600 NE Grand Ave.
Portland, OR 97232-2736

Metro | *Agenda*

Meeting: Joint Policy Advisory Committee on Transportation (JPACT)
Date: Thursday, June 10, 2010
Time: 7:30 to 9 a.m.
Place: Metro Regional Center, Council Chambers

7:30 AM	1.		**CALL TO ORDER & DECLARATION OF A QUORUM**	**Carlotta Collette, Chair**
7:32 AM	2.		**INTRODUCTIONS**	**Carlotta Collette, Chair**
7:35 AM	3.		**CITIZEN COMMUNICATIONS ON NON-AGENDA ITEMS**	**Carlotta Collette, Chair**
7:35 AM	4.		**COMMENTS FROM THE CHAIR & COMMITTEE MEMBERS**	
		*	• HUD Sustainability Planning Grant	
		*	• Urban Trail Fund – 2010 Grant Application Information	
7:45 AM	5.	*	Consideration of the JPACT Minutes for May 13, 2010	**Carlotta Collette, Chair**
7:50 AM	6.	*	House Bill 2001– INFORMATION • Greenhouse Gas Scenario Work Program – Key Issues	**Mike Hoglund**
7:55 AM	7.	*	Air Quality Conformity Determination for the 2035 Regional Transportation Plan and the 2010-2013 Metropolitan Transportation Improvement Program: **Resolution No. 10-4150A** – APPROVAL REQUESTED	**Kim Ellis**
8 AM	8.	*	2035 Regional Transportation Plan Adoption: **Ordinance No. 10-1241A** – APPROVAL REQUESTED	**Kim Ellis**
8:20 AM	9.	*	2014-15 Regional Flexible Fund Allocation Policy Report: **Resolution No. 10-4160** – APPROVAL REQUESTED	**Ted Leybold** **Amy Rose**
8:50 AM	10.	#	TIGER II Grants – INFORMATION	**Andy Cotugno**
9 AM	11.		**ADJOURN**	**Carlotta Collette, Chair**

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

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

2010 JPACT Work Program
6/2/10

May 13, 2010 – Regular Meeting • RFFA policy direction – Discussion/direction • Final Status on RTP package – Information • MTIP TSMO amendment – Action • I-5/99W MTIP amendment – Action • RTO work program and FY 2010-11 funding – Action **May 6th – Final RTP Public Hearing/Comment Period Ends**	**June 10, 2010 – Regular Meeting** • Adopt final 2035 RTP – Action • 2035 RTP/ and 2010-13 MTIP Air Quality Conformity Determination – Action • Regional Flexible Fund Policy – Action • House Bill 2001: Greenhouse Gas Scenarios Work Program – Key Issues – Information • TIGER Grant II – Information
July 8, 2010 – Regular Meeting • TriMet update on system cuts – Information • East Metro Corridor multi-modal work program • Southwest Corridor HCT and multi-modal work program • 2012-15 STIP Schedule/Milestones – Information • 2010-13 MTIP – Action • Highway 217 Operations Study Findings - Information • HB 2001 Climate change work plan	**August 12, 2010 – Regular Meeting**
September 2, 2010 – Regular Meeting • RFFA: Recommended draft for public comment • STIP: Recommended draft for public comment	**October 14, 2010 – Regular Meeting** • Portland to Lake Oswego Locally Preferred Alternative – Action **October 19-21 Rail~Volution**
November 4, 2010 – Regular Meeting	**December 9, 2010 – Regular Meeting** • House Bill 2001 Scenarios – Discussion

Parking Lot:

- U.S. jobs for Main Street – Direction (Tentative)
- 2011 legislative agenda
- Update and discussion on Electric Vehicles and ETEC charging station project
- Discussion of subcommittees for JPACT – equity, economy and climate change response

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 6th 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[1], 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

[1] 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.[2]

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[3] and opportunity[4] 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.*

[2] Coalition for a Livable Future, 2007, *the Regional Equity Atlas*.
[3] Benefits of livability policies are shared and the burdens are not disproportionately borne by low income residents and communities of color
[4] 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."*

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

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

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.

Oregon
Theodore R. Kulongoski, Governor

Department of Transportation
Transportation Building
355 Capitol St. NE
Salem, Oregon 97301

FILE CODE:

May 27, 2010

To All Interested Parties:

URBAN TRAIL FUND – 2010 GRANT APPLICATION INFORMATION

The Oregon Department of Transportation is pleased to announce a request for project proposals in the Urban Trails Fund. $970,000 is available statewide this year for transportation trail projects that can be ready for contract in 2011. A maximum of four grants will be awarded. Applications are due July 9, 2010.

The Oregon Jobs and Transportation Act became law in July 2009. Section 31 of that bill created the Urban Trail Fund (UTF) and provided funding for the 2009-2011 biennium. The purpose of the UTF is to develop and maintain multi-use trails for non-motorized vehicles and pedestrians, within urban growth boundaries, to provide or improve links to roads and highways, footpaths, bike trails, and public transit.

In this funding cycle ODOT will award between two and four grants. With limited funds, we are seeking high-impact projects that demonstrate how trails are an important part of the transportation system in urban areas. Priority will go to communities that have shown commitment through prior investment in their trail network and recent or on-going planning and public outreach efforts supporting trails as part of the transportation system. Single, stand-alone trails that are not clearly part of a broader bicycle/pedestrian or multi-modal transportation network will not be selected.

Project Eligibility:

New Construction	Design and construction of new shared-use trails, trail segments or access connections
Restoration and Reconstruction	Only for trails that have received maintenance on a regular basis but are at or beyond their useful life
Sidewalks	Only as a short connector to an off-street trail
Trailhead Facilities	Only as a minor element of a trail construction project

Examples:

- Trail connection to walkways, streets or highways, or other trails or completing a missing segment between two existing sections of a trail.
- Trail connection to transit, ports, rail or air service, or a combination thereof.
- Trail bridges, tunnels or at-grade street crossings.
- Trail network signs, markings or way-finding systems.
- Safety, access or user amenities, i.e. lighting, ramps, bike racks, benches, shelters.

General Provisions:

Project Size Range	Minimum grant $200,000. Maximum grant $750,000
Local Match	20% minimum, cash or pre-approved soft match
Who May Apply	Tax-funded local or state agencies (including schools, districts, ports, tribes) not behind schedule on other ODOT grants. Private organizations may apply in partnership with a public agency.
No. of Applications	One per city, for all areas within the Urban Growth Boundary
Eligible Costs	Preliminary Engineering/Design (max. 15% of project total) Property acquisition Construction and construction engineering
Project Agreement	Must be signed within 45 days of award.
Progress Reports	Recipient must provide quarterly progress reports to ODOT.
Grant Payment	50% upon execution of Project Agreement and 50% upon final inspection and acceptance by ODOT Local Programs staff.
Selection Criteria	ODOT staff will consider the status of planning and prior investment in each city's trail system, and perform a technical review. Projects that pass this initial screening will advance for scoring and selection based on pre-approved selection criteria.

2010 Grant Selection Timeline:

May 28	Solicitation Announcement
June 1 – July 9	Applications must be postmarked on or before July 9, 2010
July 22	Final date for receipt of required supporting documents
July –Sept	Scoring/Selection by Oregon Bicycle and Pedestrian Advisory Committee and concurrence by ODOT Director
Sept / October	Final Approval by OTC
October 20	Award announcement

How to Apply:
Application forms, instructions and program information will be available June 1, 2010 at the ODOT Local Government Section website: http://www.oregon.gov/ODOT/HWY/LGS/ or may be obtained by emailing a request to: UTFAPP2010@odot.state.or.us

Completed applications may be returned by mail or email, or hand delivery according to the instructions provided with the application form. For further information, you may contact Pat Fisher at (503) 986-3528 or at the email address above.

600 NE Grand Ave.
Portland, OR 97232-2736
www.oregonmetro.gov

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JOINT POLICY ADVISORY COMMITTEE ON TRANSPORTATION

M I N U T E S

May 13, 2010

Metro Regional Center, Council Chambers

MEMBERS PRESENT	AFFILIATION
Carlotta Collette, Chair	Metro Council
Rex Burkholder	Metro Council
Nina DeConcini	Oregon Department of Environmental Quality
Craig Dirksen	City of Tigard, representing Cities of Washington County
Fred Hansen	TriMet
Kathryn Harrington, Vice Chair	Metro
Donna Jordan	City of Lake Oswego, representing Cities of Clackamas County
Lynn Peterson	Clackamas County
Jack Burkman	City of Vancouver
Don Wagner	Washington State Department of Transportation
Deborah Kafoury	Multnomah County
Bill Wyatt	Port of Portland

MEMBERS EXCUSED	AFFILIATION
Sam Adams	City of Portland
Shane Bemis	City of Gresham, representing Cities of Multnomah County
Roy Rogers	Washington County
Steve Stuart	Clark County
Jason Tell	Oregon Department of Transportation, Region 1

ALTERNATES PRESENT	AFFILIATION
Andy Duyck	Washington County
Dave Fuller	City of Wood Village, representing Cities of Multnomah County
Troy Rayburn	Clark County
Rian Windsheimer	Oregon Department of Transportation, Region 1

STAFF PRESENT: Alison Kean Campbell, Andy Cotugno, Kim Ellis, Tom Kloster, Ted Leybold, Josh Naramore, Kelsey Newell, Tom Matney, Robin McArthur, Lake McTighe, Deena Platman, Deborah Redman, Ross Roberts, Amy Rose

1. CALL TO ORDER AND DECLARATION OF A QUORUM

Chair Carlotta Collette called the meeting to order and declared a quorum at 7:32 am.

2. INTRODUCTIONS

Chair Collette introduced Commissioner Andy Duyck, representing Washington County as an alternate.

3. CITIZEN COMMUNICATIONS TO JPACT ON NON-AGENDA ITEMS

There was none.

4. COMMENTS FROM THE CHAIR & COMMITTEE MEMBERS

Chair Collette briefed the committee on the Oregon Department of Transportation (ODOT) High Speed Rail public meetings and discussed creating a High Speed Rail subcommittee. Chair Collette and Commissioner Lynn Peterson offered to join the subcommittee.

Ms. Nina DeConcini of the Oregon Department for Environmental Quality (DEQ) thanked Mr. Andy Cotugno of Metro for participating in the Portland Air Toxic Solutions committee.

Commissioner Peterson acknowledged Chair Collette and Councilor Kathryn Harrington as recipients of "Women of the Year" honors at the Women's Transportation Seminar Portland spring awards event for their work with the Urban and Rural Reserves process.

Mr. Cotugno briefed the committee on America 2050's upcoming Cascadia Summit – tentatively scheduled for July 8-9.

Mr. Cotugno discussed TIGER II grant applications for the Portland region. The committee will discuss TIGER II grants further at upcoming JPACT meetings.

Mr. Rian Windsheimer suggested allotting time at the next JPACT meeting to discuss findings from a public involvement campaign regarding a recent Oregon Route 217 study.

5. CONSENT AGENDA

- **Consideration of the Joint MPAC JPACT Workshop on Climate Change Minutes for April 2, 2010**
- **Consideration of the JPACT Retreat Minutes for April 2, 2010**
- **Consideration of the JPACT Minutes for April 8, 2010**
- **Resolution No. 10-4139, For the Purpose of Approval of Regional Travel Options Program Work Plan and Funding Sub-Allocations for Fiscal Year 2010-2011**
- **Resolution No. 10-4144, For the Purpose of Amending the 2008-11 Metropolitan Transportation Improvement Program (MTIP) to Allocate Funds to Community Projects that Enhance Efficiency of the Regional Transportation System**

MOTION: Councilor Donna Jordan moved, Mr. Fred Hansen seconded, to approve the consent agenda.

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

6. ACTION ITEMS

6.1 Resolution No. 10-4141, For the Purpose of Amending the 2008-11 Metropolitan Transportation Improvement Program (MTIP) To Delete OTIA Funding for the I-5/OR99W Tualatin – Sherwood Connector Project and Add Funding for Community Transportation Projects in the Southwest Portion of the Metropolitan Region

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.

Resolution 10-4141 amends the 2008-11 Metropolitan Transportation Improvement Program (MTIP) to reflect these changes by deleting OTIA funding and adding funding for community transportation projects in the southwest portion of the Portland metropolitan region.

Commissioner Peterson pointed out that the I-5/99W Tualatin – Sherwood corridor spans two counties and multiple jurisdictions, and future decision-making processes should involve all affected parties.

MOTION: Mayor Craig Dirksen moved, Commissioner Duyck seconded, to approve Resolution No. 10-4141.

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

7. INFORMATION / DISCUSSION ITEMS

7.1 Status on Final Regional Transportation Plan Adoption Package

Ms. Robin McArthur updated the committee on the status of the final Regional Transportation Plan adoption package and overviewed the package's components. The package includes Ordinance No. 10-1241, which would amend the 2004 RTP to comply with state law; add the Regional Transportation Systems Management and Operations Action Plan, the Regional Freight Plan and the High Capacity Transit System Plan; amend the Regional Transportation Functional Plan and add it to the Metro Code; amend the Regional Framework Plan; and amend the Urban Growth Management Functional Plan. The package also includes Resolution No. 10-4150, which would approve the Air Quality Conformity Determination for the 2035 RTP and the 2010-2013 Metropolitan Transportation Improvement Program.

A third and final 45-day public comment opportunity concluded on May 6, and the public comment report was included in the adoption package.

MPAC and JPACT action on Ordinance No. 10-1241 is scheduled for May 26 and June 10, respectively. JPACT action on Resolution No. 10-4150 is scheduled for June 10, 2010.

7.2 Regional Flexible Fund Policy

Mr. Leybold briefed the committee on the 2014-15 Regional Flexible Fund Allocation policy, and charged JPACT to provide direction to Metro staff on how to allocate Regional Flexible Funds among programmatic focus options identified at the April 2 retreat. The identified programmatic focus options are freight mobility, green economy initiatives, active transportation and funding opportunity preparedness. Allocating limited funds among these four areas will inform the solicitation and development of project lists through a collaborative process involving stakeholders and local county coordinating committees.

The committee discussed the following topics:

- Rebranding and marketing the region at the national level;
- Allocation of remaining funds after consideration of the funding targets for existing regional programs;
- Target two project focus areas: Green Economy/Freight Initiative and Active Transportation; and
- Further refining programmatic focus options.

At the June 10 meeting JPACT will be asked to vote on a formal proposal to reorient the Regional Flexible Fund Allocation (RFFA) solicitation and award process to conform to the policy framework established in the 2035 Regional Transportation Plan.

8. ADJOURN

Chair Collette adjourned the meeting at 9:02 am.

Respectfully submitted,

Tom Matney

Tom Matney
Recording Secretary

ATTACHMENTS TO THE PUBLIC RECORD FOR MAY 13, 2010

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

ITEM	DOCUMENT TYPE	DOC DATE	DOCUMENT DESCRIPTION	DOCUMENT NO.
	Agenda	05/13/10	Revised Agenda	051310j-01
	Handout	n/a	Bike There! Map	051310j-02
7.1	Report	May 2010	2035 Regional Transportation Plan Public Comment Report	051310j-03
7.1	Flowchart	05/13/10	Federal and State Capital Investments in the Portland Metropolitan Region	051310j-04
7.2	PowerPoint	05/13/10	2014-15 Regional Flexible Fund Allocation	051310j-05

Regional Greenhouse Gas Scenario Planning Project

DRAFT Work Plan Summary

May 5, 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** *January – July 2010*	**Phase 2:** **Scenario Framing and Research** *July - December 2010*	**Phase 3:** **Scenario Development and Evaluation** *January 2011 – January 2012*	**Phase 4:** **Scenario Selection** *February 2012 – June 2012*	**Phase 5:** **Scenario Implementation** *July 2012 – June 2014*
▪ Identify project team and management structure ▪ Establish project website ▪ Develop scope of work and budget ▪ Develop stakeholder engagement strategy and public participation plan ▪ Seek partnerships and grant funding ▪ Develop IGA with ODOT ▪ Approve work program	▪ Develop tools and enhance regional models ▪ Finalize baseline regional GHG inventory and analysis procedures ▪ Work with state agencies to develop transportation-related GHG emissions reduction target for the Metro region ▪ Research and publish white papers to establish basis for policy options to test ▪ Identify evaluation criteria ▪ Develop and evaluate baseline scenario ▪ Frame scenario choices and policy options with sketch-level scenario tools ▪ Conduct focus groups, public opinion research and stakeholder outreach on scenarios and policies to be tested ▪ Approve policy options to be tested	▪ Work with state agencies to develop transportation-related GHG emissions reduction target for the Metro region *(LCDC adoption in June 2011)* ▪ Refine evaluation criteria and tools, as needed ▪ Develop and evaluate three scenarios ▪ Prepare preliminary findings and recommendations report for approval ▪ Conduct stakeholder outreach and public review of results and recommendations ▪ Approve findings and recommendations report for consideration by the 2012 Legislature	▪ Present report findings and recommendations to 2012 Legislature ▪ Develop and analyze preferred scenario ▪ Identify local and regional strategies, policies and tools needed to implement preferred scenario ▪ Prepare preferred scenario findings and recommendations report for adoption ▪ Conduct stakeholder outreach and public review of recommended scenario ▪ Approve recommended strategies and preferred scenario and forward to Regional Transportation Plan	▪ Update regional and local plans to implement preferred scenario o Regional Framework Plan and 2040 Growth Concept o Regional Transportation Plan o Urban Growth Management Functional Plan o Regional Transportation Functional Plan o Local transportation system plans, comprehensive plans and land use regulations

Products and Key Milestones Under Development

BEFORE THE METRO COUNCIL

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

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 ~~March 22~~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.

David Bragdon, Council President

Approved as to form:

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.

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 **specific** 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

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. *Missing fare information.*	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.

Comment	Response/Recommended Action
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: • California's vehicle emissions standard (Oregon LEV or Pavley), • EPA's Mobile Source Air Toxics rules • Ultra-Low-Sulfur Diesel • Oregon's Renewable Fuel Standard, and • DEQ's Vehicle Inspection (emissions testing) program.	The model uses the fleet mix as provided by DEQ.

Oregon Dept of Transportation (Carole Newvine)

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

TriMet (Alan Lehto)

Comment	Response/Recommended Action
I was under the impression that the TCMs were only required if we slipped from attainment. Is that not true?	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.
Add a reference to potential changes to required levels that could create more requirements, especially for ozone.	Amend as requested.
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. • 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. • The Streetcar hours were estimates. The numbers are now updated with the best available data.	Amend as requested.

Comment	Response/Recommended Action
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.	Revised table added to conformity determination.

SW Washington Clean Air Agency (Laurie Hulse-Moyer)

Comment	Response/Recommended Action
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.	No change needed. The May 6, 2010 Federal Register, page 24844 through 24848 provides notice of EPA intent to approve the Portland ozone plan.
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 *approved* 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.	Amend as requested.

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Metro | *Memo*

Date: June 1, 2010

To: JPACT and interested parties

From: Kim Ellis, Principal Transportation Planner

Re: RTP Adoption Package - Ordinance No. 10-1241A – APPROVAL REQUESTED

BACKGROUND

The region is in the final adoption phase for the 2035 RTP update. A third and final 45-day public comment opportunity began on March 22 and ended on May 6, 2010. The RTP adoption package under consideration culminates nearly four years of hard work and innovative thinking by the region, and recognizes more work is needed at the local, regional and state levels to implement this new approach.

The 2035 RTP establishes a new outcomes-based framework and new policies and tools to guide future planning and investment decisions. The plan includes a broad set of ambitious performance targets and a monitoring system that are tied to the outcomes that the RTP is trying achieve. Targets have been established for safety, system delay, active transportation, per capita vehicle miles traveled and greenhouse gas emissions and others. The targets and other performance measures included in the plan continue the region's shift away from reliance upon traditional level-of-service as the primary measure for determining transportation needs and success of the plan's strategies.

The RTP moves our region forward by supporting jobs and providing significant new investments in centers, employment areas and the region's major travel corridors that will help reduce our region's carbon footprint and address growing congestion in a comprehensive manner. The plan also sets a foundation to proactively address climate change at the local and regional levels, including local plan updates and the climate scenarios work the region that will begin later this year.

The Metro Technical Advisory Committee, Metro Policy Advisory Committee (MPAC), and Transportation Policy Alternatives Committee (TPAC) have recommended approval of the RTP adoption package. The Joint Policy Advisory Committee on Transportation (JPACT) is requested to approve the package. With JPACT approval, the Metro Council will take final action on June 10, 2010.

ACTION REQUESTED

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

WHY IS IT IMPORTANT TO APPROVE THE RTP NOW?

- **Approval of the RTP is an essential part of the region's strategy to address climate change and achieve the 2040 Growth Concept vision.** Local plan updates, corridor refinement plans and the regional climate scenarios effort (Climate Smart Communities) will build on this work.
- **Local plans and projects will be updated to implement the outcomes-based RTP and transportation functional.** All of the actions included in the functional plan will help the region

begin proactively addressing climate change, improve mobility and support other desired outcomes. The 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 RTP sets ambitious targets and a monitoring system to track how we are doing over time so the region can be more accountable for the transportation investment choices we make and know whether we are on the right track.** 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.
- **The plan proposes more than $20 billion of investments that will strongly influence the shape and economy of our region.** It will result in reduced per capita vehicle miles traveled and per capita greenhouse gas emissions. It provides for record levels of investment in system management and operations, transit and bicycle and pedestrian-oriented projects. Absent those projects 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 at the end of 2010 in ways that do not support a reduction in greenhouse gas emissions.
- **The RTP commits the region to enhance existing tools and maintain the data needed to monitor performance in the future using a broad array of measures.** New tools are needed to evaluate and diagnose our transportation system. Metro will work with ODOT and other regional partners to expand existing data collection and performance monitoring efforts, consistent with the region's Congestion Management Process (CMP). This work will include developing a data management system to facilitate data collection, maintenance and reporting to support on-going RTP monitoring.
- **The RTP calls for the region 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.
- **Over the next six months, the region will prioritize completion of the post-RTP adoption action items identified in Chapter 6 of the plan.** The following implementation activities have been identified:
    - Local plan updates
    - Alternative mobility standards
    - High Capacity Transit System Expansion Policy (SEP) implementation
    - Regional greenhouse gas scenarios planning (climate action plan)
    - Regional performance indicators
    - Community investment strategy
    - Regional transportation model enhancements
    - Parking management policy update
    - Urban and rural reserve planning and rural arterial policy refinements
    - Funding strategy for regional bridges
    - ODOT district and regional highways jurisdictional transfer strategy
    - Active transportation action plan
    - Best design practices in transportation
    - High-Speed rail planning
    - Regional safety planning work program
    - Congestion management process data collection and monitoring
    - Environmental justice methodology and criteria

OVERVIEW OF RTP ADOPTION PACKAGE (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.

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
	Initiate Climate Smart Communities effort (House Bill 2001 scenario planning)

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:

Anthony Andersen, Recording Secretary

Daniel B. Cooper, Metro Attorney

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Exhibit A to Ordinance No. 10-1241A

2035
REGIONAL TRANSPORTATION PLAN
Final draft plan

March 2010

Metro | *People places. Open spaces.*

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Exhibit A to Ordinance No. 10-1241A

TECHNICAL APPENDIX

2035

REGIONAL TRANSPORTATION PLAN

Final draft plan

March 2010

Metro | *People places. Open spaces.*

CLICK HERE FOR FULL REPORT

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

Metro | *Joint Policy Advisory Committee on Transportation*

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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

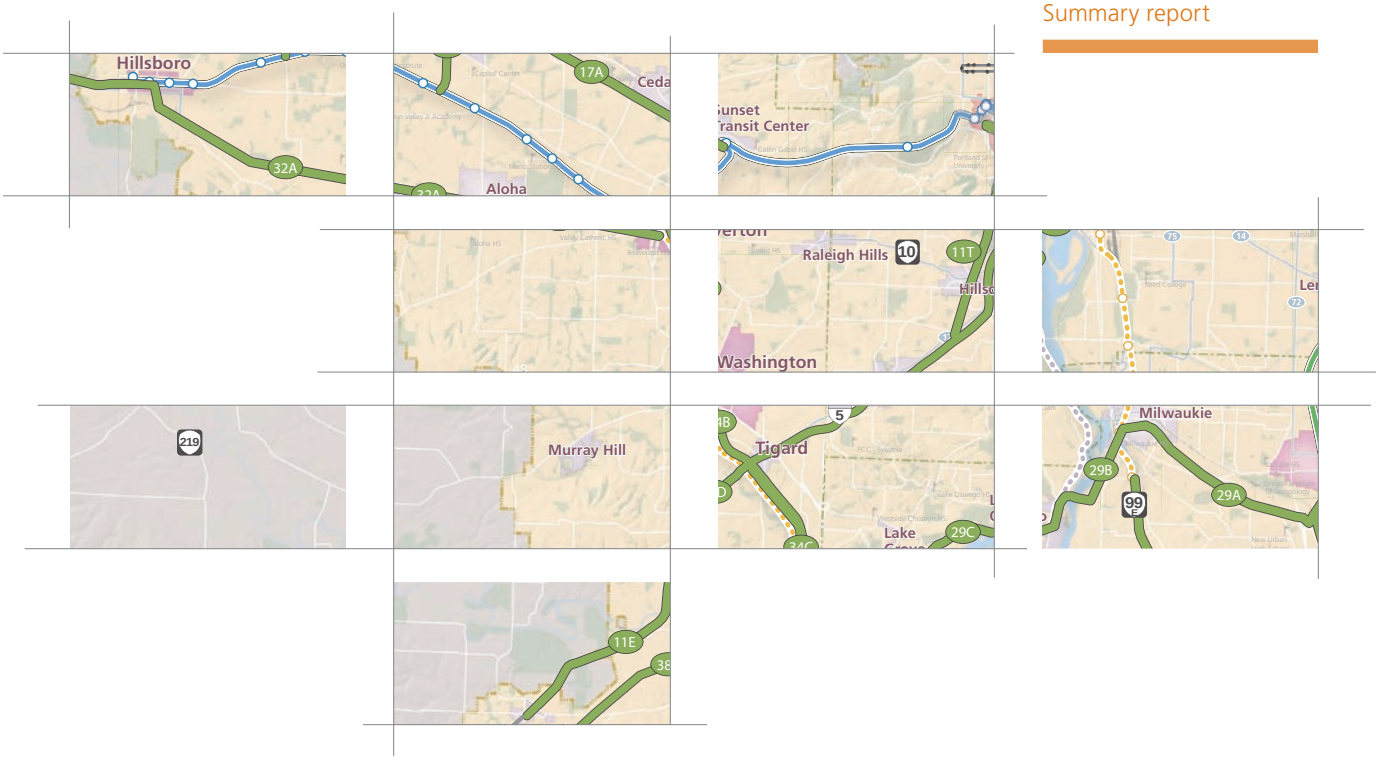


Exhibit D to Ordinance No. 10-1241A

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 5.0(with proposed amendments ~~incorporated~~shown in ~~strikethrough~~ and underscore)
5/28/10

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

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

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

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

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

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

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

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

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

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

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

~~D~~C. 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.

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

~~F~~E. 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 ~~E~~D;

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 ~~as~~where 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~~ establish~~ment of a~~ pedestrian district~~s~~ 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 ~~I~~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 ~~S~~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 a~~n 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~~ TSP 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.

~~A. Upon its conclusion that the strategies in subsection A would not be feasible to address identified needs, a city or county shall, in coordination with Metro, pursue one or more of the following strategies:~~

~~1. Amend the comprehensive plan or land use regulations for an area to reduce trips generated by allowed uses;~~

~~1. Take an exception to the relevant RTFP requirement pursuant to section 3.08.630;~~

~~1. Change the RTP functional classification of a facility for any mode in Chapter 2 of the RTP; or~~

~~1. Amend the policy in the RTP which the relevant RTFP requirement implements.~~

3.08.230 Performance Targets and Standards

A. Each city and county shall demonstrate that solutions adopted pursuant to section 3.08.220 will achieve progress toward the targets and standards in Tables 3.08-1, and 3.08-2 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 ~~those~~ 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 ~~F~~free surface parking ~~shall be subject to the~~ ~~is~~be 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* (2nd Edition, 2002) or similar resources consistent with regional street design policies; and

3. Green street designs adopted pursuant to subsection 3.08.110A and as set forth in *Green Streets: Innovative Solutions for Stormwater and Street Crossings* (2002) and *Trees for Green Streets: An Illustrated Guide* (2002) or similar resources consistent with federal regulations for stream protection.

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~~.

~~A.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.

~~A.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 DLCD 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 RTFP to which the Council grants the exception.

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

TITLE 7: DEFINITIONS

3.08.710 Definitions

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

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

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

~~A."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[1]

- 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.

[1] 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.

~~A."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 199~~as 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.

~~LL.~~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 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 mile 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). ~~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.

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

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

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

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

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

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

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

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

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

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

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

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

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

Table 3.08-1
Regional Non-SOV Modal Targets (share of average 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	
	Mid-Day One-Hour Peak [A]	PM 2-Hour Peak [A] 1st Hour	PM 2-Hour Peak [A] 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 [B] *(I-5 South to I-5 North)*	.99	1.1	.99
Other Principal Arterial Routes I-205 [B] I-84 (east of I-205) I-5 (Marquam Bridge to Wilsonville) [B] OR 217 US 26 (west of Sylvan) US 30 OR 8 (Murray Boulevard to Brookwood Avenue) [B] OR 212 OR 224 OR 47 OR 213	.90	.99	.99

A. The ~~volume~~demand-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 2nd 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~~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.

