management of those solutions are being implemented to improve their performance to meet the short or long-term need
  - Describe why higher priority solutions would not be effective, or why they do not apply to the situation if system or demand management, operations, or minor improvements have not been implemented

## 2012-2015 STIP Project Eligibility Criteria and Prioritization Factors

1                    previously, or are not being evaluated for inclusion with the current  
2                    capacity project

- 3                    ○ Describe why a capacity increasing solution is likely to be the most  
4                    effective solution to address the long term need

### 5 **5D-STIP Suitability**

6 Candidate solutions recommended for development work should be suitable for  
7 inclusion in the Development STIP. Priority should be given to projects for which the  
8 milestone funded is expected to be completed during the four years of the STIP.

9  
10 Also, D-STIP projects are typically completing planning or preliminary milestones for a  
11 transportation solution that is intended to be funded for implementation later in the  
12 Construction STIP. Therefore, care should be taken to select solutions for development  
13 that will likely be able to meet the C-STIP eligibility criteria and prioritization factors.  
14 Solutions that will not be able to meet the intent of the C-STIP criteria and factors  
15 should not be selected. Where solutions are not yet defined, steps may be taken during  
16 development work to help the solution better meet the C-STIP criteria and factors.  
17 Remember that future STIP criteria will include factors reflecting what is learned about  
18 evaluating greenhouse gas emissions reduction and cost-benefit comparison over the  
19 long term, so these should be considered in selecting work for the D-STIP and in  
20 shaping the scope of work to be completed in the D-STIP.

#### 21 Documentation that responds to this criterion should:

- 22  
23  
24                    • Indicate whether or not the milestone can be completed in the time period of the  
25                    STIP, and if not, how the milestone is to be completed  
26                    • Briefly describe how the solution is expected to be able to meet the C-STIP  
27                    eligibility criteria and prioritization factors

### 28 **6D-STIP Milestone(s) Completed**

29 D-STIP projects that build on work completed in prior D-STIP periods generally should  
30 be given priority over D-STIP projects just beginning. For example, one D-STIP period  
31 may complete a refinement plan; in the next D-STIP period, the milestone may be the  
32 required environmental document. However, for each STIP period, the project must be  
33 of high enough priority to be chosen over other projects. It is possible that a different  
34 need takes on more urgency in the following STIP period, or that limited funds available  
35 do not allow further work on a project in the next STIP period. Inclusion in the D-STIP  
36 does not guarantee further work in future D-STIPs, nor does it guarantee future  
37 inclusion in the Construction STIP.

#### 38 Documentation that responds to this criterion should:

- 39  
40  
41                    • Indicate any previous milestones completed in a D-STIP

## 2012-2015 STIP Project Eligibility Criteria and Prioritization Factors

### 1 **7Funding has been Identified for Future Development or Construction**

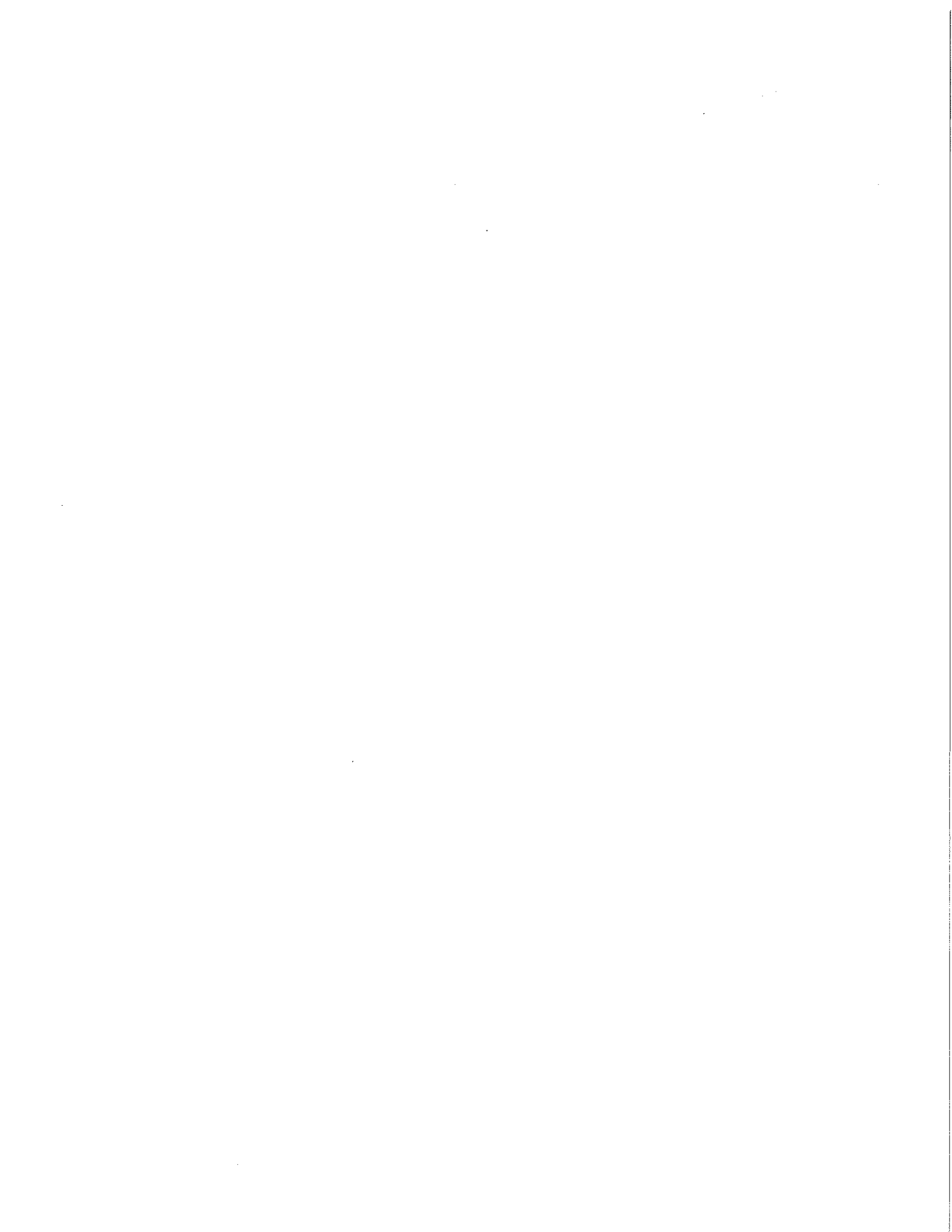
2 Development STIP projects that have funding already identified for future steps to  
3 completion should be given priority over projects that do not have future funding  
4 identified.

5

6 Documentation that responds to this criterion should:

7

- 8 • Identify the source of funding for future steps and the sufficiency of that funding  
9 to complete the future step.



1 **Construction STIP**

2 The C-STIP identifies project scheduling and funding for the state's transportation  
3 Modernization, Preservation and State Bridge programs for a four-year construction  
4 period. This program meets the requirements of the Safe, Accountable, Flexible,  
5 Efficient Transportation Equity Act – a Legacy for Users (SAFETEA-LU), the federal act  
6 that provides funds to states for transportation projects. For application of these criteria  
7 and prioritization factors, C-STIP means Modernization, Preservation and State Bridge  
8 projects. Information about other programs in the STIP may be found in the *Draft 2010-*  
9 *2013 STIP* and the *STIP Users' Guide*.

10  
11 The Construction STIP Eligibility Criteria and Prioritization Factors for the three  
12 programs covered are listed together in one column. In earlier versions of this  
13 document, the three construction STIP program criteria and factors were listed in  
14 separate columns. There was an increasing amount of repetition between the columns,  
15 particularly for Modernization and State Bridge; as a result, they are now combined.  
16 This is also to encourage consideration of the best solutions no matter the program.  
17 However, each program is still funded separately and all program requirements apply to  
18 projects funded under each program. In no way is the listing of the Eligibility Criteria  
19 and Prioritization Factors for the three programs together intended to give projects of  
20 any one program priority over projects of the other two programs, and the criteria and  
21 factors should not be applied in that manner.



## 2012-2015 STIP Project Eligibility Criteria and Prioritization Factors

### *Construction STIP Eligibility Criteria and Prioritization Factors for the Modernization, Preservation, and State Bridge Programs*

#### **Eligibility Criteria for Modernization, Preservation, and State Bridge**

A project may be eligible for funding if it:

- Is identified as a need in a management system, where applicable.<sup>8</sup>
- Is consistent with the applicable acknowledged transportation system plan (TSP) or, in the absence of an applicable acknowledged TSP, the applicable acknowledged comprehensive plan and any applicable adopted TSP.<sup>9</sup>

#### **Prioritization Factors for Modernization, Preservation, and State Bridge**

Priority shall be given in the Construction STIP to projects that:

- Implement the Oregon Highway Plan Major Improvements Policy (Policy 1G, Action 1.G.1).<sup>10</sup>
- Implement Oregon Highway Plan Policy 1B: Land Use and Transportation including support for applicable land use plans and support for sustainable urban development.<sup>11</sup>
- Support state and local economic development plans and goals.<sup>12</sup>
- Support freight mobility.<sup>13</sup>
- Improve the safety of the transportation system.<sup>14</sup>
- Implement Oregon Highway Plan Policy 5A: Environmental Resources.<sup>15</sup>
- Leverage other funds and public benefits.<sup>16</sup>
- Are ready to go to construction within the four years of the STIP.<sup>17</sup>

## 2012-2015 STIP Project Eligibility Criteria and Prioritization Factors

### 1 ***Construction STIP Eligibility Criteria Explanations***

2 Eligibility criteria establish what types of Modernization, Preservation, and State Bridge  
3 program projects are eligible for funding in the Construction STIP. The eligibility criteria  
4 are not listed in any particular order nor is there any implied weighting of the various  
5 criteria. Projects must meet all these eligibility criteria in order to be eligible for funding.

### 6 **8Identified as a Need in a Management System, Where Applicable**

7 Some STIP programs, particularly Preservation and State Bridge, have management  
8 systems to identify needs. Management systems keep data on the condition of  
9 infrastructure and may have tools to analyze or predict needs and the adequacy of  
10 possible solutions. Management system data shows when pavement or a bridge is  
11 falling below acceptable standards and helps identify what solutions are appropriate.  
12 Preservation and State Bridge projects must be identified as a need in a management  
13 system to be eligible for Construction STIP funding. Modernization projects generally  
14 are not identified by a management system, though exceptions may include when a  
15 major bridge or safety problem becomes a Modernization project in order to resolve the  
16 need or when the project is identified by the Congestion Management Process of an  
17 MPO.

---

18  
19 Needs identified by a management system include replacement or rebuilding of existing  
20 pavement or bridges. Construction of entirely new facilities (not replacement) will not be  
21 identified by a management system and will likely fall under the Modernization program  
22 rather than the Preservation or State Bridge programs.

### 23 24 Documentation that responds to this criterion must:

- 25  
26 • Show that candidate Preservation and State Bridge projects respond to needs  
27 that have been identified by the appropriate management system

### 28 **9Consistent with the Applicable Plan**

29 The project must be consistent with the applicable adopted comprehensive plan or  
30 transportation system plan as a planned facility, including land use decisions that have  
31 established the need, mode, function and general location of the project, including goal  
32 exceptions, where required. Candidate projects within MPOs must be identified in  
33 fiscally constrained Regional Transportation Plans and must meet air quality conformity  
34 requirements.

35  
36 If consistency cannot be demonstrated, the project documentation will describe how the  
37 inconsistency will be addressed, including changes to the project, TSP and/or  
38 comprehensive plan and when they need to be completed. In such cases, the ACT or  
39 regional or statewide advisory group may recommend that the project be included in the  
40 D-STIP, and request that Transportation Planning Rule issues be addressed during the  
41 D-STIP work.

## 2012-2015 STIP Project Eligibility Criteria and Prioritization Factors

1  
2 This criterion is particularly important for Modernization projects. A candidate  
3 Modernization project should address the specific needs in the location described in the  
4 applicable plan. Preservation and State Bridge needs are usually not described in a  
5 plan unless there is a major need that takes significant time to prepare for, such as a  
6 bridge replacement.

### 7 8 Documentation that responds to this criterion must:

- 9  
10 • Describe how the project is consistent with the appropriate plan, or  
11 • Describe how and when the inconsistency is to be rectified

### 12 ***Construction STIP Prioritization Factors Explanations***

13 Use these factors to prioritize among eligible projects. These prioritization factors are  
14 not listed in any particular order. Not all the Prioritization Factors will apply to all  
15 projects. A project that better meets more of the factors generally should be chosen  
16 over a project that meets fewer prioritization factors or meets them to a lesser degree.

17  
18 ~~As Preservation and State Bridge projects typically maintain existing infrastructure,~~  
19 fewer of these factors may apply to them. Therefore, Preservation and State Bridge  
20 project documentation may respond only to the prioritization factors that apply or were  
21 used to help prioritize projects, and use "not applicable" for the other factors.  
22 Modernization projects typically make significant changes to the transportation system.  
23 Therefore, Modernization project documentation should respond to all of the  
24 prioritization factors listed. If a factor does not apply to a particular modernization  
25 project, the documentation may note that fact.

### 26 **10Implement OHP Action 1G.1**

27 Projects should implement the intent of the Major Improvements Policy, Action 1G.1,  
28 which lists a hierarchy of types of improvements:

- 29  
30 1. Protect the existing system  
31 2. Improve efficiency and capacity of existing highway facilities  
32 3. Add capacity to the existing system  
33 4. Add new facilities to the system  
34

35 Projects may implement Action 1G.1 by showing that this priority system has been  
36 reflected in the development of the candidate project. This may include higher priority  
37 work done earlier, planning processes such as the relevant TSP that addressed these  
38 priorities, or studies that show that work higher in this priority list will likely not be cost-  
39 efficient or effective over the applicable planning period.

40  
41 Projects may also implement OHP Action 1G.1 by:

- 42 • Implementing access management techniques

## 2012-2015 STIP Project Eligibility Criteria and Prioritization Factors

- 1 • Implementing operational improvements (consistent with any systems or
- 2 operations management plans for the area and consistent with the MPO's
- 3 Congestion Management Process in MPO areas)
- 4 • Implementing demand management techniques
- 5 • Using technology or innovative methods to protect the system or improve
- 6 efficiency
- 7 • Making minor improvements such as widening shoulders, adding auxiliary lanes,
- 8 providing improved access for alternative modes
- 9 • Making off-system improvements consistent with OHP Policy 2B (keeping in
- 10 mind that cost-effectiveness should be considered over the applicable planning
- 11 period.) Policy 2B:
- 12

13 *It is the policy of the State of Oregon to provide state financial assistance to local*

14 *jurisdictions to develop, enhance, and maintain improvements on local*

15 *transportation systems when they are a cost-effective way to improve the*

16 *operation of the state highway system if:*

- 17 ○ *The off-system costs are less than or equal to on-system costs, and/or the*
- 18 *benefits to the state system are equal to or greater than those achieved by*
- 19 *investing in on-system improvements;*
- 20 ○ *Local jurisdictions adopt land use, access management and other policies*
- 21 *and ordinances to assure the continued benefit of the off-system*
- 22 *improvement to the state highway system;*
- 23 ○ *Local jurisdictions agree to provide advance notice to ODOT of any land*
- 24 *use decisions that may impact the off-system improvement in such a way*
- 25 *as to adversely impact the state highway system; and*
- 26 ○ *Local jurisdictions agree to a minimum maintenance level for the off-*
- 27 *system improvement that will assure the continued benefit of the off-*
- 28 *system improvement to the state highway system.*
- 29

30 Where needed to implement Action 1G.1 (or Policy 2B: Off-System Improvements), the

31 ACTs, MPOs, or regional or statewide advisory groups, with ODOT assistance, may

32 negotiate Conditions of Approval for a project with affected jurisdictions. If such

33 conditions are not met during any Development STIP milestones completed for the

34 project, then the conditions shall be noted in the project documentation and shall be as

35 specific as possible given the stage of development of the project. Conditions of

36 Approval may include the following:

37

- 38 • Interchange Area Management Plan or Access Management Plan,
- 39 • Highway segment designations,
- 40 • Needed local street improvements,
- 41 • Traffic management plans,
- 42 • Land use plan designations,
- 43 • Other similar conditions.
- 44

## 2012-2015 STIP Project Eligibility Criteria and Prioritization Factors

1 Conditions of Approval on projects are approved by the Oregon Transportation  
2 Commission with the final STIP and are binding.