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

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

Table 3.08-4

Work Plan for Updates to Local Transportation System Plans

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

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.

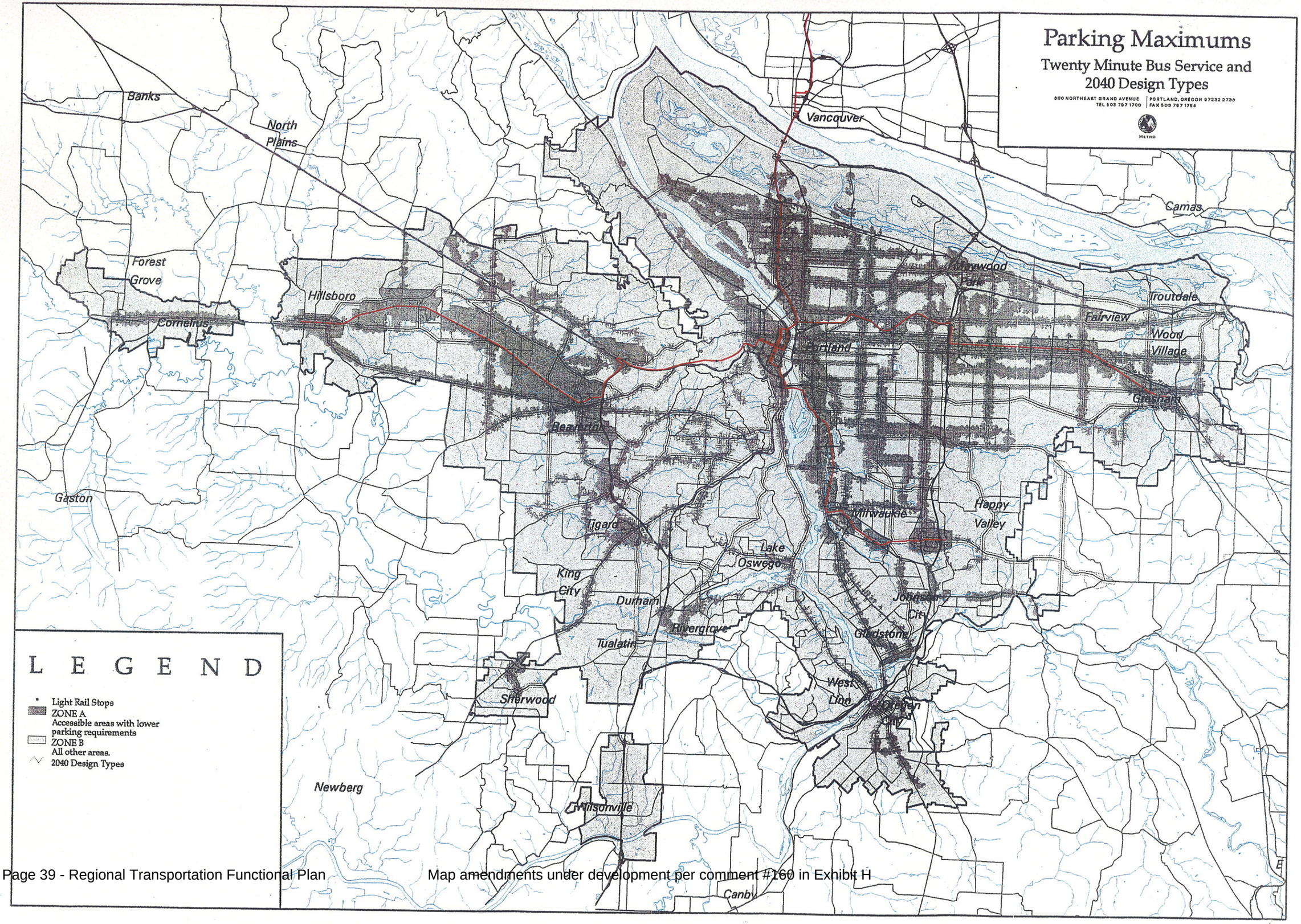
E – The next update to the Regional Transportation Plan is scheduled to occur from June 2012 to June 2014.

Parking Maximums

Twenty Minute Bus Service and 2040 Design Types

600 NORTHEAST GRAND AVENUE | PORTLAND, OREGON 97232 2736
TEL 503 797 1700 | FAX 503 797 1794

METRO



Map amendments under development per comment #160 in Exhibit H

Exhibit F to Ordinance No. 10-1241A

Exhibit F to Ordinance No. 10-1241

Title 2 of the Urban Growth Management Functional Plan in 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~~

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.

~~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

Table 3.07-2 - Regional Parking Ratios (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[1]	Rest of Region
General Office (includes Office Park, "Flex-Space", Government Office & misc. Services) (gsf)	2.7	3.4	4.1
Light Industrial Industrial Park Manufacturing (gsf)	1.6	None	None
Warehouse (gross square feet; parking ratios apply to warehouses 150,000 gsf or greater)	0.3	0.4	0.5
Schools: College/ University & High School (spaces/# of students and staff)	0.2	0.3	0.3
Tennis Racquetball Court	1.0	1.3	1.5
Sports Club/Recreation Facilities	4.3	5.4	6.5
Retail/Commercial, including shopping centers	4.1	5.1	6.2
Bank with Drive-In	4.3	5.4	6.5
Movie Theater (spaces/number of seats)	0.3	0.4	0.5
Fast Food with Drive Thru	9.9	12.4	14.9
Other Restaurants	15.3	19.1	23
Place of Worship (spaces/seats)	0.5	0.6	0.8
Medical/Dental Clinic	3.9	4.9	5.9
Residential Uses			
Hotel/Motel	1	none	none
Single Family Detached	1	none	none
Residential unit, less than 500 square feet per unit, one bedroom	1	none	none
Multi-family, townhouse, one bedroom	1.25	none	none
Multi-family, townhouse, two bedroom	1.5	none	none
Multi-family, townhouse, three bedroom	1.75	none	none

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

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.~~

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:

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.

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.

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.

~~**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.

- **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.

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.

- **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) (highlighted in yellow) are made by Council adoption of this Exhibit H and will be reflected in the final printed RTP document. This document does not make 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, "**To ensure that new street construction and re-construction projects are designed to improve safety, support adjacent land use and balance the needs of all users, including bicyclists, transit vehicles, motorists, freight delivery vehicles and pedestrians of all ages and abilities, city and county street design regulations shall allow implementation of:** **1. Complete street designs as set forth in Creating Livable Streets: Street Design Guidelines for 2040 (2nd Edition, 2002), or similar resources consistent with regional street design policies;** **2. Green street designs 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** **3. Transit-supportive street designs that facilitate existing and planned transit service pursuant subsection 3.08.120B**."
3	RTFP Title 1: Street System Design	Section 3.08.110 - the arterial and collector spacing provisions are too rigid; many areas of the region will not be able to meet them due to the constraints listed in this section.	City of Tigard, 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, **to the extent practicable**, a network of ~~*four-lane*~~ major arterial street…" The intent of this provision is to have local governments attempt to meet the spacing, recognizing it will not be possible in many areas. 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, "**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**." 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 ~~*identified*~~ **protected** pursuant to Title 3 UGMFP, provides a crossing every 800 to 1,200 feet unless habitat quality or the length of the crossing prevents a full street connection;" No other changes are recommended at this time pending completion of the following efforts: (1) development of a wildlife corridors map for the region; (2) development of a Regional Conservation Framework for biodiversity; (3) completion of updates to the Livable Streets and Green Streets Best Practices in Transportation Design handbooks and (4) completion of the Lower Columbia 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 "1~~. *Local streets of no more than 50 feet of total right-of-way, including*~~:" because the individual design elements are addressed through subsequent provisions. The intent of this section was to require local codes to allow for implementation of narrower street designs, not to limit the maximum width of street designs and elements.
8	RTFP Title 1: Street System Design	3.08.110F(2)The maximum 28' curb to curb width is too restricting. For example, if a local street is a bike boulevard with on-street parking. 6' parking (two-sided) plus two 10' travel lanes should be allowable, at least (32').	City of Milwaukie	4/9/10	No change recommended. The intent of this section was to require local codes to allow for implementation of narrower street designs, not to limit the maximum width of street designs and elements.
9	RTFP Title 1: Transit Design	3.08.120A - Change references to passenger "environment," bicycle "environment" and waiting "environments" to "facilities" to be more specific about what the provisions apply to.	TPAC	3/26/10	Amend to simplify this section to read as follows, "City and county TSPs ~~*and*~~ **or** other land use appropriate regulations shall include ~~*projects*~~ **investments**, policies, **standards** and ~~*strategies regulations*~~ **criteria** to ~~*improve*~~ **provide** pedestrian and bicycle connections to all transit stops **where regional transit service exists at the time of TSP development or update and** ~~*, passenger environments within one-half mile of all transit stops, bicycle environments within three miles of all transit stops, waiting environments at all transit stops and transit service speed and reliability for*~~ all existing or planned Station Communities. ~~*high capacity transit station areas, on-street bus rapid transit and frequent service bus corridors, and regional bus corridors where service exists at the time of TSP development or updates*~~." The use of the term "environment" and specific distances unnecessarily narrowed the focus of where these kinds of investments and regulations should apply.
10	RTFP Title 1: Transit Design	3.08.120 A - clarify sentence to better describe intent, including improve the "speed and reliability" of station areas	City of Milwaukie	4/9/10	Amend to remove references to improving the speed and reliability of station areas. This is already addressed through transportation system management and operations strategies in Title 1.
11	RTFP Title 1: Transit Design	3.08.120 B1e - Revise to read as follows "crossing at OR NEAR 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 and/or along nearby parallel routes."	City of Milwaukie	4/9/10	Amend as follows, "...along arterials and major collectors **and nearby parallel routes**."
18	RTFP Title 2: Transportation Needs	3.08.210 A - This suggests that local governments need to reconfirm state and regional needs are adequately supported and to take remedial action if they are not.	TPAC, Washington County	4/9/10	Amend to clarify that local TSPs should incorporate regional needs as identified in the RTP, as follows, " Each city and county **shall update its TSP to incorporate regional and state transportation needs identified in the 2035 RTP, and** determine its **own** transportation needs ~~*for consistency with and support of regional and state transportation needs in the 2035 RTP and to complete the transportation system plans developed under Title 1.*~~ The determination of **local transportation** needs shall be based upon..." Local TSPs are not required to reassess regional needs, but may identify unaddressed regional needs in the more detailed analysis of the local system. If that occurs, this provision provides a process for forwarding the regional need to Metro for amendment into the RTP, reflecting the iterative nature of the regional and local TSP process.
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 consider~~ation of~~ the following strategies, ~~listed~~ in **the** order listed ~~of priority~~, to meet the transportation needs determined pursuant to section 3.08.210 **and performance targets and standards pursuant to section 3.08.230**. The city or county shall explain its choice ~~of a lower priority strategy over a higher priority strategy~~ of one or more of the following strategies **and why other strategies were not chosen**:.." 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 are not appropriate or cannot adequately address identified transportation needs."	TPAC	3/26/10	Amend as requested.
24	RTFP Title 2: Transportation Solutions	3.08.220B - Add the following language, "Facility design is subject to the approval of the facility owner."	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 **and to 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 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, "~~*Will not result in motor vehicle capacity improvements that shift unacceptable levels of congestion into neighboring jurisdictions along shared regional facilities*~~;…" The regional mobility corridor strategies in Chapter 4 of the RTP provide a framework for making this determination through amendments and updates to the RTP.
29	RTFP Title 2: Performance Targets and Standards	3.08.230D - This reads as though local governments need to pre-authorize alternative mobility standards with the Oregon Transportation Commission.	TPAC, Washington County	3/26/10 4/9/2010	Amend as follows, "If the city or county adopts mobility standards **for state highways** different from those in Table 3.08-2…" to clarify that this provision only applies to state-owned facilities.
30	RTFP Title 2: Performance Targets and Standards	3.08.230E - Concern with having to evaluate accessibility and safety at the TSP level; these are more appropriate for regional level analysis like Metro conducts for air quality and greenhouse gas emissions.	TPAC, City of Tigard	3/26/2010, 4/11/10	Amend to direct TSPs to include a broader set of performance measures for evaluating and monitoring TSP performance, and to eliminate the accessibility measure.
31	RTFP Title 2: Performance Targets and Standards	3.08.230E - Clarify what this is intended to say" that reduce parking ratios as required by 3.08.410" or below what is required.	ODOT	4/9/10	Amend as follows, "~~*Parking development and management plans that reduce the*~~ parking minimum and maximum ratios **in Centers and Station Communities** ~~*as required by*~~ consistent with subsection 3.08.410**A**;" 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, **"Designs for street, transit, bicycle, freight and pedestrian systems consistent with Title 1**.*Street design standards in section 3.08.110*"
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, "**To encourage the use of bicycles and ensure adequate bicycle parking for different land uses**, cities and counties shall establish **short-term and long-term** bicycle parking minimums ~~*at, or above five percent of off-street motor vehicle parking provided*~~. **for**:..." 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, "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."	City of Milwaukie	4/9/10	Amend as follows, " Cities and counties shall adopt parking **policies**, management plans **and regulations** for Centers and Station Communities *~~as defined in Title 6 of the UGMFP and high-capacity transit corridors, and designated in the RTP.~~* **The policies, plans and regulations shall be** consistent with subsection A through H. **Plans may be adopted in TSPs or other adopted policy documents and may focus on sub-areas of Centers.** Plans shall include an inventory of parking **supply** and usage, *~~a range of strategies for managing parking supply and demand~~* and an evaluation of bicycle parking needs with consideration of TriMet Bicycle Parking Guidelines. **Policies shall be adopted in the TSP. Policies**, plans **and regulations** must consider and may include the following range of strategies:.." This change directs TSPs to include a range of parking policies to manage parking demand and supply, and allows parking management plans to be adopted as a separate policy document and for subareas of centers.
36	RTFP Title 4: Parking Management	3.08.410A, Revise to read, "Cities and county parking regulations shall ~~meet or~~ set ~~lower~~ minimums and maximums as per the following:"	City of Milwaukie	4/9/10	Amend as requested. 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 *~~to consider~~* **for** variances from minimum and maximum parking ratios **that includes criteria for a variance**."
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 **3.08.230E and** ~~*subsection E and the land use actions set forth in section _____ of*~~ Title 6 of the UGMFP, it shall be eligible for an automatic reduction of 30 percent below the vehicular trip generation rates..." This amendment links back to the land use actions proposed in Title 6 to the Urban Growth Management Functional Plan. The Title 6 section reference will be added upon adoption of Title 6 in December 2010.
42	RTFP Title 6: Compliance procedures	An amendment to a TSP is not the same as an Update. An amendment does not change the forecast year for the plan. It would be good to clarify.	City of Tigard	4/11/10	No change recommended. An update is an amendment of a TSP. However, a definition of "update" has been added to Title 7 (Definitions) to better define an "update" amendment. Most TSPs in the region will need to be "updated" to a 2035 planning horizon.
43	RTFP Title 6: Compliance procedures	Section 3.08.610F - Revise to require a city or county to submit an analysis of compliance of the amendment with the RTFP.	ODOT	4/9/10	No change recommended. This provision applies to notification of the first hearing on a proposed amendment. The staff report provided by local governments oftentimes includes documentation of how the proposed amendment is consistent with the RTFP. If insufficient information is provided to assist Metro staff review, the COO will request additional information. The compliance of the amendment will be documented in the Findings of Fact that will be adopted as part of the local TSP ordinance. Local governments are required to submit the adopted ordinance to Metro within 14 days of final adoption per 3.08.610J.
44	RTFP Title 6: Compliance procedures	Section 3.08.610H - It does not seem appropriate for local governments to appeal to JPACT as part of the enforcement for local compliance with the RTP.	ODOT, 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	See recommended action for comments #77 through #81.
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 **daily** 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 typical planned travel lanes."	ODOT	4/26/10	Amend as follows, **"Typical** 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. Recommendation: 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 spell 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 **and planning period**…" 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. Recommendation: 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, "**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."** 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 **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."
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 **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."

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, including its decision to increase capacity over use of a higher priority strategy."	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 **and performance measures in subsection D** or toward alternative targets and standards adopted by the city or county pursuant to subsections B, C ~~*and D*~~. The city or county shall include the regional targets and standards or its alternatives in its TSP."
68	RTFP Title 2: Performance Targets and Standards	Subsection A refers to targets and standards, but does not mention performance measures, which is the term used in Subsection D. Recommendation: Correct language in either Subsection A or D to make the language consistent. (Chapter 2 of the RTP refers to the elements of Subsection D as targets.)	Coalition for a Livable Future	4/27/10	Amend 3.08.230A to read as follows, "A. Each city and county shall demonstrate that solutions adopted pursuant to section 3.08.220 will achieve progress toward the targets and standards in Tables 3.08-1 and 3.08-2 **and performance measures in subsection D** or toward alternative targets and standards adopted by the city or county pursuant to subsections B **and** C ~~*and D*~~. The city or county shall include the regional targets and standards or its alternatives in its TSP."

ITEMS FOR CONSIDERATION

#	Category	Comment	Source(s)	Date	Recommended Action
69	RTFP Title 2: Performance Targets and Standards	In the present draft, TSPs do not need to include performance measures/targets for all of the performance targets in the RTP. 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. Recommendation: 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.	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	As the region considers developing BRT lines, parking ratios referencing transit should clarify that BRT be treated like LRT rather than like other buses. Recommendation: 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.	Coalition for a Livable Future	4/27/10	Amend 3.08.410A(2) as follows, " ...a one-quarter mile walking distance for bus transit or one-half mile walking distance ~~*for light rail*~~ **high capacity** transit **station**, that area shall be added to Zone A. If 20-minute peak hour transit service is no longer available to an area within a one-quarter mile walking distance for bus transit or one-half mile walking distance ~~*for*~~ **from a high capacity** ~~*light rail*~~ transit **station**,
71	RTFP Title 4: Parking Management	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. Recommendation: Change language to "Cities and counties shall designate Zone A Parking Area Ratios in areas with good pedestrian access…"	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. Recommendation: 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, "**Cities and counties shall require that f**ree surface parking shall be subject to the regional parking maximums for Zones A and B from in Table 3.08-3. **Following an adopted exemption process and criteria,** Cities and counties may exempt parking structures; fleet parking..." Metro staff would 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 **movable or** permanent barrier used to **create extra turns in a roadway to reduce motor vehicle speeds or to** prevent cars from driving across a pedestrian or bicycle accessway."
74	RTFP Title 7: Definitions	The definition of deficiency is overly broad. As used in the RTFP, whether a deficiency exists depends on how a facility functions, including whether it meets operating standards in Table 3.08-2. Yet the definition of "deficiency" unnecessarily includes any time a throughway or arterial has fewer lanes than indicated in the system concept. ("Examples include throughway portions with less than six through lanes of capacity; arterial portions with less than four through lanes of capacity….") Recommendation: 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 ~~*with incomes at or below the Oregon Department of Health and Human Services poverty guidelines*~~. **Who earned between 0 and 1.99 times the federal Poverty Level in ~~*1999*~~ as defined in the most recently available U.S. census**." 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 **in whole or in par**t (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	Amend the Section 3.08.710 (Definitions) to delete "DDD" and replace "CCC" 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." This definition was developed in consultation with ODOT and FHWA and 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.
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	
79	RTFP Title 7: Definitions	Definition for bottlenecks should include **downstream** effects as well as upstream.	Coalition for a Livable Future, Fred Nussbaum	4/27/2010, 5/4/10	
80	RTFP Title 7: Definitions	Definition of Significant increase in SOV capacity on multimodal arterial - Projects defined as safety projects should come under the definition when the capacity increase is **partly** due to traffic congestion (definition now requires that safety deficiency be totally related to traffic congestion). Could use >10% increase test as with a bottleneck.	Coalition for a Livable Future	4/27/10	
81	RTFP Title 7: Definitions	Definition of SOV is broad enough to encompass bicycles, wheelchairs, etc. Recommendation: limit to motorized vehicles to be used in roadway.	Coalition for a Livable Future	4/27/10	Amend as requested.
82	RTFP Title 1: Transit System Design	Check the formatting of section 3.08.120B.2 - everything there applies to *major* 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.

ITEMS FOR CONSIDERATION

#	Category	Comment	Source(s)	Date	Recommended Action
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.
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.

ITEMS FOR CONSIDERATION

#	Category	Comment	Source(s)	Date	Recommended Action
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.
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.

ITEMS FOR CONSIDERATION

#	Category	Comment	Source(s)	Date	Recommended Action
91	RTFP Title 1: Street System Design	Amend section 3.08.110 in RTFP to add the following, " **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**."	ODOT	4/28/10	Amend as requested with the following additional language in double underscore, " **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."** 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 unaimously 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, "Purchase right-of-way **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**." 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 **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.**" 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 **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**." 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 **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**." 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: **"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**."	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	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 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.
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 guidling principles. The BTA understands that the "no build" scenarios gets the region closet to meeting GHG goals that the "full-build" RTP scenarips. These issues needs to be addressed prior to moving forward. Metro should ensure that all local juridictions adopt and put forward project plans that reflect the new policy goals of the RTPand provide a much more rigourous 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 screening process for projects in the next RTP update.
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 anaylsis 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 ths uncommom 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. ~~*The Regional Transportation Functional Plan (RTFP) implements those policies of the Regional Transportation Plan (RTP) ...*~~. **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 .... **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. **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.** 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 ". . . **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**.	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 ~~*all*~~ **existing** transit stops **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.
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 "……**bicycle connections to all streets where regional transit service exists at the time of TSP development**…."	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 "… **and practicable** …" 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 **and praticable** 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. **As an alternative to implementing section 3.08.120B**, ~~*A*~~**a** city or county may ~~*implement the provisions of section 3.108.120B (2) by*~~ establish~~*ment of a*~~ pedestrian districts in its comprehensive plan or land use regulations~~*. The regulations shall include*~~ **with** the following elements:"

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#	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, ~~*and major*~~ collectors **and local streets**… (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 modalclassifications 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, "**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.**" and remove the following provision from subsection B "~~*Regional needs identified in the mobility corrdor strategies of Chapter 4 of the RTP*~~."
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	3.08.220 Subsection A(1): Revise as follows, "TSMO **strategies** ~~*investments*~~, **including localized TDM, signal timing, safety, operational and access management improvements** ~~*that refine or implement regional strategies in the RTP*~~…" 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 secton 3.08.110 **and street classifications,** in order to provide alternative routes…"	City of Portland	5/6/10	Amend as follows, "...and **design classifications in Section 2.5.1 of the RTP**…" 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. **Connectivity** improvements to **provide** parallel arterials, collectors and local streets~~,~~ ~~*including*~~ **that include** pedestrian and bicycle facilities, consistent with connectivity standards in section 3.08.110 **and design classifications in Section 2.5.1 of the RTP**, in order to provide alternative routes of travel ~~*or*~~ **and encourage walking, biking and access to transit** ~~*use of modes other than SOV*~~."
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 **Design and** Network Concept**s in Table 2.6 and Section 2.5.2 of the RTP,**…" This is already addressed in 3.08.510(D) for plan amendments.

ITEMS FOR CONSIDERATION

#	Category	Comment	Source(s)	Date	Recommended Action
145	RTFP Title 2: Transportation Solutions	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.	Washington County	5/6/10	Amend subsection C as follows, "If analysis under subsection 3.08.120A indicates **a new** regional or state need that has not been **identified** ~~*addressed*~~ in the RTP, the city or county, ~~*shall*~~ **may** 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	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.	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 "**daily**." 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: "**Unless demonstrated to be necessary under 3.08.220 A.6.**, ~~W~~will not result in a need for motor vehicle	Washington County	5/6/10	No change recommended. See recommendation in comment # 144. Section 2.5.2 of the RTP allows for this and describes 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 ~~those~~ **the modal targets** in Table 3.08-1."	City of Portland	5/6/10	Amend as requested and also to read "Are no lower than ~~those~~ **the modal targets** in Table 3.08-1 and **no lower than the ratios** 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 dimentions and the number and ~~*size*~~ **width** 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 ~~*along major driveways*~~, 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 **establish parking ratios**…" 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. *Note: the updated map is under development and will replace the map page 39 of Exhibit E.*
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- • Alternative trip generation assumptions are insufficient for dense urban areas like the Central City or Gateway Regional Center • Clarify how the 30% reduction will be applied to planning level analysis (transportation demand modeling) and to development review applications. • The City strongly supports the proposal to extend the 30% reduction option to designated "corridors" as well as centers and station communities.	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 ~~*consideration of*~~ **consistency with** 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 ~~*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 appeak 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** 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 usedin 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 ~~*given*~~ **low** motor vehicle travel speed **to enhance safety for pedestrians, other non-motorized modes and adjacent land uses**."	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, "**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.**" 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 specifc 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 **includes such places as** 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, "**Requiring adoption of local parking management plans and developing tools at the regional level to assist with their development.**"	TriMet	5/5/10	Amend as follows, " **Adoption of local parking management plans in centers and station communities and developing tools at the regional level to assist with their development.**"
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 **paratransit** 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. ~~*and expects*~~ **However,** more work is needed to expand the region's analytical capability.~~*to allows for transportation investments to be evaluated for both their land use and*~~**Additional resources will be required to analyze transportation investments in terms of their public health and environmental** 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 **by 45 percent between 1997 and 2007, nearly twice the percentage growth rate in population, which grew by 20 percent.**"	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: "**Fifty-two** 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. **The MAX Green Line** from Clackamas **T**own **C**enter to Portland State University in downtown Portland opened in September 2009. **Engineering and Design** is underway **for a light rail line** from downtown Portland to downtown Milwaukie **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."**	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 **but a line is under construction in the Lloyd district and eastside (MLK Jr Blvd-Grand Blvd). Planning is underway for Portland to Lake Oswego.**"	TriMet	5/5/10	Amend as requested.

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#	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 tile 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.

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#	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 occuring 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 transporation 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? Targets for freight, climate change,	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	**Priority Investment Strategies** - 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.

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#	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.

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#	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-5/99WCorridor Refinement Plan has made a recommendation (Alternative 7 with conditions) for new arterials in this area. ~~*Refinements will be made to this map during the public comment period to reflect these recommendations*~~. **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.**"	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: "~~*Affordability - By 2035, reduce the average household combined cost of housing and transportation by 25 percent compared to 2000.*~~**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)."** . Amend Objective 8.4 Transportation and housing Costs (p.2-11) as follows: ~~*Reduce the share of households in the region spending more than 50 percent of household income on housing and transportation combined."*~~ **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)."**	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: "~~*Data under development*~~ **In 2005, the average household in the Portland region spent about 44 percent of its income on housing and transportation.**

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#	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 http://www.civicfootprint.org/. Obtain, use and publish H & T index data down to the census track, 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 Neigborhood 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. (http://www.civicfootprint.org/). 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 **x** miles of "main streets" **that are located within many of the corridors that connect the centers**."	TriMet	5/5/10	Amend as follows, ""It concentrates mixed-use and higher-density development in ~~38~~ "centers"; ~~33~~ "station communities", and "main streets" **that are located within many of the corridors that connect the centers**." 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 pf 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, **especially for areas that cannot be well-served by local transit due to topography, street configuration, or lack of density**".	TriMet	5/5/10	Amend as follows, "**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."**
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

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#	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 "**providing a multi-modal urban transportation system**" 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 **provide transit as an attractive and accessible travel option for all people in the Metro region,** optimize existing **transit** system **operations, and** ensure transit-supportive land uses are implemented to leverage current and future transit investments."	TriMet	5/5/10	Amend as requested.

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#	Category	Comment	Source(s)	Date	Recommended Action
218	RTP Chapter 2 - Vision	Page 2-43 change first sentence to: "Building the total transit system **is based on** providing frequent, reliable **bus and rail** service during all times of the day, every day of the week. **However, it goes far beyond this, requiring actions on behalf of the region and all jurisdictions, not just the transit agency**."	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 handeled. Add to end of second paragraph: "T**he 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.** The HCT plan report and technical evaluation results **are included** 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, **"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."**	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 **frequent service** network, **especially for areas that cannot be well-served by local transit due to topography, street configuration, or lack of density".**	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 **"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."**	TriMet	5/5/10	Amend as requested.

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#	Category	Comment	Source(s)	Date	Recommended Action
225	RTP Chapter 2 - Vision	Page 2-75 first paragraph under improve pedestrain 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 **higher** than today."	TriMet	5/5/10	Amend as requested.
226	RTP Chapter 2 - Vision	Page 2-76 in the first paragraph, the last sentence has a typo. Amend text to read **(except** expressways)	TriMet	5/5/10	Amend as requested.
227	RTP Chapter 2 - Vision	Page 2-82 second paragraph referes 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 **mobile device** applications."	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, **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** 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-burnden 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.

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#	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	**Resources to conduct data collection, analysis, and reporting.** 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	**Actual results vs. forecasted results**. 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 **frequent** 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, "**HCT is a key mobility corridor investment in the RTP, and will help the region meet greenhouse gas emissions reduction goals.**"

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#	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 **assumed** 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. Ths bus systekn us 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 inluded in the RTP Glossary and Section 2.5 in Chapter 2 of theRTP.
245	RTP 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	RTP 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 *general location* 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.

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#	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, 11and 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 introdution 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.