### 3 4 Documentation that responds to this criterion should:

- 5
- 6 • Describe how the candidate project implements or has met the intent of OHP
- 7 Action 1G.1 with respect to the hierarchy of priorities described
- 8 • Describe whether the project can be phased in over time, what part of the
- 9 identified need is met by the phase, and how the phase will move towards
- 10 implementing the overall solution
- 11 • If the project adds capacity to the existing system or adds a new facility to the
- 12 system, documentation should:
  - 13 ○ Describe whether higher priority solutions as listed in OHP Action 1G.1
  - 14 have already been considered or implemented, how effective they have
  - 15 been, and whether evaluation and active management of those solutions
  - 16 are being implemented to improve their performance to meet the short or
  - 17 long term need
  - 18 ○ Describe why higher priority solutions as listed in OHP Action 1G.1 would
  - 19 not be effective, or why they do not apply to the situation if management,
  - 20 operations, or minor improvements have not been implemented
  - 21 previously, or are not being evaluated for inclusion with the current
  - 22 capacity project
  - 23 ○ Describe why a capacity increasing solution is likely to be the most
  - 24 effective solution to address the long term need
- 25 • Clearly specify any Conditions of Approval that apply to the project and the
- 26 process for coordination and adoption of the conditions with the appropriate
- 27 jurisdiction

### 28 **<sup>11</sup>Implement OHP Policy 1B: Land Use and Transportation**

29 Projects considered for the STIP should be given priority if they help implement OHP  
30 Policy 1B. Policy 1B addresses the integration and interdependence of land use and  
31 transportation:

32  
33 *It is the policy of the State of Oregon to coordinate land use and transportation*  
34 *decisions to efficiently use public infrastructure investments to:*

- 35 • *Maintain the mobility and safety of the highway system;*
- 36 • *Foster compact development patterns in communities;*
- 37 • *Encourage the availability and use of transportation alternatives;*
- 38 • *Enhance livability and economic competitiveness; and*
- 39 • *Support acknowledged regional, city and county transportation system plans*  
40 *that are consistent with this Highway Plan.*

41  
42 Projects may implement this policy by:

- 43 • Supporting local community development plans

## 2012-2015 STIP Project Eligibility Criteria and Prioritization Factors

- 1 • Supporting sustainable urban development
- 2 • Improving the quality of life of the community
- 3 • Supporting development of transportation mode choices
- 4 • Supporting industrial land development near adequate infrastructure
- 5 • Improving intermodal connectivity and transfer opportunities
- 6 • Supporting other state, regional, or local plans such as
  - 7 ○ Sustainability plans
  - 8 ○ Climate change adaptation plans
  - 9 ○ Economic development plans
  - 10 ○ Other local approved plans, strategies, or similar documents

### 11 Documentation that responds to this criterion should:

- 12
- 13
- 14 • Identify any local, regional, or state plans that are supported by the project and
- 15 how the project supports the identified plan
- 16 • Briefly describe how the project implements OHP Policy 1B

### 17 **<sup>12</sup>Support Economic Development Plans and Goals**

18 Priority should be given to projects that assist implementation or realization of state,  
19 regional or local economic development goals and plans, including those from local  
20 jurisdictions and special districts such as a port authority or transit district. There are  
21 also various state level economic development goals including:

- 22 • Oregon Transportation Plan Goal 3 Economic Vitality: *To promote the expansion*  
23 *and diversification of Oregon's economy through the efficient and effective*  
24 *movement of people goods, services, and information in a safe, energy-efficient,*  
25 *and environmentally sound manner.*
- 26 • Department of Land Conservation and Development Goal 9: *To provide*  
27 *adequate opportunities throughout the state for a variety of economic activities*  
28 *vital to the health, welfare, and prosperity of Oregon's citizens.*

29  
30 Ways in which a candidate project may support economic development plans and goals  
31 include:

- 32 • Improve transportation access and mobility for freight, businesses, and workers
- 33 • Reduce costs of travel for freight, business, and workers
- 34 • Improve the operation, safety, or efficiency of the transportation corridor or  
35 system
- 36 • Improve travel times or reliability
- 37 • Reduce delay
- 38 • Help maintain or generate long-term and/or living wage jobs
- 39 • Serve an Oregon certified industrial site
- 40 • Serve an economically distressed community

### 41 Documentation that responds to this criterion should:

## 2012-2015 STIP Project Eligibility Criteria and Prioritization Factors

1  
2  
3  
4  
5  
6  
7  
8

- Identify the economic development goal or plan that the project will support
- Briefly describe how the project is anticipated to support the economic development goal or plan
- Briefly describe the likelihood of the anticipated economic benefits being realized
- Briefly describe the likely duration of the anticipated economic benefits
- Use empirical data when available, such as travel model data to document the long-term outcome of the project and its impact on the transportation system

### 9 **<sup>13</sup>Support freight mobility**

10 Projects should be given priority if they support freight mobility. Projects that support  
11 freight mobility are projects on freight routes of statewide, regional, or local significance  
12 including:

- 13 • Highways on the State Highway Freight System as designated in the Oregon  
14 Highway Plan
- 15 • Highways or local roads designated as National Highway System intermodal  
16 connectors
- 17 • Other highways with a high volume or percentage of trucks or which are  
18 important for regional or interstate freight movement
- 19 • Local freight routes designated in an adopted regional or local transportation  
20 system plan

21  
22  
23  
24  
25  
26  
27  
28

Projects that support freight mobility may:

- 23 • Remove identified barriers to the safe, reliable, and efficient movement of goods
- 24 • Support multimodal freight transportation movements by improving intermodal  
25 connectivity and opportunities for transfer between modes
- 26 • Improve the operation, safety, or efficiency of freight infrastructure
- 27 • Improve the condition, connectivity, or capacity of freight infrastructure

28  
29  
30

Documentation that responds to this criterion should:

- 31 • Specify whether the project is on a designated freight route
- 32 • Describe the expected benefit to freight mobility including barriers removed,  
33 operational or safety benefits, or enhanced opportunities for improving intermodal  
34 connectivity
- 35 • Briefly describe the likely duration of the anticipated effects
- 36 • Use empirical data when available, such as travel model data to document the  
37 long-term outcome of the project and its impact on the transportation system

### 38 **<sup>14</sup>Improves the Safety of the Transportation System**

39 Priority should be given to projects that incorporate improvements to resolve a  
40 documented safety problem. Safety is considered in every transportation investment

## 2012-2015 STIP Project Eligibility Criteria and Prioritization Factors

1 decision made by ODOT and most investments are designed to improve safety either  
2 directly or indirectly. An eligible STIP project should be given priority if it:

- 3 • Incorporates improvements that address a known safety problem, either a Safety  
4 Priority Index System (SPIS) site or other documented safety problem
- 5 • Incorporates improvements that will reduce the number or severity of crashes

6  
7 Documentation that responds to this criterion should:

- 8
- 9 • Identify the documented safety problem the project will address
- 10 • Briefly describe the improvements incorporated to address the safety problem
- 11 • Briefly describe the overall improvement in safety expected and, where practical  
12 and available, use reported crash data to provide estimates of the potential  
13 reduction in the number of crashes and/or severity of injuries expected by the  
14 improvements

### 15 **15Implement OHP Policy 5A: Environmental Resources**

16 Projects should be given priority in the C-STIP if they help implement Policy 5A of the  
17 Oregon Highway Plan by exceeding minimum environmental requirements, supporting  
18 environmental goals, or implementing innovative techniques to lessen the  
19 environmental impact of a transportation project. OHP Policy 5A:

20  
21 *It is the policy of the State of Oregon that the design, construction, operation, and*  
22 *maintenance of the state highway system should maintain or improve the natural*  
23 *and built environment including air quality, fish passage and habitat, wildlife habitat*  
24 *and migration routes, sensitive habitats (i.e. wetlands, designated critical habitat,*  
25 *etc.), vegetation, and water resources where affected by ODOT facilities.*

26  
27 There are a variety of different environmental requirements set by law or rule that may  
28 apply to a transportation project and different environmental goals adopted by federal,  
29 state, regional, or local jurisdictions. While all projects are designed to meet any  
30 applicable environmental requirements, a project that exceeds minimum requirements  
31 or furthers environmental goals should be given priority over a project that does not.

32  
33 Environmental impacts considered may include:

- 34 • Air quality
- 35 • Water quality
- 36 • Protected species or habitats
- 37 • Climate change mitigation and adaptation

38  
39 Documentation that responds to this criterion should:

- 40
- 41 • Explain what environmental plan, goal, or target is furthered by the project or
- 42 • Explain how the project will exceed minimum environmental requirements or



## 2012-2015 STIP Project Eligibility Criteria and Prioritization Factors

- 1 • Explain any innovative techniques that will be used to lessen environmental  
2 impacts and why they are expected to be effective and
- 3 • Describe the likelihood of the project being constructed as described

### 4 <sup>16</sup>Leverage Other Funds and Public Benefits

5 ACTs, MPOs, and regional or statewide advisory groups should evaluate whether  
6 candidate projects leverage additional funding, investment, or other benefits. Priority  
7 should be given to projects that do leverage other contributions and benefits, though the  
8 capacity of the jurisdictions affected to contribute should be considered as well.

9  
10 Leveraged funds and benefits may include:

- 11 • Additional project funding from public or private sources
- 12 • In-kind or other contributions (such as providing labor, equipment, materials,  
13 right-of-way, etc.)
- 14 • Additional public or private investment in infrastructure in the affected area or  
15 community that would occur as a result of the transportation investment

16  
17 Documentation that responds to this criterion should:

- 
- 18  
19 • Briefly describe the expected leveraged funds, contributions, or benefits
  - 20 • Identify whether or not an intergovernmental or other formal agreement is in  
21 place or intended that specifies the contributions
  - 22 • In the case of expected additional investment in other infrastructure or the  
23 community, describe the likelihood of that investment occurring in a timely  
24 manner and the anticipated outcome

### 25 <sup>17</sup>Project Readiness

26 Projects that are "ready" should be given priority in the C-STIP over projects that are not  
27 ready. A project is ready when it is expected that construction or implementation can  
28 begin within the timeframe of the STIP. Projects that can be considered ready likely  
29 have any necessary environmental documentation complete and approved, and other  
30 major pre-construction steps are likely complete or nearing completion. Other major  
31 pre-construction steps may include completion of any necessary management plans or  
32 land use approvals.

33  
34 It is preferred that projects remain in the Development STIP until any required  
35 environmental documentation steps are complete. For the C-STIP, projects that have  
36 the required environmental documentation steps complete and approvals issued should  
37 be considered more "ready" than projects for which required environmental  
38 documentation steps are not complete. The type of environmental documentation  
39 required is determined by project class. Project classes are:

- 40  
41 • Class 1: Requires draft and final environmental impact statement (EIS) and the  
42 final approval issued is called a Record of Decision (ROD)

## 2012-2015 STIP Project Eligibility Criteria and Prioritization Factors

- 1 • Class 2: Categorical exclusion (requires documentation sufficient to demonstrate
- 2 Class 2 status)
- 3 • Class 3: Requires environmental assessment (EA) or revised environmental
- 4 assessment and the final approval issued is called a Finding of No Significant
- 5 Impact (FONSI) or it may be determined that a full EIS is required
- 6

7 In addition, the hurdles to accomplish each of the following steps (where applicable)

8 must be assessed for major projects that have come through the D-STIP and for which

9 a final ROD for a design level environmental impact statement or a FONSI has been

10 issued:

- 11
- 12 • Public involvement
- 13 • Right of way purchased
- 14 • Final construction and traffic flow management plans developed
- 15 • Additional land use requirements such as completing plans for access
- 16 management, supporting local transportation system improvements and land use
- 17 measures to protect the function and operation of the project
- 18

19 For projects that have not gone through the D-STIP or have not been issued a FONSI

20 or ROD the following must also be assessed:

- 21
- 22 • Environmental requirements
- 23 • Land use requirements
- 24 • Applicability of minor improvements and alternative mode solutions
- 25

26 If these steps are not completed at the time of the assessment of project readiness, a

27 plan to complete them must be described to help determine whether they can be

28 addressed and construction can begin within the projected timeframe. The project

29 budget and timeline must include execution of the plan.

30

31 Documentation that responds to this criterion should:

32

- 33 • Identify whether the project will be a Class 1, 2, or 3 project
- 34 • Identify whether the EA or EIS is complete and a ROD or FONSI issued or
- 35 whether Class 2 status has been approved
- 36 • If a ROD, FONSI, or Class 2 approval has not been issued, identify remaining
- 37 steps and anticipated timeline to complete the remaining steps
- 38 • Briefly describe any major pre-construction steps remaining and when they are
- 39 expected to be complete
- 40 • Identify whether or not the project is likely to go to construction when anticipated



## 2012-2015 STIP Project Eligibility Criteria and Prioritization Factors

### Appendix A: Glossary

Acronym or Word	Definition
ACT	Area Commission on Transportation; advisory organizations chartered by the OTC and found in most of the ODOT highway regions, they assist in recommending and prioritizing projects for the STIP
BMS	Bridge Management System – used to rate bridge conditions and determine priorities for improvements but not necessarily the type of treatment
CFR	Code of Federal Regulations
C-STIP	Construction STIP; includes project schedules and funding for non-development projects included in the four-year STIP construction period
DLCD	Department of Land Conservation and Development
D-STIP	Development STIP; includes projects that require more than 4 years to develop or for which construction funding is not committed
EIS	Environmental Impact Statement
Eligibility Criteria	Criteria that must be met in order for the project to be considered further. All of the eligibility criteria listed must be met or the project may not move on to prioritization. The eligibility criteria are a pass-fail test that a project must pass.
FHWA	Federal Highway Administration
Fiscal Constraint	Or Fiscally Constrained; this means that the planned expenditures outlined in the STIP must correspond to revenue expected to be available at the time of expenditure. A project cannot be included in the STIP without corresponding revenue available.
FTA	Federal Transit Administration
IAMP	Interchange Area Management Plan
IGA	Intergovernmental agreement
ITS	Intelligent Transportation System
Least Cost Planning	A process of comparing direct and indirect costs of demand and supply options to meet transportation goals, policies, or both, where the intent of the process is to identify the most cost-effective mix of options

## 2012-2015 STIP Project Eligibility Criteria and Prioritization Factors

Acronym or Word	Definition
Modernization	Modernization program; STIP funding program used to pay for highway improvements that add capacity such as widening a highway
MPO	Metropolitan Planning Organization; the forum for cooperative transportation decision-making for a metropolitan area with more than 50,000 residents and responsible for preparing "fiscally constrained" comprehensive multi-modal regional transportation plans.
NEPA	National Environmental Policy Act; the federal law that requires an evaluation of environmental impacts associated with any improvement project financed in whole or part with federal funds.
OAR	Oregon Administrative Rule
OBDD	Oregon Business Development Department
OBPAC	Oregon Bicycle Pedestrian Advisory Committee
ODOT	Oregon Department of Transportation
OFAC	Oregon Freight Advisory Committee
OHP	Oregon Highway Plan; one of the mode plans that are part of the OTP
ORS	Oregon Revised Statutes
OTC	Oregon Transportation Commission; the five-person governor appointed commission that oversees ODOT and sets transportation policy for the state
OTP	Oregon Transportation Plan; the comprehensive transportation planning document for the State of Oregon including its mode and topic plans such as the Oregon Highway Plan and the Oregon Public Transportation Plan
PMS	Pavement Management System
Practical Design	Practical Design is a strategy to deliver focused benefits for the State's transportation system while working with the realities of a constrained funding environment. At a minimum, practical design considers safety, economic development, communities if a project passes through them, the environment, the overall transportation system (not just highways) and cost when developing and designing transportation projects.
Preservation	Preservation program; STIP funding program for pavement preservation
Prioritization Factors	Criteria used to choose projects from among eligible projects. Generally, a project that meets more prioritization factors or meets them more fully should be advanced ahead of a project that meets fewer prioritization factors or meets them to a lesser degree.

## 2012-2015 STIP Project Eligibility Criteria and Prioritization Factors

Acronym or Word	Definition
PSMS	Project Safety Management System
PTAC	Public Transportation Advisory Committee, makes funding recommendations to OTC and advises on policy to OTC and PTD
RTP	Regional Transportation Plan; the official intermodal transportation plan developed and adopted through the metropolitan transportation planning process for the metropolitan planning area.
SAFETEA-LU	The latest federal transportation law that was adopted on July of 2005 and replaces ISTEA and TEA-21.
Safety	Safety program; STIP funding program for safety improvement projects usually identified by the PSMS
SPIS	Safety Priority Index System; part of the PSMS that shows crash history by highway milepoint
State Bridge	State Bridge program; STIP funding program for rehabilitation and replacement of bridges on state highways
STIP	Statewide Transportation Improvement Program; The 4-year statewide scheduling and funding program for all areas of the state, including federal lands, tribal lands, MPAs prepared in conformance with 23 CFR 450.216.
TDM	Transportation Demand Management; a program that identifies ways to reduce peak period demand on the highway system, including rideshare, staggered work hours, and company-sponsored transit passes
TMA	Transportation Management Area; an urbanized area (MPA) with over 200,000 residents; eligible for additional federal funding and subject to federal air quality and congestion management standards
TPR	Transportation Planning Rule; Oregon Administrative Rule 660, Division 12 (OAR 660-012), specifies requirements for preparing and complying with local transportation system plans (TSPs)
TSP	Transportation System Plan; comprehensive transportation planning document prepared by city and county governments, including an inventory of the existing system, proposed improvement projects, and other elements required by the Oregon Transportation Planning Rule (OAR 660-012)
Value Engineering	An organized effort to obtain optimum value by providing the necessary function at the lowest life cycle cost



## Appendix B: Internet Resources

Oregon Transportation Plan:

<http://www.oregon.gov/ODOT/TD/TP/ortransplanupdate.shtml>

Oregon Highway Plan: <http://www.oregon.gov/ODOT/TD/TP/orhwyplan.shtml>

Draft and Final STIP: <http://www.oregon.gov/ODOT/HWY/STIP/index.shtml>

STIP Background Information including Citizen's Primer and User's Guide (see prior STIP project summary reports by clicking on STIP dates at top of page):

<http://www.oregon.gov/ODOT/TD/TP/Background.shtml>

Project Delivery Guide: [http://www.oregon.gov/ODOT/HWY/PDU/pd\\_guide.shtml](http://www.oregon.gov/ODOT/HWY/PDU/pd_guide.shtml)

ACT information and Policy on Formation and Operation of the ACTs:

[http://www.oregon.gov/ODOT/COMM/act\\_main.shtml](http://www.oregon.gov/ODOT/COMM/act_main.shtml)

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Program Advisory Committees, Community Involvement:

<http://www.oregon.gov/ODOT/involvement.shtml>

Earmark Policy:

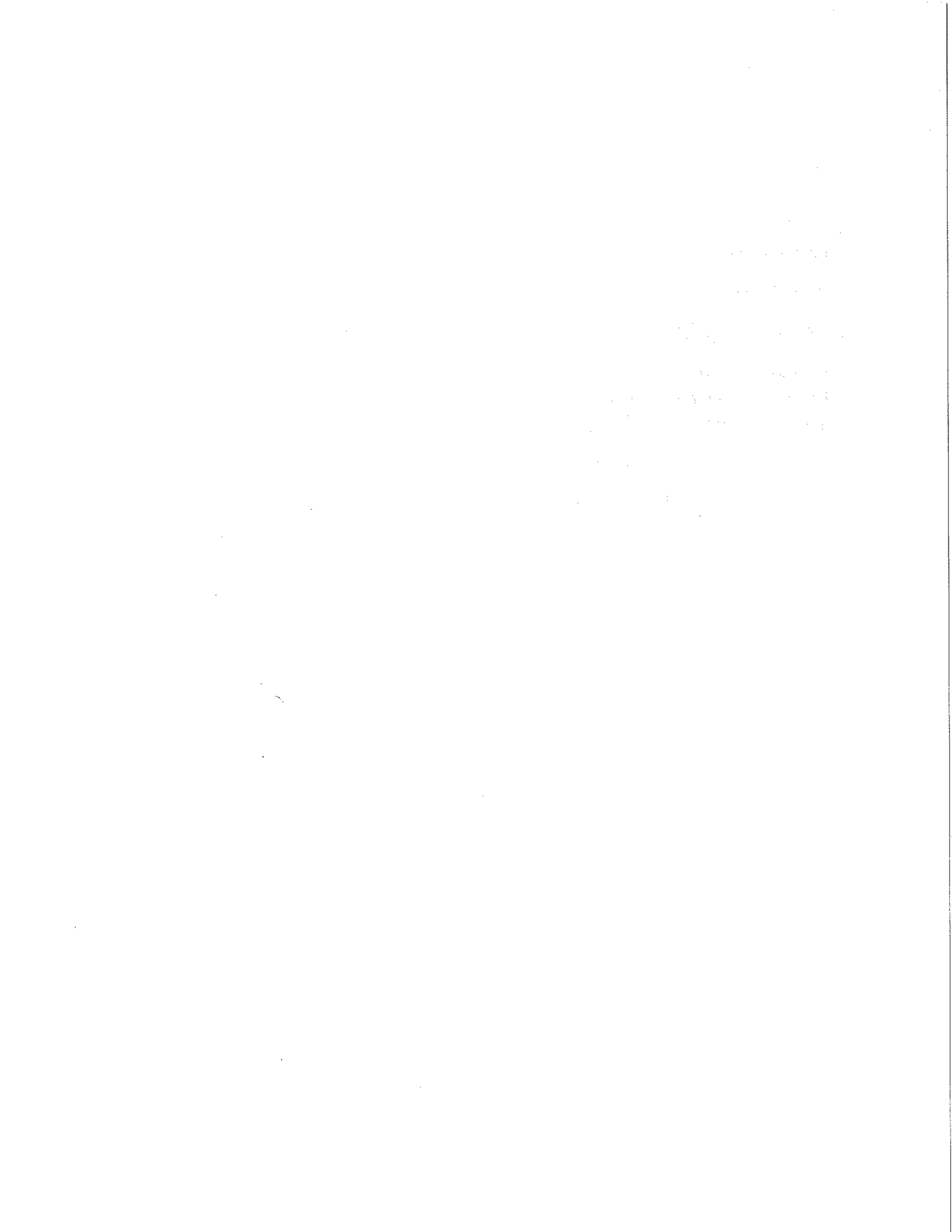
[http://www.oregon.gov/ODOT/COMM/docs/OTCPolicy10\\_FederalReauthorization.pdf](http://www.oregon.gov/ODOT/COMM/docs/OTCPolicy10_FederalReauthorization.pdf)

House Bill 2001: <http://www.leg.state.or.us/09reg/measpdf/hb2000.dir/hb2001.en.pdf>

House Bill 2186: <http://www.leg.state.or.us/09reg/measpdf/hb2100.dir/hb2186.en.pdf>

Senate Bill 1059: <http://www.leg.state.or.us/10ss1/measpdf/sb1000.dir/sb1059.en.pdf>

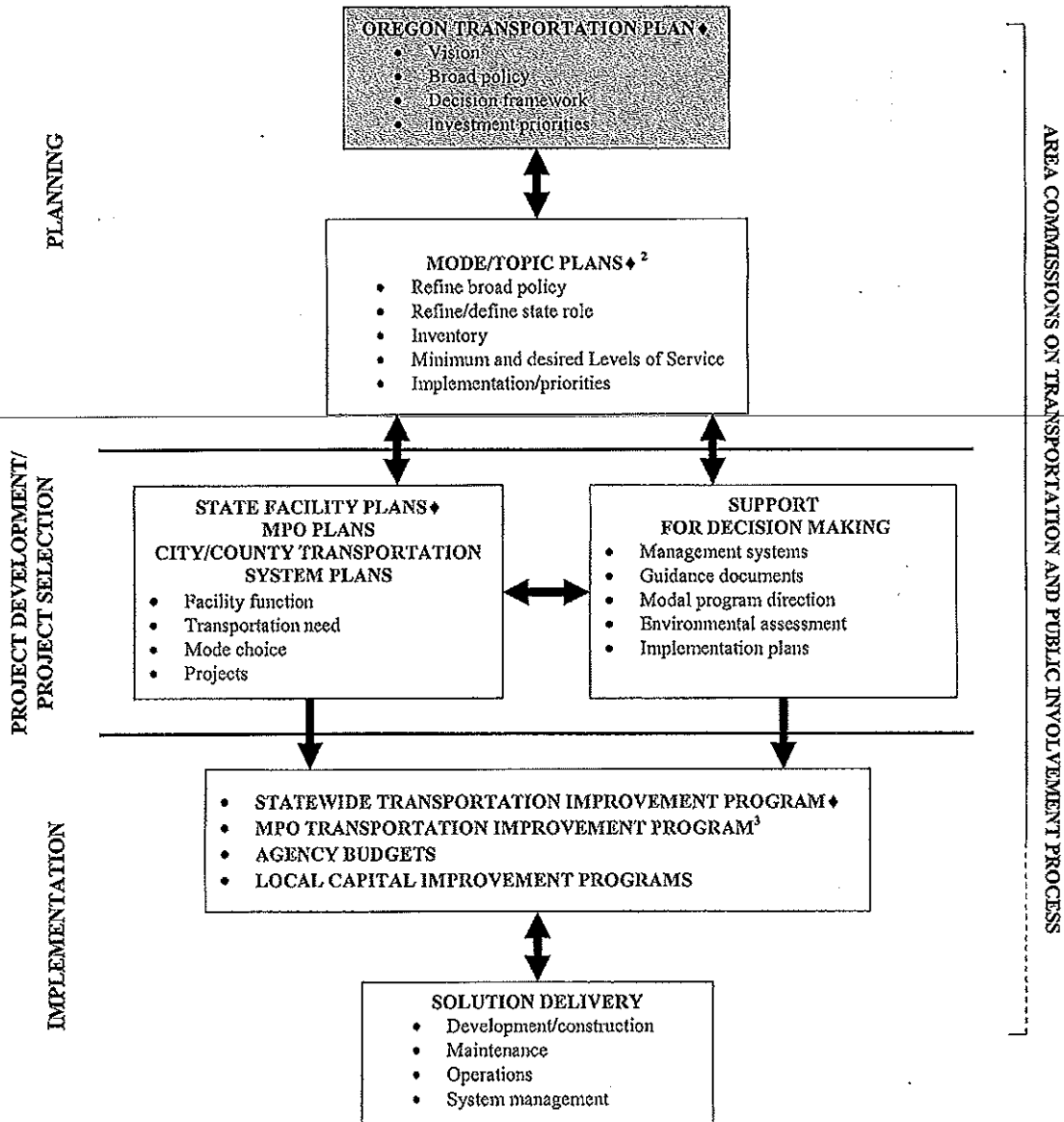




## Appendix C: Plans to Projects and STIP Process Diagrams

The Integrated Transportation Planning Diagram (or "Planning Hierarchy" diagram)

### INTEGRATED TRANSPORTATION PLANNING<sup>1</sup>



♦ Oregon Transportation Commission action.