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#	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 reasses 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 *planned* 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 RTFP 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, "**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.**" and remove the following provision from subsection B "*~~Regional needs identified in the mobility corrdor strategies of Chapter 4 of the RTP~~*."
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 hav 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 praticable, 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.

ITEMS FOR CONSIDERATION

#	Category	Comment	Source(s)	Date	Recommended Action
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).
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, **transportation policies and investments, greenhouse gas emissions, health outcomes, and combined housing/transportation costs**.”	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, **Healthy people**, and Health economy”	TriMet	5/5/10	Amend as requested.
296	RTP Chapter 6 - Implementation	To respond to the urgency of climate change, the region should revist 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.

ITEMS FOR CONSIDERATION

#	Category	Comment	Source(s)	Date	Recommended Action
297	RTP General Comments	1. The transportation plans do not use the population and employment forecasts the Metro Council adopted last December. 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. 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. • In short, the RTP should carry out 2010 growth management decisions, rather than 2002 decisions.	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	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.
299	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.
300	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 communites 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 ae 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.

ITEMS FOR CONSIDERATION

#	Category	Comment	Source(s)	Date	Recommended Action
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 "**See cost-burdened household.**" Amend Glossary entry for "affordability" to read "**See cost-burdened household.**" Add entry in Glossary "**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.**"
302	RTP Glossary	PageG-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"): "**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."**	TriMet	5/5/10	Amend as requested to include definition in the glossary.
303	RTP Glossary	Page G-13 need defintion for Major Bus Stops. Add definition "**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.**"	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	Page 2-57 JOBS section, it says "In 2008, 14,80 direct jobs…" The number should be 14,800.	Metro staff	5/6/10	Amend as requested.

ITEMS FOR CONSIDERATION

#	Category	Comment	Source(s)	Date	Recommended Action
305	RTP Chapter 2 - Vision	Chapter 2 page 33 map, should show Allen Blvd. west of Hall as a minor arterial. (Perhaps the dot on Allen on page 33 is a printing error?)	City of Beaverton	5/28/10	Amend as requested.
306	RTP Projects	#10617 (Farmington Rd) -- Add "Beaverton" to Facility Owner/Operator column #10643 (Hall Blvd sidewalk gaps) -- Delete project - project was constructed with WES commuter rail #10664 (Watson Ave bike lanes) -- correct Project End Location column to: Farmington Road #10640 (Nimbus Avenue extension) – Increase cost per ongoing OR 217 study to $21,500,000. #10642 -- Clarify project includes Farmington Rd/ Beaverton Hillsdale Hwy within the Adaptive Signal project locations. Farmington/BH SCATS consistent with Beaverton's 2011 Appropriations request.	City of Beaverton	5/28/10	Amend as requested.
307	RTP Chapter 7 - Implementation	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?	City of Beaverton	5/28/10	No change recommended. This comment will be addressed through RTP implementation activities that will occur after adoption of the RTP. These activities are described in Chapter 6 of the RTP and include: local plan updates to implement new functional plan requirements that call for consideration of management and operations, multi-modal connectivity and land use strategies prior to adding motor vehicle capacity. Implementation of the new functional plan requirements is expected to result in updates to existing projects and improved performance of the RTP. Chapter 6 also calls for the development of alternative mobility policies, enhanced tools for assessing performance, and expanding data collection and performance monitoring efforts to support on-going RTP performance monitoring and the region's federally-required congestion management process. A more detailed work plan for completion of the RTP implementation work will be developed in consultation with JPACT and the Metro Council in Fall 2010.
308	RTFP Table 3.08-4	Revise Gresham compliance date to be December 31, 2013 to better match available resources to conduct this work.	City of Gresham	5/28/10	Amend as requested.

Exhibit I to Ordinance No. 10-1241A
Findings

Oregon Statewide Planning Consistency

Oregon Statewide Planning Law	Corresponding RFP policy/RTP policy/OTP/OHP consistency requirement	Finding
Goal 1: Citizen Involvement	**RFP Policy 1.13: Participation of Citizens** **RTP Policy: Goal 10, Deliver Accountability** Objective 10.1 - Meaningful Input Opportunities	Metro undertook an extensive public involvement process involving public opinion research, workshops, hearings, advisory committees, interactive web opportunities and other techniques over several years, consistent with Metro's adopted "Public Involvement Policy for Transportation Planning." The Staff Report of June 10, 2010, makes reference to documents in the record that describe these efforts in detail.
Goal 2: Land Use Planning: Coordination and Implementation	**RFP Policy 1.14: School and Local Government Plan and Policy Coordination**	The 2035 RTP is a component of Metro's Regional Framework Plan (RFP). The fundamental underpinning of the RFP is its coordination of land use planning and transportation planning. The 2040 Growth Concept calls for high-density, mixed-use, pedestrian-friendly and transit supportive centers and corridors connected by a high-capacity, multi-modal transportation system. It fully meets the coordination requirement of Goal 2. Metro undertook an extensive coordination effort, with an emphasis on local governments and service districts, such as TriMet, during the several years spent developing the 2035 RTP. Metro worked with each local government within Metro's jurisdiction with a TSP to gauge the status of TSPs and determine a schedule for revisions to TSPs to be consistent with requirements of the RTFP. The most intensive efforts were through JPACT, TPAC. MPAC and MTAC, all composed primarily of representatives of local governments and service districts. The Staff Report of June 10, 2010, describes this effort in detail. The Comment Log shows that the RTP accommodates the concerns

		expressed by local governments, service districts and state agencies as much as possible. The RTFP attaches the schedule for updates to city and county TSPs. The RTP enhances implementation of its goals and objectives by updating and codifying the RTFP for the first time. The RTPF contains requirements for local TSPs and, in Title 6, compliance procedures that will ensure implementation.
Goal 3: Agricultural Lands		The RTP applies only within Metro's UGB. Goal 3 does not apply.
Goal 4: Forest Lands		The RTP applies only within Metro's UGB. Goal 4 does not apply.
Goal 5: Natural Resources, Scenic and Historic Areas, and Open Spaces	**RTP Policy: Goal 6, Promote Environmental Stewardship** Objective 6.1 - Natural Environment Objective 6.5 – Climate Change **RFP Policy 3.2.6 : Avoid fragmentation and degradation by new transportation projects**	The RTP describes programs, such as the Livable Streets, Trees for Green Streets and Green Streets programs, that aim to protect natural resources (pp 1-33-1-34. Title 1 of the RTFP connects these programs to street design requirements for local TSPs (section 3.08.110). Title 1 also subjects street design to the requirements of Title 13 (Nature in Neighborhoods) of Metro's Urban Growth Management Functional Plan (UGMFP). Land use decisions specifying the general locations of planned transportation facilities and improvements will be made by cities and counties in their TSPs and other decisions. All these decisions are subject to their Goal 5 programs which have been found to comply with Titles 3 (Water Quality and Flood Management) and 13
Goal 6: Air, Land and Water Resources Quality	**RTP Policy: Goal 6, Promote Environmental Stewardship** Objective 6.2 – Clean Air Objective 6.3 – Water Quality and Quantity	The RTP describes programs, such as the Livable Streets and Green Streets programs, that aim to protect natural resources (pp 1-33 to 1-34). Title 1 of the RTFP connects these programs to street design requirements for local TSPs (section 3.08.110). Title 1 also subjects street design to the requirements of Titles 3 and 13 of the UGMFP (3.08.110D). The conformity determination

		prepared for the RTP demonstrates the plan meets the Clean Air Act and other state and federal air quality requirements.
Goal 7: Areas Subject to Natural Disasters and Hazards	**RTP Policy: Goal 5, Enhance Safety and Security** Objective 5.3 - Terrorism, Natural Disasters and Hazardous Material Incidents	Safety issues and activities are summarized in Section 1.6 of the RTP. In addition, the policy framework in Section 2.3 of the RTP includes, "Goal 5: Enhance Safety and Security," and specific safety and security objectives to increase safety of the transportation system for all users. The RTP includes a number of investments and actions aimed at further improving safety in the region, including: • Investments targeted to address known safety deficiencies and high-crash locations. • Completing gaps in regional bicycle and pedestrian systems. • Retrofits of existing streets in downtowns and along main streets to include on-street parking, street trees marked street crossings and other designs to slow traffic speeds to follow posted speed limits. • Intersection changes and ITS strategies, including signal timing and real-time traveler information on road conditions and hazards. The RTP is a systems level plan; transportation improvements in the plan are contingent upon local action to include improvements in local comprehensive plans. Statewide planning Goal 7 applies to these local decisions. Security and emergency management activities are summarized in Section 2.4.7.4 of the RTP. The RTP directs Metro to work with local, state and regional agencies to identify critical infrastructure in the region, assess security vulnerabilities and develop coordinated emergency response and evacuation plans. This work is being led by the Regional Emergency

		Management Group (REMG), with Metro's participation. Title 2 of the RTFP requires cities and counties to establish performance measures and monitoring programs to ensure safe transportation systems (subsection 3.08.230D). The RTP calls for a regional safety planning work program developed with local governments and agencies (Chapter 6, Implementation, section 6.7.17).
Goal 8: Recreational Needs	**RTP Policy: Goal 7, Enhance Human Health**	Chapter 2 of the RTP prescribes a network vision for regional bicycle and pedestrian and trail and greenways systems (pp. 2-63 to 2.76). The RTP includes a system map for each system (Figures 1.17. 1.18, 2.22, 2.25 and 4.5). The RTP calls for an Active Transportation Action Plan to be developed with regional leaders (Chapter 6, Implementation, section 6.7.14).
Goal 9: Economic Development	**RFP Policy 1.4.3: Services to RSIAs** **RTP Policy: Goal 2, Sustain Economic Competitiveness and Prosperity**	The policy component of the RTP is structured around the implementation of the Region 2040 Growth Concept through strategic transportation improvements. As the economic engines of the region's economy, the Portland central city, six regional centers, the region's industrial areas and intermodal facilities are identified as the primary areas for transportation investments (RTP Section 2.2 and Table 2.1). Transportation improvements in these primary components of the 2040 Growth Concept are also guided by a set of functional maps that establish a series of efficient, high-quality motor vehicle, freight, transit, bicycle and pedestrian systems that are similarly designed to reinforce the Growth Concept (RTP Section 2.5). The RTP considers the importance of transportation, particularly the movement of freight, in the region's economy (pp. 1-12 to 1-21).

		This means ensuring reliable and efficient connections between intermodal facilities and destinations in, beyond, and through the region to promote the region's function as a gateway for trade and tourism. The regional freight network vision and policies are described in Section 2.5.4 of the RTP based upon recommendations of Metro's Regional Freight and Goods Movement Task Force. The region's first Regional Freight Plan, as implemented through Section 2.5.4, guided the development of freight-oriented projects shown in Appendix 1.1. The plan is illustrated in Regional Freight Network (Figure 2.20). Chapter 4 of the RTP establishes a mobility corridor strategy that identifies needs (network gaps and deficiencies) of the freight system.. The plan focuses on using a system approach to plan for and manage the freight network, reducing delay, increasing reliability, protecting industrial lands and freight investments, and expanding multi-modal freight transportation options and green technologies and practices.. In addition, other elements of the 2035 RTP include: • RTP policies that are linked to land use strategies that promote economic development (Goal 1 and Goal 2). • Highway LOS policy tailored to protect key freight corridors. (Table 2.4) • RTP recognizes need for freight linkages to destinations beyond the region by all freight modes. (Sections 1.3 and 2.5.4) -The RTFP requires local TSPs to include a freight element with improvements that will reduce delay and increase reliability (section 3.08.150).
Goal 10: Housing	**RFP Policy 1.3.4: Parking Management for Affordable Housing** **RTP Policy: Goal 1, Foster Vibrant Communities**	The RTP links transportation to land use planning in a joint strategy to reduce household costs for housing and transportation (see Objective 8.3, p.2-

	and Efficient Urban Form Objective 1.2 - Parking Management Objective 1.3 - Affordable Housing **RTP Policy: Goal 8, Ensure Equity** Objective 8.3 - Housing Diversity Objective 8.4 - Reduce household income share to transportation	11). Simply stated, the strategy is to provide multi-modal transportation opportunities to portions of the region with high numbers of cost-burdened households, and to ensure land use regulations allow types and densities of housing along high-frequency transit services. The RTFP requires local TSPs to bring their street designs, bicycle and pedestrian systems, and transit area plans up to standards set forth in the RTFP (section 3.08.110 – 160). The RTFP also requires parking management plans aimed to reduce reliance on the auto and encourage the use of transit, cycling and pedestrian travel (Title 4).
Goal 11: Public Facilities and Services	**RTP Policy: Goal 9. Ensure Fiscal Stewardship** Objective 9.1 - Asset Management Objective 9.2 - Maximize return on public investment	The objectives of statewide planning Goal 11 with respect to transportation are more fully articulated by Goal 12. Please refer to findings under Goal 12.
Goal 12: Transportation	**RFP Policy: 1.2.1, Balanced Transportation System** **RFP Policy: 1.10.2, Development Patterns to Encourage Non-SOV Travel Modes** **RTP Policy: Goals 1 through 10**	The RTP, with all of its components, is intended to comply with Goal 12 and OAR 660 Division 12 (TPR). The fundamental requirement of Goal 12 and the TPR is that the RTP provide a transportation system that is adequate to served planned land uses. A second basic requirement of the TPR is that the RTP be consistent with adopted state transportation plans. These findings show how the 2035 RTP meets these basic requirements. The attached Supplement addresses the detailed require-ments of the TPR.
Goal 13: Energy Conservation	**RTP Policy: Goal 6, Promote Environmental Stewardship** Objective 6.4 - Energy and Land Consumption	The RTP will help achieve Goal 13 by planning, requiring local planning for, and investing in transportation systems that reduce reliance on the auto and increase use of other modes. Adoption of new RTP policies and implementation of them through the RTFP and other mechanisms will contribute to changes in travel behavior by giving priority to completion of regional transit, bicycle and pedestrian systems. The RTFP requires local TSPs to do their part in meeting regional needs

		implemented through system design standards in Title 1.
Goal 15: Willamette River Greenway	**RTP Policy**: **Goal 6, Promote Environmental Stewardship**	RTP Goal 6 is achieved through Title 1 of the RTFP (3.08.110D) and by implementation of Titles 3 (Water Quality and Floodplains) and 13 (Nature in Neighborhoods). Much of the Willamette Greenway in the UGB has been designated "Habitat Conservation Area", subject to Title 13 protections.

Regional Framework Plan Consistency

Regional Framework plan Policy	Relevant RTP policy/Regional Transportation Functional Plan (RTFP) requirement	Finding
Policy 1.1.1b: Urban Form – Centers and Corridors at pedestrian scale Policy 1.2.1e: Built Environment – balanced transportation system Policy 1.3.8: integrate land use planning and transportation planning	**RTP Policy: Goal 1, Foster Vibrant Communities and Efficient Urban Form** Objective 1 - Compact Urban Form and Design	The RTP will help achieve these policies -by planning, requiring local planning for, and investing in transportation systems that reduce reliance on the auto and increase use of other modes. Adoption of new RTP policies and implementation of them through the RTFP and other mechanisms will contribute to changes in travel behavior by giving priority to completion of regional transit, bicycle and pedestrian systems.
Policy 1.3.2c: service to Centers and Corridors to support affordable housing	**RTP Policy: Goal 1, Foster Vibrant Communities and Efficient Urban Form** Objective 1.3 - Affordable Housing **RTP Policy: Goal 8, Ensure Equity** Objective 8.3 - Housing Diversity Objective 8.4 - Reduce household income share to transportation	The RTP contains an essential strategy to accomplish RFP Policy 1.3.2c: investment in non-auto modes of transportation in portions of the region with higher numbers of cost-burdened households. The process in the Regional High-Capacity Transit System Plan for selection of investments in high-capacity transit includes criteria that address equity and housing affordability. A result of application of the criteria to potential HCT corridors is that several top tier projects run through areas of high numbers of cost-burdened households. See finding for statewide planning Goal 10.

Policy 1.10.1: Urban Design-mixed-use pattern in relation to transit system	**RTP Policy: Goal 1, Foster Vibrant Communities and Efficient Urban Form**	See finding for statewide planning Goal 12.

Oregon Transportation Plan Consistency

Oregon Transportation Plan Policy	Relevant RTP policy/Regional Transportation Functional Plan (RTFP) requirement	Finding
Policy 1.1: Development of an Integrated Multimodal System	**RTP Policy: Goal 3, Expand Transportation Choices** Objective 3.1 – Travel Choices Objective 3.3 – Equitable Access Objective 3.4 – Shipping Choices	The RTP establishes integrated modal systems for motor vehicles, transit, freight, bicycles and pedestrians through a series of functional classification maps and accompanying visions (RTP Section 2.5). New RTP policies and implementation of them through the RTFP and other mechanisms establishes the entire system as multi-modal and gives priority to completion of regional transit, bicycle and pedestrian systems. The RTP contains visions for each system network – the Arterial and Throughway Network; the Regional Transit Network; the Regional Freight Network; the Regional Bicycle Network; the Regional Pedestrian Network Vision; and Transportation System Management and Operations (Chapter 2). The street design classifications (RTP Section 2.5.1) serve as the policy tool for integrating these modal systems, and linking them to the 2040 land use components. The design classifications establish a modal-orientation on detailed segments of the major street system, reflecting future travel demand that is expected for individual 2040 land use components. In compact, mixed-use areas, the street design classifications emphasize transit, bicycle and pedestrian elements, as well as calmed motor vehicle travel speeds and on-street parking that supports storefront development. In industrial and employment areas, the street design classifications

		emphasize motor vehicle travel, including freight, with an emphasis on motor-vehicle mobility. However, all of these classifications are multi-modal in design, and embrace the principle that all streets should serve all modes of travel in some manner. The RTFP requires local TSPs to do their part in meeting these policies by setting: • Street System Design standards (3.08.110); • Transit System Design Standards (3.08.120); • Pedestrian System Design standards (3.08.130); • Bicycle System Design Standards (3.08.140); • Freight System Design standards (3.08.150); and • Transportation System Management and Operations specifications (3.08.160).
Policy 1.2: Equity, Efficiency and Travel Choices	**RTP Policy: Goal 3, Expand Transportation Choices** Objective 3.3 – Equitable Access **RTP Policy: Goal 8. Ensure Equity** Objective 8.1 – Environmental Justice Objective 8.4 Reduce household income share to transportation	See findings for statewide planning Goal 10 and RFP Policy 1.3.2c. The RTFP requires cities and counties to consider the needs of youth, seniors, people with disabilities and environmental justice populations within the city or county, including minorities and low-income families when determining their transportation needs (3.08.210A).
Policy 1.3: Relationship of Interurban and Urban Mobility	**RTP Policy: Goal 2, Sustain Economic Competitiveness and Prosperity** Objective 2.3 Metropolitan Mobility	The RTP includes strategies for 24 mobility corridors. These corridors are the principal interurban connections in the region. See Figure 4.1; Table 2.2. The strategies explain the function of each corridor in the 2040 Growth Concept and movement of freight and general traffic into and out of the region. The strategies identify transportation needs and projects to address the needs in each corridor. The RTFP sets forth the role of cities and counties on designs for street, freight, transit, bicycle and pedestrian systems and TSMO actions to make each corridor multi-modal and accomplish the strategy for the corridor (Title 1).

Policy 2.2: Management of Assets	**RTP Policy: Goal 9, Ensure Fiscal Stewardship** Objective 9.1 - Asset Mgmt Objective 9.2 – Maximize Return on Public Investment Objective 9.3 – Stable and Innovative Funding	For the first time, the RTP contains a Regional Transportation Systems Management and Operations Plan with an action plan focused on region-wide and mobility corridor-focused investments. A principal objective of the TSMO plan is more efficient use of the region's transportation assets. RTFP section 3.08.220A requires local governments to consider non-auto capacity improvements and strategies prior to motor vehicle capacity improvements to address transportation needs.
Policy 3.1: Integrated and Efficient Freight System	**RTP Policy: Goal 2, Sustain Economic Competitiveness and Prosperity** Objective 2.3 – Metropolitan Mobility Objective 2.4 – Freight Reliability Objective 2.5 – Job Retention and Creation **RTP Policy: Goal 3, Expand Transportation Choices** Objective 3.4 – Shipping Choices	The region completed a study of congestion and published "Cost of Congestion to the Economy of the Portland Region" in 2005. In response to the study, the RTP contains, for the first time, a Regional Freight Plan, based upon studies of freight movement in the region (see RTP, p. 2, footnote 1) and work by the Regional Freight and Goods Movement Task Force. The Freight Plan contains an action plan (pp. 49-58). The plan links land use and transportation to accomplish one of its most important objectives, the protection of multi-modal and intermodal facilities (pp. 45-46; 54). The link is to Title 4 of the Urban Growth Management Function Plan (Industrial and Employment Areas), which protects these areas and facilities from conflicting uses. The RTFP sets forth the actions required of cities and counties in their TSPs to implement the Freight Plan (section 3.08.150 Freight System Design), including a list of improvements to increase freight movement reliability. The RTP establishes a freight reliability performance target: reduce vehicle hours of delay (truck trips) by 10 percent by 2035. (Table 2.3, p. 2-13; Table 5.1, p. 5-4; Table 5.2, p. 5-5). See findings for statewide planning goal 9.

Policy 3.2: Moving People to Support Economic Vitality	**RTP Policy: Goal 2, Sustain Economic Competitiveness and Prosperity** Objective 2.1 – Reliable and Efficient Travel and Market Area Access Objective 2.2 – Regional Passenger Connectivity Objective 2.3 – Metropolitan Mobility **RTP Policy: Goal 3, Expand Transportation Choices** Objective 3.1 – Travel Choices	A principal goal of the RTP is more efficient movement of people to support quality of life, for which a critical ingredient is economic vitality. See findings for statewide planning Goal 12 and OTP Policy 1.1. An element of systems design required in city and county TSPs is system completion to provide connectivity for all modes of travel (3.08.110, 3.08.120, 3.08.130, 3.08.150) and optimize the existing system (3.08.160). The analysis of system gaps and deficiencies required by Title 1 informs the identification of transportation needs (section 3.08.210). TSPs must develop solutions to meet identified needs; the solutions must help achieve system performance targets and standards, one of which is the demand/capacity standards in Table 3.08-2 (sections 3.08.220 and 230). See findings for statewide planning goal 9.
Policy 3.3: Downtowns and Economic Development	**RTP Policy : Goal 1, Foster Vibrant Communities and Efficient Urban Form** Objective 1.1 – Compact Urban Form and Design **RTP Policy: Goal 2, Sustain Economic Competitiveness and Prosperity** Section 2.5 Regional System Concepts o Community Building Concept ▪ Centers and Main streets Section 2.5.1 Regional System Design and Placemaking Concept	Downtowns are a principal focus of the region's combine land use-transportation 2040 Growth Concept. The Growth Concept is to concentrate mixed uses and high densities in centers and link them with one another by transit. Metro's Urban Growth Management Functional Plan sets forth the roles for cities and counties to accomplish the land use part of the concept; the RTFP sets forth the roles for cities and counties to accomplish the transportation part of the concept, in support of the planned land uses. See findings for statewide planning Goals 9 and 12 and RFP Policies 1.1 and 1.3.2c.
Policy 3.4: Development of the Transportation Industry	**RTP Policy: Goal 2. Sustain Economic Competitiveness and Prosperity** Objective 2.5 – Job Retention and Creation	The RTP emphasizes a multi-modal and well-connected transportation system. This strategy is contributing to the rise of new transportation industries in the region, such as the bicycle industry
Policy 4.1: Environmentally Responsible Transportation System	**RTP Policy: Goal 6, Promote Environmental Stewardship** Objective 6.1 - Natural Environment Objective 6.2 – Clean Air	See findings for statewide planning Goals 5, 6 and 13 and RFP Policy 1.1.

	Objective 6.3 – Water Quality and Quantity Objective 6.4 – Energy and Land Consumption Objective 6.5 – Climate Change	
Policy 4.2: Energy Supply	**RTP Policy: Goal 6, Promote Environmental Stewardship** Objective 6.4 Energy and Land Consumption	See findings for statewide planning Goals, 13 and RFP Policy 1.1.
Policy 4.3: Creating Communities	**RTP Policy: Goal 1, Foster Vibrant Communities and Efficient Urban Form**	See findings for statewide planning Goal 12 and RFP Policies 1.1 and 1.3.2c. The RTP recognizes and advances the critical role the transportation system, and investments in it, can play in building communities that achieve the objectives of the 2040 Growth Concept. The RTP establishes two investment tracks: the "Regional Mobility Corridor Concept" and the "Community Building Concept" (pp. 2-23 to 2-85). These concepts are merged in the mobility corridor strategies in Chapter 4 of the RTP.
Policy 5.1: Safety	**RTP Policy: Goal 5, Enhance Safety and Security** Objective 5.1 – Operational and Public Safety Objective 5.2 – Crime Objective 5.3 – Terrorism, Natural Disasters and Hazardous Material Incidents	See finding for statewide planning Goal 7. Metro will work with local governments and agencies, including ODOT, the TransPort subcommittee to TPAC and the Regional Safety Work Group, to develop a safety work program (RTP, pp. 6-34 to 6-35).
Policy 5.2: Security	**RTP Policy: Goal 5, Enhance Safety and Security** Objective 5.1 – Operational and Public Safety Objective 5.2 – Crime Objective 5.3 – Terrorism, Natural Disasters and Hazardous Material Incidents	See finding for OTP Policy 5.1.
Policy 6.1: Funding Structure	**RTP Policy: Goal 9, Ensure Fiscal Stewardship** Objective 9.3 - Stable and Innovative Funding	See finding for OTP Policy 2.2. The 2035 RTP revenue forecast and financial analysis for operations and maintenance costs was based on a thorough evaluation of city and county, ODOT, TriMet and SMART cost projections (RTP Sections

		3.3). The financially constrained system described in Chapter 3 of the RTP was specifically developed to comply with SAFETEA-LU planning requirements. The system was developed based on a forecast of expected revenues that was formulated in partnership with the Oregon Department of Transportation, cities and counties in the Metro region, TriMet and the South Metro Area Rapid Transit (SMART) district The RTP describes how current funding sources are not sufficient to meets needs (pp. 1-25 to 1-31). Chapter 3 (Investment Strategy) then sets forth the funding structure to pay for the transportation improvements in the plan. The revenues for the "financially constrained" system are set forth on pages 3-10 to 3-14; for the "state" system on pages 3-15 to 3-17. Funding priorities are found on page 3-17 to 3-21. The plan recognizes that the funding structure for some of the region's bridges is inadequate and commits Metro to work with the state and local governments to develop a new structure (pp. 6-31 to 6-32).
Policy 6.2: Achievement of State and Local Goals		The RTP and all of its components strive to meet state, regional and local needs and goals, as the RTP itself and these findings demonstrate. Efficient use of resources is a hallmark of this RTP.
Policy 6.3: Public Acceptability and Understanding	**RTP Policy: Goal 9, Ensure Fiscal Responsibility** Objective 9.2 Maximize Return on Public Investment **RTP Policy: Goal 10, Deliver Accountability** Objective 10.1- Meaningful Input Opportunities Objective 10.2 – Coordination and Cooperation	For efforts to improve public un-derstanding, see finding for state-wide planning Goal 10. Metro undertook a major, -multi-year effort to coordinate development of the RTP with local governments and state agencies. Because the RTP implements a land use and transportation blueprint , Metro engaged not only its traditional planning partners, through JPACT and TPAC, but also engaged MPAC and MTAC. A Regional Freight and Goods Movement Task Force and technical advisory committee and High Capacity Transit Subcommittee and Think Tank guided preparation of those components of the RTP. Many meetings of these committees molded the RTP to

		the region's needs and aspirations. Metro maintained a full accounting of comment from its partners and responses to the comment (Comment Log). Three formal public comment periods were held in addition to presentations to stakeholder groups and the regular Metro advisory committee meetings as described in the June 10, 2010, staff report.
Policy 6.4: Beneficiary Responsibilities (Tolling, etc.)	**RTP Policy: Goal 4, Emphasize Effective and Efficient Management of the Transportation System** Objective 4.5 - Value Pricing	In addition to the traditional sources of funding transportation improvements (see Chapter 3), the RTP calls for consideration of value pricing in the region to better manage capacity and peak use of the throughway system (p. 2-9, Goal 4, Objective 4.5). For example, the plan anticipates that tolling will provide 36-49 percent of the funding for the Columbia River Crossing by I-5 (p. 3-14). Metro is participating in a congestion pricing pilot, in conjunction with ODOT. The RTP also lists current development-based sources of revenue, such as traffic impact fees and systems development charges, to contribute to overall revenues (pp. 3-8 to 3-9).
Policy 6.5: Triage in the Event of Insufficient Revenue	**RTP Policy: Goal 9, Ensure Fiscal Stewardship**	See finding for OTP Policy 6.1 for the explanation for the funding strategy in the 2035 RTP. The "financially-constrained" list of projects and the priorities set forth on pages 3-17 to 3-21 will guide the choice of transportation projects in the event of unanticipated reductions in revenue sources.
Policy 7.1: Coordinated Transportation System	**RTP Policy: Goal 10, Deliver Accountability**	See findings for statewide planning Goals 2 and 12 and OTP Policies 1.1; 1.3; and 3.1.
Policy 7.2: Public/Private Partnerships	**RTP Policy: Goal 9, Ensure Fiscal Stewardship** Objective 9.3 Stable and Innovative Funding	See finding for OTP Policy 6.1. The RTP explores public and private funding partnerships on pages 3-7 to 3-9.
Policy 7.3: Public Involvement and Consultation	**RTP Policy: Goal 10, Deliver Accountability** Objective 10.1 Meaningful Input Opportunities Objective 10.2 – Coordination and Cooperation	See findings for statewide planning Goal 1 and OTP Policy 6.3.
Policy 7.4: Environmental	**RTP Policy: Goal 3. Expand Transportation**	See findings for statewide planning Goal 10 and OTP

Justice	**Choices** Objective 3.3 – Equitable Access **RTP Policy: Goal 8, Ensure Equity** Objective 8.3 Housing Diversity Objective 8.4 Reduce household income share to transportation	Policies 1.2 and 1.3.2c.