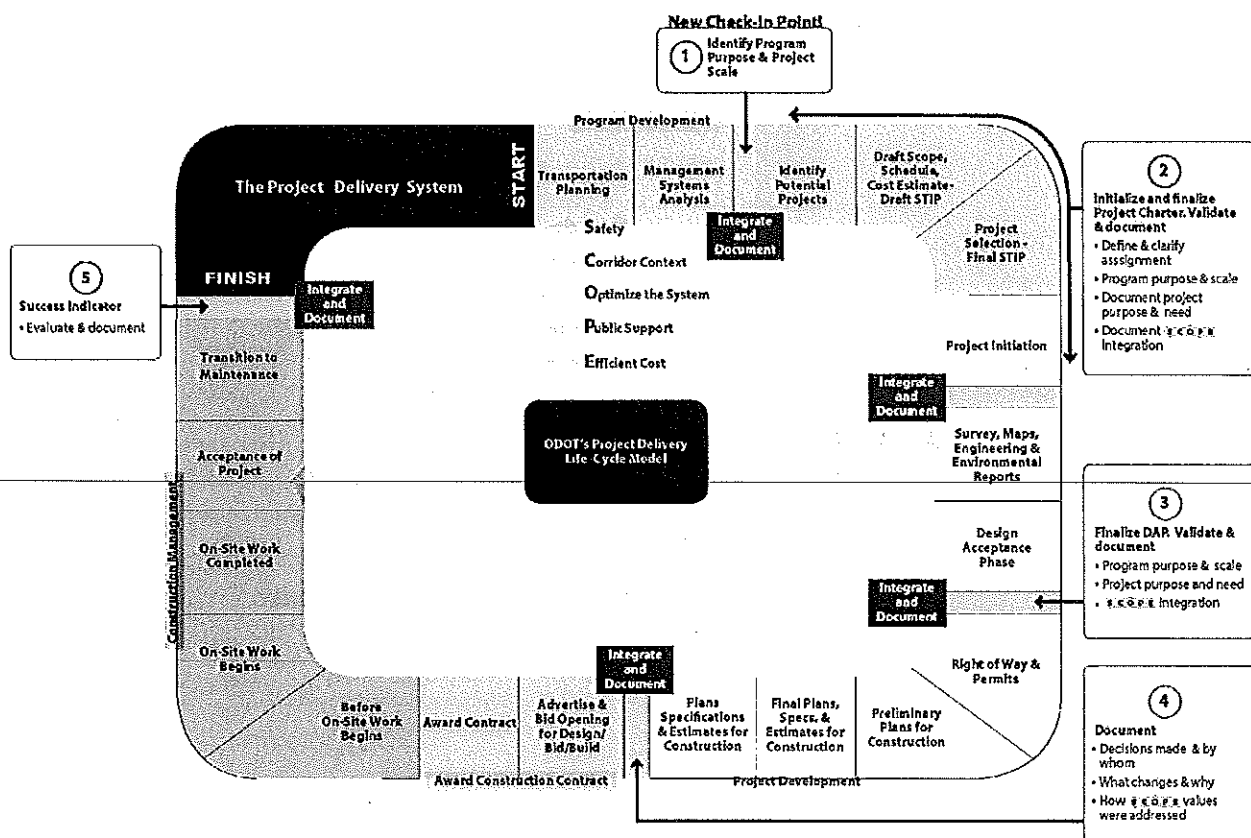
1. Influenced by the Transportation Planning Rule.

2. Aviation, Bicycle/Pedestrian, Highway, Public Transportation, Rail, Transportation Safety Action.

3. MPO TIPs must be included in ODOT's STIP without modification. To ensure state priorities are considered, ODOT must be involved in the local planning project selection process.

# 2012-2015 STIP Project Eligibility Criteria and Prioritization Factors

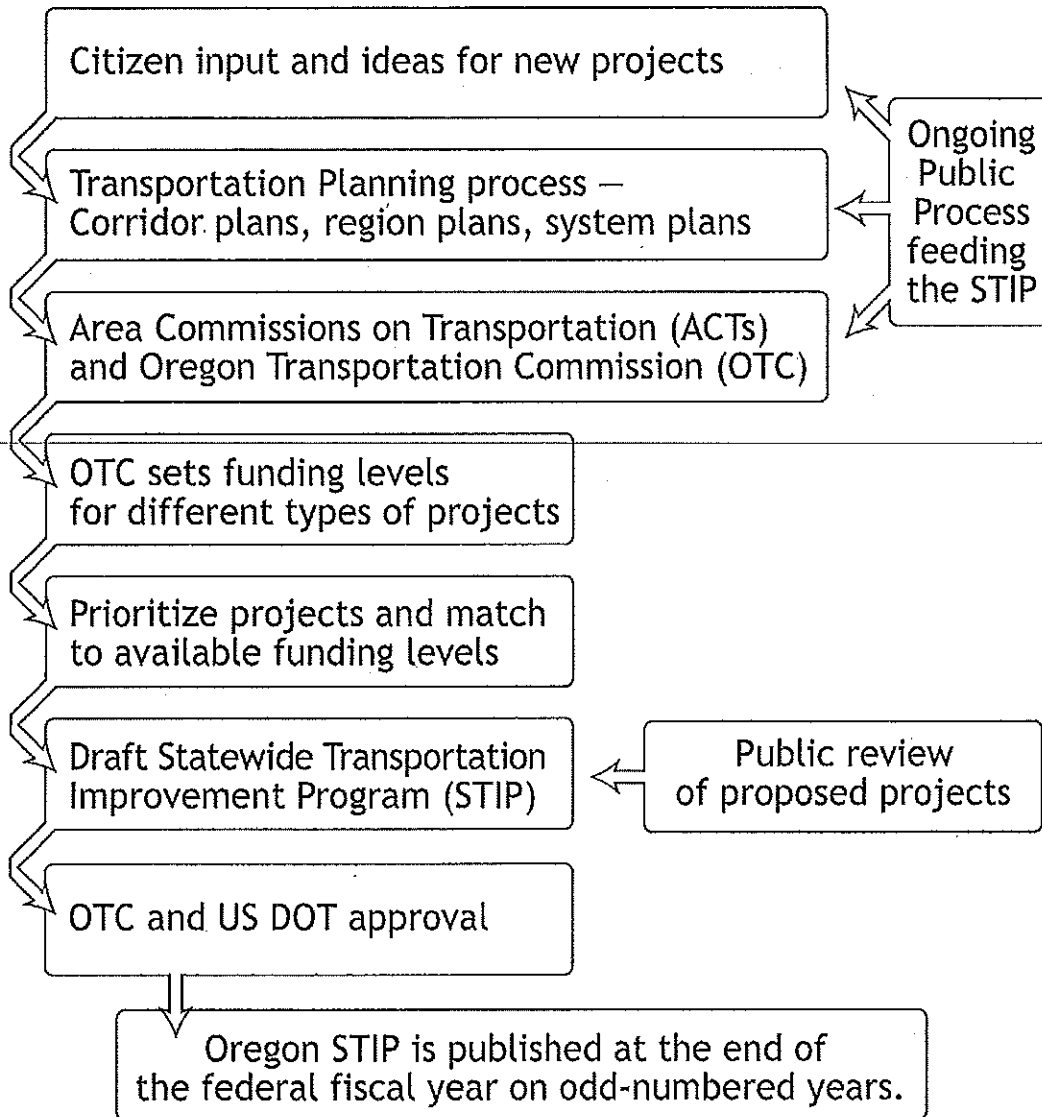
## The Project Delivery System (or "Project Delivery Racetrack")