Exhibit I to Ordinance No. 10-1241A
Findings

Oregon Highway Plan Consistency

Oregon Highway Plan Policy	Relevant RTP policy/Regional Transportation Functional Plan requirement	Finding
Policy 1B – Land use and Transportation	**RTP Policy: Goal 1, Foster Vibrant Communities and Efficient Urban Form** Objective 1.1 – Compact Urban Form and Design Objective 1.3 - Affordable Housing **RTP Policy: Goal 2, Sustain Economic Competitiveness and Prosperity** Objective 2.2 – Regional Passenger Connectivity Objective 2.3 Metropolitan Mobility	The acknowledged 2040 Growth Concept provides the land use context for the 2035 RTP, and is shown in Figure 2.1. The Growth Concept establishes compact development as a guiding principle. The Growth Concept also embraces a multi-modal solution to transportation, and links land use designations to specific transportation strategies. A discussion of how the plan implements the Growth Concept is shown in Section 2.2 and Table 2.6 of the RTP. The project list contained in Appendix 1.1 was developed consistent with these policies.
Policy 1C – State Highway Freight System	**RTP Policy: Goal 2, Sustain Economic Competitiveness and Prosperity** Objective 2.3 – Metropolitan Mobility Objective 2.4 – Freight Reliability Objective 2.5 – Job Retention and Creation **RTP Policy: Goal 3. Expand Transportation Choices** Objective 3.4 – Shipping Choices	See findings for statewide planning Goal 9, OTP Policies 1.1, 3.1 and 3.2.
Policy 1F – Highway Mobility Standards	**RTP Policy: Goal 2, Sustain Economic Competitiveness and Prosperity** Objective 2.1 – Reliable and Efficient Travel and Market Area Access Objective 2.2 – Regional Passenger Connectivity Objective 2.3 – Metropolitan Mobility Objective 2.4 – Freight Reliability Objective 2.5 – Job Retention and Creation	The attached Supplement contains a full explanation of compliance of the 2035 RTP with state highway mobility standards in OHP Policy 1F.
Policy 1G – Major Improvements	**RTP Policy: Goal 4, Emphasize Effective and Efficient Management of the Transportation System** **RTP Policy: Goal 9, Ensure Fiscal Stewardship** Objective 9.1 - Asset Management	The RTP highlights the mismatch between needs and resources and prioritizes maintenance and maximization of operational efficiencies of existing transportation facilities (pp. 1-25 to 1-31). The mobility policy described in Table 2.4 establishes

	Objective 9.2 - Maximize return on public investment	one measure for identifying deficiencies in the regional transportation system that is complemented by a broader set of measures and system completion policies. The RTP and RTFP call for a well-connected network of complete streets. The RTFP requires local TSPs to do their part in meeting these policies by setting: • Street System Design standards (3.08.110); • Transit System Design Standards (3.08.120); • Pedestrian System Design standards (3.08.130); • Bicycle System Design Standards (3.08.140); • Freight System Design standards (3.08.150); and • Transportation System Management and Operations specifications (3.08.160). The RTFP gives priority to non-SOV solutions to transportation needs over addition of motor vehicle capacity improvements (3.08.220A).
Policy 3A – Classification and Spacing Standards	**RTP Policy: Goal 2, Sustain Economic Competitiveness and Prosperity** Objective 2.2 – Regional Passenger Connectivity **RTP Policy: Goal 4, Emphasize Effective and Efficient Management of the Transportation System** Objective 4.1 - Traffic Management	The street design classifications in Table 2.6 and illustrated in Figure 2.10 correlate access policies to implementation of the 2040 Growth Concept. Designs for Throughways (shown in Figure 2.12) correlate to the Interstate and Statewide highway designations in the Oregon Highway Plan, and are consistent with OHP policies for access management and the use of grade-separated intersections. Designs for Arterials (shown in Figure 2.12) address access management for arterial streets in the metropolitan area, and correlate to the District Highway designation in the 1999 Oregon Highway Plan. Access management strategies for driveway and intersection design in these classifications are consistent with the OHP policies. The RTP and RTFP call for a well-connected network of complete streets and strategies to manage access and demand on the system.

		• Section 3.08.110 Street System Design
		  o C. Arterial connectivity
		  o D., E. and F. Local connectivity
		  o G. Access management
		• Section 3.08.160 Transportation System Management and Operations
		The exact location of medians, driveways and street intersections is determined at the project development phase.

Supplement to Exhibit I to Ordinance No. 10-1241A
Findings

I. Goal 12 and OAR Division 12 (Transportation Planning Rule)

The 2035 Regional Transportation Plan (RTP), with all of its components, is intended to comply with Goal 12 and OAR 660 Division 12 (TPR). The fundamental requirement of Goal 12 and the TPR is that the RTP provide a transportation system that is adequate to served planned land uses. The RTP, together with the local transportation systems in city and county transportation system plans (TSPs), is aimed to serve the land uses planned by the region's 25 cities (Damascus has not yet adopted a comprehensive plan) and metro portions of Clackamas, Multnomah and Washington counties. The Regional Transportation Functional Plan (RTFP) component of the RTP directs how local governments will implement the RTP. The RTP includes a schedule for city and county action, if necessary, to bring their TSPs into compliance with the RTP. The schedule has been coordinated with the local governments and reflects their own planning work programs and the availability of funds for the work.

Unlike past RTPs, the 2035 RTP establishes an outcomes-based framework that includes policies, objectives and actions that direct future planning and investment decisions to consider economic, equity and environmental objectives. The plan includes a broad set of ambitious performance targets that are tied to the outcomes that the RTP is trying achieve. The targets and other performance measures included in the plan continue the region's shift away from reliance upon level-of-service as the primary measure for determining transportation needs and success of the plan's strategies. In addition, the RTP commits Metro and its regional partners to continue developing a regional data collection and performance monitoring system to better understand the benefits and impacts of actions called for in the RTP and RTFP. 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.

Finally, the 2035 RTP has three new system component plans: a Regional Transportation System Management and Operations Plan (Exhibit B); a Regional Freight Plan (Exhibit C); and a Regional High Capacity Transit System Plan (Exhibit D). These plans more fully articulate the integrated multi-modal regional transportation system and prioritize investments to improve the operations and efficiency of the existing transportation, improve freight reliability and strategically expand the HCT system to support 2040 Growth Concept implementation and meet other goals of the RTP. The RTFP links these component plans with city and county TSPs to ensure local actions to implement them (Exhibit E, sections 3.08.110 and 3.08.220).

TPR 0015: Preparation and Coordination of Transportation System Plans
Findings of consistency of the 2035 RTP with the Oregon Transportation Plan and the Oregon Highway Plan are set forth in Exhibit I and part II of this Supplement.

TPR 0016: Coordination with Federally Required Regional Transportation Plan
The RTP is also the federally-recognized metropolitan plan for the Portland metropolitan region. The Federal Priorities system of projects is eligible for federal transportation funding. Findings of compliance of the 2035 RTP with federal requirements are set forth in part III of this Supplement.

TPR 0020: Elements of Transportation System Plans
The RTP is the "transportation system plan" for the metropolitan region, implementing the LCDC-acknowledged 2040 Growth Concept, and serving as the federal metropolitan transportation plan for the region. The plan establishes a regional network of facilities and services (Chapter 2) to meet overall regional transportation needs (Chapter 4), and contains policies (Chapter 2, Goals and Objectives),

strategies (Chapter 4), projects (Appendix 1.1) and implementing land use regulations for cities and counties (RTFP).

In 2005, a household and employment growth forecast was prepared by Metro and reviewed by local governments to serve as the basis for the analysis conducted for the 2035 RTP. The forecast was prepared using MetroScope and is summarized in Appendix 1.3 and 1.4. The land use assumptions used in this forecast are based on the LCDC-acknowledged 2040 Growth Concept, estimating a modest expansion of the regional urban growth boundary over the planning period that follows the existing state hierarchy for priority lands. The forecast followed basic legal and policy direction that results in future urban growth boundary (UGB) expansions on exception lands located primarily along the southern and eastern portions of the urban area. The region is in the process of designating urban and rural reserves and preparing a new analysis for residential and employment needs that will inform future urban growth boundary decisions. This work will lead to the development of an updated household and employment forecast that will be reviewed by local governments in 2011. 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, including the next RTP update in 2012.

The RTP identifies transportation needs (Chapter 4, Regional Mobility Strategies) and all feasible solutions (Appendix 1.1) based on the expected land use and travel patterns and level of funding assumed for planning period of 2005 to 2035.

First, the plan contains two levels of investments to the components of the overall transportation system:

1. The Federal Priorities set of investments (also known as the "financially constrained" list) for which funding over the planning period is "reasonably anticipated to be available." This set of investments will serve as the basis for complying with federal law and air quality regulations.
2. The RTP Investment Strategy (also known as the "state" RTP list) includes the Federal Priorities projects plus additional investments that the region is committed to funding if new or expanded revenue sources are secured. The region has deemed this list of investments as "reasonably likely to be funded" under state law. If these improvements are made, the system will support the region's land use plans and improve system performance as much as feasible. This set of investments is the basis for findings of consistency with the Statewide Planning Goal 12, the Oregon Transportation Planning Rule and the Oregon Transportation Plan and its components.

Second, and more important, through adoption of new policies and implementation of them through the RTFP and other mechanisms, the RTP will contribute to changes in travel behavior by re-conceiving the entire system as multi-modal and giving priority to implementation of system management and operational strategies, completion of regional transit, bicycle and pedestrian systems and creating a well-connected arterial, collector and local street network. Third, the RTFP requires local TSPs to do their part in meeting regional and state needs implemented through system design standards in Title 1 and considering regional needs identified in Chapter 4 of the RTP during local TSP updates.

Chapter 4 of the RTP sets forth overall regional needs and strategies for 24 transportation corridors (see Figure 4.1, p. 4-1, and Table 4.1, p. 4-2). These corridors are subareas of the region that include the principal interurban connections in the region and supporting multimodal facilities and services. The strategies explain the function of each corridor in the 2040 Growth Concept and in movement of freight and general traffic into and out of the region. The strategies (and System Maps in Chapter 2 of the RTP: Figure 2.12, Figure 2.15, Figure 2.20, Figure 2.22 and Figure 2.25) identify the general location of existing and new regional transportation facilities and the 2040 land uses that are served by these facilities. The strategies identify transportation needs, projects (by mode) and other necessary actions to address the needs in each corridor.

Chapter 1 and Chapter 2 of the RTP contains an inventory and assessment of existing facilities in the road, freight, transit, bicycle, trail and pedestrian systems, system management and operations, demand management and regional bridges (Figure 2.12, p. 2-35, Figure 2.20, p. 2-60; Figure 2.15, p. 2-42; Figure 1.17, p. 1-53; Figure 1.18, p. 1.54; Figure 1.19, p. 1-55; Figure 1.13, p. 1-47; Figure 1.14, p. 1-48; Figure 1.7, p. 1-30). As noted above, the plan includes two sets of planned facilities and improvements, the Federal Priorities set of investments and the state RTP Investment Strategy. The analysis of these facilities, existing and planned, tells how the entire system performs when measured against the region's mobility standards and modal targets (Chapter 5).

Roads

The RTP has an arterial and throughway network (Figure 2.12, p. 2-35) and a vision (p. 2-32) that calls for a well-connected network of throughway, arterial, collector and local streets, with regional design classifications (Figure 2.30, p. 2-28) and design concepts (Table 2.6, p. 2-29). It emphasizes multimodal "complete streets," connectivity of the arterial and local street systems and efficient operations (see Section 2.5.2, pp. 2-32 to 2-39). Title 1 of the RTFP sets forth the role of cities and counties in designs of arterial, collector and local street systems in TSPs (3.08.110) and integration of transit, bicycle, pedestrian and freight systems into the street systems (3.08.120, 130, 140 and 150). The RTFP specifies street design standards (3.08.110A through 110G; 3.08.120B; 3.08.130B and 130C;and 3.08.310A) and connectivity standards (see Section 2.5.2, pp. 2-32 to 2-39; RTFP 3.08.110C through 110G; 3.08.410F).

Public Transportation

The RTP has a public transportation network (Figure 2.15, p. 2-42) and a vision for public transit (pp. 2-40 to 2-47) and a design concept (Figure 2.14, p. 2-41) that emanates from the 2040 Growth Concept in the Regional Framework Plan. The concept connects the Central City with Regional Centers by high-capacity transit, and Town Centers with these centers by frequent transit service. This public transportation system serves 2040 centers and corridors and helps build these centers and corridors into successful communities. For the first time, the RTP includes a Regional High Capacity Transit System Plan. The HCT plan establishes a process and criteria for selecting projects and a timetable for selected HCT projects. Title 1 of the RTFP sets forth the role of cities and counties in designs of and providing access to the public transportation system in TSPs (3.08.120).

Bicycles

The RTP has a bicycle network (Figure 2.22, p. 2-65) and a vision for a regional system (pp. 2-65 to 2-69) and network design concepts (Figure 2.21, p. 2-64; Figure 2.23, p. 2-69) that emphasizes access and connectivity (pp. 2-63 and 2-68). Title 1 of the RTFP sets forth the role of cities and counties in design of the bicycle system in TSPs (3.08.130).

Pedestrians

The RTP has a pedestrian network (Figure 2.25, p. 2-74) and a vision for a regional system (pp. 2-70 to 2-76) and a network design concept (Figure 2.24, p. 2-73) that emphasizes access and connectivity (pp. 2-72 and 2-75). Title 1 of the RTFP sets forth the role of cities and counties in design of the pedestrian system in TSPs (3.08.140).

Freight Movement – Air, Rail, Water and Pipelines

The RTP has a freight network (Figure 2.20, p. 2-60) and a vision for a regional freight system (pp. 2-57 to 2-62) and a freight network design concept (Figure 2.19, p. 2-59) that includes an interconnected network of roads and railroad lines serving marine, rail, pipeline and airport facilities. The vision emphasizes travel reliability and reduction of delay (p. 2-59). For the first time, the RTP contains a Regional Freight Plan to implement the vision and concept. The Freight Plan was a response to the "Cost of Congestion to the Economy of the Portland Region", a regional study of congestion and published in 2005, and to recommendations by the Regional Freight and Goods Movement Task Force.

Title 1 of the RTFP sets forth the role of cities and counties in design of the freight system in TSPs (3.08.150).

Transportation System and Demand Management

The RTP has a vision for "transportation system management and operations" (TSMO) (pp. 2-77 to 2-84) with examples of strategies (Table 2.9, p. 2-79). For the first time, the RTP contains a Regional Transportation System Management and Operations (TSMO) Plan to implement the vision. Title 1 of the RTFP sets forth the role of cities and counties in implementing TSMO strategies in TSPs (3.08.160).

Parking

The TPR requires a parking plan as an element of the RTP. The plan must provide for a 10 percent reduction in the number of parking spaces per capita or require cities and counties to adopt land use regulations to manage parking to reduce reliance on the auto. The region has chosen to work with cities and counties to manage parking to reduce reliance on the auto. Goal 1 of the RTP (Foster Vibrant Communities and Efficient Urban Form) includes Objective 1.2, Parking Management: "Minimize the amount and promote the efficient use of land dedicated to vehicle parking." Title 4 of the RTFP (Regional Parking Management) prescribes the regulations cities and counties must adopt for management of off-street vehicle parking to achieve Objective 1.2 and the modal targets in Table 2.5. Title 4 prescribes off-street motor vehicle parking standards in Table 3.08-3 for transit and pedestrian accessible areas, which includes centers and other mixed-use areas in the region. The minimum-maximum ratios in Table 3.08-3 significantly reduce off-street parking minimums from those that were in place in 1990. Title 4 provides for the designation of residential parking districts (3.08.410E), and requires cities and counties to allow on-street parking, long-term lease parking and shared parking (3.08.410I). New to this RTFP are requirements for parking for freight delivery trucks and bicycles in specified locations (3.08.410G and 3.08.410H, respectively). Title 4 also sets forth the role of cities and counties in the design of parking lots greater than three acres, requiring street-like features be provided to facilitate walking and bicycling (3.08.410F). Title 4 allows cities and counties to exempt structured parking and on-street parking from maximums and count adjacent on-street parking spaces and shared parking spaces toward the required parking minimums (3.08.410C). New to this RTFP is a requirement to adopt parking management plans in centers and station communities that include an inventory of parking supply and usage and a range of strategies that can be implemented over time (3.08.410I).

Financing Program

Chapter 3 (Investment Strategy) of the RTP details the revenues assumed for the plan period, and prescribes a budget for transportation investments. The plan contains two levels of investment to address overall regional transportation system needs. Investment priorities were identified within this "budget" (p. 3-17) to produce the federal "financially-constrained" and the "state" lists of projects.

1. The Federal Priorities set of investments (also known as the "financially constrained" list) for which funding over the planning period is "reasonably anticipated to be available" under federal law. This set of investments will serve as the basis for complying with federal planning and air quality regulations.
2. The RTP Investment Strategy (also known as the ("state" RTP list) includes the Federal Priorities projects plus additional investments that the region is committed to funding if new or expanded revenue sources are secured. The region has deemed this list of investments as "reasonably likely" to be funded under state law. If these improvements are made, the system will support the uses in the region's land use plans and improve system performance as much as feasible. This set of investments is the basis for findings of consistency with the Statewide Planning Goal 12, the Oregon Transportation Planning Rule and the Oregon Transportation Plan and its components.

The projects follow one of two tracks, investments in mobility or in community-building (Table 3.6, p. 3-19). Chapter 3 further characterizes the projects by mode and shares of revenue sources (Figure 3.6, p.3-20; Figure 3.9, p. 3-22; Tables 3.7, 3.8 and 3.9, pp. 3-23 to 3-24). These projects, with cost estimates, may be found in RTP Appendix 1.1. The timing of projects that rely on federal funding is determined by the Metropolitan Transportation Improvement Program (MTIP), a four-year program of investments this is updated every two years (pp. 6-17 to 6-18).

TPR 0025: Refinement Plans

The RTP identifies five mobility corridors (Table 6. 1, p. 6-6) for "refinement plans" that comprise nine of the 24 mobility corridors identified in Chapter 4. The corridor refinement plans will involve a combination of transportation and land use analysis, multiple local jurisdictions and facilities operated by multiple transportation providers. Metro or ODOT will initiate and lead necessary refinement planning in coordination with other affected local, regional, state and federal agencies. The refinement plans will more thoroughly define the need, mode, function and general location of transportation improvements and programs in the corridor, and consider a range of solutions and strategies to address identified needs (Chapter 4). Chapter 6 describes each of the five corridors, sets forth the transportation needs (from Chapter 4) that require further work on need, mode, function and general location, and explains why a refinement plan is needed. Appendix 3.1 sets a timeline for completion of the refinement plans.

TPR 0030: Transportation Needs

The determination of transportation needs included in the RTP is appropriate and sufficient for the level of decision-making provided in the plan. The needs analysis is based on a 2035 population and employment forecast described in Appendix 1.3 and 1.4 and projected traffic volumes compared to capacity of road network and gaps and deficiency analysis for each mode. The forecast drives the determination of future needs, but the determination itself involves examination of the components of the overall system (roads, transit, etc.) in light of the goals and objectives of the RTP.

As part of the RTP update, Metro published the Atlas of Mobility Corridors, the first of its kind created for this region (Appendix 7.0). The atlas presents current land use and multi-modal transportation data for each of the region's 24 mobility corridors to help planners and decision-makers understand existing system conditions, identify needs and prioritize mobility investments. For each corridor, the atlas provides a general overview that includes location in the region, primary transportation facilities and land use patterns, and an assessment of gaps and deficiencies by travel mode. This information was used to help identify the most cost-effective strategies and investment priorities for each corridor and will serve as a framework for monitoring how well different strategies are working in each corridor over time. The Atlas of Mobility Corridors served as the foundation for the development of mobility corridor strategies for all 24 mobility corridors included in Chapter 4 of the RTP.

The RTP organizes the needs by mobility corridor in Chapter 4 and identifies strategies to address the needs. The RTP addresses the needs of the transportation-disadvantaged by emphasizing facilities for transit riders, pedestrians and bicyclists. State transportation needs identified in the state TSP are included in the region's needs, as are needs for the movement of goods and services to support industrial and commercial development planned by cities and counties pursuant to OAR 660-09 and Goal 9 (Economic Development). The RTP, and Regional Freight Plan and TSMO plan components, address the needs for the movement of goods and services by establishing a regional freight network, addressing freight reliability and shipping choices in RTP Goals 2, 3 and 4, and prioritizing investments that optimize the existing transportation system and provide access to centers and employments areas (including industrial areas and freight intermodal facilities).

TPR 0035: System Alternatives

Since adoption by Metro of the 2040 Growth Concept in 1995, the region has aggressively pursued implementation of the land use and transportation vision for this region. The concept calls for higher densities and mixed-use, pedestrian friendly, transit supportive development patterns. The Regional Framework Plan and its component functional plans have implemented the state-acknowledged 2040 Growth Concept. In the 15 years following adoption of the Growth Concept, cities and counties have amended plans and land use regulations to allow mixed-use and higher density development to the point that, today, the region allows more such development than the market can absorb in the 2035 planning period (2009 Urban Growth Report). The region has added three new light rail lines to the high-capacity transit system since adoption of the Growth Concept and frequent service bus lines connecting the Central City and several Regional and Town Centers.

Local governments have been implementing arterial and local street connectivity, completing gaps in the bike and pedestrian system and adopted the parking ratios in Title 4. At the regional level, programs such as the Regional Travel Options (RTO) program, the Transit-Oriented Development (TOD) program and coordination of the application of Intelligent Transportation Systems (ITS) have also supported the 2040 Growth Concept vision. Performance measurement indicates that implementation of the 2040 Growth Concept is yielding good results: modal shares are shifting to the transit, bicycle and pedestrian systems; ridership on bus and light-rail lines in the region increased by 45 percent between 1997 and 2007, nearly twice the percentage growth rate in population, which grew by 20 percent;VMT per capita has fallen significantly in the face of growth in population faster than the national average (pp. 1-49 to 1-58). The region remains committed to the 2040 Growth Concept. This RTP update revisited investment priorities to focus on outcomes, better leverage local aspirations and planned land uses in centers, corridors and employment areas and more aggressively optimize the existing system and implement the planned transportation system envisioned for all modes of travel.

In 2008, a No Build and series of four alternative motor vehicle and transit systems were developed and evaluated for their ability to serve forecast 2035 population and employment growth and support the 2040 Growth Concept (Appendix 1.8 and 7.0). Each of the four scenarios was based on a policy-theme from the 2035 RTP, resulting in a distinct mix and level of transit service, motor vehicle system investments and system management strategies in each scenario. Each scenario was initiated by a "what if" question:

- *Concept A* - What if the region focused investments on increasing connectivity for all modes of travel?
- *Concept B* - What if the region focused investments to build out the high capacity transit connections identified in the 2040 Growth Concept and to expand regional transit service to complement the new HCT connections?
- *Concept C* - What if the region focused investments on adding new capacity and connections to the region's throughway system?
- *Concept D* - What if the region focused investments on optimizing the existing system and managing demand?

The analysis considered land use, transportation, environmental and economic impacts and served as a starting point for developing the recommended "state" system of transportation investments and strategies. Building on this information, Metro solicited 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 more than 1,000 proposed projects with a total estimated cost of $20 billion.

The 2035 RTP continues to prioritize investment in connectivity of systems and multi-modality and defines a system of investments that is reasonably expected to meet identified needs in a safe manner and at a reasonable cost with available technology, strategies and actions. RTP Goal 1 (p. 2-8) emphasizes a compact urban form, which encourages the use of transit, bicycles and pedestrian systems. Goal 2 (p. 2-8) calls for freight reliability and intermodal connectivity for people and goods, which also encourages the use of transit, bicycles and pedestrian systems. Goal 3 (p. 2-9) calls for expanded travel and shipping choices. Goal 4 (p. 2-9) emphasizes better management of existing systems and value pricing to yield efficiencies to optimize capacity, improve system reliability and reduce emissions. Goal 9 (p. 2-12) calls for maximizing return on investment. All of these goals are implemented through regional investments in the RTP, Regional Flexible Funds process and the requirements for city and county transportation planning in the RTFP. Section 3.08.220A requires cities and counties to consider first those transportation solutions that do not involve new road capacity for motor vehicles.

TPR 0045: Implementation
Section 0045 aims principally at cities and counties, the local governments that adopt and apply comprehensive plans, zoning and land division ordinances, building codes and other land use regulations. The RTFP implements the RTP, but it also prescribes standards and criteria for city and county TSPs and land use regulations.

TPR 0050: Project Development
RTP Goal 10 (p.2-12) calls for meaningful public input opportunities for interested and affected stakeholders in plan development and review, including people who have traditionally been underrepresented in the transportation planning process. RTP Section 6.3.1, Section 6.3.2 and Section 6.6 provide a process for coordinated corridor refinement planning and project development among affected local governments. In addition, Metro's "Public Involvement Policy for Transportation Planning" (last updated October, 2009) provides policies and procedures for citizen involvement that Metro is expected to follow in the development of plans and projects, including Metro-administered funding, and Metro-led corridor refinement plans and project development activities.

Cities and counties are generally responsible for transportation project development to implement the regional TSP by determining the precise location, alignment, and preliminary design of improvements included in the regional TSP. Title 3 (Transportation Project Development) of the RTFP requires cities and counties to specify the general locations and facility parameters of planned transportation facilities.

ODOT is responsible for project development activities of state-owned facilities pursuant to OAR 731 Division 15. The specifications must be consistent with the RTP (3.08.310A).

TPR 0055: Timing of Adoption and Update of TSPs
Table 3.08-4 specifies a work plan and compliance schedule for local TSP updates to be consistent with the RTP.

TPR 0070 - Exceptions for Transportation Improvements on Rural Lands
The RTP and supporting transportation analysis does not include any improvements on rural lands. The I-5/99W connector study recommended three arterials, in addition to other improvements, to address identified transportation needs in this part of the region. Two of the three arterials recommended are located in Metro's UGB (Appendix 3.4). The "southern arterial" project indicated by a text box in Figures 2.10 and 2.12 (pp. 2-30 and 2-35) is a placeholder and is not part of the RTP until 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; 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 a land use goal exception for the southern arterial; and adoption of an exception from the applicable statewide planning goals by the county or counties with planning responsibility for the area where the improvement would be located. The City of Tualatin will re-evaluate potential solutions in lieu of the Northern Arterial as part of the city's next TSP update. If the Tualatin TSP does not identify project(s) to adequately address connectivity needs in this area, then the RTP will be amended to direct the Corridor Refinement Plan effort for Corridors 2, 3 and 20 (pp. 6-6 to 6-9) or the next RTP update to address connectivity needs in this area. Specific improvements may be proposed through corridor refinements plans for mobility Corridors 2, 3 and 20, and project development activities or TSPs. Compliance with the TPR provisions will be addressed at that time.

II. Oregon Highway Plan Policy 1F: Mobility Standards
The 2000 RTP included alternative volume-to-capacity-based mobility standards that were approved by the Oregon Transportation Commission and incorporated into the OHP in 2002. See RTP Table 2.4. The 2000 RTP also contained targets for mode shares for non-SOV modes as an alternative measure to the per capita vehicle miles traveled reduction target to measure of the success of the regional transportation system. See Table 2.5. Chapter 5 of the 2035 RTP establishes a system for measurement of the performance of the regional transportation system and evaluates the system using the measures (pp. 5-1 to 5-5). The region's congestion management process will also monitor the region's mobility corridors (Appendix 4.4).

The Chapter 5 evaluation finds that most state highway segments in the system will not meet the mobility standards in OHP Table 7 under Policy 1F.1 of the OHP by 2035, even with the investments to the system proposed in the 2035 RTP (pp. 5-6 to 5-31). In this situation, OHP Policy 1F.5 establishes a different performance standard for the 2035 RTP:

> "For purposed of preparing…transportation system plans, in situation where the volume to capacity ratio for a highway segment is above the standards in…Table 7…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."

The RTP and RTFP require a demonstration of progress toward achievement of standards and targets "to improve performance of state highways…as much as feasible and avoid their further degradation."

The region has identified many more needs (Chapter 4) than there is funding available to address (Chapter 1, pp. 1-25 to 1-31, Chapter 3, pp. 3-15 to 3-24). The RTP improves performance as much as feasible and implements a number of projects, strategies and actions to avoid their further degradation. The region is not able to fully implement all the projects, strategies and actions called for in the RTP due to significant financial constraints and a lack of public support for more aggressive implementation of strategies, such as tolling, in the region.