How a Project Gets Into the STIP

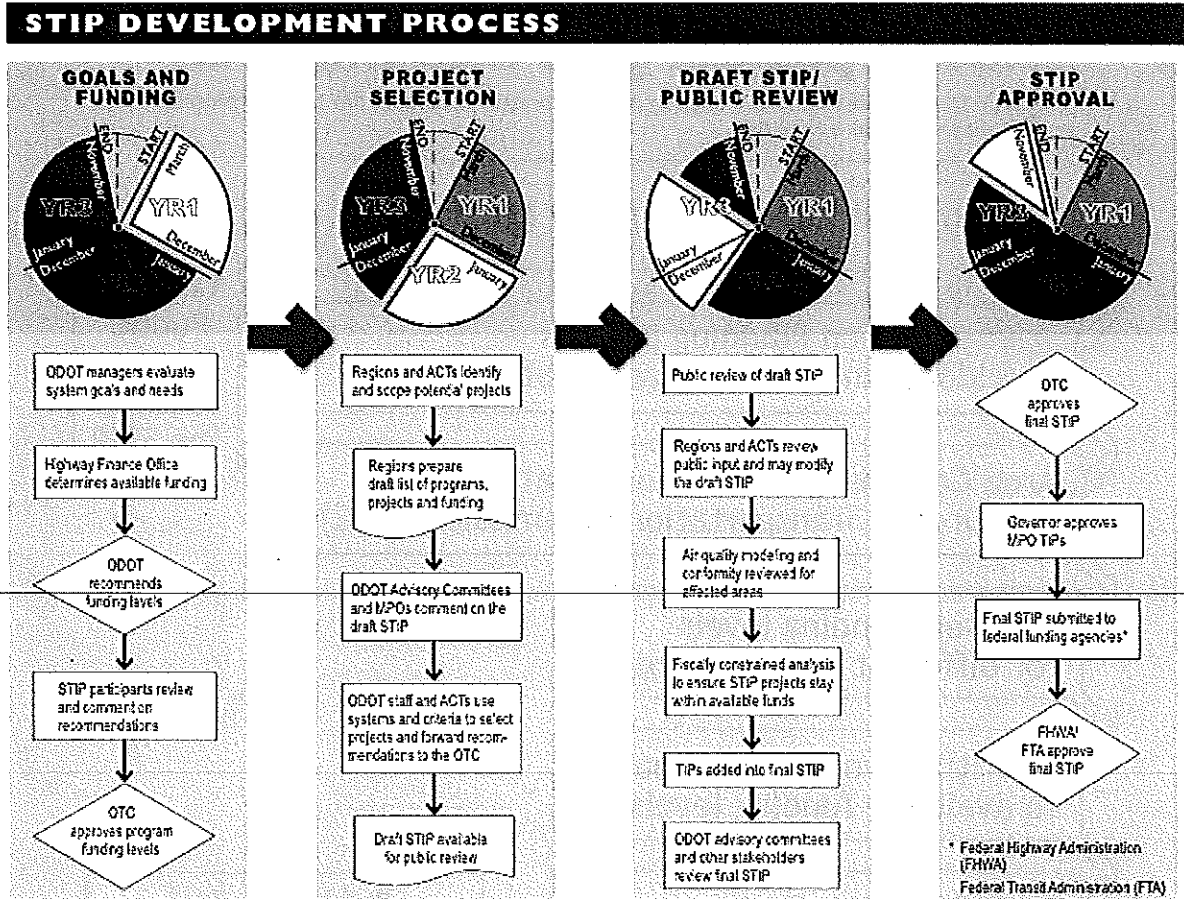
## How a project gets into the STIP

*NOTE: The top three items are ongoing public processes that feed into the STIP process. This diagram is not a time line.*



# 2012-2015 STIP Project Eligibility Criteria and Prioritization Factors

## STIP Development Process, from the STIP Citizen's Primer Brochure



## Appendix D: Eligibility Criteria and Prioritization Factors Summary Tables

### Development STIP

<b>Development STIP Eligibility Criteria</b>
<p>Development work on major transportation solutions may be eligible for funding if it:</p> <ul style="list-style-type: none"><li>• Supports the definition of "Development STIP" approved by the Oregon Transportation Commission.<sup>1</sup></li><li>• Addresses an unmet transportation need in the applicable acknowledged transportation system plan(s) (TSP) or, in the absence of an applicable acknowledged TSP(s), the applicable acknowledged comprehensive plan and any applicable adopted TSP(s); or addresses project need, mode, function and general location for a transportation need identified in an acknowledged TSP; or is identified as a federal discretionary project.<sup>2</sup></li><li>• Has funding adequate to complete the identified milestone.<sup>3</sup></li></ul>

<b>Development STIP Prioritization Factors</b>
<p>Priority shall be given to transportation solution development work that:</p> <ul style="list-style-type: none"><li>• Implements Oregon Transportation Plan Policy 1.1.<sup>4</sup></li><li>• Is suitable for the D-STIP.<sup>5</sup></li><li>• Is for a solution that has already completed one or more D-STIP milestones.<sup>6</sup></li><li>• Is for a solution that has funding identified for development or construction.<sup>7</sup></li></ul>

## 2012-2015 STIP Project Eligibility Criteria and Prioritization Factors

### Construction STIP

#### Eligibility Criteria for Modernization, Preservation, and State Bridge

A project may be eligible for funding if it:

- Is identified as a need in a management system, where applicable.<sup>8</sup>
- Is consistent with the applicable acknowledged transportation system plan (TSP) or, in the absence of an applicable acknowledged TSP, the applicable acknowledged comprehensive plan and any applicable adopted TSP.<sup>9</sup>

#### Prioritization Factors for Modernization, Preservation, and State Bridge

Priority shall be given in the Construction STIP to projects that:

- Implement the Oregon Highway Plan Major Improvements Policy (Policy 1G, Action 1.G.1).<sup>10</sup>
- Implement Oregon Highway Plan Policy 1B: Land Use and Transportation including support for applicable land use plans and support for sustainable urban development.<sup>11</sup>
- Support state and local economic development plans and goals.<sup>12</sup>
- Support freight mobility.<sup>13</sup>
- Improve the safety of the transportation system.<sup>14</sup>
- Implement Oregon Highway Plan Policy 5A: Environmental Resources.<sup>15</sup>
- Leverage other funds and public benefits.<sup>16</sup>
- Are ready to go to construction within the four years of the STIP.<sup>17</sup>

OREGON DEPARTMENT OF TRANSPORTATION  
 PROGRAM AND FUNDING SERVICES  
 355 CAPITOL STREET NE, RM. 212  
 SALEM OR 97301-3872

C005(046) AND (061)  
 SUNRISE CORRIDOR EIS  
 CLACKAMAS COUNTY  
 AGREEMENT NUMBER 20956  
 May 21, 2010

**PROJECT COSTS AS OF 5/21/10**

PRELIMINARY ENGINEERING	000	Q240	\$ 653,587.07
PRELIMINARY ENGINEERING BY CONSULTANT	011/031	Q240	\$ 254,840.12
PRELIMINARY ENGINEERING BY CONSULTANT	051	Q230	\$ 100,000.00
PRELIMINARY ENGINEERING BY CONSULTANT	061	H170	\$ 500,000.00
PRELIMINARY ENGINEERING BY CONSULTANT	071	H230	\$ 400,000.00
PRELIMINARY ENGINEERING BY CONSULTANT	081	HY20	\$ 1,898,522.11
PRELIMINARY ENGINEERING BY CONSULTANT	091	LY20	\$ 796,718.14
PRELIMINARY ENGINEERING BY CLACKAMAS CO	101	HY20	\$ 634,986.66
PRELIMINARY ENGINEERING BY CONSULTANT	121	LY20	\$ 1,404,162.28
PRELIMINARY ENGINEERING BY CLACKAMAS CO	131	LY20	\$ 224,094.00
PRELIMINARY ENGINEERING BY CLACKAMAS CO	421	H230	\$ 111,445.45
PRELIMINARY ENGINEERING BY CLACKAMAS CO	431	HY20	\$ 36,674.72
<b>TOTAL PARTICIPATING COSTS</b>			<b>\$ 7,015,030.56</b>

**NONPARTICIPATING PROJECT COSTS**

PRELIMINARY ENGINEERING	001	Q240	\$ 21.02
<b>TOTAL NONPARTICIPATING COSTS</b>			<b>\$ 21.02</b>

**TOTAL PROJECT COSTS**

**\$ 7,015,051.57**

APP	%	TYPE CODE	TOTAL COST	PARTICIPATING COST	FEDERAL FUNDS	COUNTY DONATIONS	STATE FUNDS
H170	100%	PE	\$ 500,000.00	\$ 500,000.00	\$ 500,000.00	\$ -	
H230	89.73%	PE	\$ 511,445.45	\$ 511,445.45	\$ 458,920.00	\$ 52,525.45	
Q230	89.73%	PE	\$ 100,000.00	\$ 100,000.00	\$ 89,730.00	\$ 10,270.00	
Q240	89.73%	PE	\$ 908,448.21	\$ 908,427.19	\$ 815,131.72	\$ -	\$ 93,316.49
HY20	89.73%	PE	\$ 2,570,183.49	\$ 2,040,241.61	\$ 1,830,708.80	\$ 739,474.69	
LY20	89.73%	PE	\$ 2,424,974.42	\$ 2,424,974.42	\$ 2,175,929.55	\$ 249,044.87	
			<b>\$ 7,015,051.57</b>	<b>\$ 6,485,088.67</b>	<b>\$ 5,870,420.06</b>	<b>\$ 1,051,315.01</b>	<b>\$ 93,316.49</b>

FUND TYPE	\$ OBLIGATED	\$ SPENT	BALANCE REMAINING	
H170	\$ 500,000.00	\$ 500,000.00	\$ -	Per Amendment #4 of IGA
H230	\$ 500,000.00	\$ 458,920.00	\$ 41,080.00	\$ 500,000.00 Urban STP Funds
Q230	\$ 100,000.00	\$ 89,730.00	\$ 10,270.00	\$ 500,000.00 STP-P
Q240	\$ 815,645.00	\$ 815,131.72	\$ 513.28	\$ 100,000.00 Agency
HY20	\$ 2,566,417.00	\$ 1,830,708.80	\$ 735,708.20	\$ 815,645.00 State
LY20	\$ 3,433,583.00	\$ 2,175,929.55	\$ 1,257,653.45	\$ 5,814,000.00 SAFETEA-LU
	\$ 7,915,645.00	\$ 5,870,420.06	\$ 2,045,224.94	\$ 7,729,645.00
	\$ 93,355.00			\$ 93,355.00 Additional State (Total \$909,000)
	\$ 860,000.00			\$ 860,000.00
	\$ 8,869,000.00			\$ 8,683,000.00

1 \$ 186,000.00 Obligated more than IGA shows in Federal Dollars  
 What is the additional Federal Dollars and why don't they show up in the IGA?

2 Also, in the IGA the state was committed to providing \$909,000 in-kind and cash.  
 It looks as if the Feds are paying \$815,645 and the State is providing \$93,355?