The system management policies in the RTP (2035 RTP Section 2.5.7) and resulting projects and programs are intended to maximize the use of existing facilities. The regional congestion management process (CMP) also requires local jurisdictions to consider system management solutions before adding roadway capacity to the regional system (2035 RTP Section 6.4). These provisions are implemented through Goals 4 and 5 in Chapter 2 of the RTP, Title 1 Section 3.08.160 and 3.08.220 of the Regional Transportation Functional Plan, the Regional Transportation System Management and Operations Plan that is adopted as a component of the 2035 RTP, and a number of projects and programs recommended in the updated RTP, which are listed in Appendix 1.1 of the 2035 RTP. The plan also calls for consideration of value pricing in the region to better manage capacity and peak use of the throughway system. While this tool has been successfully applied in other parts of the U.S., it has not been applied in the Portland region to date. The 2009 Legislature directed ODOT to research the application of this tool in the Portland region, and identify a pilot project to further test this strategy (pp. 2-79 to 2-81). More work is needed to gain public acceptance of this tool and approval from the Oregon Transportation Commission to implement this strategy in the Metro region.

The RTP includes nearly $20 billion in investments, representing the level of investment the region's policymakers' willingness and commitment to raise new revenue, and as a result are "reasonably likely" to be available during the planning period. As a result of ODOT's limited resources, the RTP includes significant local funding contributions to projects of importance to cities and counties on both the interstate and arterial part of the ODOT system (including regional and district highway). More than 50 percent of the planned improvements in the RTP Investment Strategy are assumed to be funded through local revenue sources. State revenues only account for 22 percent of the planned system (Chapter 3, p. 3-16), with the majority of that funding assumed for the Columbia River Crossing Project. Federal revenues account for 25 percent of the funding assumed in the plan. TriMet will implement transit service expansion through the agency's Five-Year Transit Improvement Plan as transit-supportive land uses are implemented, demand exists and funding allows. RTP projects in Appendix 1.1 represent a comprehensive strategy for managing congestion and improving performance as much as feasible. The projects include many system management projects along regional mobility corridors and the supporting arterial system (including access management, improved incident detection, real-time traveler information, and signal timing), implementation of demand management programs such as Transportation Management Associations and the Drive Less Save More Campaign, transit-oriented development projects to encourage transit use, connectivity and retrofits projects for all modes of travel and widening of arterial and highway facilities in the region.

Chapter 4 provides a list of the unfunded projects (e.g., projects not included in the Federal Priorities list or State RTP Investment Strategy) within each of the mobility corridors. The total of unfunded projects is approximately $7.7 billion, most of which are projects located on state-owned facilities, particularly the interstate system.

The RTFP requires each city and county to take the actions prescribed in 3.08.230E to help demonstrate that the RTP is consistent with Action 1F.5 of the OHP and to be eligible for a 30 percent trip reduction credit for plan amendments:

1. Parking minimum and maximum ratios in Centers and Station Communities (3.08.410A)
2. Designs for street, transit, bicycle, freight and pedestrian systems consistent with Title 1; and
3. TSMO projects and strategies, including localized TDM, safety, operational and access management improvements (3.08.160); and
4. Land use actions pursuant to OAR 660-012-0035(2).

Appendix 5.2 documents research findings and recommendations for the 30 percent trip reduction credit allowed pursuant to 3.08.510B.

More specific examples of all feasible actions included in the RTP and RTFP pursuant to OHP Policy 1.F5 include:

- Providing a network of local streets, collectors and arterials to relieve traffic demand on state highways and to provide convenient pedestrian and bicycle ways (RTP Chapter 2; RTFP Sections 3.08.110, 3.08.130, 3.08.140 and 3.08.220);
- Managing access and traffic operations to minimize traffic accidents, avoid traffic backups on freeway ramps, and make the most efficient use of highway capacity [RTP Chapter 2, Regional TSMO plan and RTFP Sections 3.08.110G, 3.08.160 and 3.08220A(1)];
- Managing traffic demand, where feasible, to manage peak hour traffic loads on state highways [RTP Chapter 2, Regional TSMO plan and RTFP Sections 3.08.110G, 3.08.160 and 3.08220A(1)];
- Providing alternative modes of transportation [RTP Chapter 2 and RTFP Sections 3.08.120, 3.08.130, 3.08.140, and 3.08.160, 3.08.220A(2)]; and
- Managing land use to limit vehicular demand on state highways consistent with the Land Use and Transportation Policy (1B) [RTFP Section 3.08.220A(4) and 2040 Growth Concept implementation through the Urban Growth Management Functional Plan]

More specific examples of TSMO actions that can be taken pursuant to 3.08.160 include the following:

- Reconfigure highway and side-street accesses to minimize traffic conflicts at intersections;
- Limit parking near signalized intersections to increase intersection capacity;
- Coordinate and operate traffic signals to improve traffic progression;
- Relocate driveways and improve local road connections to direct traffic away from overburdened intersections and intersections where side-street capacity is limited in order to optimize traffic progression on the state highway.

The Chapter 5 evaluation also finds that the proposed investments will bring the region much closer to the modal targets in the RTP than the "no build" system (pp. 5-32 to 5-35). Finally, the evaluation finds that the proposed investments significantly reduce traffic delay on the regional freight network (pp. 5-6 to 5-7) and the overall number of congested network miles of congestion (p. 5-23). In light of this evaluation, the RTFP sets mobility and modal share standards and targets for city and county TSPs (3.08.230). More important than these proposed investments toward meeting the Policy 1F.5 performance standards, however, is the region's past and continued effort to develop a system of compact, mixed-use, pedestrian and transit-supportive communities linked by a multi-modal transportation system. This growth strategy is proving more successful in shifting trips from SOV to non-SOV modes than efforts in other parts of the U.S.

Building upon the region's atlas of mobility corridors (Appendix 7.0), mobility corridor strategies (Chapter 4) and the performance measures (Chapter 5) in the RTP, the region's congestion management process (Appendix 4.4) will provide a framework for future data collection and plan monitoring for system performance. The data will be used to help assess various strategies for managing congestion in each of the region's mobility corridors. The region's partner agencies and local governments then look for

ways to implement appropriate strategies through on-going or new projects in those corridors. As strategies are implemented, a follow-up assessment will be conducted to determine the effectiveness of the improvements.

III. Compliance with SAFETEA-LU
TITLE 23 - UNITED STATES CODE
SECTION 134 - METROPOLITAN PLANNING

The following findings are intended to explain how the 2035 Regional Transportation Plan ("RTP") complies with applicable requirements of Section 134 in general. These findings are a roadmap to the decision record for the 2035 RTP update. Inapplicable subsections of Section 134 and Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) are not cited in these findings.

134(f)(2)(A-B) Interstate Compacts

> *"The consent of Congress is granted to any 2 or more States to enter into agreements or compacts, not in conflict with any law of the United States, for cooperative efforts and mutual assistance in support of activities authorized under this section as the activities pertain to inter-state areas and localities within the States and to establish such agencies, joint or otherwise, as the States may determine desirable for making the agreements and compacts effective."*

Metro has entered into an intergovernmental agreement with the Regional Transportation Commission ("RTC"), the MPO for Clark County, Washington. The RTC is represented on Metro's Transportation Policy Alternatives Committee ("TPAC") and Joint Policy Advisory Committee on Transportation ("JPACT"). Likewise, Metro is represented on RTC technical and policy advisory committees. The function of Metro's interagency coordinating committees is described in Section 1.2 of the 2035 Regional Transportation Plan ("RTP").

134(g)(2) Transportation Improvements Located in Multiple MPOs

> *"If a transportation improvement is located within the boundaries of more than 1 metropolitan planning organization, the metropolitan planning organizations shall coordinate plans and TIPs regarding the transportation improvement."*

Based on a recommendation from the I-5 Partnership Governors Task Force, the Bi-State Transportation Committee became the Bi-State Coordination Committee in early 2003. This joint committee advises the region, state and local jurisdictions on transportation and land use issues of bi-state significance. The intergovernmental agreement between the RTC and Metro states that JPACT and the RTC Board "shall take no action on an issue of bi-state significance without first referring the issue to the Bi-State Coordination Committee for their consideration and recommendation."

Several projects in the I-205 and I-5 highway corridors, including transit improvement, are near the Metropolitan Planning Organization (MPO) boundary, or span the Metro and RTC MPOs. These projects are listed in Appendix 1.1 of the 2035 RTP. Metro has coordinated these projects with the RTC through the membership of TPAC, JPACT and the Bi-State Coordination Committee, which advises the RTC, and JPACT/Metro on issues of bi-state significance.

134(g)(3) Relationship with Other Planning Officials

> *'The Secretary shall encourage each metropolitan planning organization to consult with officials responsible for other types of planning activities that are affected by transportation in the area (including State and local planned growth, economic development, environmental protection, airport operations, and freight movements) or to coordinate its planning process, to the maximum extent practicable, with such*

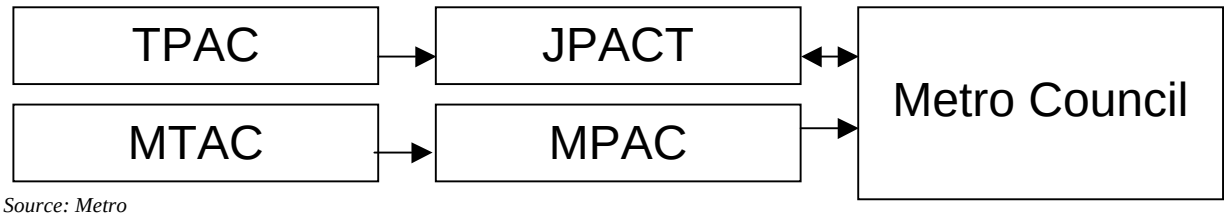
planning activities. Under the metropolitan planning process, transportation plans and TIPs shall be developed with due consideration of other related planning activities within the metropolitan area."

The 2035 RTP update coordinated and consulted with other planning officials through a variety of methods, including one-on-one meetings with planning officials, 5 stakeholder workshops that included environmental, business, freight, economic development, public health, and other interests affected by transportation. Metro also coordinates with freight, rail, airport operations and business interests through the Regional Freight and Goods Movement Task Force and Regional Freight and Goods Movement Technical Advisory Committee. Metro is a member of Regional Partners for Economic Development and endorsed the Consolidated Economic Development Strategy (CEDS).

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. Metro consults with planning officials from each of these agencies.

Metro facilitates this consultation, coordination and decision-making through four advisory committee bodies –the Joint Policy Advisory Committee on Transportation (JPACT), the Metro Policy Advisory Committee (MPAC), the Transportation Policy Alternatives Committee (TPAC) and the Metro Technical Advisory Committee (MTAC). In addition, the Metro Committee for Citizen Involvement (MCCI) provides advice to the Metro Council on how to best engage residents in regional planning activities. **Figure 1.1** displays the regional transportation decision-making process.

Figure 1.1
Regional Transportation Decision-Making Process



Source: Metro

All transportation-related actions (including federal MPO actions) are recommended by JPACT to the Metro Council. The Metro Council can approve the recommendations or refer them back to JPACT with a specific concern for reconsideration. Final approval of each item, therefore, requires the concurrence of both bodies. Under state law, the RTP serves as the region's transportation system plan (TSP). As a result, the Metro Policy Advisory Committee (MPAC) also has a role in approving the regional transportation plan as a land use action, consistent with statewide planning goals and the Metro Charter. In addition, Metro has implemented a fish and wildlife habitat protection program through regulations, property acquisition, education and incentives in coordination with MPAC.

In addition, the Bi-State Coordination Committee advises the RTC and JPACT/Metro on issues of bi-state significance. On issues of bi-state land use and economic significance the Committee advises the local and regional

governments appropriate to the issue. Since formation in 1999, the committee has reviewed Federal transportation funding reauthorization, Columbia River Channel deepening and projects and studies focused on the I-5 Corridor. Restructuring in 2004, expanded this role to include examining the connection between land use and transportation in the I-5 corridor and taking a multi-modal approach – including freight and transit – in considering the impacts of land use and transportation decisions within the context of economic development and environmental justice issues. JPACT and the RTC Board cannot take action on an issue of major bi-state transportation significance without first referring the issue to the Bi-State Coordination Committee for their consideration and recommendation.

Goal 10 in the 2035 RTP calls for 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 in transportation decisions and experiences an integrated, comprehensive system of transportation facilities and services that bridge governance, institutional and fiscal barriers.

134(h)(1) Scope of Planning Process - Metropolitan Planning Factors

This section requires that the metropolitan transportation planning process for a metropolitan area under this section shall provide for consideration of projects and strategies that will satisfy the planning factors (A) through (H), below.

134(h)(1)(A) Plan Supports Economic Viability

"Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency."

The policy component of the RTP is structured around the implementation of the Region 2040 Growth Concept through strategic transportation improvements. As the economic engines of the region's economy, the Portland central city, six regional centers, the region's industrial areas and intermodal facilities are identified as the primary areas for transportation investments (2035 RTP Section 2.2 and Table 2.1).

Transportation improvements in these primary components of the 2040 Growth Concept are also guided by a set of functional maps that establish a series of efficient, high-quality motor vehicle, freight, transit, bicycle and pedestrian systems that are similarly designed to reinforce the growth concept (2035 RTP Section 2.5). The RTP recognizes that new transit and road capacity are needed to achieve the Region 2040 vision and support the region's economic vitality. In addition, the plan considers transportation and the economy as inextricably linked, and recognizes investments that serve certain land uses or transportation facilities may have a greater economic return on investment than others. The plan also recognizes that focusing transportation investments and other strategies to support the gateway function of our transportation system is the primary way in which to strengthen that gateway role for the region and the rest of the state. This means ensuring reliable and efficient connections between intermodal facilities and destinations in, beyond, and through the region to promote the region's function as a gateway for trade and tourism. In addition, other elements of the 2035 RTP include:

- RTP policies that are linked to land use strategies that promote economic development (Goal 1 and Goal 2).
- Comprehensive, multimodal freight improvements that link intermodal facilities to industry are detailed for the plan period. (Regional Freight Plan)
- Highway LOS policy tailored to protect key freight corridors. (Table 2.4)
- RTP recognizes need for freight linkages to destinations beyond the region by all freight modes. (Sections 1.3 and 2.5.4)

Several corridor studies have also been completed since 2000, such as the I-5 Trade Partnership Study, and project recommendations have been included in the 2035 RTP to address the movement of freight in the region. Among the projects aimed at maintaining a robust economy are a number of highway corridor improvements, freight and passenger terminal access improvements, bridge improvements and rail crossing upgrades. These projects are included in the RTP financially constrained system in Appendix 1.1.

134(h)(1)(B) Plan Increases Safety

"Increase the safety of the transportation system for motorized and non-motorized users."

Safety issues and activities are summarized in Section 1.6 of the 2035 RTP. In addition, the policy framework in Section 2.3 of the 2035 RTP includes, "Goal 5: Enhance Safety and Security," and specific safety objectives and potential actions to increase safety of the transportation system for all users. A background research paper was also developed during the update to document current safety issues and planning efforts in the region. This research included in Appendix 7.0 (and available at www.oregonmetro.gov/rtp) and was considered during the formulation of the 2035 RTP goals, objectives, projects and potential actions included in Chapter2 and investment priorities in Appendix 1.1 of the 2035 RTP. The RTP includes a number of investments and actions aimed at further improving safety in the region, including:

- Investments targeted to address known safety deficiencies and high-crash locations.
- Completing gaps in regional bicycle and pedestrian systems.
- Retrofits of existing streets in downtowns and along main streets to include on-street parking, street trees marked street crossings and other designs to slow traffic speeds to follow posted speed limits.
- Intersection changes and ITS strategies, including signal timing and real-time traveler information on road conditions and hazards.
- Expanding safety education, awareness and multi-modal data collection efforts at all levels of government.
- Expand safety data collection efforts and create a better system for centralized crash data for all modes of travel.

In 2009, Metro began convening a Regional Safety work group to coordinate these activities. This work element will include the following activities:

- Working with ODOT to aggregate and analyze safety data specific to the Metro region.
- Developing safety performance measures to track on a regular basis through the Congestion Management Process and possibly a State of Safety in the Region report that will also recommend actions at local, regional and state levels. These measures will also influence investment criteria for projects at the regional level.

This emphasis on safety is also mirrored in Metro's MTIP funding process, where safety improvements are given a priority.

134(h)(1)(C) Plan Increases Security

"Increase the security of the transportation system for motorized and non-motorized users."

Security and emergency management activities are summarized in Section 2.4.7.4 of the 2035 RTP. In addition, the policy framework in Section 3.3 of the 2035 RTP includes, "Goal 5: Enhance Safety and Security," and specific security objectives and potential actions to increase security of the transportation system for all users. A background research paper was also developed during the update to document current security planning efforts in the region, including: the role of the Regional Emergency Management Group (REMG), which has expanded its scope to include anti-terrorism preparedness, TriMet's responsibility for transit security plans, ODOT's responsibility for coordination of state security plans, Port of Portland's responsibility for air, marine and other Port facilities security plans and implementation of system management strategies to improve security of the transportation system (e.g., security cameras on MAX and at transit stations). This research is included Appendix 6.0 and was considered during the formulation of the 2035 RTP goals, and objectives, included in Chapter 2 and investment priorities in Chapter 3 of the 2035 RTP.

The RTP calls for implementing investments that increase system monitoring for operations and security of the regional mobility corridor system. These types of investments would enhance existing coordination and communication efforts in the region, and recognize these facilities would serve as the primary transportation network in the event of an evacuation of the region. The plan also directs Metro to work with local, state and regional agencies to identify critical infrastructure in the region, assess security vulnerabilities and develop coordinated emergency response and evacuation plans. This work is being led by the REMG, with Metro's participation. In addition, transportation providers are directed to monitor the regional transportation and minimize security risks at airports, transit facilities, marine terminals and other critical infrastructure. Future RTP updates will consider expanding Metro's role, as the MPO, to increase existing coordination and planning efforts in the region and funding of initiatives to address these issues.

134(h)(1)(D) Plan Increases Accessibility and Mobility

"Increase the accessibility and mobility of people and for freight."

The transportation vision that guides the RTP (2035 RTP Chapter 2) is based on the premise that the system must become more multi-modal in design and function in order to fully implement the 2040 Growth Concept, sustain the region's economic competitiveness, and reduce dependency on the automobile as a sole mode of travel. The vision is translated into motor vehicle, transit, freight, bicycle and pedestrian policies that emphasis mobility and access to 2040 centers, industrial areas, and intermodal facilities (2035 RTP Section 2.5). The RTP policies are organized on the principle of providing accessibility to centers and employment areas with a balanced, multi-modal transportation system. The policies also identify the need for freight mobility in key freight corridors and to provide freight access to industrial areas and intermodal facilities.

The plan emphasizes accessibility and reliability of the system, particularly for commuting and freight, and includes a new, more customized approach to managing and evaluating performance of mobility corridors. This new approach builds on using new, multi-modal, cost-effective technologies to improve safety, optimize the existing system, and ensure that freight haulers and commuters have a broad range of travel options in each corridor. Improving access to and within 2040 Target Areas (priority land uses) and completing gaps in pedestrian, bicycle and transit systems is also a critical part of this strategy. The policies resulted in a multi-modal set of recommended projects and programs to increase access and mobility options to people and for

freight in Appendix 1.1 and strategies tailored to each of the region's 24 mobility corridor (Chapter 4).

134(h)(1)(E) Plan Protects Environment

"Protect and enhance the environment, promote energy conservation, improve quality of life, and promote consistency between transportation improvements and State an local planned growth and economic development patterns."

A background research paper was also developed during the update to document current environmental issues and planning efforts in the region. The research is summarized in Section 1.2 of the 2035 RTP. This research is also included in Appendix 7.0 (and available at www.oregonmetro.gov/rtp) and was considered during the formulation of the 2035 RTP goals, objectives, projects and potential actions included in Chapter 2 and investment priorities in Appendix 1.1 of the 2035 RTP. The policy component of the RTP seeks to protect sensitive environmental areas and resources from the potentially negative effects of transportation improvements (2035 RTP Goal 6). The transit, bicycle and pedestrian systems envisioned in the plan (2035 RTP Section 2.5) and corresponding projects that implement these systems, promote energy conservation and enhance air quality by reducing the use of motor vehicles. The region's parking policies (Objective 1.2 in Chapter 2 of the RTP and Title 4 of the Regional Transportation Functional Plan) are also designed to encourage the use of alternative modes, and reduce reliance on the automobile, thus promoting energy conservation and reducing air quality impacts. In addition:

- The region has developed an environmental street design guidebook to facilitate environmentally sound transportation improvements in sensitive areas, and to coordinate transportation project development with regional strategies to protect endangered species.
- The RTP conforms to the Clean Air Act and State Implementation Plan.
- Many new transit, bicycle, pedestrian and TDM projects have been added to the plan to provide a more balanced multi-modal system that maintains livability.
- RTP transit, bicycle, pedestrian and TDM projects planned for the plan period will complement the compact urban form envisioned in the 2040 Growth Concept by promoting an energy-efficient transportation system.
- Metro coordinates its system level planning with resource agencies to identify and resolve key issues.

134(h)(1)(F) Plan is Multi-modal

"Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight."

The RTP establishes integrated modal systems for motor vehicles, transit, freight, bicycles and pedestrians through a series of functional classification maps and accompanying narrative (2035 RTP Section 2.5). The street design classifications (2035 RTP Section 2.5.1) serve as the policy tool for integrating these modal systems, and linking them to the 2040 land use components. These modal systems and design classifications emphasize regional travel, as they apply only to the regional transportation system, which includes regional, statewide and interstate travel

routes;and intermodal facilities for people and freight. The regional street design classifications (2035 RTP Section 2.5.1) link transportation and 2040 land use considerations for all portions of the regional transportation system.

The design classifications establish a modal-orientation on detailed segments of the major street system, reflecting future travel demand that is expected for individual 2040 land use components. In compact, mixed-use areas, the street design classifications emphasize transit, bicycle and pedestrian elements, as well as calmed motor vehicle travel speeds and on-street parking that supports storefront development. In industrial and employment areas, the street design classifications emphasize motor vehicle travel, including freight, with an emphasis on motor-vehicle mobility. However, all of these classifications are multi-modal in design, and embrace the principle that all streets should serve all modes of travel in some manner. The exception to this strategy are limited-access freeway and highway facilities, that are not intended to include pedestrian and bicycle access, due to safety concerns.

The modal systems are also complemented by connectivity provisions that will increase local and major street connectivity in the region. The RTP freight policies and projects address the intermodal connectivity needs at major freight terminals in the region. These policies were considered in the development of investment priorities in Appendix 1.1 of the 2035 RTP.

134(h)(1)(G) Plan Promotes System Management

"Promote efficient system management and operation."

A background research paper was also developed during the update to document current system management efforts in the region. The research is summarized in Section 1.7 of the 2035 RTP. This research is also included in Appendix 7.0 (and available at www.oregonmetro.gov/rtp) and was considered during the formulation of the 2035 RTP goals, objectives, projects and performance targets included in Chapter 2 and investment priorities in Appendix 1.1 of the 2035 RTP. In addition, the region developed the first ever 10-year strategy for Regional Transportation System Management and Operations, which is adopted as a component of the 2035 RTP and will guide future regional TSMO investments. The plan implements policy direction from the federal and state governments to better link system management with planning for the region's transportation system. A growing body of research demonstrates that adding road capacity alone is not a sustainable solution to congestion. The policy component of the 2035 RTP includes specific provisions for efficient system management and operation (2035 RTP Goal 4), with an emphasis on TSM, ATMS and the use of non-auto modal targets (Table 2.5) to optimize the existing and planned transportation system. The regional congestion management process also requires local jurisdictions to explore system management solutions before adding roadway capacity to the regional system (2035 RTP Section 6.4 and Regional Transportation Functional Plan section 3.08.220). The plan also calls for consideration of value pricing in the region to better manage capacity and peak use of the throughway system. However, more work is needed to gain public acceptance of this tool. RTP projects in Appendix 1.1 include many system management improvements along regional mobility corridors and the supporting arterial system.

134(h)(1)(H) Plan Emphasizes System Preservation

"Emphasize the preservation of the existing transportation system."

A background research paper was also developed during the update to document current operations, maintenance and preservation (OM&P) efforts and costs in the region in addition to other financial trends in the region. The research is summarized in Section 1.5 and Chapter 3 of the 2035 RTP. This research is also included in Appendix 7.0 (and available at www.oregonmetro.gov/rtp)and was considered during the formulation of the 2035 RTP goals, objectives, projects and performance targets included in Chapter 2 and investment priorities in Appendix 1.1 of the 2035 RTP. RTP policies (Goal 9 and related objectives) emphasize the preservation of the existing transportation system and ensuring land use decisions support preserving the functional integrity of the transit and roadway elements of the transportation system. The asset management policy resulted in a number of major reconstruction and preservation improvements in the projects and programs included in the financially constrained system in the plan. The plan recognizes more work is needed to improve data collection and reporting on OM&P costs and expenditures in the region. Finally, Metro's MTIP process provides funding for reconstruction and preservation improvements that are included in the RTP financially constrained system.

134(i)(1) Timing for Development of Transportation Plan

"Each metropolitan planning organization shall prepare and update a transportation plan for its metropolitan area in accordance with the requirements of this subsection."

The 2035 RTP serves as the long-range transportation plan for the purposes of this section and has been updated within the required 4-year time period required in this section.

134(i)(2) Transportation Plan Required

"A transportation plan under this section shall be in a form that the Secretary determines to be appropriate and shall contain, at a minimum, (A) through (D), below."

134(i)(2)(A) Identify Transportation Facilities

"An identification of transportation facilities (including major roadways, transit, multi-modal and intermodal facilities, and intermodal connectors) that should function as an integrated metropolitan transportation system, giving emphasis to those facilities that serve important national and regional transportation functions. In formulating the transportation plan, the metropolitan planning organization shall consider factors described in subsection (h) as such factors relate to a 20-year forecast period."

Section 2.4 defines the regional transportation system. The plan also establishes integrated modal systems for motor vehicles, transit, freight, bicycles and pedestrians through a series of functional classification maps and accompanying narrative (2035 RTP Section 2.5). The street design classifications (2035 RTP Section 2.5.1) serve as the policy tool for integrating these modal systems, and linking them to the 2040 land use components. These modal systems and design classifications emphasize regional travel, as they apply only to the regional transportation system, which includes regional, statewide and interstate travel

routes. The previously established findings of compliance with the eight planning factors in subsection (f) were based on a 25-year planning period, and were considered during the formulation of the 2035 RTP goals, objectives, projects and performance targets included in Chapter 2 and Appendix 1.1 of the 2035 RTP.

134(i)(2)(B) Mitigation Activities

> *"A long-range transportation plan shall include a discussion of types of potential environmental mitigation activities and potential areas to carry out these activities, including activities that may have the greatest potential to restore and maintain the environmental functions affected by the plan. The discussion shall be developed in consultation with Federal, State, and tribal wildlife, land management, and regulatory agencies."*

SAFETEA-LU provisions for additional consultation with state and federal resource agencies, and tribal groups that were not already part of Metro's existing committee structure were met through a consultation meeting held on October 16, 2007 with the Collaborative Environmental Transportation Agreement for Streamlining (CETAS) work group, consisting of the Oregon Department of Transportation and ten state and federal transportation, natural resource, cultural resource and land-use planning agencies. A background research paper was also developed during the update to document current environmental trends, issues and current mitigation strategies in the region. This research was considered during the formulation of the 2035 RTP goals, objectives and performance targets included in Chapter 2 and investment priorities in Appendix 1.1 of the 2035 RTP. In addition, staff conducted an analysis of the potential environmental effects of transportation investments. The background research report and environmental considerations analysis is included in Appendix 4.5.

134(i)(2)(C) Develop a Financial Plan

> *"A financial plan that demonstrates how the adopted transportation plan can be implemented, indicates resources from public and private sources that are reasonably expected to be made available to carry out the plan, and recommends any additional financing strategies for needed projects and programs. The financial plan may include, for illustrative purposes, additional projects that would be included in the adopted transportation plan if reasonable additional resources beyond those identified in the financial plan were available. For the purpose of developing the transportation plan, the metropolitan planning organization, transit operator and State shall cooperatively develop estimates of funds that will be available to support plan implementation."*

The 2035 RTP revenue forecast and financial analysis for operations and maintenance costs was based on a thorough evaluation of city and county, ODOT, TriMet and SMART cost projections (2035 RTP Sections 3.3). The financially constrained system described in Chapter 3 of the 2035 RTP was specifically developed to comply with SAFETEA-LU planning requirements. The system was developed based on a forecast of expected revenues that was formulated in partnership with the Oregon Department of Transportation, cities and counties in the Metro region, TriMet and the South Metro Area Rapid Transit (SMART) district. A background research report was also developed during the update to document current funding trends and sources. The subsequent financial analysis and the background report are included in Appendix 4.2 and in Appendix 7.0(and available at www.oregonmetro.gov/rtp), respectively.

The projects and programs recommended in the financially constrained system were developed cooperatively with local jurisdictions, ODOT and, port and transit districts, and through workshops

sponsored by TPAC. The financially constrained system is intended as the "federal" system for purposes of demonstrating air quality conformity, and allocating federal funds through the MTIP process (2035 RTP Appendix 4.5 and 6.5). The RTP financial plan and revenue forecast assumptions are described in Chapter 3 of the 2035 RTP. The total reasonably expected revenue base assumed in the 2035 RTP for the road system is approximately $ 9.07 billion.

In addition to the financially constrained system, the 2035 RTP identifies a larger set of projects and programs for the "State System," which is double the scale and cost of the financially constrained system. The illustrative system represents the region's objective for implementing the Region 2040 Plan.