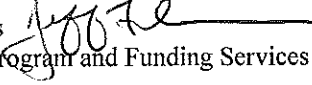
# Oregon

Theodore R. Kulongoski, Governor

## Department of Transportation

Region 1 Headquarters  
123 NW Flanders Street  
Portland, Oregon 97209  
(503) 731.8200  
FAX (503) 731.8531

**To:** Region 1 STIP Stakeholders

**From:** Jeff Flowers   
Region 1, Program and Funding Services Manager

**Subject:** 2014-15 STIP Funding, Scoping & Outreach Schedule for Region 1

---

### 2014-2015 Draft STIP scoping and project selection process timeline

#### May 2010

- OTC approves statewide program goals and allocations
- Oregon Transportation Commission (OTC) approved 2012-2015 STIP Criteria
- Present draft timeline to Transportation Policy Advisory Committee (TPAC)

#### June 2010

- Region to begin meetings with local stakeholders, including regional coordinating committees, to discuss modernization projects and leveraging opportunities
- Present funding levels to Transportation Policy Advisory Committee (TPAC)
- Region to begin development towards draft 150% list for scoping based on regional allocations for Preservation, Safety and Operations

#### July 2010

- Meet with Northwest Area Commission on Transportation (NWACT) – July 8th
- Present funding levels to Joint Policy Advisory Committee (JPACT)
- Scoping and analysis of projects begins
- Meetings with local stakeholders continues
- Proposal of draft 150% list to TPAC – July 30

#### August 2010

- Proposal of draft 150% list to JPACT – August 12
- Scoping and analysis of projects continues
- Meetings with local stakeholders continues

#### September 2010

- Meetings with local stakeholders continues
- Propose draft 100% list to NWACT – September 2nd
- Propose draft 100% list to TPAC – September 24

#### October 2010

- Region proposes draft 100% list to JPACT – October 14
- Final *Draft* project selection occurs
- 100% list approval at TPAC – October 27

#### November 2010

- 100% list approval at JPACT – November 4
- Region prepares draft programs for review with stakeholders

#### March 2011

- Draft STIP mailed out

April 2011

- Joint public meetings for STIP and MTIP begins

February 2012

- Approval of the 2012-2015 STIP

# Draft

## Regional Flexible Fund Allocation

### Stakeholder engagement and decision process

The process to define projects within the project focus areas will begin with stakeholder outreach to the communities affected by the focus areas, including targeted outreach to environmental justice and underserved communities. The Joint Policy Advisory Committee on Transportation (JPACT) and the Metro Council will be considering allocations to existing regional programs and new project focus areas in the spring of 2011. In order to develop project and program proposals adoption, a collaborative engagement and nomination process is proposed.

#### Step 1 - Existing Regional Programs

The existing regional programs will utilize their existing stakeholder groups to nominate projects or in the case of TOD program and general Metropolitan Planning, outline the program goals and objectives. The low income, minority and senior work group will also be asked to provide input on the regional programs.

#### Step 2 - Project Focus Areas

JPACT and the Metro Council have requested the funds remaining for allocation after consideration of the funding targets for existing regional programs be targeted to two project focus areas: Green Economy/Freight Initiatives and Active Transportation/Complete Streets. Action on this direction is scheduled for their meetings in June. The proposed stakeholder engagement process for the focus areas is outlined below.

##### Green Economy/Freight Initiatives

Stakeholders for this focus area include:

- local and state agency freight, planning and capital development staff
- business & economic development groups
- low income, minority and senior work group.

Stakeholder comments will be summarized and provided to a regional freight and business task force for their consideration in developing a recommendation of projects or a specific topical focus to receive funding consistent with the policy framework and funding target.

##### Active Transportation/Complete Streets

Stakeholders for this focus area include:

- local and state bike, pedestrian, trail and transit staff
- advocacy organizations and other stakeholders working in the area of multimodal transportation
- low income, minority and senior work group

# Draft

Stakeholder comments will be summarized and provided to the Active Transportation Council for their consideration in developing a recommendation of projects or specific topical focus to receive funding consistent with the policy framework and funding target.

Recommendations from the freight and business task force and the Active Transportation Council will be shared with local agency staff through the County Coordinating Committees and the City of Portland. Metro staff will work with agency staff in their development of project scope and budget proposals to implement the recommendations of the freight and business task force and Active Transportation Council.

The agency proposals will be provided to JPACT, along with proposals for the existing regional programs, for release for public comment. After collecting and summarizing public comments on the proposals, JPACT and the Metro Council will make a final decision on the allocation of funds to the regional programs and projects defined as a part of the project focus area process. These projects and programs will then be incorporated into the 2012-15 MTIP with all other federally funded and regionally significant projects.

# Draft

## Ensuring effective participation of low-income, minority and senior populations

Metro seeks to ensure that the interests of all people in the region are addressed throughout the transportation decision-making process and that the benefits and burdens of programs and projects are equitably shared. To do so requires effectively engaging people who may otherwise be underrepresented in the process—low income people, minorities, people with limited English proficiency, the elderly and the disabled. Effective engagement means identifying the best way to gather the right information from the right people at the right time. This strategy proposes to engage representatives from advocacy and service organizations during the early part of the process, to provide continuity in the review and prioritization process. Then utilize this group to help inform and motivate their constituencies when it comes to for public comment on a specific project list. The following outline identifies potential points of influence in this decision process.

### June - July 2010

Form and meet with “work group” to discuss MTIP policy and to identify needs for communities represented.

### September – November 2010

Convene “work group” to elicit comments on specific project and program proposals. Ask, do these projects address needs, do harm or create benefits for represented communities.

### December 2010

Ask “work group” members how best to engage members of the communities they represent in the public comment process.

### January 2010

“Work group” members help get the word out to their communities about opportunities for engagement and providing comments.

### Organizations to contact for representatives in an ad hoc community advisory/work group

1. OPAL (Organizing people/activating leaders) – minority & low income  
Joseph Santos-Lyons 503-490-5639 [joseph@opalpdx.org](mailto:joseph@opalpdx.org)
2. Our United Villages - minority and low income  
Kate Erickson 503-546-7499 [kate@ourunitedvillages.org](mailto:kate@ourunitedvillages.org)
3. Hacienda CDC – minority and low income  
Pietro Ferrari 503-961-6401 [pferrari@haciendacdc.org](mailto:pferrari@haciendacdc.org)

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4. East Portland Action Plan Advocate  
Lore Wintergreen 503.823.4035 lore.wintergreen@portlandoregon.gov
5. Latino Family Services Coalition of Washington County  
Kathy Rodriguez 503-359-2584
6. Centro Cultural (Cornelius)  
Sabino Sardineto 503-359-0446
7. Clackamas County Social Services, 2051 Kaen Rd. Oregon City, OR 97045,  
503-655-8640
8. El Programa Hispano (Catholic Family Services, Gresham)  
503.669.8350
9. Immigrant and Refugee Community Organization – limited English proficiency  
503-234-1541
10. Regional Transportation Coordinating Council – Elderly and disabled
11. Native American Youth & Family Center - Nichole Maher 503-288-8177  
[www.nayapdx.org](http://www.nayapdx.org)

Sam  
Adams  
Mayor

Susan D.  
Keil  
Director

May 25, 2010

TO: TPAC  
FROM: Paul Smith  
RE: Regional Flexible Funds (STP and CMAQ) Allocations for FY 2014 and FY 2015

On June 10 JPACT will be asked to provide direction on how to allocate FY 2014 and FY 2015 Regional Flexible Funds (RFF). These are federal funds allocated to the Portland MPO under the Surface Transportation Program (STP) and the Congestion Mitigation and Air Quality Improvement Program (CMAQ).

As this discussion begins, I suggest we consider the amount of total funds available, what funds are already committed for transit related bond payments and how the remainder has traditionally been allocated to regional programs and to local jurisdictions (cities and counties who own and operate the majority of the transportation system in the region).

Using amounts from the prior allocation (FY 2012 and FY 2013) in the example below,

Total funds available for the two-year allocation	\$68.7 M
(a) Less existing commitments for two LRT bonds	-\$26 M
Balance available	\$42.7 M
(b) Regional program allocations last round	\$21.6 M
(c) Allocations for local projects last round	\$21.1 M

The amount allocated to local projects has been in decline in recent years. In the FY 2010 and FY 2011 MTIP, about \$33 million was allocated for local project funding. In the last cycle, we initiated a second transit bond payment (\$7.6 million per biennium) and allocated \$4 million to the Lake Oswego to Portland Transit DEIS. These allocations effectively reduced the amount available to local projects by \$11 million (30 percent decrease). While the decision to obligate a second transit bond affects future MTIPs, the allocation to the Lake Oswego to Portland Transit DEIS was a one-time project decision, not a decision to create a programmatic allocation in perpetuity.

Metro staff have shown that over the last two MTIPs, we have allocated an average of \$18.5 million to Active Transportation projects (Bicycle and trail, pedestrian, boulevard and pedestrian access to transit). If only \$20 to 24 million is available for local projects, then the amount going to bicycle and pedestrian projects is likely to decline.

I suggest we discuss any significant changes in the allocation to regional programs to see if we can increase the amount available to local projects or new programs.