134(i)(2)(D) Operational and management strategies

> *"Operational and management strategies to improve the performance of existing transportation facilities to relieve vehicular congestion and maximize the safety and mobility of people and goods."*

See also findings under 134(h)(1)(G). The system management policies in the RTP (2035 RTP Section 2.5.7) and resulting projects and programs are intended to maximize the use of existing facilities. The regional congestion management process (CMP) also requires local jurisdictions to explore system management solutions before adding roadway capacity to the regional system (2035 RTP Section 6.4). These provisions are implemented through Goals 4 and 5 in Chapter 2 of the RTP, Title 1 Section 3.08.160 and 3.08.220 of the Regional Transportation Functional Plan, the Regional Transportation System Management and Operations Plan that is adopted as a component of the 2035 RTP, and a number of projects and programs recommended in the updated RTP, which are listed in Appendix 1.1 of the 2035 RTP. In addition, Metro has established a Regional Transportation Options Committee as a subcommittee of TPAC to address demand management. The TransPort Committee is a subcommittee of TPAC to address ITS and operations. The plan also calls for consideration of value pricing in the region to better manage capacity and peak use of the throughway system. However, more work is needed to gain public acceptance of this tool and approval from the Oregon Transportation Commission to implement this strategy in the Metro region. RTP projects in Appendix 1.1 include many system management improvements along regional mobility corridors and the supporting arterial system.

134(i)(2)(E) Capital investment and other strategies

> *"Capital investment and other strategies to preserve the existing and projected future metropolitan transportation infrastructure and provide for multimodal capacity increases based on regional priorities and needs."*

See also findings under 134(h)(1)(F), 134(h)(1)(G) and 134(h)(1)(H). In addition, during the plan period, approximately $13.6 billion in federal, state and local revenue can reasonably be expected to be available for capital improvements. This amount represents a major shortfall when compared to the total capital cost to implement the state system of investments identified by local agencies, ODOT, TriMet and Metro in Appendix 1.1. As a result, the financially-constrained system does not attempt to address all transportation needs. Instead, the financially-constrained system attempts to focus limited revenue in key 2040 target areas throughout the region, including the central city, industrial areas and intermodal facilities and regional and town centers. Chapter 2 of this plan identifies policies for defining a balanced regional transportation system and Chapter 4 of the plan specific transportation needs for each of the region's 24 mobility corridors. Other considerations in developing the financially-constrained system included:

- a focus on system and demand management investments and implementation of transportation control measures to meet air quality requirements;
- investments that met multiple goals identified in Chapter 3 of this plan;
- smaller, key phases of larger projects; and
- projects that would complete gaps or address existing deficiencies in the components of the regional transportation systems identified in Chapter 2 of this plan.

This system contains many "placeholder" projects for larger mobility corridor investments, where a specific transportation need is identified, but more work is needed to develop refined projects or programs that serve the identified need. In some cases, work is under way as is the case for the Sunrise Project, Columbia River Crossing, Milwaukie LRT, Portand-to-Lake Oswego Street Car and the Sellwood Bridge. Other corridor work will be completed through future National Environmental Policy Act (NEPA) processes.

134(i)(2)(F) Transportation and transit enhancement activities

> *"Proposed transportation and transit enhancement activities."*

Transportation enhancement activities have been conducted within the Metropolitan Transportation Improvement Program (MTIP) process. As a funding issue, these activities are primarily addressed in the MTIP, not in the 2035 RTP. RTP projects in Chapter 3 and Appendix 1.1 include many transit enhancements.

134(i)(3) Coordination With Clean Air Act Agencies

> *"In metropolitan areas which are in non-attainment for ozone or carbon monoxide under the Clean Air Act, the metropolitan planning organization shall coordinate the development of a transportation plan with the process for development of the transportation control measures of the State implementation plan required by the Clean Air Act."*

The Portland Area Carbon Monoxide (CO) Maintenance Plan and Portland Area Ozone Maintenance Plan were prepared in 1996 and received Federal approvals on September 2, 1997 and May 19, 1997 (including corrections made April 17, 1996) respectively based on attainment with Clean Air Act standards for ozone and CO emissions. The CO maintenance plan was last updated in 2004. In 2006, the EPA approved a new CO State Implementation Plan (SIP) finding new CO motor vehicle emission budgets adequate for transportation conformity purposes in the Second Portland Area Carbon Monoxide Maintenance Plan. This second CO maintenance plan is effective through 2017, after which time conformity demonstration will no longer be necessary, if the area continues to not violate the CO National Ambient Air Quality Standards (NAAQS).

As Metro and the region have proposed a new 2035 RTP and 2010-2013 MTIP, an air quality conformity determination has been prepared for the transportation improvements proposed in this latest region-wide transportation plan and the implementing transportation improvement program. In order to demonstrate that the proposed 2035 RTP and 2011-2013 MTIP meet federal and state air quality planning requirements, Metro must complete a technical analysis, consult with relevant agencies and provide for public comment. In addition, the Transportation Policy Alternatives Committee (TPAC) is specifically named in the state rule as the standing committee designated for "interagency consultation," a technical review process. After TPAC review, the draft conformity determination report is then brought to the Joint Policy Advisory Committee on Transportation (JPACT – see http://www.metro-

region.org/index.cfm/go/by.web/id=305 for more information about this committee) for consideration and then the Metro Council. A Metro Council (http://www.metro-region.org/index.cfm/go/by.web/id=28) approved air quality conformity determination is submitted to the United States Department of Transportation (USDOT). In practice, this means review by the Federal Highway Administration and Federal Transit Administration. These USDOT agencies make a conformity determination after consultation with the Environmental Protection Agency. Upon USDOT approval, federal funding of transportation projects may commence. See the Air Quality Conformity Determination prepared for the 2035 RTP and 2010-13 MTIP further documents how this provision is addressed.

134(i)(4) Consultation

> *"The metropolitan planning organization shall consult, as appropriate, with State and local agencies responsible for land use management, natural resources, environmental protection, conservation, and historic preservation concerning the development of a long-range transportation plan. The consultation shall involve, as appropriate—*
> *(i) comparison of transportation plans with State conservation plans or maps, if available; or*
> *(ii) comparison of transportation plans to inventories of natural or historic resources, if available."*

SAFETEA-LU provisions for additional consultation with state and federal resource agencies, and tribal groups that were not already part of Metro's existing committee structure were met through a consultation meeting held on October 16, 2007 with the Collaborative Environmental Transportation Agreement for Streamlining (CETAS) work group, consisting of the Oregon Department of Transportation and ten state and federal transportation, natural resource, historic, cultural resource and land-use planning agencies.

A background research paper was also developed during the update to document current environmental trends, issues and mitigation strategies in the region. This research was considered during the formulation of the 2035 RTP goals, objectives, projects and performance targets included in Chapter 2 and investment priorities in Appendix 1.1 of the 2035 RTP. In addition, staff conducted an analysis of the potential environmental effects of transportation investments – this analysis included a comparison of the RTP investments with available State Conservation maps and inventories of historic resources. The background research report and environmental considerations analysis is included in Appendix 4.5.

134(i)(5) Participation by Interested Parties

> *"Each metropolitan planning organization shall provide citizens, affected public agencies, representatives of public transportation employees, freight shippers, providers of freight transportation services, private providers of transportation, representatives of users of public transportation, representatives of users of pedestrian walkways and bicycle transportation facilities, representatives of the disabled, and other interested parties with a reasonable opportunity to comment on the transportation plan."*

Metro maintains a proactive public involvement process that provides complete information, timely public notice, and full public access to key decisions. Metro supports early and continuing involvement of the public in developing its policies, plans and programs. Public Participation Plans are designed to both support the technical scope and objectives of Metro studies and programs while simultaneously providing for innovative, effective and inclusive opportunities for engagement. Every effort is made to employ broad and diverse methods, tools and activities to reach potentially impacted communities and

other neighborhoods and to encourage the participation of low-income and minority citizens and organizations.

The work program and PPP for the 2035 RTP update was developed with input from Metro's Advisory Committees, including Metro's Committee for Citizen Involvement in spring 2006. The 2035 RTP provided several public comment opportunities for the community, affected public agencies, representatives of transportation agency employees, freight shippers, providers of freight transportation services, private providers of transportation, representatives of users of public transit, and other interested persons. Public involvement opportunities and key decision points were published in the Oregonian and other community newspapers, posted on Metro's web site, e-mailed via the Planning Department E-News to more than 4,500 individuals and live newsfeeds from Metro's website. All plan documents were simultaneously published (and regularly updated) on the Metro web site, including draft plan amendments, the update schedule, other explanatory materials and summaries of public comments received.

Attachment 1 to the staff report to this ordinance provides a detailed summary of public involvement, and engagement activities and decisions throughout the process.

134(i)(6) Plan Publication

> *"A transportation plan involving Federal participation shall be:*
>
> *(i) published or otherwise made readily available by the metropolitan planning organization for public review;*
> *(ii) approved by the metropolitan planning organization; and*
> *(iii) submitted for information purposes to the Governor at such times and in such manner as the Secretary shall establish"*

Federal Component

Proposed amendments to the 2035 RTP were organized into a discussion draft 2035 RTP document that was released for public comment from October 15 – November 15, 2007. The subsequent Air Quality Conformity Determination was released for public review and comment from January 18 – February 18, 2008. The proposed amendments and subsequent Air Quality Conformity Determination were posted on Metro's website and available upon request during the public comment periods.

On December 13, 2007, the Joint Policy Advisory Committee on Transportation (JPACT) and the Metro Council approved the 2035 RTP with amendments identified to respond to public comments, pending air quality conformity analysis. JPACT and the Metro Council approved the subsequent Air Quality Conformity Determination for the 2035 RTP and 2008-11 Metropolitan Transportation Improvement Program on February 26 and February 28, respectively. With U.S. DOT approval, the approved 2035 RTP and Air Quality Conformity Determination for the RTP and the 2008-11 Metropolitan Transportation Improvement Program were submitted to the Governor for approval.

State Component

As described in finding for **134(i)(5) Participation by Interested Parties**, the draft RTP and projects, draft TSMO Plan, draft Regional Freight Plan, draft HCT System Plan summary report, draft Regional Transportation Functional Plan 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."

In early 2010, staff completed the air quality conformity analysis and 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.

On June 10, 2010, the Joint Policy Advisory Committee on Transportation (JPACT) and the Metro Council approved the 2035 RTP with amendments identified to respond to public comments by Ordinance No. 10-1241A. JPACT and the Metro Council also approved the subsequent Air Quality Conformity Determination for the 2035 RTP and 2011-13 Metropolitan Transportation Improvement Program by Resolution No. 10-4150A. With U.S. DOT approval, the approved 2035 RTP and Air Quality Conformity Determination for the RTP and the 2011-2013 Metropolitan Transportation Improvement Program will be submitted to the Governor for approval.

134(i)(7) Selection of Projects

> *"Not-withstanding paragraph (2)(C), a State or metropolitan planning organization shall not be required to select any project from the illustrative list of additional projects included in the financial plan under paragraph (2)(C)."*

The implementation provisions of the RTP require the MTIP to select projects for federal funding exclusively from the federally-recognized financially constrained system (2035 RTP Appendix 1.1). The 2035 RTP provides an updated set of financially constrained projects and programs for future MTIP funding allocations.

134(k)(1)(A) Designation of Transportation Management Areas

> *"The Secretary shall identify as a transportation management area each urbanized area (as defined by the Bureau of the Census) with a population of over 200,000 individuals."*

The Portland region exceeds this population threshold, and is designated as a Transportation Management Area. The Metro planning area boundary, Census Urbanized Area boundary, and other relevant boundaries are shown in Figure 1.2 of the 2035 RTP for reference.

134(k)(2) Transportation Plans in Management Areas

> *"In a metropolitan planning area serving a transportation management area, transportation plans and programs shall be based on a continuing and comprehensive transportation planning process carried out by the metropolitan planning organization in cooperation with the State and public transportation operators."*

Metro is the designated metropolitan planning organization for the Portland region, and prepares the regional transportation plan in cooperation with the Oregon departments of Transportation, Environmental Quality and Land Conservation and Development, TriMet, SMART and other transit

operators in the region, the Port of Portland, three counties and 25 cities. This cooperation and coordination occurs through TPAC, MTAC, JPACT and MPAC and periodic briefings to the Oregon Transportation Commission, Land Conservation and Development Commission and the TriMet Board.

134(k)(3) Congestion Management Process

> *"Within a metropolitan planning area serving a transportation management area, the transportation planning process under this section shall address congestion management through a process that provides for effective management and operation, based on a cooperatively developed and implemented metropolitan-wide strategy, of new and existing transportation facilities eligible for funding under this title and chapter 53 of title 49 through the use of travel demand reduction and operational management strategies. The Secretary shall establish an appropriate phase-in schedule for compliance with the requirements of this section."*

The 2035 RTP work on mobility corridors (Chapter 4) and Performance Measures (Chapter 5) relate to the eight-step Congestion Management process. The RTP goals (Chapter 2) serve as the overarching framework of the region's CMP. The mobility corridors will be the focus of the system and network of interest. The CMP will identify congested mobility corridors and multimodal strategies to mitigate the congestion. Where more motor vehicle capacity is appropriate, the CMP will include additional system and demand management strategies to ensure the capacity investment is effectively managed to get the most value from the investment. Building upon the performance measures in the RTP, the CMP will provide a framework for data collection and plan monitoring for system performance. The data will be used to help assess various strategies for managing congestion. The region's partner agencies and local governments will then look for ways to implement appropriate strategies into on-going or new projects in those corridors. As strategies are implemented, a follow-up assessment will be conducted to determine the effectiveness of the improvements.

A background research paper was developed during the update to document current regional street and highways trends, performance issues and congestion mitigation strategies in the region. This research was considered during the formulation of the 2035 RTP goals, objectives, projects and performance targets included in Chapter 2 and investment priorities in Appendix 1.1 of the 2035 RTP. Section 1.7 of the 2035 RTP also summarizes current congestion mitigation activities in the region and current bottlenecks on the region's highways. The RTP includes a number of other measures that provide a more complete picture of how periods of heavy motor vehicle travel affect the region, including vehicle miles traveled per capita, which FHWA statistics show are declining in the Portland region – an opposite trend from what most other major cities are experiencing, and a positive indicator that the multi-modal strategy of the RTP, combined with the region's urban growth policies, are reducing the amount of personal driving for area residents.

The 2035 RTP retains the congestion management program (Section 6.4) that was developed in response the federal ISTEA, and certified as part of Title 6 of the Urban Growth Management Functional Plan in 1996. This section of the RTP and Chapter 2 objectives and implement the CMP Roadmap submitted to and approved by FHWA in 2006. The region's CMP is included in Appendix 4.4 for reference. In addition, the Regional Transportation Functional Plan codifies the CMP in Section 3.08.220, directing local governments to follow the CMP steps and strategies when developing TSPs and updates to those plans.

134(k)(4)(A) Selection of Projects

> *"All federally funded projects carried out within the boundaries of a metropolitan area serving a transportation management area under this title (excluding projects carried out on the National Highway System and projects carried out under the bridge program or the Interstate maintenance program) or under chapter 53 of title 49 shall be selected for implementation from the approved transportation improvement program by the metropolitan planning organization designated for the area in consultation with the State and any affected public transportation operator."*

All federal funds allocated through Metro are granted through the MTIP, the approved transportation improvement program for the Portland area MPO, and recognized as such by the State, TriMet and SMART (2035 RTP Section 6.5). Projects and programs funded with federal revenue through the MTIP process must be identified as part of the financially constrained system in the RTP. The 2035 RTP provides an updated set of financially constrained projects and programs for future MTIP funding allocations.

134(k)(4)(B) National Highway System Projects

> *"Projects carried out within the boundaries of a metropolitan planning area serving a transportation management area on the National Highway System and projects carried out within such boundaries under the bridge program or the Interstate maintenance program under this title shall be selected for implementation from the approved transportation improvement program by the State in cooperation with the metropolitan planning organization designated for the area."*

The MTIP funding decisions are developed in coordination with the Oregon Department of Transportation. Projects funded in the MTIP are incorporated into the State Transportation Improvement Program (STIP), to ensure consistency between regional and state improvement programs.

134(k)(5)(A) Certification Required

> *"The Secretary shall:*
>
> *(i) ensure that the metropolitan planning process in each metropolitan planning area serving a transportation management area is being carried out in accordance with applicable provisions of Federal law; and*
>
> *(ii) subject to subparagraph (B), certify, not less often than once every 4 years, that the requirements of this paragraph are met with respect to the metropolitan planning process."*

Metro's planning process is certified annually based on the adoption of the Unified Planning Work Program ("UPWP"), through the federal self-certification process. Metro last completed the self-certification process on April 15, 2010 through Resolution No. 10-4136. The FHWA is expected to approve the 2010-2011 UPWP and self-certification in July 2010. The next scheduled certification review will occur in February 2011.

134(k)(5)(B) Certification Requirements

> *"The Secretary may make the certification under subparagraph (A) if:*
>
> *(i) the transportation planning process complies with the requirements of this section and other applicable requirements of Federal law; and*
>
> *(ii) there is a transportation improvement program for the metropolitan planning area that has been approved by the metropolitan planning organization and the Governor."*

FHWA and FTA approved the Federal Component of the 2035 RTP and the associated air quality conformity determination on March 5, 2008. The 2009-10 Unified Planning Work Program self-certification process confirmed that the 2035 RTP complied with the requirements of this section, and other applicable requirements of federal law, and that Metro's MTIP had been approved by JPACT, the Metro Council and the Oregon Transportation Commission (OTC), on behalf of the Governor.

In Spring 2011, the 2035 RTP and the 2010-2013 MTIP will be reviewed for compliance with the requirements of this section as part of the next scheduled certification review.

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

Date: June 1, 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 Regional Transportation Plan (RTP) every four years. Metro is also responsible for developing a regional transportation system plan (TSP), consistent with the Regional Framework Plan, statewide planning goals, the Oregon Transportation Planning Rule (TPR), the Oregon Transportation Plan (OTP), and by extension the Oregon Highway Plan (OHP) and other state modal plans.

The 2035 RTP establishes a new outcomes-based framework and new policies and tools to guide future planning and investment decisions. The plan includes a broad set of ambitious performance targets that are tied to the outcomes that the RTP is trying achieve. The targets and other performance measures included in the plan continue the region's shift away from reliance upon level-of-service as the primary measure for determining transportation needs and success of the plan's strategies. To successfully implement this new approach and make progress toward the six desired outcomes identified through the *Making the Greatest Place* effort, new actions, tools and collaboration are needed. As a result, Chapter 6 of the RTP lays out an action plan of implementation activities that will:

- set the foundation for the Climate Smart Communities scenario planning effort (2010-2012), local transportation plan updates (2011-2013) and the next RTP update (June 2012 – June 2014) to revisit investment priorities to focus on outcomes; better leverage local aspirations and planned land uses in centers, corridors and employment areas; more aggressively optimize the existing system; and implement the planned transportation system envisioned for all modes of travel;
- accelerate local and regional implementation of the 2040 Growth Concept vision for land use and transportation to achieve the region's desired outcomes and proactively meet state greenhouse gas emissions reduction goals;
- continue to address growing congestion in a comprehensive manner, consistent with the region's land use and transportation strategy for a compact urban form, improved freight reliability, reduced greenhouse gas emissions and other performance objectives;
- enhance existing analysis tools and methods to more fully quantify (and better understand) the equity, economic, and environmental benefits of investments;
- expand data collection and performance monitoring efforts to include a more comprehensive framework of measures to define success, monitor progress and guide investment priorities and actions needed to achieve the 2040 Growth Concept vision and the region's desired outcomes; and

- ensure investments are equitable and that they protect and enhance the region's unique setting, planned urban form, cultural legacy and natural environment.

Finally, the 2035 RTP has three new system component plans: a Regional Transportation System Management and Operations Plan (Exhibit B); a Regional Freight Plan (Exhibit C); and a Regional High Capacity Transit System Plan (Exhibit D). These plans more fully articulate the integrated multi-modal regional transportation system and prioritize investments to improve the operations and efficiency of the existing transportation, improve freight reliability and strategically expand the HCT system to support 2040 Growth Concept implementation and meet other goals of the RTP. In addition, the Regional Transportation Functional Plan (RTFP) component (Exhibit E) of the RTP directs how local governments will implement the RTP. The RTP includes a schedule for city and county action, if necessary, to bring their TSPs into compliance with the RTP. The schedule has been coordinated with the local governments and reflects their own planning work programs and the availability of funds for the work. The RTFP links the system component plans with city and county TSPs to ensure local actions to implement them.

A NEW, OUTCOMES-BASED 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
- 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, planned urban form, cultural legacy and natural environment

All of these strategies and investments will help the region make the most out of what we have, continue to address growing congestion in a comprehensive manner 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

A more detailed summary of the decision-making process and related public participation and engagement activities is provided in Attachment 1 to the staff report. Metro's transportation planning activities are guided by a federally mandated decision-making framework known as the metropolitan transportation planning process. 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.

Metro led 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 advice 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: 2006-2008

Metro began the 2035 Regional Transportation Plan update in spring 2006, 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 outcomes-based 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.

Transportation and land use investment scenarios

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.

Mobility corridor strategy development

The 2035 RTP introduced the concept of regional mobility corridors, expanding the region's focus on mobility from individual facilities to the network of facilities and the adjacent land uses they serve. The framework builds on the region's network of freeways and highways and the supporting parallel networks of arterial streets, regional bicycle parkways, high capacity transit, and frequent bus service. The function of this system of integrated transportation corridors is metropolitan mobility – moving people and goods between different parts of the region and, in some corridors, connecting the region with the rest of the state and other destinations outside Oregon.

The regional mobility corridor framework calls for consideration of multiple facilities, modes and land use when identifying needs and most effective mix of land use and transportation solutions to improve mobility within a specific corridor area. This emphasizes the integration of land use and transportation in determining regional system needs, functions, desired outcomes, performance measures, and investment strategies. At the same time, the mobility corridors are being used to satisfy state requirements for identifying regional needs and demonstrating the adequacy of the region's transportation system to support the region's planned land uses and improve system performance as much as feasible.

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 regional transportation needs and investment priorities that would support the community building and mobility objectives of the RTP. Chapter 4 of the RTP documents the community building and mobility needs and strategies to support implementation of the 2040 Growth Concept and improve system performance as much as feasible..

Other technical work and policy development activities

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 HCT, Freight and TSMO efforts included additional public involvement and engagement activities that are described in Attachment 1 to the staff report.

Summer 2009 RTP project solicitation

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 1,000 proposed projects and two levels of investment to the components of the regional transportation system:

1. The Federal Priorities set of investments (also known as the "financially constrained" list) for which funding over the planning period is "reasonably anticipated to be available." This set of investments will serve as the basis for complying with federal law and air quality regulations.
2. The RTP Investment Strategy (also known as the "state" RTP list) includes the Federal Priorities projects plus additional investments that the region is committed to funding if new or expanded revenue sources are secured. The region has deemed this list of investments as "reasonably likely to be funded" under state law. If these improvements are made, the system will support the uses in the region's land use plans and improve system performance as much as feasible. This set of investments is the basis for findings of consistency with the Statewide Planning Goal 12, the Oregon Transportation Planning Rule and the Oregon Transportation Plan and its components.

The RTP includes nearly $20 billion in investments, representing the level of investment the region's policymakers' willingness and commitment to raise new revenue, and as a result are "reasonably likely" to be available during the planning period. As a result of ODOT's limited resources, the RTP includes significant local funding contributions to projects of importance to cities and counties on both the interstate and arterial part of the ODOT system (including regional and district highways). More than 50 percent of the planned improvements in the RTP Investment Strategy are assumed to be funded through local revenue sources. State revenues only account for 22 percent of the planned system, with the majority of that funding assumed for the Columbia River Crossing Project. Federal revenues account for 25 percent of the funding assumed in the plan. TriMet will implement transit service expansion through the agency's Five-Year Transit Improvement Plan as transit-supportive land uses are implemented, demand exists and funding allows.

RTP projects in Appendix 1.1 represent a comprehensive strategy for managing congestion and improving performance as much as feasible relative to the performance targets in Chapter 2 of the plan. The projects include many system management projects along regional mobility corridors and the supporting arterial system (including access management, improved incident detection, real-time traveler information, and signal timing), implementation of demand management programs such as Transportation Management Associations and the Drive Less Save More Campaign, transit-oriented development projects to encourage transit use, connectivity and retrofits projects for all modes of travel and widening of arterial and highway facilities in the region.

Chapter 4 provides a list of other unfunded projects (e.g., projects not included in the Federal Priorities

list or State RTP Investment Strategy) within each of the mobility corridors. The total of unfunded projects is approximately $7.7 billion, most of which are projects located on state-owned facilities, particularly the interstate system.

Fall 2009 Comment Period – Making the Greatest Place

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, 2009, 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.

Spring 2010 Final Comment Period and Hearings

In early 2010, staff completed the final analysis and 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.

RTP IMPLEMENTATION – MOVING FORWARD TOGETHER TO ENSURE A SUSTAINABLE AND PROSPEROUS REGION (CHAPTER 6)

The region has agreed on its vision of the future, and the people who live here have remained consistent in their commitment to the values that underlie that vision. The 2040 Growth Concept vision for land use and transportation must be accelerated to achieve desired outcomes; yet institutional and fiscal barriers exist. The new RTP establishes a new outcomes-based framework and includes new policies, tools and actions to guide future planning and investment decisions. To successfully implement this new approach and support the region's efforts to create jobs, use land efficiently and address climate change, the region needs new strategies and new tools to evaluate and diagnose our transportation system and the impacts of investments on equity, the economy and the environment.

This ordinance sets the foundation for local transportation plan updates (2011-2013) and the next RTP update (June 2012 – June 2014) to revisit investment priorities to focus on outcomes, better leverage local aspirations and planned land uses in centers, corridors and employment areas and more aggressively optimize the existing system and implement the planned transportation system envisioned for all modes of travel. The ordinance also defines specific actions for Metro, ODOT and other regional partners to take over the next few years to support the outcomes identified through the *Making the Greatest Place* effort. These actions will result in a more comprehensive approach for implementing the 2040 Growth Concept and meet statewide goals for compact development patterns, mobility and greenhouse gas emissions.

This ordinance calls for implementation of a more robust set of land use and transportation actions to implement the new RTP and make progress toward the RTP performance targets. The actions will also help communities achieve their 2040 growth aspirations. The transportation actions are included in this ordinance. The land use actions will be considered by the Metro council as part of the Land Use Capacity Ordinance in December 2010.

Approval of the RTP will set all of this in motion and position the region to make transportation investments that increase safe, affordable and convenient travel options for everyone, help the region's businesses and traded sector industries remain competitive, and reinforce the region's desired outcomes.

ANALYSIS/INFORMATION

1. **Known Opposition**: The MPAC representative for "the other cities of Washington County" voted no on May 26, 2010.

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 Reconforming 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










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

2035
REGIONAL TRANSPORTATION PLAN
Public comment report

May 2010

Metro | *People places. Open spaces.*

Oregon
Theodore R. Kulongoski, Governor

Department of Transportation
Region 1
123 NW Flanders Street
Portland, OR 97209-4012
(503) 731-8200
Fax: (503) 731-8259

June 2, 2010

File Code:

Carlotta Collette, JPACT Chair
Metro Councilor
600 NE Grand Avenue
Portland, Oregon 97232-2736

Dear Chair Collette:

The Oregon Transportation Commission asked me to write this letter as a follow up to the Regional Transportation Plan (RTP) presentation Metro gave to the Commission last month. The Oregon Department of Transportation (ODOT) appreciates the significant effort invested in the Regional Transportation Plan and its aspirational vision and goals. We support the desired outcomes of the 2035 RTP; however, predicted outcomes are far different from the targets set by the plan.

We are particularly concerned about the level of congestion forecasted in the plan. Metro's modeling shows a 6-fold increase from 2005 to 2035 in both mid-day hours of delay and costs of delay on the freight system. ODOT's modeling shows congestion (over 1.0 v/c) on state facilities extending up to 14 hours per day. The costs of congestion put the regional and state economy at high risk.

When predicted levels of congestion exceed the maximum volume to capacity ratios established for state facilities in the Oregon Highway Plan (OHP), OHP policies allow for two choices: 1) establish alternative standards with approval of the Oregon Transportation Commission, consistent with Policy 1F.3 in the Oregon Highway Plan, or 2) be consistent with Policy 1F.5[1] of the OHP which establishes a standard of improving performance as much as feasible and avoiding further degradation. Metro has chosen to move forward under Policy 1F.5.

The draft RTP and regional transportation functional plan show a strong effort to meet OHP Policy 1F.5. However, for ODOT to make a determination that the RTP meets OHP Policy 1F.5, more needs to be done. Specifically, the RTP must include a monitoring and evaluation program and appropriate vehicle trip generation estimates for proposed plan amendments as discussed below.

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[1] OHP Policy 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 the highway segment is above the standards in Table 6 or Table 7, or those otherwise approved by the Commission, and the transportation improvements are not planned within the planning horizon to bring performance to standard because of sever 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.

Monitoring and Evaluation
Metro should establish a monitoring and evaluation program as part of the RTP by adding the following to the *Unresolved Issues to Be Addressed Post-RTP Adoption* section of the RTP, as follows.

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 implementation and impacts on system performance and economic vitality. This will create the opportunity for adaptive management. 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 corridor refinement 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***
   The regional planning process needs to identify the most important transportation investments for insuring economic competitiveness and vitality. The key drivers of the regional economy are: core traded sectors, population, and markets. Transportation system efficiency plays an important role in both traded sector competitiveness and market access.

   Any monitoring and evaluation program, therefore, requires a regional economic monitoring and planning capability. This can be achieved through (a) the development of a set of transportation and economic competitive benchmarks, tracked over time, which will enable the region to compare its attributes with competing locales and to focus on key competitive weaknesses, and (b) an annual meeting of transportation and economic development agencies to review progress. A committee with appropriate business, economic development, academic and government representation should be formed and charged with developing the competitive benchmarks. Key traded sector industries must be well represented to insure the most important indicators are included.

3. ***System Bottlenecks***
The Metro Freight Plan identifies a small set of key highway bottlenecks on National Highway System facilities critical to regional truck mobility. In order to address these long standing problems and to increase regional understanding of their economic importance, Metro should rank these locales in terms of their freight and business impacts.

This can be done by: (a) measuring the extent to which sensitive economic activities are affected by those facilities and (b) estimating the magnitude of potential economic benefit associated with making improvements to these facilities. Methods for undertaking this analysis have been developed and are available. Information generated through this analysis may be needed in the future in order to qualify for certain federal funding categories.

30% Trip Reduction

ODOT is also concerned about the proposed 30% reduction in ITE-recommended trips included in the Regional Transportation Functional Plan when plan amendments are considered in centers, main streets, corridors, and station communities. ODOT supports the concept of providing for an automatic reduction of trips. However, Metro has not adequately provided a factual base for an across-the-board 30% reduction.

Our research suggests an automatic reduction in trips could be established on a tiered approach based on demonstrable characteristics, such as frequent bus and minimum densities. The characteristics would need to be in place or likely to occur in order to claim the expected reduction in trips for a specific area. We believe this would be consistent with the outcomes and incentives-based nature of the RTP.

Discussion about appropriate trip assumptions have been going on in the context of Title 6 and may take longer to iron out than currently available within the timeline of the adoption of the RTP. We suggest, therefore, that Section 3.08.051 of the Regional Transportation Functional Plan by amended as follows:

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

This will allow Metro to meet its timeline for adoption of the RTP while providing an opportunity for adjustments to the trip reduction concept within the timeline for Title 6.

Timing of Title 6 Adoption
ODOT also notes an issue regarding the timing of adoption of Title 6 (Centers, Corridors, and Station Areas). Metro does not plan to adopt Title 6 until December 2010. Since some of the requirements for local government planning that address the OHP Policy 1F.5 standard of improving performance as much as feasible and avoiding further degradation are included in Title 6, Metro will not be able to assure that the RTP is consistent Policy 1F.5 until the final draft of Title 6 and the associated findings are completed.

Adding a monitoring and evaluation program and appropriate vehicle trip generation estimates will strengthen the RTP. Utilizing an adaptive management approach to implementing the RTP will help us achieve our goals – as we learn more in the coming years, our implementation strategy will be updated based on the best available information.

If you have any questions or would like to discuss this issue further, please do not hesitate to contact me.

Sincerely,

Jason Tell
Region 1 Manager

cc: Oregon Transportation Commission
Matt Garrett, ODOT
Richard Whitman, DLCD
Tim McCabe, OBDD
Jerri Bohard, ODOT
Rian Windsheimer, ODOT
JPACT Members

BEFORE THE METRO COUNCIL

FOR THE PURPOSE ADOPTING POLICY DIRECTION TO THE REGIONAL FLEXIBLE FUNDING ALLOCATION (RFFA) PROCESS FOR FEDERAL FISCAL YEARS 2014-15	))))	RESOLUTION NO. 10-4160 Introduced by Councilor Carlotta Collette

WHEREAS, the Joint Policy Advisory Committee on Transportation (JPACT) and the Metro Council will be awarding regional flexible funds to transportation projects and programs in the region through the Regional Flexible Fund Allocation (RFFA) process; and

WHEREAS, these funding awards, as well as all other federal transportation spending in the region, will be programmed in the Metropolitan Transportation Improvement Program (MTIP); and

WHEREAS, JPACT and the Metro Council wish to provide policy direction on the objectives of the RFFA and programming of funds in the MTIP; now therefore,

BE IT RESOLVED that the Metro Council hereby adopts the recommendation of JPACT for policy direction to the Regional RFFA process for federal fiscal years 2014-15 as described in Exhibit A attached hereto as to form.

ADOPTED by the Metro Council this ____ day of June 2010.

David Bragdon, Council President

Approved as to Form:

Daniel B. Cooper, Metro Attorney

Exhibit A

2014-15 Regional Flexible Fund Allocation Policy Report

Introduction

Regional flexible funds are an element of the funds programmed within the Metropolitan Transportation Improvement Program (MTIP). The Metropolitan region is preparing to prioritize transportation projects and program activities to receive regional flexible funds available in the years 2014 and 2015. This report provides the Joint Policy Advisory Committee on Transportation (JPACT) and the Metro Council's policy direction for the allocation of these funds.

The process for updating these policies first involved conducting a retrospective of the previous allocation cycle by engaging agency technical staff, JPACT, and Metro Council members to provide feedback on what worked well and what didn't in the process of allocating funds for federal fiscal years 2012-13. This retrospective provided the basic context for preparing for the policy update for the allocation process for 2014-15 funds. The next step was to solicit feedback from JPACT at a retreat held on April 2, 2010 designed to develop a more strategic approach to spending these limited funds. Metro staff has taken the feedback from the retreat as well as TPAC and JPACT meeting discussions to produce the Draft Policy Report.

The revised approach to allocating Regional Flexible Funds proposed in this report is intended to develop a more collaborative method for supporting transportation investments that keep our neighborhoods safe, support sustainable economic growth, and make the most of the existing investments our region has already made in existing public structures.

Direction on how to allocate limited funds will inform the solicitation and development of project lists through a collaborative process involving stakeholders and local county coordinating committees in the summer and early fall of 2010.

Step 1 - Regional programs

Regional programs have been defined over time by their regional scope and program administration and consistent allocation of regional flexible funds to support them. In previous cycles, the allocation of funding to these programs was competed in Step 1 of the process, prior to the allocation of funds to local projects.

Funding targets are set for the existing regional programs in this cycle based on their historical allocation levels plus a 3% inflationary increase to address program costs and purchasing power. The Corridor Planning fund target was increased from historical levels to address the true costs of delivering corridor plans identified for work in the future. Funding Preparedness for future funding directed to Metropolitan Mobility is a new activity identified as a potential priority during the initial policy update discussions. The regional

programs will be reviewed prior to the final funding decision scheduled for the spring of 2011. The review will provide the following information about each program:

- Program description – description of the program purpose and its major activities.
- Regional Funding Strategy Context – description of why the program is appropriate for regional flexible funding (see RTP Finance Approach chart).
- Directly related RTP performance targets –description of how the program helps the region meet performance targets in the RTP.
- Program strategic plan or recent planning work completed to date – description of how the strategic plan helps set priorities for implementation.
- Program performance to date – description of specific accomplishments of the program.
- Additional opportunities – description of priorities or activities the program would pursue given additional resources.

Regional Program Funding Targets

Transit Oriented Development	$5.950 million
High capacity transit bond & development	$30.000 million
TSMO/ITS	$3.000 million
Regional Travel Options	$4.539 million
Regional MPO Planning	$2.244 million
Corridor & Systems Planning	$1.000 million
Metropolitan Mobility: Funding Preparedness (new)	$____ million

Step 2 - Project Focus Areas

The project focus areas established by JPACT for Step 2 will utilize the funds remaining after Step 1 of the allocation process has been completed. Step 2 is generally known as the component of this process that invests directly in local projects. This cycle will utilize a different approach to investing in local projects by focusing funds in order achieve greater regional impact.

JPACT and the Metro Council are creating project focus areas to create a more strategic approach to allocating these funds, including:

- A topically or geographically focused impact rather than an array of disconnected projects
- Achieves appreciable impacts on implementing a regional scale strategy given funding amount available

- Addresses specific outcomes utilizing the Regional Transportation Plan Performance Targets
- Prioritizes catalytic investments (leveraging large benefits or new funding)
- Positions the region to take advantage of federal and state funding opportunities as they arise

JPACT and Metro Council discussions led to the development of two new regional focus areas: Green Economy/Freight Initiatives and Active Transportation/Complete Streets to provide direction for the allocation of funds in Step 2.

Green Economy/Freight Initiatives – This project focus area supports the development of the region's economy through investment in green infrastructure and key freight projects or programs.

Performance target outcomes:

- Reduce freight vehicle delay
- Reduce greenhouse gasses and exposure to pollutants

Options to date for project types:

- Prepare for state and federal freight funding opportunities
- Regional strategy for freight rail & high speed passenger rail development
- Regional strategy for industrial development and investment
- ITS in key freight corridors
- Localized bottleneck reduction on freight routes/connectors
- Alternative fuel development (electric, compressed natural gas, etc.)
- Diesel emission reduction

Potential project prioritization factors to meet outcomes:

- Impacts on the freight system and industrial/employment lands access
- Improvements to freight operations (delay, safety, etc.)
- Air quality benefits
- Contributes to economic sustainability
- Environmental justice impacts considered
- Supports green or traded sector businesses
- Projects that help implement one or more goals of the Regional Freight Plan

Active Transportation/Complete Streets – This project focus area takes a holistic approach from a user perspective to prioritize infrastructure support for non-auto trips and ensuring safe streets that are designed for all users.

Performance target outcomes:

- Triple walk/bike/transit trips

- Reduce vehicle miles travelled
- Increase access to essential destinations by transit, biking and walking
- Reduce fatalities and serious injuries
- Reduce greenhouse gasses and exposure to pollutants
- Reduce household housing and transportation costs

Options to date for project types:

- Trails
- Access to transit
- On-street pedestrian and bicycle improvements
- Main Street improvements
- Preparation for federal funding opportunities

Potential project prioritization factors to meet outcomes:

- Provides a safe, green and efficient travel experience
- Will be used by a high number of people
- Environmental justice impacts considered
- Supports growth in 2040 Centers

Project Focus Area Funding Targets

Green Economy/Freight Initiatives	$___ million
Active Transportation/Complete Streets	$___ million

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.

Stakeholders for the Green Economy/Freight Initiatives focus area include local agency freight, planning and capital development staff, and business & economic development groups. Stakeholder comments will be summarized and provided to a regional freight and business task force for their consideration in developing a recommendation of projects to receive funding consistent with the policy framework and funding target.

Stakeholders for the Active Transportation/Complete Streets focus area includes local bike, pedestrian, trail and transit staff, advocacy organizations, and other stakeholders working in the area of multimodal transportation. Stakeholder comments will be summarized and provided to the Active Transportation Council for their consideration in developing a recommendation of projects to receive funding consistent with the policy framework and funding target.

Exhibit A

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 for release for public comment. After collecting and summarizing public comments on the proposals and allowing for adjustments based on the comments, 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.

STAFF REPORT

FOR THE PURPOSE OF ADOPTING THE POLICY DIRECTION TO THE REGIONAL FLEXIBLE FUNDING ALLOCATION (RFFA) PROCESS FOR FEDERAL FISCAL YEARS 2014-15

Date: June 24, 2010 Prepared by: Ted Leybold and Amy Rose

BACKGROUND

This resolution will approve a report outlining the policy direction and program objectives to be used during the Regional Flexible Fund Allocation (RFFA) process for federal fiscal years 2014-15 to nominate, evaluate and select projects to receive federal transportation funds.

The process for updating the policies for the RFFA first involved a retrospective of the previous allocation cycle for which JPACT, TPAC and Metro Council members were engaged to provide feedback on what worked well and what didn't in the process of allocating funds for federal fiscal years 2012-13. This retrospective provided the basic context for preparing for the policy update for the allocation process for 2014-15 funds. The next step was to solicit feedback from JPACT at a retreat held on April 2nd, 2010 designed to develop a more strategic approach to spending these limited funds. Metro staff has taken the feedback from the retreat as well as TPAC and JPACT meeting discussions to produce the Draft Policy Report, Exhibit A to Resolution 10-4160. JPACT is scheduled to adopt the report at their June 10, 2010 meeting.

Metro and ODOT update the MTIP/STIP every two years to schedule funding for the following four-year period. The 2014-15 RFFA process is a component of the four-year period of federal fiscal years 2012 through 2015. This update will therefore adjust, as necessary, funds already allocated to projects in fiscal years 2012 and 2013 in the current approved MTIP. It will also allocate funds to new projects in the last two years (2014 and 2015) of the new MTIP.

The regional flexible funds available for the 2014-15 allocation are composed of two types of federal transportation assistance, which come with differing restrictions. The most flexible funds are surface transportation program (STP) funds that may be used for virtually any transportation purpose, identified in the Financially Constrained RTP, short of building local residential streets.

The second category of money is Congestion Mitigation/Air Quality (CMAQ) funds. CMAQ funds cannot be used to build new lanes for automobile travel. Also, projects that use CMAQ funds must demonstrate that some improvement of air quality will result from building or operating the project.

In the previous two allocation processes, regional flexible funds have been allocated in two steps. The first step was to allocate funds to existing regional transportation programs: metropolitan transportation planning, transit oriented development, regional travel options, transportation system management & operations, and high capacity transit development and capital construction. Step two was an allocation to local agencies for a variety of transportation projects.

This policy report responds to direction received during the retrospective of the 2012-13 process, the JPACT retreat and subsequent JPACT meetings. Changes in policy direction outlined in the report include:

• The development of two new regional project focus areas: Active Transportation/Complete Streets and Green Economy/Freight Initiatives, to provide direction to the allocation of funds to local agencies (Step 2).
• Direction to develop the project proposals for these new focus areas through a collaborative process involving impacted stakeholders.
• Support of an initial funding target for existing regional programs, but with direction to develop a process for JPACT review of these programs prior to the final allocation of funding in the spring of 2011.

ANALYSIS/INFORMATION

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

2. **Legal Antecedents** Updates the 2010-13 MTIP Portland Metropolitan Area Policy Report, adopted by Metro Council Resolution 08-3916 on March 20, 2008 (FOR THE PURPOSE OF ADOPTING THE POLICY DIRECTION AND PROGRAM OBJECTIVES FOR THE 2009 REGIONAL FLEXIBLE FUNDING ALLOCATION PROCESS AND 2010-13 METROPOLITAN TRANSPORTATION IMPROVEMENT PROGRAM (MTIP).

3. **Anticipated Effects** Adoption of this resolution will provide the policy direction, program objectives and procedures that will be used during the 2014-15 Regional Flexible Fund Allocation process to nominate, evaluate and select projects to receive federal transportation funds as described in Exhibit A of Resolution 10-4160.

4. **Budget Impacts** None.

RECOMMENDED ACTION

Metro staff recommends the approval of Resolution No. 10-4160.

600 NE Grand Ave.
Portland, OR 97232-2736
www.oregonmetro.gov

Metro | *Memo*

Date: June 10, 2010
To: JPACT
From: Ted Leybold and Amy Rose
Subject: Regional Flexible Fund Allocation policy framework

Introduction
In order to provide strategic direction to the development of projects and programs to receive regional flexible funds in years 2014 and 2015, JPACT is requested to act on the following:

JPACT action requested
1. Determine funding target for Metropolitan Mobility funding preparedness in Step 1
2. Approve project focus areas for inclusion in RFFA policy report and determine funding targets for approved project focus areas
3. Approve Policy Report as amended

The funding available after accounting for existing regional program funding targets: $20 – 24 million.

1. Step 1 – Regional Programs

❖ Establish Metropolitan Mobility Funding Preparedness $_____

Prepare consensus regional strategy and applications for state and federal funding targeted to mobility in metropolitan areas as a Step 1 activity.

2. Step 2 Community Investment Funds

❖ Green Economy/Freight Initiatives $_____

Historic average allocation $ 2.6 million *(average based on allocations from previous two cycles.)*

This project focus area supports the development of the region's economy through investment in green infrastructure and key freight projects or programs.

Performance target outcomes:
- Reduce freight vehicle delay
- Reduce greenhouse gasses and exposure to pollutants

Options to date for project types:
- Prepare for state and federal freight funding opportunities

- Regional strategy for freight rail & high speed passenger rail development
- Regional strategy for industrial development and investment
- ITS in key freight corridors
- Localized bottleneck reduction on freight routes/connectors
- Alternative fuel development (electric, compressed natural gas, etc.)
- Diesel emission reduction

Potential project prioritization factors to meet outcomes:
- Impacts on freight system and industrial/employment lands access
- Improvements to freight operations (delay, safety, etc.)
- Air quality benefits
- Contributes to economic sustainability
- Environmental justice impacts considered
- Supports green or traded sector businesses
- Projects that help implement one or more goals of the Regional Freight Plan

❖ **Active Transportation & Complete Streets $_____**

Historic average allocation $ 19.9 million *(average based on allocations from previous two cycles.)*

This project focus area takes a holistic approach from a user perspective to prioritize infrastructure support for non-auto trips and ensuring safe streets that are designed for all users.

Performance target outcomes:
- Triple walk/bike/transit trips
- Reduce vehicle miles travelled
- Increase access to essential destinations by transit, biking and walking
- Reduce fatalities and serious injuries
- Reduce greenhouse gasses and exposure to pollutants
- Environmental justice impacts considered
- Reduce household transportation and housing costs

Options to date for project types:
- Trails
- Access to transit
- On-street pedestrian and bicycle improvements
- Main Street improvements
- Preparation for federal funding opportunities

Potential project prioritization factors to meet outcomes:
- Provides a safe, green and efficient travel experience
- Will be used by a high number of people
- Environmental justice impacts considered
- Supports growth in 2040 Centers

3. Approve Policy Report as amended by JPACT

Materials following this page were distributed at the meeting.

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Metro | *People places. Open spaces.*

COUNCILOR CARLOTTA COLLETTE, DISTRICT 2

June 8, 2010

Jason Tell
Manager, Region 1
Oregon Department of Transportation
123 NW Flanders Street
Portland, Oregon 97209

Dear Mr. Tell:

Thank you for your June 2 letter expressing the concerns of the Oregon Transportation Commission (OTC) with the 2035 Regional Transportation Plan (RTP). As you know, our region has already invested in a substantial multi-modal transportation system that supports a growing economy. Our first obligation is to preserve this existing investment.

The Metro Council and JPACT members have long been concerned about the impacts of congestion on the economy and are committed to supporting jobs and long-term economic sustainability. In 2005, Metro, Portland Business Alliance, the Port of Portland, Oregon Department of Transportation (ODOT) and other public and private sector partners commissioned the Cost of Congestion Study to improve our understanding of the relationship between investments in transportation and the economy.

Throughout the development of the RTP, the region has been committed to investing in practical solutions that are within our financial means and strengthen the unique quality of life that we all enjoy. ODOT and others involved in the planning process shared that commitment. The result of that work is a plan that responds to transportation needs and demands based on our shared community values and the outcomes we are trying to achieve as a region.

For example, the RTP places a high priority on system and demand management tools to maximize capacity within existing rights-of-way similar to the efforts you are pursuing in the Hwy. 217 corridor. In that case, ODOT recognized that it does not have $600 million to widen the facility to six lanes at this time. Instead, you are pursuing a creative array of system and demand management techniques in the corridor that support local businesses and residents and improve safety and freight reliability.

Communities throughout the region are doing their part to address congestion. They are building downtowns and main streets that have well-connected street systems that support transit, walking and biking for local trips, thereby freeing up capacity on major roadways. Local governments also recognize that ODOT has limited resources to fully support its regional highway system and therefore contribute more than half the cost of improvements on the regional transportation system.

I agree with many of the points you have raised, and I believe that JPACT and the Metro Council will agree in principle as well. In many cases, the issues you have raised are already addressed in the RTP. Below are specific responses to your concerns that I will encourage JPACT and the Metro Council to consider this Thursday. I also suggest some actions for ODOT and the OTC to consider.

Monitoring the transportation system

The draft RTP already establishes the monitoring system you have requested in your letter (Section 5.2 in Chapter 5 and Section 6.7.18 in Chapter 6). In 2007, Metro established and funded a new program for transportation system management and operations (TSMO), and the RTP approves an action plan to implement this program. In 2008, JPACT also approved ongoing funding for implementation, including $100,000 per year to fund PORTAL data collection, maintenance and reporting on the region's highway and transit system. Work is under way to expand data collection to other parts of the system as part of Metro's Regional Mobility Program. This work will build on the data illustrated in the Atlas of Mobility Corridors developed during the RTP update.

Metro also operates the region's demand management programs, such as the Drive Less Save More Campaign, which includes a monitoring component to evaluate benefits to the region's transportation system. These programs include regular reporting to JPACT and the Metro Council and we would be happy to share these reports with OTC and the Land Conservation and Development Commission (LCDC). Together, these programs constitute the core of the region's adaptive management strategy.

During the past 15 years, implementation of the region's integrated transportation and land use planning strategy—the 2040 Growth Concept—has resulted in 20 percent fewer miles driven per capita and less time spent commuting than the national average. As a result, $2.5 billion is circulating in our economy every year that would otherwise have left the region. In addition, implementation of this strategy also reduced vehicle miles traveled on a per capita basis with associated reductions in greenhouse gas emissions. More recent research by ODOT and the Texas Transportation Institute also found that despite increases in congestion in the region, residents here spend less time commuting than in other metropolitan areas of comparable size. Despite these successes, our region recognizes we have much more to do to achieve the vision of the 2040 Growth Concept and meet state greenhouse gas reduction goals.

I welcome the opportunity to report to the OTC and the Land Conservation and Development Commission (LCDC) the results of the region's implementation and monitoring activities moving forward. In addition, I propose the following language be added to Section 6.7 in Chapter 6 of the RTP to more fully describe this work:

> *"6.7.18 Congestion management program data collection and monitoring*
>
> *The great challenge for establishing and maintaining a monitoring program has been the availability of data. Historically, collecting and managing data has been expensive and difficult. With advancements in intelligent transportation systems in the region, more and better data is available today and will continue to grow with implementation of data collection projects identified in the Regional Transportation System Management and Operations (TSMO) plan. In 2008, the region approved ongoing funding for implementation, including $100,000 per year to fund PORTAL data collection, maintenance and reporting on the region's highway and transit system. Metro will work with ODOT and other regional partners to* ***expand existing data collection and performance monitoring*** *efforts to include other parts of the system and* ***develop new tools and methods*** *to evaluate system performance for all modes of travel. This work will include developing a data management system to facilitate data collection, maintenance and reporting to support on-going RTP monitoring.* ***The data will be reported biennially*** *as part of the Regional Mobility Program, consistent with the region's federally-approved congestion management process."*

Monitoring economic vitality

Metro is also committed to monitoring the region's economic vitality as part of the Portland-Vancouver Regional Indicators Project in partnership with Portland State University's Institute of Portland Metropolitan Studies and other partners. OTC Chair Gail Achterman will serve as a member of the project advisory committee for this effort, which includes the broad representation you suggested in your correspondence. The committee's work will help the region gauge progress toward regional targets on economic vitality and other desired outcomes, and I am convinced Chair Achterman will find this work to be the most comprehensive effort underway in Oregon.

I have asked staff to schedule a discussion at JPACT on this project in the near future. In addition, I propose the following language be added to Section 6.7.6 in Chapter 6 of the RTP to more fully describe this work:

> *6.7.6 Greater Portland-Vancouver Indicators (Regional performance indicators)*
>
> *As the region increasingly shares similar desired outcomes, the need to use similar performance measures increases. To take advantage of this, Metro ~~is~~ has been and continues to be engaged in ~~embarking on~~ an effort with PSU's Institute of Metropolitan Studies to develop a coordinated regional approach to develop and utilize performance measures that can provide a shared lens for tracking how the region is doing socially, economically and environmentally.* ***As this new regional approach is developed, the performance indicators identified in this RTP can be included into a broader, even more holistic performance ~~measure~~ monitoring system for the region.*** *Results teams have been identified for the following sectors: economy; education; culture and the arts; civic engagement; well-being (health, protection and public safety); access and mobility; housing and community; and the natural environment. Although the teams will be sector specific, they will be provided venues and resources to collaborate on critical inter-relationships across indicators and issues (i.e., economic vitality and transportation, housing and transportation, equity and transportation). More information on this project can be found at http://www.pdx.edu/ims/Indicators.*

Addressing Freight Bottlenecks

The Regional Freight Plan incorporated into this RTP identifies key freight rail and highway system bottlenecks. Existing data collection programs already monitor key highway bottlenecks in our region. Because of the statewide interest in reliable goods movement, **I believe the economic impacts of the bottlenecks should be evaluated by ODOT on a statewide basis. The Oregon Freight Plan update provides an opportunity for ODOT to include this evaluation now. Metro, with assistance from the Regional Freight Technical Advisory Committee (TAC) and freight and business stakeholders, would be a strong partner in sharing the regional monitoring data to support this analysis.** Together, we could build on methodologies and data developed through previous partnerships that examined such issues in the I-5 Trade and Transportation Corridor studies.

In addition, I will propose, for JPACT's consideration on June 10, that the following language be added to Section 6.7 in Chapter 6 of the RTP:

"6.7.20 Freight system bottlenecks

As a critical West Coast domestic hub and international gateway for commerce and tourism, the Portland area must maintain well-functioning river ports, rail connections and highways. The Regional Freight Plan and RTP identify a small set of key highway bottlenecks on National Highway System facilities critical to state and regional truck mobility. The plans also note freight rail bottlenecks critical to access to the region's ports and intermodal facilities, as well as the need for rail to carry its full share of existing and future commodities efficiently.

In order to address these long standing needs and to increase understanding of their economic importance, the Regional Freight Technical Advisory Committee, with assistance from private sector stakeholders (e.g., through a Regional Freight and Business Task Force) will ***develop criteria and a methodology for ranking these locations in terms of their freight and business impacts.*** *This can be done by: (a) measuring the extent to which sensitive economic activities are affected by those facilities, and (b) estimating the magnitude of potential economic benefit associated with making improvements to these facilities, using the best available methods and tools. Information generated through this analysis will be used in future RTP updates to help prioritize investments and may be needed in the future to qualify for certain federal funding categories."*

Coordination of Land Use and Transportation Planning

As you know, numerous studies demonstrate a strong correlation between compact, mixed-use development and a reduction in drive-alone travel. Metro staff is documenting existing research findings and will refine this work for application in the region. We appreciate ODOT's support of the region's effort to account for this in the proposed trip reduction credit for plan amendments in mixed-use areas. **I agree that the sequence issues you have raised regarding the RTP being adopted before the Title 6 land use capacity work is complete warrant a delay in automatically allowing the trip credit.**

Therefore, I will propose, for JPACT's consideration at its June 10 meeting, that implementation of the trip credit provision be contingent on approval of Title 6 of the Capacity Ordinance, currently scheduled for December 2010:

Proposed amendment to Regional Transportation Functional Plan Section 3.08.510B:

If a city or county adopts the actions set forth in subsection 3.08.230E and in Title 6 of the UGMFP, it shall be eligible for ~~an~~ the automatic reduction provided in Title 6 ~~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.

NEXT STEPS

The 2035 RTP has been nearly four years in making and sets the Portland metropolitan region—and the state of Oregon—on a path to smarter investments that support jobs and economic development, sustain vibrant and livable communities, protect our region's clean air and water, and make the most of the investments we have already made in our transportation system. I am proud of the forward-looking approach we have taken to address the Metro region's transportation needs.

ODOT has been a strong and steady partner in this process. Continued collaboration between the Metro region and ODOT is critical to create a sustainable and balanced transportation system, not just in the Metro region but throughout Oregon. To reinforce the testimony I provided to the OTC on May 13, attached for your reference, I would also like to suggest some actions for you and the OTC to consider as we move forward:

- I encourage the OTC to **continue development of a least-cost planning model** for use as a decision-making tool in the development of plans and projects at both the state and regional level, as required by the Oregon Jobs and Transportation Act (House Bill 2001).
- I encourage you to continue **looking at pricing models** to reduce single-occupant vehicle trips; encourage carpooling, transit and bicycle use, and develop long-term sustainable funding sources for transportation maintenance and improvements, as required by the Oregon Jobs and Transportation Act (House Bill 2001).
- I respectfully request that the OTC consider **committing more resources to the Metro region** commensurate with the level of economic activity occurring within the region. This region makes up about 4.7 percent of the state's land area; however, with just under 1.4 million residents and nearly 800,000 jobs in 2005, it has 38.4 percent of the state's population and 50 percent of the state's jobs.
- The region would like to work with you to **develop and implement a model for collaborative management of regional and district highways** and provide funding to upgrade facilities prior to, or in conjunction with, the transfer of ownership to local governments where appropriate. Many of these facilities are important transit corridors or provide vital links within our 2040 centers.
- The region has acknowledged that a more comprehensive framework is needed to define success and prioritize investments that will achieve the vision of the 2040 Growth Concept and the economic, environmental and social outcomes we are trying to achieve. The region would like to work with you and LCDC to **conduct a comprehensive review and update to state mobility policies and the Oregon Highway Plan**. Our region requests that your staff engage all MPOs, cities, counties and other stakeholders in the mobility research that is underway. I understand that ODOT has established an internal work group to refine statewide performance measures and develop alternative mobility standards. Metro or its partners have not been invited to the table; we would appreciate a role in this effort. Existing mobility policies have limited flexibility for determining transportation needs and enabling opportunities for more compact urban form.
- **I look forward to working with you on all of these implementation activities as well as our Climate Smart Communities effort** (regional greenhouse gas scenario planning) that is now under way, as required by the Oregon Jobs and Transportation Act (House Bill 2001). This will be integrated with LCDC's work on the State Greenhouse Gas Target setting process and the OTC's work to development of a State Greenhouse Reduction Strategy and Toolkit for local governments**.**

I will share my response to your letter with JPACT and the Metro Council at our respective meetings on June 10 and request that they approve the amendments proposed above as an alternative to those contained in your letter. I believe that this will address your Commission's concerns while also allowing JPACT and the Council to conclude this four-year collaborative effort as scheduled, without further delay. Over the next six months, the region will prioritize completion of the post-RTP adoption action items identified in Chapter 6 of the plan.

I appreciate your sharing of the Commission's concerns and look forward to our continued collaboration with the OTC and your staff in implementing the 2035 Regional Transportation Plan. I want to commend you and your team for your collaboration and persistence in helping us build a regional blueprint for transportation investments that we can all be proud of, and that sets us on the path to sustainability.

Sincerely,

Metro Councilor Carlotta Collette
Chair, Joint Policy Advisory Committee on Transportation

Enclosure: 1

cc: Metro Council
JPACT
OTC
LCDC
Robin McArthur
Andy Cotugno
Matt Garrett
Jerri Bohard
Tim McCabe, OBDD
Richard Whitman

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Metro | *People places. Open spaces.*

Testimony of Metro Councilor Carlotta Collette
Chair, Joint Policy Advisory Committee on Transportation
before the Oregon Transportation Commission
May 13, 2010

Thank you for the opportunity to update the Commission on the development of the 2035 Regional Transportation Plan (RTP). The 2035 RTP has been more than three years in making and sets the Portland metro region—and the state of Oregon—on a path to smarter investments that support jobs and economic development, sustain vibrant and livable communities, protect our region's clean air and water, and make the most of the investments we've already made in our transportation system.

The 2035 RTP:

- Establishes an outcomes-based policy framework and performance measures for linking our region's transportation investments to reducing the region's carbon footprint, creating jobs, protecting the urban growth boundary and enhancing travel options for everyone
- Reduces per capita vehicle miles traveled and increases the share of total trips made by means other than driving (bicycling, transit and walking)
- Makes strategic investments in our freight network and enhanced transportation systems management and operations, which will help manage congestion and its associated costs to businesses
- Includes a Climate Change Action Plan that aims to meet state's targets for reducing greenhouse gas emissions
- Ties our transportation investments to our land use goals of promoting compact, vibrant urban communities while protecting farmland and forests.

I'm proud of the forward-looking approach we've taken to managing the Portland metro region's transportation needs. I also want to encourage the Commission to provide statewide leadership on several fronts as we move forward to create a sustainable and balanced transportation system, not just in the metro region but around the state:

- **We need leadership at the state level to take meaningful steps that support our efforts to meet the ambitious statewide greenhouse gas reduction targets.** Research and other scenario planning efforts have shown that **compact urban form coupled with expanded travel choices, user fees, and technology will reduce transportation-related carbon emissions.** These strategies are recommended by the 2035 Regional Transportation Plan.
- **We encourage the Commission to move forward on development of a least-cost planning model and practical design** for use as a decision-making tool in the development

-- next page --

of plans and projects at both the state and regional level, as required by House Bill 2001 (2009).

- **We need statewide leadership in looking at pricing models** to reduce single-occupant vehicle trips; encourage carpooling, transit and bicycle use, and develop long-term sustainable funding sources for transportation maintenance and improvements.
- **Our region would like to work with the Commission to develop and implement a model for collaborative management of regional and district highways**. This could include funding to upgrade facilities prior to, or in conjunction with, the transfer of ownership to local governments where appropriate. Many of these facilities are important transit corridors or provide vital links within our 2040 centers.
- **Our region would like to work with the Commission and the Land Conservation and Development Commission (LCDC) to conduct a comprehensive and coordinated review and update state mobility policies.** Our region requests that your staff engage all metropolitan planning organizations (MPOs), cities, counties and interested stakeholders in the mobility research your staff is undertaking. **Existing mobility policies have limited flexibility for determining transportation needs and enabling opportunities for more compact urban form.** A more comprehensive framework is needed to define success and guide investments that will achieve the vision of the 2040 Growth Concept. We were not able to successfully tackle this issue in the RTP alone.
- **We look forward to working with you on these issues as well as our greenhouse gas scenario planning effort that is now underway.** This will be integrated with your work on the State Greenhouse Gas Target setting process and development of a State Greenhouse Reduction Strategy and Toolkit for local governments**.**

ODOT staff has worked closely with Metro staff and that of local governments across the region to develop a blueprint for transportation investments that sets us on the path to sustainability and positions us well for addressing the state greenhouse gas targets. The city and county Transportation System Plan updates that follow the RTP update will begin implementing our new blueprint. I want to commend Jason Tell and his team for their collaboration in helping us build a regional blueprint for transportation investments that we can all be proud of.

Thank you for providing me and Metro staff with an opportunity to update you on this important plan. On behalf of the Metro Council and the Joint Policy Advisory Committee on Transportation, I look forward to our continued collaboration with the Commission and ODOT as we move forward.

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Metro | *Memo*

Date: June 1, 2010

To: RTP interested parties

From: Kim Ellis, Principal Transportation Planner

Re: Housing and Transportation Index Methodology for Cost Burdened Households

---

BACKGROUND

The Transportation Policy Alternatives Committee (TPAC) requested Metro staff to reconsider concerns that continue to be raised by members of the affordable housing community. The concerns relate to a RTP objective to reduce the share of households in the region spending more than 50 percent of their income on household and transportation combined (Objective 8.4 Transportation and Housing Costs).

The RTP objective was developed consistent with the methodology used to forecast cost-burdened households in the 2009 Urban Growth Report approved by the Metro Council. The U.S. Department of Housing and Urban Development (HUD) does not have a "standard" for defining cost burden households. Recently, the Center for Neighborhood Technology (CNT) developed a methodology that uses 45 percent as the threshold.

A primary concern is that the Metro cost burden definition is different from the CNT definition and HUD may use the CNT threshold to evaluate project proposals in their upcoming grant program. The Metro region will be submitting a project proposal when the grant notice is released later this summer. According to a draft ranking form developed by HUD, the housing and transportation cost burden threshold is likely to be set at 45 percent, based on the CNT's work. Housing advocates are concerned this will negatively impact the competitiveness of the region's grant application and other HUD funding opportunities.

RECOMMENDATION

No change is recommended at this time. The Metro approach and CNT approach represent two different methodologies that are not mutually exclusive and can be complementary. Given that there is not a nationally recognized standard or method for defining cost burdened households, Metro developed its methodology with the Housing Choices Task Force at the same time the CNT methodology was being developed. The Housing Choices work became the basis for the analysis conducted in the UGR, and as a result the RTP.

It is important to note that there are differences in the kinds of housing costs included for each methodology. Generally, the Metro method includes more costs than are included in the CNT method. For ease of explanation and completeness, Metro bases its projections on the full list of housing and transportation costs included in the U.S. Bureau of Labor Statistics' Consumer Expenditure Survey. It appears that Metro and CNT use similar transportation cost components, but there may be some differences in how trip lengths, frequencies, mode choice are estimated, particularly because the UGR and RTP are forecasting cost burden households and CNT is reporting based on historic data. On the

housing cost side, the CNT method only includes rent or mortgage payments, whereas the Metro method includes several other necessities that also impact household costs based on the U.S. Bureau of Labor Statistics survey. The additional costs included in Metro's assessment are: utilities, fuels, public services; household operations; housekeeping supplies; and household furnishings and equipment.

In addition, the CNT housing and transportation cost tool does not provide projections, just historic results. For the RTP and the UGR, it was important to be able to make those projections. In addition, the CNT tool divides housing and transportation expenditures by average (or median) regional income; not the income levels of people who actually live in the census tract or census block group being analyzed.

There is no standard method to point to for this evaluation; this represents new territory for planners and housing advocates. The HUD grant application has not been formally released. Metro can provide cost burden household data using the CNT method if that is required of the grant application, along the data using the UGR method. This will allow Metro to compare how the region is doing relative to other metropolitan areas on this measure, but also to forecast the share of cost burden households that may exist in the future given a particular set of policy actions that will be considered as part of the Land Use Capacity Ordinance work.

Metro's current approach does not preclude conducting the analysis in a different way in the future, and Metro will work with our regional partners to identify the best methodological approach for future UGR analyses. Future UGR analyses can use a different methodology in order to match an emerging national standard methodology.

Making changes to Metro's current methodology will not substantially affect the affordability dilemmas and policy choices facing the region. It is important for the region to focus on addressing these choices in a comprehensive manner moving forward, using the best available tools and methods.

BUILDING THE ECONOMY THROUGH SUSTAINABLE TRANSPORTATION

June 8, 2010

Joint Policy Advisory Committee on Transportation
Metro
600 NE Grand Avenue
Portland, OR 97232

Re: MTIP RFFA Allocation for Regional Freight Projects

Dear JPACT Members and Alternates:

We, the undersigned, ask Metro, through its JPACT representatives and Metro Councilors, to commit Regional Flexible Fund Allocation (RFFA) funds to strategically build the foundation for our green economy and recognize that freight mobility is an important part of that goal. As demonstrated by this letter and its list of signatories, there is regional support from across the freight and economic development community for a proposed policy and allocation framework for MTIP funds devoted to green economy and freight mobility investments.

The freight community asks that our leaders focus the allocation of funds to projects that support job growth and traded sector competitiveness in the region. This means that we need to fund projects that our businesses understand and support – projects that improve goods movement mobility and access and development of industrial areas inside the urban growth boundary, connections between employment and residential centers, and the development of programs to move our goods cleanly, quietly, and more safely through neighborhoods.

By giving freight concerns and stakeholders more favorable consideration for funding, we can develop an effective slate of projects and programs that explicitly prioritize jobs, goods movement mobility and access, and development of industrial areas inside the urban growth boundary. Historical funding levels for freight projects throughout the RFFA (approximately 1.8% of total funds per cycle) are not sufficient to address our region's pressing need to create jobs and increase economic activity.

Time is Right to Modernize and Improve the Region's Economic Engine: With the adoption of Metro's Regional Freight Plan, the City of Portland's Freight Master Plan, and the ODOT Statewide Freight Plan (in draft), the time is right to look to implementation of freight programs and projects at all levels. The MTIP Regional Flexible Fund Allocation process provides the opportunity to implement an effective regional freight program consistent with other MPOs around the country. Regional Flexible Fund Allocation should be spent on the region's economic engine (especially the traded sector) through infrastructure modernization and efficiency. Too many areas are dependent on outdated industrial road and rail access, and many of our companies are competing globally against firms using state-of-the-art transportation infrastructure/networks.

A More Targeted, Focused Approach: Given the limited amount of total dollars available for flexible spending within the region, JPACT is right to want to focus the $20-24 million of regional flexible funds. Freight is a critical need that cannot be ignored. It is important to note that strategic freight projects, although often considered

higher dollar expenditures, typically offer a very high return on investment. It is also essential to keep in mind that projects that benefit the freight network come in all shapes and sizes and with a range of price tags, from strategic ITS (Intelligent transportation systems) to addressing capacity constraint. There are a range of projects that, if funded, can make a positive impact on the freight network – including lower dollar projects that can make a significant regional impact.

Positioning the Region for Economic Recovery: There are compelling economic reasons to consider MTIP funding in concentrated multi-cycle projects focused on employment areas. According to Oregon economists, we are not projected to get back to pre-"Great Recession" unemployment levels until about 2014. We have an opportunity to redirect policy and regional funding (public and private) to accelerate this recovery cycle and alleviate the negative impacts of high unemployment.

Regional Benefits of Defining and Funding the "Green Economy/Freight Mobility Category": There are many additional benefits to "Green Economy/Freight Mobility" projects and programs beyond simply near-term construction jobs, direct benefits to existing businesses, and increased efficiency. For example, underutilized industrial lands become more attractive to business investment (capital formation) thus lowering unemployment. It may be possible to find funding and increase our Brownfield mitigation efforts and create a more robust industrial infill strategy. In some areas there may be neighborhood livability benefits such as construction of complete streets (incorporating active transportation alternatives and green storm water management facilities) and improvement of truck routes—an example would be components of the St. Johns Truck Strategy.

Borrow Metro's Light Rail Project Delivery Model: Given the deferred attention to and growing need for basic freight-related infrastructure investment, there is justification for allocating funding to a "Green Economy/ Freight Mobility" category over several MTIP cycles. Funding could be managed in the same manner as the successful light rail program, i.e. dedicating funding to one county or regionally significant industrial area and ensuring that each geographic region receives a strategic investment, with the promise that other areas of the region will receive similar investments in future years. Regional benefits can be demonstrated through some of the analysis the City of Portland has conducted on regional clusters, as well as previous Metro-supported efforts on traded sector industries, and through simple supply chain analyses.

The members of the BEST Coalition intend to work in a collaborative and enthusiastic manner to help the region reach its goals. As we begin this process we understand that there are multiple definitions for what should be contained within a "Green Economy/Freight Mobility" program. **Attached to this letter you will find an outline of suggested components we believe are critical within the proposed "Green Economy/Freight Mobility" category.** The freight community looks forward to working with Metro to advance a green economy by developing a slate of projects and programs that will provide a better, more sustainable transportation infrastructure that will facilitate economic growth, highway safety, and reduced environmental impacts by ensuring an adequate infrastructure for the efficient movements of goods in the region.

Sincerely,

Bill Wyatt

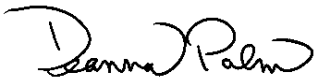
Bill Wyatt, Executive Director, Port of Portland

Bernie Bottomly

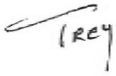
Bernie Bottomly, Vice President, Government Relations & Economic Development, Portland Business Alliance

Bob Russell, President, Oregon Trucking Associations

Mike Salsgiver, Executive Director, Associated General Contractors – Oregon-Columbia Chapter



Deanna Palm, President, Hillsboro Chamber of Commerce



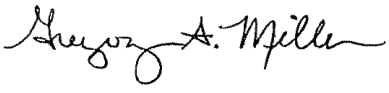
Trey Chanter, South Metro Business Alliance

John Mohlis, Executive Secretary Treasurer, Columbia Pacific Building Trades Council

Jeff Stone, Director of Government Relations, Oregon Association of Nurseries

Martyn L. Shaddix, Director of US Distribution, Columbia Sportswear USA Corp.

Joshua L. Collins, Chief Executive Officer, Blount International

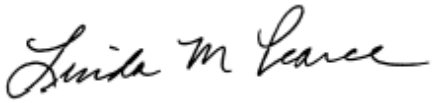


Greg Miller, Oregon Public Affairs Manager, Weyerhaeuser

Melinda Merrill, Director of Public Affairs, Fred Meyer Stores

Tom Zelenka, Public Affairs Manager, Schnitzer Steel

Brett Hinsley, Business Manager, Cement Masons Local 555



Linda Pearce, Executive Vice President & CFO, Warn Industries

Tom Deschenne, Associate Vice President, Norris, Beggs & Simpson

Susan Wilson, Director of Public Affairs, The Greenbrier Companies

What is included in Green Economy/Freight Mobility?

Green economy projects should be defined so as to have a measurable impact on freight efficiency and environmental footprint, transportation costs for system users, effective utilization of industrial sites, and jobs.

Triple Bottom Line: Economy, Environment and Equity: The efficient movement of raw materials and finished products not only sharply improves business productivity but reduces the emissions produced in the distribution process. These attributes are key factors for all kinds of businesses looking to locate in our region who need predictable access to sites. Projects that reduce trip time and cost and increase operational efficiency and trip reliability are critical to shippers and businesses.

Freight Components of an Evolving "Green Economy" are Multimodal and Interdisciplinary: Because we have a multi-modal transportation system and a marine port, our region is already far less reliant on trucks to move cargo than others of our size. In fact, we may be one of the more efficient freight distribution communities in the United States. However, the success of these modes is dependent on the ability to truck goods to and from terminals. A multimodal system cannot work efficiently if it is missing key components.

Desired Outcomes: The following factors help identify freight projects, project development, and programs that produce measurable positive impacts:

- Projects that would have a regional or systemic impact (e.g., on a freight route, critical link, serves regionally significant industrial land)
- Projects that have costs that are in line with the scale of MTIP RFFA funds or a multi-year allocation of RFFA resources
- Projects that increase the efficient movement of goods produced by the larger "green economy", particularly the traded sector
- Projects that serve industrial areas that will be the sites for "green" production, or where the footprint of existing production can be reduced
- Projects that reduce the environmental footprint of the whole supply chain (e.g., reduces GHG, other pollutants, noise or land use conflicts)
- Projects that retain, expand or attract good jobs on freight routes, or at regional industrial areas

Suggested MTIP Bonus Points:

- Projects that serve the freight needs of traded green sector jobs or significantly "cleaner" traditional industry
- Projects that help implement one or more goals of the Regional Freight Plan, part of the Regional Transportation Plan
- Projects with local and regional business support

Small Scale/Regional Impact Projects:

Working with regional freight stakeholders, it is possible to identify small (less than $3 M) projects that achieve one or more of the outcomes identified above, but still provide regional or system results. Projects here would include modest but regionally important infrastructure improvements such as:

- Improved operational or physical connectivity to regionally important industrial land or jobs
- Freight-focused transportation system management and operations (TSMO) projects (e.g., ITS solutions on Hwy 30 or Hwy 212)
- Alternative fuel or diesel retrofit for freight vehicles, corridors, infrastructure construction or funding and coordination programs that could leverage opportunities for small business while reducing greenhouse gas, particulates, and pollutants

Focus on Funding Preparedness: The freight, business and economic development community strongly supports a "funding opportunity preparedness" category – an idea discussed at the April 2, 2010 JPACT retreat. Recently, we have missed out on making optimal use of large streams of federal economic recovery funding, as well as ongoing or intermittent state funding programs, because of the dearth of projects ready for construction. With draft transportation reauthorization language emphasizing MPOs' urban freight problems as well as corridor coalitions such as the West Coast Corridor Coalition, this is an ideal time to anticipate the future and meet it with a full pipeline of projects, including the more complex freight-oriented projects so critical to our regional economy.

Whether this critical new innovation for MTIP funding is included as a strategy within the overall "Green Economy/Freight Mobility" category, or whether it is ultimately funded as a stand-alone category, this focus offers the region a much greater chance of leveraging discretionary dollars. This fiscal stewardship constitutes another component of economic sustainability.

Two subsets of this category are critical to freight: project development and freight-oriented regional planning.

Project Development: Preliminary engineering or other technical work needed to move large projects through the pipeline, to be ready for programming (funding). Types of projects include:

- Projects that meet the "green economy/freight" criteria
- Projects that support the efficient movement of freight (because more efficient is cleaner)
- Development of large projects to relieve freight bottlenecks
- Small scale demonstration or pilot projects that could be scaled up and/or permit technology transfer (e.g., alternative fuel projects)

Freight-Oriented Regional Planning: General or mode-specific freight plans and studies that focus on where and how to invest to reduce freight costs and environmental footprint. Examples are:

- A regional freight rail study that tells us how to get more goods and people moving by rail—and what investments are needed from private and public sectors
- Community/industrial economic development analysis to help us direct upcoming freight mobility funding sources to achieve our desired regional outcomes
- Hazardous materials or oversize materials routing plans to help reduce land use conflicts and safety/security/environmental problems in the future

June 9, 2010

Joint Policy Advisory Committee on Transportation (JPACT)
Metro
600 NE Grand Avenue
Portland, OR 97232

Re: RESOLUTION NO. 10-4160. FOR THE PURPOSE OF ADOPTING POLICY DIRECTION TO THE REGIONAL FLEXIBLE FUNDING ALLOCATION (RFFA) PROCESS FOR FEDERAL FISCAL YEARS 2014-15

Dear JPACT Members and Alternates,

The Regional Flexible Fund Allocation (RFFA) provides a key source of funding regionally for Active Transportation and Complete Streets, and we write to request that JPACT and Metro Council continue investing at current or expanded levels. Maintaining or increasing these investments will help the region reach all of its transportation targets, especially for active transportation, safety, air quality, global warming, affordability, and equitable access to daily needs.

While the RFFA is not a large fund in overall dollars, it has significantly expanded the bicycle and pedestrian transportation system, improving financial security, economic development, and public health and equity.

Financial security: Transportation is the second larges cost to most families, after housing. Investing in active transportation infrastructure allows people to reduce their overall transportation costs. Access to transportation choices is increasingly important to financial security as gas prices rise. When households reduce their number of single occupancy trips, they are less impacted by volatile gasoline prices and therefore able to reduce their household expenditure on transportation. The result will be more money in the pockets of Portland region residents and more money for the local economy.

Nearly half of all trips made within the United States are three miles or less. We should invest in active transportation networks to create neighborhoods that have higher rates of people walking and biking.

Economic development: Funding complete streets is a wise investment. It allows the Portland metro region to maximize the amount of mobility per dollar, reduce the number of overall automobile trips as stated the Regional Transportation Plan, and align multiple active transportation projects to create large-scale complete routes.

Because of our existing investments in active transportation and transit, citizens of the Portland region spend less than the national average on our transportation costs and we realize what economist Joe Cortright refers to as a “Green Dividend.” In the Metro region, we drive four miles per day less than the average US citizen; we spend $1.2

billion less annually on driving related expenses. Of that $1.2 billion, an estimated $800 million circulates through our local economy that would have otherwise left the region.

We need increased investments in active transportation to give people the option of driving less. The result will be increased dollars for the Portland region to drive economic development.

Public Health and Equity: At its spring 2009 retreat, JPACT highlighted health equity as a key concern to be addressed in the transportation system. The Centers for Disease Control, our nation's leading health agency, has determined that investing in active transportation is key to public health outcomes. Their current recommendations state:

"Expanding the availability of…health-enhancing choices into transportation policy has the potential to save lives by preventing chronic diseases, reducing motor-vehicle…injuries and deaths, improving environmental health, while stimulating economic development…."

In order to combat the negative health impacts of inactive lifestyles and auto travel, including obesity and asthma, we need to make walking, biking, and transit safer and more comfortable through investment in active transportation. Making the healthy choice the easy choice will benefit the Portland region for generations by reducing preventable diseases associated with inactive lifestyles and help address disparities in access.

While active transportation and complete street projects account for 25% of the projects in the 2035 Regional Transportation Plan, they account for only 7% of the cost of the plan. The region has been a leader in creating livable communities, and continuing the RFFA investment at least at current levels is an important part of that leadership.

Sincerely,

Gerik Kransky
Advocacy Manager
Bicycle Transportation Alliance

Phil Selinger
Board President
Willamette Pedestrian Coalition

Mara Gross
Policy Director
Coalition for a Livable Future

Mel Rader
Co-Director
Upstream Public Health

Brock Howell
State Policy Advocate
Environment Oregon

Jason Miner
Executive Director
1000 Friends of Oregon

PORTLAND FREIGHT COMMITTEE

June 9, 2010

Carlotta Collette
Metro Councilor, District 2
Chair, Joint Policy Advisory Committee on Transportation
600 NE Grand Ave.
Portland, OR 97232

Dear Councilor Collette,

The Portland Freight Committee would like to provide the JPACT committee members with the following information to augment their discussions on the allocation of 2014-15 Regional Flexible Funds/MTIP. The Portland Freight Committee is advisory to the Portland City Council on issues related to freight mobility. Our membership includes 37 private and public sector representatives of freight service providers, shippers, trade associations, businesses and public entities directly related to multi-modal freight activities.

Green Economy/Freight Mobility: ***Successful MTIP investments also boost employment and wages.***

- Tim Duy recently reported[1] that our forecasts are overstating Oregon's future employment by 20%, and that Oregon's wages continue to fall from 94.3% of the U.S. average to 89.4% of the U.S average.
- The Cost of Congestion Study[2] found that congestion in our transportation system will lead to $844 million annually in productivity losses to our regional businesses. Those productivity losses could translate to as many as 6,500 jobs.
- According to the *Regional Business Plan*[3], the traded sector[4] provided 874,220 regional jobs in 2004 at 63,883 establishments. The bicycle industry, which is part of the traded sector, employs 600 to 800 people in the City of Portland working in about 125 individual businesses[5].
- The Oregon Office of Economic Analysis uses fewer categories[6] to describe the traded sector, but still identifies that over 50% of the region's non-government employment is in the traded sector.
- The traded sector is more dependent on the timely flow of goods than other economic sectors.
- Success of our Urban Growth Boundary is dependent upon increasingly dense commercial and industrial transportation networks within the UGB.

---

[1] *Oregon's done with the days of rosy revenue forecasts*, by Tim Duy, PhD, Department of Economics, University of Oregon June 05, 2010, *http://www.oregonlive.com/opinion/index.ssf/2010/06/oregons_done_with_the_days_of.html*

[2] *The Cost of Congestion to the Economy of the Portland Region*, by the Economic Development Research Group for Metro, ODOT, Port of Portland, and the Portland Business Alliance, , December 2005http://www.flypdx.com/PDFPOP/Trade_Trans_Studies_CoCReport1128Final.pdf

[3] *Regional Business Plan*, 2006, http://www.regionalbusinessplan.com/docs/regional_business_plan_web.pdf

[4] Defined as "high technology", "metals, machinery, and transportation equipment", "forest products", "food processing", "creative services", Apparel and sporting goods", nursery products", "professional and business services", and "food services and accommodations"

[5] Portland's Bike Culture Creates Market, *by Ethan Lindsey, January 2008, http://news.opb.org/article/portlands-bike-culture-creates-market/*

[6] That is, the following economic sectors: mining and logging; manufacturing; trade, transportation and utilities; and leisure and tourism.

<u>Active Transportation/Complete Streets:</u> ***Active transportation investments should be based on where we get the best outcomes – e.g., reducing travel by single-occupant motorists.***

- In the past, our investments in active transportation were not based on market studies, but rather in providing incremental connections to and from parks, transit, etc. As the region funds active transportation projects that cover more distance, we should increase the use of market studies and consider the practical limitations of active transportation.
  - According to Metro travel demand model, 8% of daily person trips are by foot and bike for the entire region; and even less (4%) are completed by foot and bike for commute trips.
  - According to a recent TRB report[7], a comprehensive origin-destination study completed in Montreal found that bicycle commuters travel an average 1.96 miles; with a median value of 1.4 miles. These results are consistent with findings produced by the City of Portland.
- If we are to improve participation in active transportation, we should expand use of objective market studies as well as existing local experts. Work by the Bicycle Transportation Alliance indicates that bicycle safety training and education has a significant benefit in encouraging people to ride. We need to determine the nexus between increased investment for physical facilities and education in order to encourage more bicycle travel and achieve a high return on investment.

Sincerely,

Corky Collier
PFC Chairman

Jeff Swanson
PFC Vice Chair

[7] *Beyond the Quarter Mile: Examining Travel Distances by Walking and Cycling, Montreal, Canada*, Jacob Larsen, Ahmed El-Geneidy, and Farhana Yasmin, School of Urban Planning, McGill University, 2009, http://tram.mcgill.ca/Research/Publications/Travel%20distance.pdf

Cc: Mayor Sam Adams
Paul Smith, PBOT Planning Division Manager
Courtney Duke, PBOT Senior Transportation Planner

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Metro | *Memo*

Date: Tuesday, June 8, 2010
To: JPACT
From: Andy Cotugno
Subject: TIGER 2

Last year, there was a competitive USDOT solicitation for TIGER funds. $1.5 billion was made available and about $20 billion of applications were received. From the Portland region, applications were submitted for the following:

- Metro Active Transportation
- I-5/Marine Drive
- Portland Innovation Quadrant (South Waterfront)
- US 26/Shute Road
- Terminal 4 Modernization

Reconnaissance of the TIGER 1 awards indicate that the following factors were significant:

- TIGER funds leveraged significant other federal, state, local or private funds.
- Substantial project development has resulted in implementation readiness.
- Iconic projects.
- Project breaks down traditional jurisdiction and modal silos.

USDOT has announced a TIGER 2 solicitation, providing access to $600 million. Pre-applications are due July 16 and final applications August 23. Individual awards can be $10-200 million. Up to $35 million can be for planning grants. There will be close coordination with the solicitation for HUD grants.

At this time, the following Portland region applications are being contemplated:

- Eastbank bike/ped. Access to Portland/Milwaukie LRT (leveraging LRT funding commitments)
- US 26 access to Springwater Industrial area (leveraging STIP funding commitment)
- Sunrise System Phase 1 – leveraging STIP, local and SAFETEA-LU funding commitment)
- Port of Portland Troutdale Industrial District (FED-EX) access (leveraging FED-EX development)
- RideConnection – Development of a permanent home for RideConnection programs to facilitate alternative transportation modes with future affordable housing element.
- Barbur HCT Alternatives Analysis (under the "planning" component of the TIGER program)

Due to the very short deadline and based upon comments made at the May 13 JPACT meeting, it appears the region should follow the same approach as with TIGER 1 and recognize multiple individual applications will provide USDOT with a diverse set of grant possibilities. If JPACT is interested in a proactive approach, the following possibilities could be considered:

- Select a single application to be the Portland region application.
- Recognize multiple individual applications will be submitted but a single application should be developed as the region's application.
- Submit comments to USDOT providing a ranking of the applications.